

Downtown Planning Public Workshops

DAC Summary

May 10, 2024

DAC Study – Workshop Summary

- 1. Outreach & Participation**
- 2. Overall Workshop & Online Engagement**
- 3. Downtown Mapping Activity**
- 4. Street Network: Overall DAC Study & Two-Way Restoration**
- 5. Active Transportation**
- 6. Transit Streets**
- 7. Event Streets & Place-Making**

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Outreach & Participation



By the Numbers:

7 events

**Over 350 attendees
(700+ comments)**

**27 stakeholders in
small group meetings**

Outreach and Communications

- 30 yard signs
- 7+ Community Newsletters
- 3 City newsletters (DDA, City, and OSI), 2 partner newsletters (SPARK and AAPS Weekly update), and City Council Member newsletters
- 1 news release with coverage in MLIVE, WEMU, & ClickonDetroit
- Ads inside AAATA buses, The Observer, and Bike Film Fest showings at the State Theater
- 90+ email invitations, including community organizations, City boards and commissions, and UofM departments / student orgs
- 13 Social media posts
- Social media ads reaching over 25,000 accounts and generating 663 engagement actions (link clicks, reactions, shares, etc.)
- City of Ann Arbor Next Door postings



Engagement Events

- March 12, 2024 – Evening Open House, 4-7pm (Downtown Library Branch)
- March 13, 2024 – Midday Open House, 10:30-2pm (Downtown Library Branch)
- March 14, 2024 – Midday Open House, 10:30-2pm (Downtown Library Branch)
- March 14, 2024 – Evening Open House, 4-7pm (Downtown Library Branch)
- April 23, 2024 – Evening Open House, 4-7pm (Traverwood Library Branch)
- April 24, 2024 – Evening Open House, 4-7pm (Westgate Library Branch)
- April 26, 2024 – Evening Open House, 4-7pm (Mallets Creek Library Branch)
- March – April – Online Virtual Engagement Session Open



Engaging Hard-to-Reach Populations

Survey distributed to residents at Ann Arbor Housing Commission properties and the Delonis Center

60 surveys were collected.



Small Group Meetings

20 meetings with 36 attendees

- Downtown business associations
- Property owners
- Local developers

Community organizations including:

- U-M
- Public Schools
- AADL
- AAATA
- The A2 Housing Commission
- Washtenaw Shelter Association



Online Engagement

- Workshop activities were replicated online using a series of Mural board activities. Results were incorporated alongside the in-person workshop and are part of this summary.

Downtown Planning Questionnaire

For those in grades K-12 only, please provide your email address to enter a raffle to win one of ten \$20 Vault of Midnight gift cards.

OVERALL DOWNTOWN

1. What do these values mean to you for the downtown?

EQUITY **AFFORDABILITY** **SUSTAINABILITY**

2. In 2050, what should the primary role of downtown be? Rank the options from 1 to 3, with 1 being the most important and 3 being the least.

Jobs-oriented office, research space, and worker-oriented businesses

A2 Comprehensive Plan Get Involved! Project Updates Downtown Planning Workshops

Presentation Recording

2024 Downtown Planning Workshops Virtual (March)

How is the plan developed?

Steering Committee guides the process
 Planning Commission is the author
 Council adopts the plan

community input + data collection (trends + best practices) = COMPREHENSIVE PLAN

HOUSING ECONOMIC DEVELOPMENT PARKS & PUBLIC REALM TRANSPORTATION LAND USE & ZONING

Watch on YouTube

3 Circulation Study

Overview Active Transportation Transit Corridors

Plan Get Involved!

Workshop board PDFs

Virtual workshop

3 Plans in 1 Workshop

A Vision for Downtown | Please help us complete the statements below:

I _____ in downtown Ann Arbor.

Downtown would be better for _____

If it had _____

Downtown could be improved by _____

Workshop board PDFs Visioning Mad Lib Kids Imagine Downtown Activity

[Click here to download the workshop questionnaire](#)

Optional Demographic Questionnaire

[Take Survey](#)

2 Overall Tone of the Workshops

- We are addressing tough issues, but the tone and feedback was overall positive and supportive of the downtown circulation study proposals and ideas.
- Growing awareness of the challenges facing the city – affordability, navigating tough tradeoffs, interconnectivity of issues (i.e. housing and transportation)
- Business owner and broader public perspectives occasionally do not align (i.e. car access viewed more important to businesses whereas the public is more interested in other modes of travel)



3 Downtown Mapping Activity

Do you have ideas for WHERE you would like to see more of the following?

INSTRUCTIONS

Grab a sticker and place them on the map where you think they should go.

- Housing
- Retail & Shopping
- Recreation
- Events & Gatherings
- Jobs
- Entertainment

Logical + encourage co-ops throughout the city.

Preserve existing trees. Add more green space. It's all infrastructure.

Build with beautiful architecture.

Change is happening! It is the old buildings are being drawn for people to live again. Discrimination is key.

A2 Downtown Area

ODA Boundary

Zoning Category

- C (Commercial) & PUD
- D1 (Downtown Core)
- D2 (Downtown Interface)
- M (Manufacturing/Industrial)
- O (Office/Research)
- P (Parking)
- PL (Public Land)
- R1 (Single-Family Residential)
- R2-3 (Duplexes/Townhouses)
- R4-9B (Multi-Family)
- City Parks

Tell Us How You Think Downtown

INSTRUCTIONS

Let us know how you would like to see the highlighted neighborhoods on the map change (or not change) in the future. Grab a colored sticker and vote in the corresponding boxes below.

Do you have an opinion on a neighborhood not highlighted? Please grab a post-it, write your comment, and place it on the map.

A

B

C

D

E

Need more better drop off options for downtown performance venues - many other patterns.

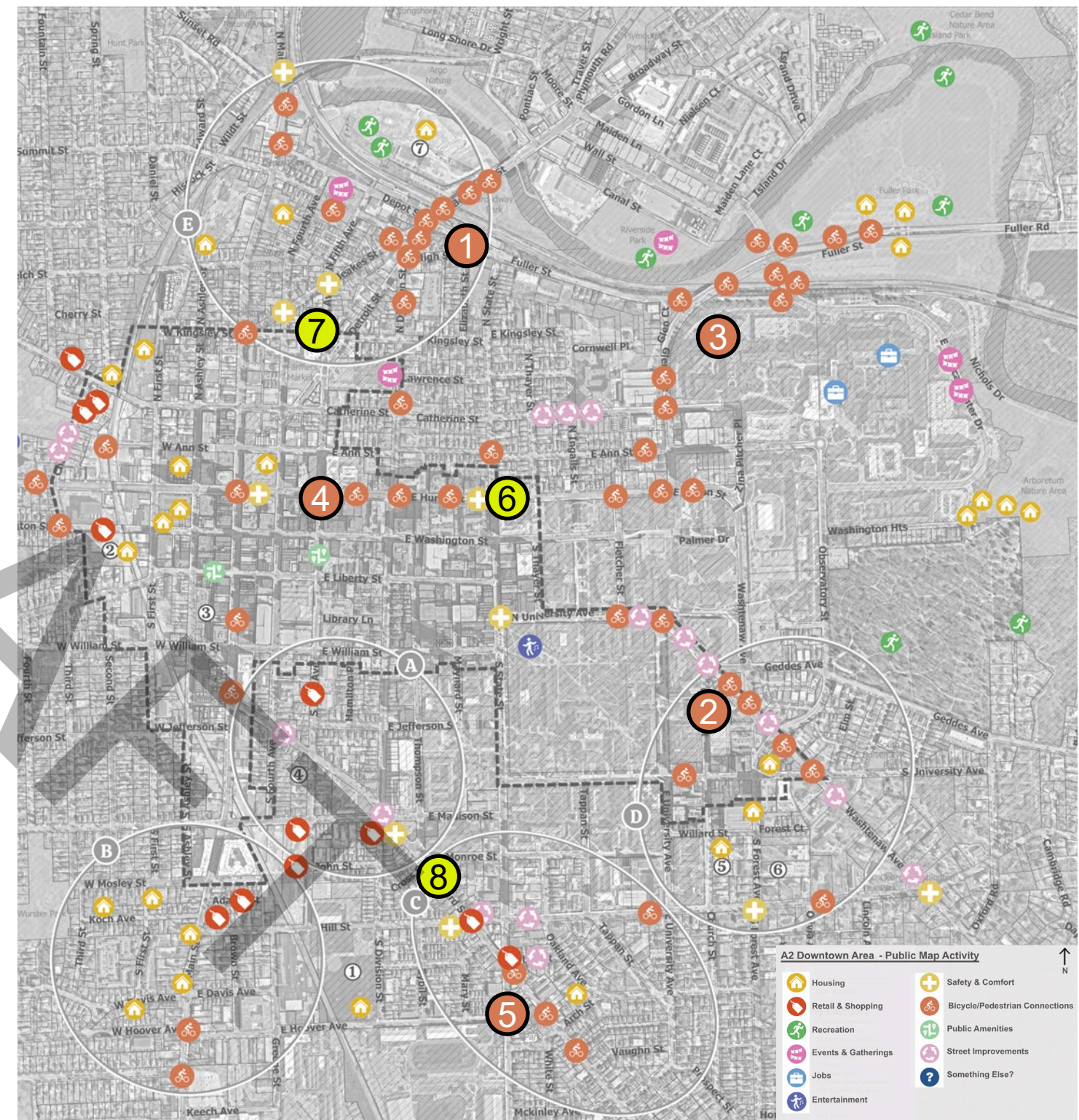
Opportunity to spaces streets walkways other uses near.

I understand there are already trees planted, would like to create more walkways and green spaces. It is important to have more green space for walking, healthy and all water on foot.

Including Good work/leisure not just work.

Downtown Mapping Activity

- Highest number of observations are seen for the **Bicycle/pedestrian connections** category:
 1. Broadway bridge area (aligned with Division Bikeway extension project)
 2. Washtenaw Avenue
 3. Fuller Street / Glen (aligns with Catherine Bikeway extension project)
 4. Huron Street
 5. Packard (south from downtown)
- Comments about a necessity for **safety and comfort enhancements** observed on Arterial roads and busy intersections such as Huron (6), Beakes (7), and Packard (8).
- Many comments highlight desire for **more housing**, particularly concentrated within the DDA boundary and the eastern and southern areas outside the DDA.
- **Street improvements** identified on Washtenaw, Packard, Catherine, and Chapin.
- **Retail & Shopping** desires identified near South Main and Hill, Chapin/West Park, and along Packard.



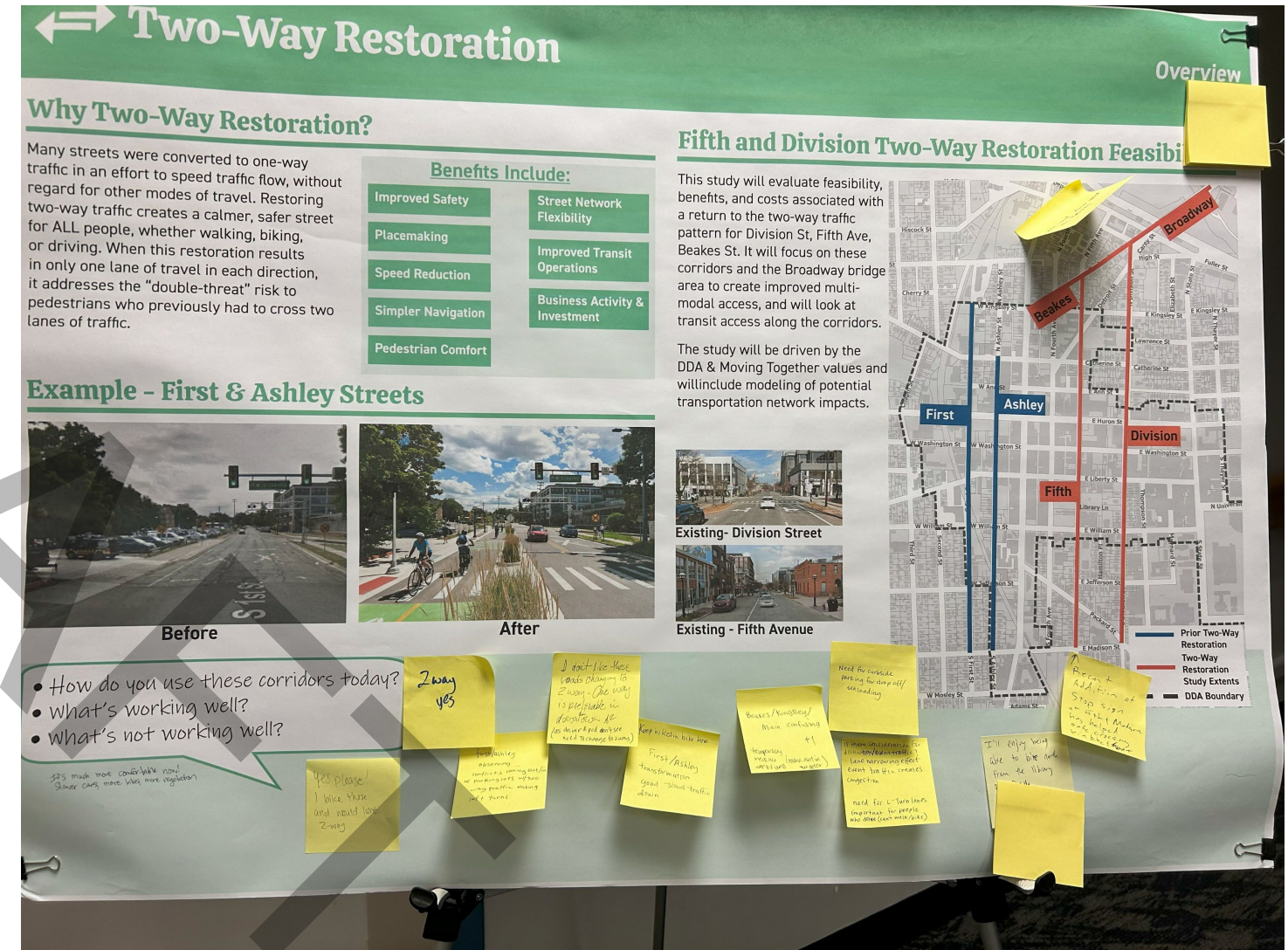
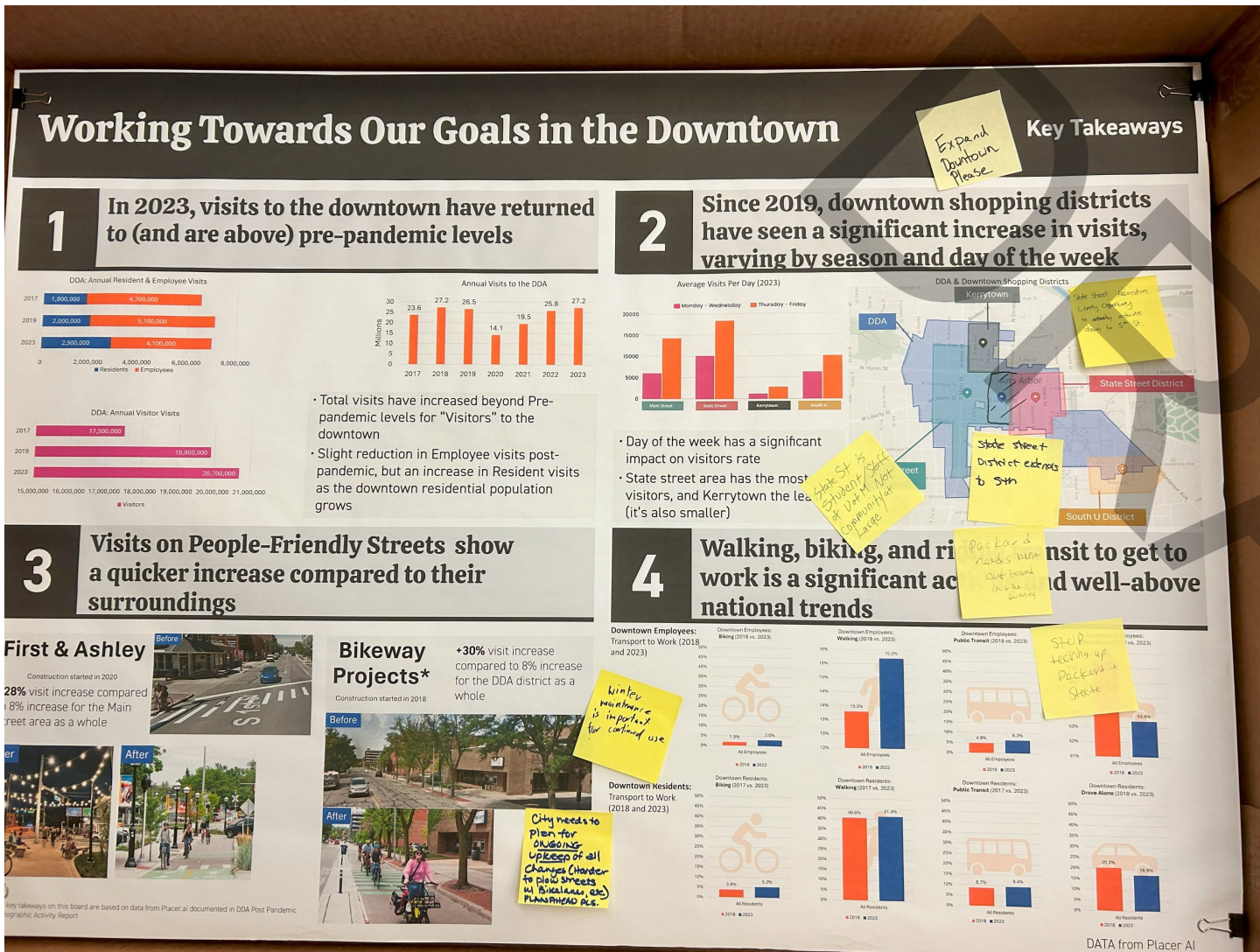


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Street Network

- Better **wayfinding to parking decks** and improved experience walking from decks to destinations is desired
- Overall **support for two-way restoration** of Fifth & Division (and Beakes) – improves navigation, directness of routes, safety, manages speeds
- Management of **curbside lanes for a greater range of uses** (accessible parking, pick-up/drop-off, loading/deliveries, etc.) is important

Overall DAC study



Overall DAC Study Board - Feedback

TOTAL COMMENTS: 35

WHAT IS WORKING TODAY?	WHAT NEEDS IMPROVEMENT TODAY?	SUPPORT FOR PROPOSED DESIGN DIRECTION	CONCERNS RELATED TO THE PROPOSED DIRECTION	OTHER OBSERVATIONS	QUESTIONS
<p>Multiple comments on supporting the State Street design.</p>	<p>Safer streets and accessible transit for everyone.</p> <p>General maintenance concerns i.e. upkeep and plowing.</p> <p>Having a better-connected and faster bus system.</p> <p>Comments about general improvements to bike infrastructure.</p>	<p>Positive reception towards two-way streets</p> <p>Comments feel improvements will create a safer environment for children, pedestrians, and cyclists.</p> <p>Daily users of bike lanes reporting significant improvements and expressing love for these changes.</p>	<p>Concerns around conflicts between modes of use and desire to see modes more safely separated.</p> <p>A comment about keeping surface parking.</p> <p>Concerns around safety and better signalization, enforcement, pedestrian wait times, and safer left/right turns.</p>	<p>A few comments expressing that the State Street area feels like it is only for the UofM not the larger community.</p>	<p>General comments about the desire to see the data that guides the direction of the study and decision-making.</p>

Business Representatives Feedback – Downtown Transportation

- Support from business community for two-way restoration, recognizing how it can improve wayfinding to downtown destinations and street flexibility.
- Programming/staffing for events (and event streets) is a gap because no Area Association has the staff to implement to the desired level. Some put their resources toward landscaping and sidewalk cleaning, in addition to or in place of events.
- Stakeholders appear to increasingly see the value of bikeways, but some concerns about “how many more to come” are raised. Stakeholders appreciated seeing an intentional network and that the focus is on neighborhood connections rather than more downtown bikeways.
- Wayfinding to and from parking garages needs to be improved – need communications about how to easily access downtown via all modes. Connecting parking lots to core destinations (better lighting, streetscape, etc.).
- Concerns around panhandling and perception of safety downtown viewed as a barrier for some.

Two-Way Restoration Board - Feedback

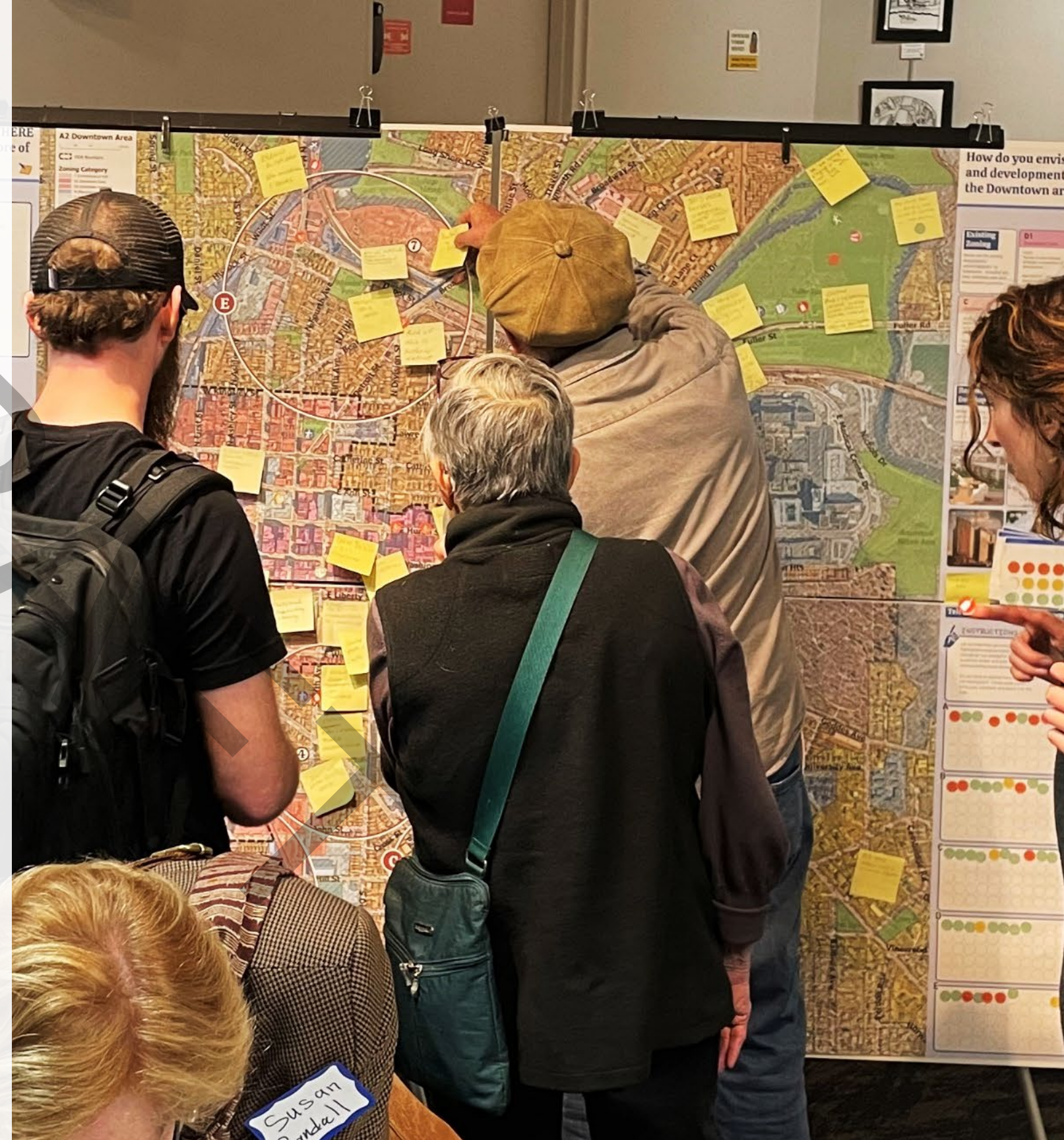
TOTAL COMMENTS: 66

WHAT IS WORKING TODAY?	WHAT NEEDS IMPROVEMENT TODAY?	SUPPORT FOR PROPOSED DESIGN DIRECTION	CONCERNS RELATED TO THE PROPOSED DESIGN	LIKES STATUS QUO / LACK OF SUPPORT	QUESTIONS
<p>Positive reception towards prior two-way street restorations and recognition of safety and comfort improvements</p>	<p>Speed reduction and better signage to enhance safety.</p> <p>Pointing out the problems with bike lanes ending abruptly and the need for more lane markings.</p>	<p>Overall support for Division & 5th Ave going two-way.</p> <p>Creates a safer environment for children, pedestrians, and cyclists.</p>	<p>Inadequate lighting at dusk.</p> <p>Requests to simplify confusing intersections, particularly where one-way meets two-way.</p> <p>Concerns that the current traffic pattern encourages reckless driving.</p>	<p>Some express a preference for the existing one-way system in downtown areas, suggesting it's better for both drivers and pedestrians.</p>	<p>Inquiries about the impact of changes on lane numbers and the flow of traffic.</p> <p>Questions about planning for event traffic.</p>

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Active Transportation

- Overall appreciation for the bikeways built to date and **support for the proposed bikeway** projects that connect near downtown neighborhoods to the downtown bikeway loop.
- Talking through the **rationale for using two-way bikeways** in constrained locations was beneficial – but reinforce being open to a range of best treatments
- Improvements to the “Broadway interchange” and connectivity north of the river was **highly supported**.



Active Transportation Overall Boards

Active Transportation OVERVIEW

Comfort for All Ages & Abilities

CREATING A BICYCLE NETWORK THAT CATERS TO A WIDE RANGE OF RIDERS
this approach is known as the "All Ages & Abilities" or low-stress network.

- Slow, low-traffic streets and separated bikeways
- For both experienced and apprehensive riders

7% STRONG & FEARLESS 100% of these riders are very comfortable on non-residential streets without bike lanes	5% ENTRUSTED & CONFIDENT 100% of these riders are very comfortable on non-residential streets with bike lanes	51% INTERESTED, BUT CONCERNED 32% OF THESE RIDERS 19% OF THESE RIDERS Confrontable to some degree using protected bicycle lanes on non-residential streets	37% NO WAY, NO HOW Unwilling, unable, uncomfortable bike riding
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note: take Aaron from MDOT & add project to bike lane in Maple - please!

note: we don't want to be a goal

note: take the new sidewalk

Moving Together Towards Vision Zero Ann Arbor Plan

Connects the city through all ages & abilities routes. **LOW-STRESS BICYCLE LANES NEED TO BE BALANCED** among

- Access
- Coverage
- Street Space Availability

Downtown Area Bicycle Network

- Existing Bikeways
- Proposed Bikeways
- Neighborhood Connectors
- Existing Bike Lane
- Existing Major Trails
- Existing Pathways
- Within 1 Block Crossing of an Existing Bikeway
- Within 2 Blocks Crossing of an Existing Bikeway
- Within 1 Block Crossing of a Proposed Bikeway
- Neighborhoods connected to an existing or proposed bikeway using a neighborhood connector does not require crossing major streets

Active Transportation OVERVIEW

Designing for All Ages & Abilities

ICTO Guidance
Designing for All Ages & Abilities
Separated bicycle facilities are generally comfortable to 70% of potential riders.
In constrained environments and/or where curbs on the street are unchanged, two-way bikeways can "fit the space" whereas one-way separated bike lanes often cannot.

Why Two-Way Bikeways?

- Confidence as a bicycle rider relates to your level of comfort
- Separated bicycle facilities are generally comfortable to 70% of potential riders.
- In constrained environments and/or where curbs on the street are unchanged, two-way bikeways can "fit the space" whereas one-way separated bike lanes often cannot.

Safety Data

- Safety is improving for all users
- Bicyclist & pedestrian crashes have decreased
- Biking has increased

Key Facility Types

BIKE BOULEVARDS / SLOW STREETS
Used on local, residential streets to manage speed and traffic

SEPARATED BIKEWAYS
(1- or 2-way)
Used on primary, non-residential streets to separate bikes from traffic

Downtown

SEPTMBER 2023 - 40,000 BICYCLE TRIPS!

Category	Count	Change
Bicyclist	1,200	+15%
Pedestrian	8,500	+10%
Motorist	32,300	-5%

Active Transportation WASHINGTON BIKE BOULEVARD

Project Area

GOAL
Use bike boulevard to connect from Riveria Blvd to the downtown area. Utilize speed and volume traffic control methods to create a calmer environment for bicycling.

Bike Boulevard Treatment Examples

note: what is working well on this corridor today?

note: what could be improved on this corridor today?

Active Transportation TREELINE & SUMMIT ST CONNECT

Project Area

GOAL
Extend the First Street Bikeway north and create a fully separated connection to Wheeler Park and the B2B Trail Berm Tunnel (under the railroad).

note: need an ARPA for this project for crossing right?

note: take the new sidewalk

Active Transportation DIVISION BIKEWAY EXTENSION

Existing Corridor Conditions

- One-way, 2 lanes
- On-street parking (west)
- Institutional land uses
- Conventional bike lane (east)
- Overlaid gutter

Proposed Bikeway

- One-way, 2 lanes
- On-street parking (west)
- Single-family / institutional land uses
- Conventional bike lane (east)
- Overlaid gutter

Project Area

GOAL
Extend the existing Division Street Bikeway northward and across the Broadway bridge, connecting to the side path along Plymouth Rd.

note: what is working well on this corridor today?

note: what could be improved on this corridor today?

Active Transportation Overall Board - Feedback

TOTAL COMMENTS: 113

WHAT IS WORKING TODAY?	WHAT NEEDS IMPROVEMENT TODAY?	SUPPORT FOR PROPOSED DESIGN DIRECTION	CONCERNS RELATED TO THE PROPOSED DESIGN	LIKES STATUS QUO / LACK OF SUPPORT	QUESTIONS
<p>General support for the bikeways and wanting additional low-stress bikeways outside of the downtown to make connections.</p>	<p>Better connection and safety for pedestrians and bikers.</p> <p>Making the streets safer for bikers it feel stressful biking today.</p> <p>Cars not stopping for bikes and pedestrians at intersections. Enforcement.</p>	<p>Overall support for more protected bikeways.</p> <p>Enthusiasm for the proposed bikeway projects.</p> <p>A desire for more bike amenities like bike parking.</p> <p>Some comments expressed a preference for 1-way separated bike lanes over the two-way bikeways.</p>	<p>Removal of parking and need to better price on-street parking and connect to garages.</p>	<p>No comments</p>	<p>Can the DDA expand?</p> <p>How are we ensuring buses can safely turn with two-way bike lanes?</p>

Division Bikeway Extension Board - Feedback

TOTAL COMMENTS: 58

WHAT IS WORKING TODAY?	WHAT NEEDS IMPROVEMENT TODAY?	SUPPORT FOR PROPOSED DESIGN DIRECTION	CONCERNS RELATED TO THE PROPOSED DESIGN	LIKES STATUS QUO / LACK OF SUPPORT	QUESTIONS
<p>Positive feedback about current Division bikeway.</p>	<p>Continuing the existing Bikeway north.</p> <p>The need for better connections over the Broadway Bridge.</p> <p>Better pedestrian crossings (raised?) to slow traffic.</p>	<p>Majority of preference-based comments were supportive of the concept.</p> <p>Two-way traffic restoration would help calm street. Support for reducing the number of lanes on Broadway.</p> <p>Support for the creation of protected intersections to resolve conflicts.</p> <p>Support for proposals that could help economic activity by making business districts more accessible.</p>	<p>Concerns about speeds on approaches to bridges, making pedestrian crossings challenging.</p> <p>Calls to close certain streets due to discomfort and perceived danger for cyclists (i.e. Carey St.)</p> <p>Concerns about the environmental impact of tree removal for infrastructure projects.</p> <p>Need to address emergency vehicle access.</p>	<p>One comment reflects a preference for the efficiency of the current one-way system.</p>	<p>What are the lane reductions on Broadway and the implications for traffic?</p> <p>Inquiries about the logistics and sizing of bike turn boxes.</p> <p>Curiosity about the number of all-season bike commuters and requests for repaving certain streets.</p>

Catherine Bikeway Extension Board - Feedback

TOTAL COMMENTS: 10

WHAT IS WORKING TODAY?	WHAT NEEDS IMPROVEMENT TODAY?	SUPPORT FOR PROPOSED DESIGN DIRECTION	CONCERNS RELATED TO THE PROPOSED DESIGN	LIKES STATUS QUO / LACK OF SUPPORT	QUESTIONS
<p>No direct comments were made.</p>	<p>Suggestions that crossing areas need improvement and possibly more seating near bus stops.</p>	<p>A comment that supports the project and requests that the sidewalk be wider for a better B2B trail connection.</p>	<p>Concerns about the number of people near the University and the safety of a left and right turn at busy intersections.</p> <p>Suggestion to use diagonal crossing for bikes with a bicycle signal if a crossing is needed.</p>	<p>No direct comments were made.</p>	<p>Turn boxes are in the middle of the bike lane. Can they be moved or make them bigger?</p> <p>Could we have diagonal bike signals?</p>

Treeline / Summit Connector Board - Feedback

TOTAL COMMENTS: 27

WHAT IS WORKING TODAY?	WHAT NEEDS IMPROVEMENT TODAY?	SUPPORT FOR PROPOSED DESIGN DIRECTION	CONCERNS RELATED TO THE PROPOSED DESIGN	LIKES STATUS QUO / LACK OF SUPPORT	QUESTIONS
<p>No direct comments were made.</p>	<p>Desire for safety features like Rapid Rectangular Flashing Beacons (RRFBs) at crossings where cars fail to yield to bikes (i.e. on Depot Street at 5th Ave).</p> <p>Suggestions for the construction of a bike ramp from westbound Depot Street to a trail, to avoid a sharp 90-degree turn.</p> <p>Need connections to existing bicycle infrastructure (e.g. 5th Ave two-way lanes)</p>	<p>Majority of preference-based comments were supportive of the concept.</p> <p>Multiple comments indicating a preference for concrete barriers to protect bike lanes.</p>	<p>Concerns are voiced about cars speeding and not stopping, creating dangerous situations for cyclists.</p> <p>Concerns with two-way bikeways for drivers not expecting cyclists from both directions.</p> <p>The condition of street pavement is criticized for being too thin, potentially unsafe, and more prone to potholes and other maintenance issues.</p>	<p>One comment is against the removal of parking spaces.</p> <p>Comment that the Treeline / Summit route seems like a long detour to avoid conditions on N. Main Street.</p>	<p>No direct comments were made.</p>

Washington Bike Boulevard Board - Feedback

TOTAL COMMENTS: 74

WHAT IS WORKING TODAY?	WHAT NEEDS IMPROVEMENT TODAY?	SUPPORT FOR PROPOSED DESIGN DIRECTION	CONCERNS RELATED TO THE PROPOSED DESIGN	LIKES STATUS QUO / LACK OF SUPPORT	QUESTIONS
<p>Multiple comments expressed how well the street worked(i.e. less traffic) when it was closed for repairs near the YMCA.</p>	<p>A few comments talking about how the road feels too tight with parking on both sides, so people ride on the sidewalk (even though it's a residential street).</p> <p>Sidewalks too narrow for both bikes and pedestrians.</p> <p>Cars need to be slower and intersections improved.</p>	<p>Overall comments were positive and support for the concept.</p> <p>Most comments supported traffic calming measures.</p> <p>Clear support for improving the Washington & 7th intersection.</p> <p>Types of traffic calming that were mentioned: Speed limit signs, diverters, raised crosswalks, roundabouts, buffered bike lanes.</p>	<p>7th Street is a busy intersection that is unsafe and hard to cross.</p> <p>A concern about getting doored when riding a bike.</p> <p>Need to manage the Slauson Middle School pickup and drop-off situation - coordination with school improvements.</p>	<p>One comment not supportive of diverters and that streets should be calmed instead.</p> <p>The parking on the street works to slow traffic.</p> <p>One comment concerned about parking loss.</p>	<p>Comments and questions about where cars that get diverted will go - and any other impacts from that?</p> <p><u>OTHER POINTS</u></p> <p>A bike connection to West Park.</p> <p>Having more density in the area.</p> <p>Planting native species and adding to the tree canopy.</p>



6

Transit Streets

- Recognition of the **importance of transit** to the community and how it support mobility choice and business environment
- Support for **greater frequency and efficiency** of transit
- Lots of interest for **when transit improvements** (e.g. high frequency routes, BRT) will be coming

Transit System Boards - Feedback

Transit Corridors

Key Transit Corridors

This map illustrates the primary transit corridors identified from both the long-range plan and the University of Michigan Masterplan. These corridors comprise key bus routes and stops linking the University in the North to the downtown area.

Downtown Area Transit Network

- AAATA Key Transit Corridor
- U-M Key Transit Corridor
- Shared Key Transit Corridor

Key Transit Corridors are likely candidates for transit infrastructure enhancements to support Bus Rapid Transit (BRT), Priority Service, and/or High Frequency Transit operations.

DDA Boundary
Other AAATA Bus Routes

Feedback Notes:

- Why don't buses use main street instead of 4th & 5th AVE?
- Any questions, feedback?
- Seating/cover @ bus stops and shelters? Solar heaters? w/ balloons to warm us?
- Trees at bus stops green infrastructure
- Need to bring back RAIL on W Huron to CCTC.
- More transit hours. People need to get home late. And more frequency! Every 10 minutes or less is ideal. Buses back, stretching to get!
- Can bus stops be more like train stations?
- Bring back street cars!!
- Trailing Buses are way more sustainable than BRT!
- Make public transit PRACTICAL! so everyone wants/needs to use it!
- Bring back street cars!!
- Can bus stops be more like train stations?
- AAATA is not a destination for private vehicles. It's only a transit mode. I AGREE!
- Let U-M and AAATA focus on a few campus routes to get the RAIL!
- make state st bus-only
- BUS ONLY LANE ON WASHINGTON DANGEROUS & NOT
- BRT A HUGE NEED ON THE ROUTES WASHINGTON AVE & YES!
- BRT bus only lane to pass
- Place shouldn't see such a car traffic. It will need more separate bus routes passing the road.
- How to deal on the main street? How slow?
- Bus boarding island is a barrier to people with disabilities. It's a barrier to people with disabilities. It's a barrier to people with disabilities.

Transit Corridors

Overview

What are Transit Corridors?

Routes/areas designated for the prioritization of public transportation, such as buses. The design of these streets aims to streamline the movement of transit and their services to improve the efficiency and reliability in an equitable manner, along with an emphasis on safety and comfort of users.

Why is improved transit good for the downtown?

- Increases overall access to businesses.** Efficient transit can readily connect the city and region to the downtown area, increasing visitor rates.
- Reduces the transportation costs for employees and visitors.** Reduces the need to pay for parking and owning/operating a private vehicle.
- Provides safer streets.** Reduces the volume of vehicle trips in the downtown and promotes safer modes of travel. Fewer cars supports a more pedestrian-friendly environment.
- Reduces vehicle miles traveled.** Supports reduction in greenhouse gases and emissions, creating a healthier environment for people to visit and shop.

Types of infrastructure for Transit Corridors

- 1 Bus Queue Jump Lanes**
Short dedicated transit facilities, equipped with either a leading bus interval or active signal allowing buses to easily enter traffic flow in a priority position.
Application: Corridor streets, Downtowns etc.
- 2 Transit Signal Priority (TSP)**
TSP tools modify traffic signal timing or phasing when transit vehicles are present either conditionally for late runs or unconditionally for all arriving transit.
Application: Intersections with routinely long queues or on commonly delayed transit routes etc.
- 3 Bus Rapid Transit (BRT)**
BRT is bus-based transit system that delivers a safe and convenient service using dedicated lanes, busways etc.
Application: Arterial roads, Corridor streets with high ridership demand etc.
- 4 Dedicated Transit Lanes**
Dedicated transit lanes are a portion of the street designated by signs and markings for the exclusive use of transit vehicles, sometimes permitting limited use by other vehicles (such as for turn lanes or property access).
Application: High motor traffic areas, Corridor streets etc.
- 5 Enhanced Transit Stops**
Enhanced transit stops are upgraded public transportation hubs offering improved amenities for passengers, such as weather shelters, seating, real-time arrival information, lighting for safety, and accessibility features like ramps and elevators.
Application: At major stops with higher volumes of boardings.
- 6 In-Lane Bus Boarding**
Bus boarding islands are exclusive spaces positioned between a vehicle lane and a protected bikeway, featuring a short crosswalk for bus riders to access the sidewalk safely.
Application: Arterial roads, BRT lanes, High pedestrian volume areas.

Additional Feedback Notes:

- GET RID OF STREETS!
- Let U-M and AAATA focus on a few campus routes to get the RAIL!
- make state st bus-only
- BUS ONLY LANE ON WASHINGTON DANGEROUS & NOT
- BRT A HUGE NEED ON THE ROUTES WASHINGTON AVE & YES!
- BRT bus only lane to pass
- Place shouldn't see such a car traffic. It will need more separate bus routes passing the road.
- How to deal on the main street? How slow?
- Bus boarding island is a barrier to people with disabilities. It's a barrier to people with disabilities. It's a barrier to people with disabilities.

Transit System Boards - Feedback

TOTAL COMMENTS: 109

WHAT IS WORKING TODAY?	WHAT NEEDS IMPROVEMENT TODAY?	SUPPORT FOR PROPOSED DESIGN DIRECTION	CONCERNS RELATED TO THE PROPOSED DESIGN	LIKES STATUS QUO / LACK OF SUPPORT	QUESTIONS
<p>No direct comments were made.</p>	<p>Frequency and access of existing transit.</p> <p>Many comments for improvements at bus stops: seating, shelters, solar heating, trees, winter maintenance etc.</p> <p>Accessibly into the downtown for the elderly.</p>	<p>Overall clear level of support for improving transit.</p> <p>Support for BRT and improving access and frequency.</p> <p>Comments made about electrifying transit either through trolleys or BRT</p>	<p>How do we ensure bus safety with two-way bike lanes?</p> <p>Multiple comments about the supply of parking in the city being too high (discouraging transit use) - but also parking being too difficult downtown.</p> <p>Not having enough accessible parking.</p>	<p>No direct comments were made.</p>	<p>Can bus stops be before traffic lights, instead of after?</p> <p>Emergency vehicle access on transit streets?</p> <p>Pricing parking appropriately.</p>

7

Event Streets & Place-Making

- Support using streets and public space as a place for **activities and events downtown**, bringing vibrancy and energy
- Desire for more **family-friendliness** – activities for kids, attractors for families
- Aesthetics of street closures can be improved to be more **festive and inviting** (and look less like a construction zone)



Event Streets Boards - Feedback

Event Streets

Do you have questions or comments about Event Streets?

Bill here to see how on the way about your perspective on this, but it's a big book (2018)

What are Event Streets?

Streets that prioritize pedestrians in order to create cultural, economic, and civic hubs for activity within a city.

Event streets can be a significant draw to an area supporting commercial activity and quality of life in the community.

Pedestrian Mall DOES NOT EQUAL Event Street

In the 60s and 70s, over 200 Pedestrian Malls were constructed nationwide. However, by the 90s, most of them had failed. These malls demand significant programming support for events, marketing, property management, and development plans to fully reap their benefits, which can be challenging but worthwhile.

Today, Pedestrian Malls are merely one type of event street among various ideas that can thrive in appropriate context.

Types of Event Streets

The people who think the number of the city should be on their own

Flexible/Traditional Street

Suitable for a variety of land use contexts, including less active streets

Curbless Street

Suitable in pedestrian dominated spaces with limited vehicle access

Successful Event Streets

Land Use Context & Existing Activity	Doesn't typically require active programming of the space for project success, but can benefit from it.	Commercial contexts, especially where pedestrian volumes are higher and/or events are frequent.
Event Programming Considerations	Doesn't typically require active programming of the space for project success, but can benefit from it.	
Maintenance & Management	Typically managed and maintained similar to conventional streets. May have some added needs preparing street for sporadic events	
Transportation Network	Regular vehicle access is maintained, flexible curbside lanes incorporated into design. Uses speed management features to promote comfort.	

This could change with more time

Event Streets

Do you have questions or comments about Event Streets?

Shared Street

Vehicle space separated from pedestrian with fewer physical barriers.

Stop use of orange barrels & barricades. Not Appealing

Seasonal Street

Street is semi- or fully-closed during certain times of year and/or days of the week.

Pedestrian Mall

Closed to traffic (can still allow deliveries in certain hours). Designed as pedestrian "plaza" space and to accommodate events and activities.

Suitable in pedestrian dominated spaces with limited vehicle access	Requires density of active uses prepared to utilize the space	Primarily suited to the most active pedestrian areas and where partners support programming.
Opportunity & benefits from events, may not require constant programming.	Regular programming of events and marketing needed to drive visits and support business throughout the year (or during active closures for seasonal streets)	
Designed as a "plaza" space, higher maintenance programming.	Maintenance tied to seasonal and temporary, typically lower cost activities.	"Plaza" space, high quality and higher maintenance, on public and/or private entities
Vehicles enter space on "pedestrian" terms. Discourage "thru" movements with volume and speed management.	Access for vehicles typically restricted, which can impact service (loading, deliveries) and shift travel patterns. Transportation shifts need to be accounted for and accommodated on parallel routes.	

Remember to consider the planning for the new pedestrian

Agreed. Makes construction and planning. Make it not too friendly

North U bus only Church St. Santa

Event Streets Boards - Feedback

TOTAL COMMENTS: 94

WHAT IS WORKING TODAY?	WHAT NEEDS IMPROVEMENT TODAY?	SUPPORT FOR PROPOSED DESIGN DIRECTION	CONCERNS RELATED TO THE PROPOSED DESIGN	LIKES STATUS QUO / LACK OF SUPPORT	QUESTIONS
<p>Overall, comments were positive towards the existing street closures.</p> <p>Closing the streets helps to build community identity.</p>	<p>Better signage for event street closures.</p> <p>A few comments expressed a need for pedestrian improvements such as trees/shade, winter events and bike parking.</p>	<p>Significant majority of preference-based comments supportive of event streets.</p> <p>Similar level of support for flexible event street types and pedestrian malls.</p> <p>General support for many types of pedestrian improvements (traffic calming, crosswalks, pedestrian comfort, etc.).</p>	<p>Concern about pedestrian malls impacting circulation and harming businesses.</p> <p>Some comments that wayfinding for vehicles when streets are closed to traffic needs to be improved.</p> <p>Some comments talked about the need for green infrastructure.</p>	<p>A comment about wanting to maintain curbs for safety.</p> <p>A comment about game day traffic concerns.</p> <p>Some comments about keeping car access and parking for businesses.</p>	<p>How do we maintain event streets year-round?</p> <p>Can we make State Street ped-only during the school year?</p> <p>Questions and sighting data.</p>

Business Representatives Feedback – Event Streets

GENERAL COMMENTS:

- Desire for more attractive, flexible barricades that don't make the street look like a construction zone.
- Lack of programming (staff) capacity limits what can be done.
- Branding issue – don't call these “Street Closures” but frame as something positive instead.
- Leverage event streets to create a “reason to linger” downtown.
- Access to downtown and connectivity/experience from parking decks to event streets is important.

DISTRICT SPECIFIC:

- **South University District** – interested in pursuing an event street implementation. Feels “left out” of the benefits other business districts have leveraged (but also has no dedicated staff at the moment).
- **Kerrytown District** – Farmer's Market and plaza spaces provide adequate space for events. Limited by programming capacity to do more.
- **Main Street District** – Recognition that different businesses are impacted differently by the closures. The weekly opening/closing cycle makes it difficult to do more permanent attractors and programming within the street – but having the street closed on “unproductive” days isn't good either.
- **State Street District** – Interested in doing more events (watch parties, rock the block, etc.) , but limited funding/capacity to program more (resources directed towards landscape and sidewalk cleaning).

Thank you

**Downtown Area
Circulation Study**

DOWNTOWN PUBLIC WORKSHOP - COMMENTS

*From workshops on:
March 12 - 14, 2024
April 23-26, 2024
List Updated 5/10/2024*

Overall DAC Study + Key Takeaways - Board Comments

1	Where is green infrastructure in this plan?
2	Make Fourth Ave between Liberty & William almost exclusively for buses peds. Redirect parking garage entrances to William
3	Stop congestion trash everywhere loudness
4	I am an elder who has lived on the north side of town for 50 years (Broadwayhood area) and who uses City buses and who walks as to downtown. But I require a car when traveling to doctor appointments, visiting friends, shopping, etc. to the south of town. There needs to be a viable way maintained for drivers to get from the North side to the South, and vice versa.
5	How about transit-only streets? Maintain bus routes but get rid of noisy dangerous private vehicles. Allow commercial vehicles only at certain times of day.
6	I love when streets are closed for events!
7	If these streets can be closed for events without issue, shouldn't they just be closed permanently so we can reap the benefits of the space year-round?
8	Close state street to cars. Its literally so obvious looking at the data that this is needed.
9	Why is this graphic even here? How does it contribute to safety to show how many out-of-town workers drive in their cars during the most in-demand part of the day? Why not show the number of transit riders or pedestrians instead? Whether designed to or not, car-centric framing helps legitimize a failed auto-centric roadway system. Please don't include car traffic counts in your analysis.
10	The intersections on the bikeways are awful. Its unclear what you are even supposed to do when you need to turn. Additionally, I'd like to see more bikeways on side streets and not just main thoroughfares. Please look at how the Dutch design their intersections!
11	Make downtown more difficult to neavigate for cars so they are forced to slow down. Make the street curve at intersections and driveways. Add modal filters so its harder to just speed down a street through the center of downtown. Force drivers to drive cautiously.
12	MDOT's mission is to make cars go faster. There is ample research showing this hurts people. It is an urgent priority to take control of MDOT roads and make them smaller and slower.
13	Why is this graphic even here? How does it contribute to safety to show how many out-of-town workers drive in their cars during the most in-demand part of the day? Why not show the number of transit riders or pedestrians instead? Whether designed to or not, car-centric framing helps legitimize a failed auto-centric roadway system. Please don't include car traffic counts in your analysis.
14	Please do not change 5th. I love being able to drive south with no stops because of the timed traffic lights
15	re pedestrian crosswalks that have the light up signs the signs not wnough. Drivers are going fast (30 mph) and sometimes distracted and I have had multipul close calls even when using the light up signs (push buttons) the signs need to be supplemented with flashing cat eyes or crosswalk slash pedestrain bridges.
16	I love the 2 way restoration on first and Ashley. It makes things less confusing and slows traffic and feels much safer for homes using it. Please convert 5th and Divisio
17	1st + Ashley feel so much safer Please do this now!! Downtown is not for speed!!

18	I love the street closing. It make the city come alive can we expand these or have more permanent or semi-permanent or semi - permanent closures (like state?)
19	I ride the bus + would more often if buses could move faster
20	I want my city to be a place to BE/WORK/LIVE/PLAY and not a place that you drive through
21	I want my city to be a place to BE/WORK/LIVE/PLAY and not a place that you drive through (+1)
22	Division St is too fast as a pedestrian, I`m always playing chicken w/drivers
23	Love the street crossing - make my proud to bring friends + visitors to downtown.
24	if we want a pedestrian4th street
25	As an older pedestrian, I find two-way streets more dangerous to cross1 way streets and 2 way streets w/ 2 way bikelanes VERY! Different glad also for young childern
26	I walk to work (not downtown), and car culture is so hostile to pedestrians and bikes people hock even though they have the right of way or don't yield (turn right on red into a Happen 2X/week!
27	People friendly streets have trees & green spaces. Trees @ bus stops
28	Expand downtown please
29	State Street Association Liberty Opportunity to activate down to 5th St
30	State Street district extends to 5th
31	State St is student/staff of UofM not community at large
32	Packard needs better outbound in the evening
33	Stop tearing up Packard & State
34	Winter maintenance is important for continued use
35	City needs to plan for ongoing upkeep of all changes (harder to plow streets w/bike lanes, etc). Plan ahead pls
36	[Bikeway projects] More of this!
37	[downtown employee commutes] The scale is screwed ->
38	[downtown employee drove alone] This could change with more bus riders
#	Transportation & Safety Data - Board Comments
39	How can we expand quality bike network outside or downtown space from cars protected lanes etc.
40	Lets adopt Utahs yield on red light laws
41	How many were bikers vs pedestrians
42	too many people run the huron 3rd light
43	bike pathway here in development solvers a lot of these thanks you
44	Pedestrians should be able to cross without waiting for streams of cars peds are out in the weather and may try to cross on red if they wait too long.
45	Pedestrians should be able to cross without waiting for streams of cars peds are out in the weather and may try to cross on red if they wait too long. (thank you)
46	LRT on washtenaw huron
47	Widden Washtenaw for BRT
48	I think you don't need to widen for BRT the 4 currently takes 2 lanes in some stituations
49	BRT make buses go faster and prevent congestion
50	Beakes north of Kingsley speeding issue - wrong way on 5th
51	2 way bike lanes on 1 way streets have led to accidents! What can you do to fix this?
52	Use l lane bikeways not 2 lanes go against traffic then
53	Need for improved bike facilities on Catherine E of Division
54	???

#	Two - Way Traffic Restoration - Board Comments
55	Need to communicate guidelines for safe biking e.g. LIGHTS
56	How many drivers tint their windows or don't turn on light at dusk both streets are currently bad and have fast traffic not fun to be around I support this
57	Love 2 way car streets still getting used to 2 way bike lanes
58	will the number of lanes decrease?
59	Not sure about 1 way vs 2 way but the intersection of division high Casey Broadway need to be simplified
60	Not sure about 1 way vs 2 way but the intersection of division high Casey Broadway need to be simplified (yes! Is currently unsafe for pedestrians)
61	Extending bike lanes on Division to north side of Broadway Bridge Traffic speeds are too fast across the bridge
62	prioritize biking and pedestrians
63	Restore fifth and division to 2-way to improve circulation of slow cars
64	Buses are loud through here
65	Buses help me go where I need to go
66	one way to two way conversion will improve a high pedestrian area safer and better access
67	beakes should be 2 - way to improve safety and slow cars heavily pedestrian area
68	bike lanes on one side can be problematic when roads are connected to another west bike lanes on two sides
69	Pedestrian Plaza at the center of the city
70	Making division 2-way will help the foundry double parking situation
71	love 2 way restoration do it it's safer
72	fifth and division s/b two way
73	Pedestrians pay taxes too
74	Easier to walk with two way conversion
75	Adhley and jefferson run the stop
76	Tax payers walk and bike and don't cause exponentially more road damaged by driving 7000 lb+ vehicles
77	Hate this I know you don't like it but taxpayers drive
78	I bike downtown frequently division 5th 4th packard I love the protected bike lanes but when the bike is going in opposite direction as cars not safe enough would prefer single lane
79	Current set up definitely encourages reckless / unsafe driving
80	Unsure if fifth division is a problem now
81	Like the curbed buffer
82	Like the curbed buffer (yes!)
83	Like the curbed buffer (want this everywhere)
84	Sidewalk on E side or first cognitive overload crossing sheets
85	First and Ashley is very successful and improved safety and accessibility
86	one way is more predictable for pedestrians like smaller cross sections
87	Bike signals on are ways when going opposite
88	there is always a holdup at Huron coming down Division people decide to turn left instead of right etc. Then the route to Amtrak is unclear on GPS causing many almost accidents (last minute right turn)
89	Same direction bike and vehicle lanes
90	Great idea no more driving and blocks to turn left
91	2 way yes
92	Yes please I bike these and would love 2-way
93	First and Ashley observing conflicts coming out and in of parking lots with two way traffic making left turns

94	I don't like these roads changing to 2 way. One way is preferable in downtown a2 as driver and ped don't see need to change to 2-way
95	Keep bikes in bike lane First and Ashley transformation good slows traffic down
96	Beakes Kingsley Main Confusing temporary Med lane works well
97	Beakes Kingsley Main Confusing temporary Med lane works well (+1)
98	is there consideration for destination and event traffic? Lane narrowing effect event traffic creates congestion Need for L-turn lanes important for people who drive - can't walk/bike
99	Need for curbside parking for drop off and unloading
100	I` ll enjoy being able to bike north from the library on fifth
101	Recent addition of stop sign at 5th Madison has helped safe crossing in bike and foot
102	We need lower speed on Beakes
103	[Drawing] ??
104	Fifth Ave very congested w/new building site
105	Love the new bike lanes - outside downtown though they need more markings at bike lanes. People drive as though they're wider curbs
106	Absolutely continue w/two way restorations!! Love the change!
107	I use this bike lane every day - huge improvement!
108	Love this! These multilane one ways are too fast!
109	Must slow traffic! 2-ways please
110	Oppose 2 way restoration
111	I love it!!!
112	I love it, too! Thanks for helping our kids, pedestrians, & cyclists safe.
113	Slow down the Beakes and Fifth intersection by the day care - 2-way would be better
114	When bike lane abruptly ends at division cars never allow you to merge back in
115	Please do this! Would make CHS much safer and easier to bike to!
116	Please do this! Would make CHS much safer and easier to bike to!
117	Prefer 1 lane traffic & 1 dedicated bus lane on 5th (instead of 2 way)
118	Need a mid-block ALA Kerrytown B/T Blake and AADL
119	Main St & Ann Arbor Saline dual turn lanes confusing because there is only once receiving lane/a quick lane drop
120	YES to 2-way on Division & N. Fifth Ave
121	Love the 2-way restorations that have already been done! But traffic signals are just a license to speed. Please consider roundabouts to slow traffic and solve the Division/Beakes mess. Consider closing Carey St if it can't be accommodated safely.
122	Concern: 6 way intersection south end of Broadway bridge (Summit, Beakes, Detroit, Division, High, Carey) From a vehicular traffic flow perspective this sort of works, at least for locals that have figured it out. At least cars keep moving. Adding stop light (s) generates delays and air pollution. A large round-about would slow traffic but keep it moving. I would also give immediate access to all 6 of those streets. Bikers and pedestrians are and probably will remain 2nd class citizens at this intersection. Just too much traffic and that traffic will only increase.
123	The south end of the Broadway Bridge, where 6 streets come together, is very dangerous for pedestrians. This needs to be redesigned, allowing for greater pedestrian safety.
124	two ways feel way safer. as a downtown resident, crossing Division and Fifth is much harder than the two ways.

125	People still need to get through downtown sometimes (i.e. Lowertown residents getting south of downtown shouldn't be forced to a 12-mile freeway detour). Two-way would turn to gridlock for cars and buses with left-turns blocking traffic. Also constant construction always seems to block a lane somewhere anyway--there would be constant detours of the other direction. Huron/Fifth/Division should be designated for moving, and you could close all the other streets to through traffic entirely. Perhaps devote one lane to buses to improve transit.
126	Right now Ann Arbor's road network is designed in a way where drivers who want to go across the Huron river need to go through downtown. How can we re-route these people to the highways or other corridors? How slow does it need to be to make other routes appealing? Can modal filters help with preventing direct paths through downtown?
127	Love the 2-way restorations that have already been done! But traffic signals are just a license to speed. Please consider roundabouts to slow traffic and solve the Division/Beakes mess. Consider closing Carey St if it can't be accommodated safely.
128	Love the 2-way restorations that have already been done! But traffic signals are just a license to speed. Please consider roundabouts to slow traffic and solve the Division/Beakes mess. Consider closing Carey St if it can't be accommodated safely.
129	Please do not do 2-way restoration having only 1 lane of vehicle traffic (as it S 1st St) I think that can be more dangerous. There's not always space available for one of two opposing cars to pull over.
130	5th + Division, not everyone will ride bikes. Absent frequent and reliable public transportation, it's difficult to get across town efficiently.
131	People drive too fast down Division near the bridge where the protected bike lane ends -very scary
132	5th and Division St. are not too fast now and having one street for each way reduces the car stop emission. No need to create change.
133	Leave Division St. Fifth Ave one-way. There needs to be a way for Traffic to move expeditiously through downtown
134	Safety has to be over number one priority not convenience. I love the idea of slowing these speedways down and making them better for folks using downtown (not driving there).
135	eliminate as many one-way streets as possible Yes!!
136	These have vastly improved livability downtown
137	Voting for 2-way on 5th and Division
138	5th and Division st are not too fast now and having one street for each way reduces the car stop emission. No need to create change.
139	We still need some streets with quicker traffic flow - for example, 5th + Division, not everyone will ride bikes. Absent frequent + reliable public transport, it's difficult to get across town efficiently.
140	I've lived in A2 since 1975 and have never felt more afraid as a pedestrian. Drivers are distracted by their phones speeding, and running red lights. Sidewalk safety is a huge priority for me.
141	Get rid of the one-way streets!
142	If we can save a life that has to be our #1 priority. Follow priority. Follow the science and how to do it.
143	We needed extended protected bike lanes. I was not able to bike here because Jackson + Maple is a nightmare.
144	Convert all dangerous one-way roads to 2-way
#	Active Transportation Overall - Board Comments
145	Add construction/contractor input more into plans.
146	CONNECT EVERYTHING EVERYWHERE
147	CONNECT EVERYTHING EVERYWHERE
148	More bike racks needed downtown.
149	We have half-empty parking structures. Do we need on-street parking?
150	One way bike lanes please

151	Get rid of street parking and downtown, add structure parking
152	Want to connect to DT down Plymouth Rd from Northside of town.
153	Round-a-bout at Plymouth & Maiden lane & Traver
154	Friends tell me biking is too stressful because they don't know which streets are safe...any wrong turn can mean a very unfriendly & unsafe journey. Let's make a full network - no wrong turns! Nowhere should be dangerous for bicycles! This will help riders of all ages & abilities & familiarity with the streets network!
155	Friends tell me biking is too stressful because they don't know which streets are safe...any wrong turn can mean a very unfriendly & unsafe journey. Let's make a full network - no wrong turns! Nowhere should be dangerous for bicycles! This will help riders of all ages & abilities & familiarity with the streets network!
156	Bike lanes > on-street parking
157	Don't want to have to enter street traffic at 7th-Liberty intersection as biker (also 7th-Pauline)
158	7th & Liberty bike lane disappears. Very dangerous.
159	7th-Madison - 1st or Ashley is better bike route from south. Would not ride S Main
160	Protect Packard bike lanes
161	Problem: All-way walk signal and "bikes use pedestrian signal" sign mean bikers crossing state and walkers crossing William BOTH have right-of-way.
162	Remove vehicles from State St
163	2-way are fine until you reach the end/crossing. How to make drivers aware of cyclists in the other direction?
164	2 way protected bikeway definitely better than no protected bikeway, but cars going the opposite direction or cross traffic cars don't look for cyclists
165	Patty (8) loves the "bike highways"
166	Then you must guarantee cars <= 25 mph w/proper environment design
167	DDA & downtown are doing great! We need low stress active transportation outside DDA - e.g. Stadium in front of Pioneer, Busch's on S Main
168	Connect S. Main bike lanes to sidepath on A2 Saline Rd
169	No State at William impossible to turn left
170	Division & John add quick curb
171	A Packard protected bike lane would be GREAT! Connectivity to important area
172	I would prefer a separate path (sidewalk/bike) wherever possible
173	Take Huron From MDOT & add protect bike lane to Maple & Stadium & Jackson & Dexter
174	Check intersection people don't get left turn yield to Kingsley traffic & pedestrians Beaker, Main, & Kingsley
175	[Liberty & Thompson] We don't need this signal
176	Bike facility from Liberty south on Fifth St and Hutchins Ave could be Bike Blvd
177	[State] Love the new bike track
178	Hard to cross at Hutchins & Pauline
179	Where is green infrastructure in this plan?
180	Make Fourth Ave between Liberty & William almost exclusively for buses, peds. Redirect parking structure entrances/exits to William
181	Can the DDA expand?
182	Definition of 'downtown' has changed. Consider boundaries.
183	Require solar on big buildings
184	I do use the bike [??]
185	Miller Catherine bikers still using road/not bikeway
186	<- confusing intersection
187	We need buses more often running longer days

188	Do NOT restrict e-bikes, fantastic options for ppl w/disabilities
189	Single lane street with bollarded bike lanes in central areas with workday congestion create significant obstacles for emergency vehicles, i.e. S State/Packard
190	Bike lanes that impede public transit/bus stops need to consider signage to bicyclists to yield to onboarding & offboarding riders. This is especially ???
191	I want to bike to daily tasks, but won't feel comfortable w/o protected bike lanes so I end up driving. Safety --> sustainability
192	Love all the new bike lanes! Keep it going
193	Love all the new bike lanes! Keep it going
194	More bike lane markings along Barton Drive down to river - especially at the sharp corner
195	Would like to see the network built outside of downtown. This would be good for outer neighborhoods but also downtown bikeways
196	It only takes one dangerous stretch to make a network useless
197	A2 Open school pickup causes back ups - can it be better?
198	Crossing Main by bike or as a pedestrian is a pain and cars don't give space or slow down at this intersection
199	Never found a low stress bike lane
200	Often get cut off at cross intersections - need enforcement that car stay in their lane bike can be safe
201	protected bike lanes
202	I bike to the hospital! Make it more accessible!
203	Keep sidewalks clear! Min 7' on Main St
204	Making sure triggered lights detect bikes is important!
205	Making sure triggered lights detect bikes is important!
206	Making sure triggered lights detect bikes is important!
207	Bike lanes - whether separated or just painted lines - are fabulous everywhere!!
208	Bike lanes - whether separated or just painted lines - are fabulous everywhere!!
209	Bike lanes - whether separated or just painted lines - are fabulous everywhere!!
210	Timing lights for speed limits to discourage speeding would be helpful
211	Bike transportation simply isn't a viable option for elders!
212	Find places for off-street bike paths! Make paths at sidewalk grade level instead of street level (including driveways and intersections) so ice and snow doesn't accumulate during the winter and its more obvious to cars without paint that pedestrian/bike infrastructure exists there.
213	This one is important for getting those of us north of the Huron able to safely bike to downtown. Happy to see it!
214	We need to create a comfortable bike connection along Glen and Huron to allow more people to bike safely between N and Central Campus.
215	More covered bike parking, bike lockers, and bike houses. With the hopes of reducing car traffic, converting first level parking spots in structures to parking would help.
216	Seconding this. No one wants to take their nice, potentially expensive bike downtown if there's no way to securely store it. Bike theft is almost a bigger concern than bike lanes.
217	I think that my priority is not the most specific to downtown, but rather getting to downtown.
218	We need to create a comfortable bike connection along Glen and Huron to allow more people to bike safely between N and Central Campus.
219	This one is important for getting those of us north of the Huron able to safely bike to downtown. Happy to see it!
220	This one is important for getting those of us north of the Huron able to safely bike to downtown. Happy to see it!
221	How many people enjoy going downtown in their cars? Please consider that some people won't go downtown anymore if it becomes too difficult to drive there.

222	How many people enjoy going downtown in their cars? Please consider that some people won't go downtown anymore if it becomes too difficult to drive there.
223	Yes! This is my current bicycle route & it would improve safety. Cars don't see me in a painted lane.
224	Yes!!! Please & thank you! - Daily Bike Commuter
225	Yes! We need connectivity to where people live :)
226	Huron & First - This intersection is confusing for bicyclists - the bike signal (north/south) travel does not match pedestrian signal. Why not?
227	Yes, please! We definitely need protected bike lane all the way across Broadway bridge
228	Yes, please more
229	removal of trees would be an issue
230	Extend bike lane all the way to Plymouth Rd please!
231	Community Drop is on other side of building...
232	Community Drop is on other side of building...
233	Biggest help to me on bike would be no potholes in bike lanes!
234	I don't know the best way, but I want a street-free transition from Broadway Bridge to downtown/Central Campus
235	Sure, but slow the cars down so I can still ride safely in the winter
236	Bikes are not often seen during cold, icy, snowy days. Cars are still needed. Older people, disabled people don't ride bikes as a general rule.
237	I winter commute this on bikes daily
238	Eliminate street parking, more active transportation, expand sidewalks, park in structures, strategic parking structures
239	Could trees be planted on the relocated curb?
240	When Division becomes 2-way, make protected bike lanes 1-way
241	When Division becomes 2-way, make protected bike lanes 1-way
242	When Division becomes 2-way, make protected bike lanes 1-way
243	Approach 2 keeps high-speed cars on one side of downtown & lets them filter through cross streets as needed
244	I like this! Much safer
245	Broadway & Moore - PB hard to get to - liked it better as automatic walks
246	Preferred for biking
247	Preferred for biking
248	Preferred for biking
249	1-way protected bike lanes reduce left/right hooks!
250	Desperately need this connection for bikes!
251	Death trap here for bikes NB - vehicles don't
252	Need to look at signal timing & smart signals
253	Dangerous/intimidating today. Signals would help
254	Dangerous/intimidating today. Signals would help
255	Great idea, but bike lane should be on one side of road to prevent merging
256	Connection to B2B connects to other parts of the city!! SO BIG
257	can high St disconnected closed here
258	the preferable for blues
259	one ways are good for traffic flow perhaps better signage would help
260	yes please this transition feels very unsafe biking right now
261	Will there be a law fining bikers for not riding in an existing bike lane
262	[Catherine] Switching sides is difficult. Consider diagonal bike signal? (examples in Seattle)

263	[Catherine] Switching sides is difficult. Consider diagonal bike signal? (examples in Seattle)
264	[Division] A safer way to get across the bridge on a bike would be great
265	[Division] Bike lane markers are ugly. Can we consider "city beautiful" designs for things like lane blockers, signage, etc (This also applied to festive streets, street closures)
266	[Division] Need a bikeway across the bridge but...would be great to also have bus lanes
267	[Division] What happens to Detroit St access??
268	[Division] Yes to #2
269	[Division] Need to access Beakes from area
270	[Division] Broadway Bridge what will prevent us from making same mistakes again
271	Need bike trails on towards Yispi
272	Division Bikway transition will be very difficult curve at outry to the bride is quite difficult
273	Division Bike Sepertion is great but getting dumped onto pour pav't into traffic is uncompromise but
274	this intersention beaks...and...feel unsafe
275	Please connect with North Campus by a safe and easy bike path (alongside railroad)
276	Do away with as many gaps as possible
277	Please connect with North Campus by a safe and easy bike path (alongside railroad)
278	I'd like to see improvements in public transport before you make transition more difficult for auto traffic
279	Biking from the NE area to the donation is still not easy. The sidewalk path is not well maintained (potholes) (+1)
280	Biking from the NE area to the donation is still not easy. The sidewalk path is not well maintained (potholes)
281	All people should feel comfortable/safe and have access to some from of active transportaion
282	Make level of bikeway design like ada regs: all ages + abilities because everyone can use them
283	what happens when ambulances have to go over road bumps? Not right!
284	Move the bus stop at Red Oak to the top of the hill to precent it being stuck on ice and snow
285	would feel...biking into..protect...bikeway..from the...love it.
286	how will all the emergency vehicles get past if miller is narrow to only two lanes?
287	close down the Y worked well for slowing traffic
288	Where do we put our garbage cans if you have built narrow bike lane curbs?
289	Biking from NE area to downtown is still not easy. The sidewalk path is not well maintained (potholes)
290	Biking from NE area to downtown is still not easy. The sidewalk path is not well maintained (potholes) (+1)
291	I'd like to see improvements in public transport before you make transit more difficult for auto traffic
292	Do away with as many gaps as possible
293	Please connect with north campus by a "safe" and easy bike path (alongside railroad)
294	Please connect with north campus by a "safe" and easy bike path (alongside railroad) (+1)
295	The curve at entry to bridge is quite difficult
296	Division bike Sepertion is great but getting dumped onto pour pav't into traffic is uncompromise but getting dumped onto pour pav't into traffic is very uncomrfortable
297	I was nearly hit by a car at the crosswalk across main by mosley st. Even after activity the beacom. NB traffic often don't see that end are going fast. This has consistantly felt like a dangerous crossing as a pedestrain
298	I'm a confident biker but biking in groups feels much harder
299	Division bike separation is great but getting dumped onto pour pav't onto traffic is very uncomfortable
300	Do away with as many gaps as possible
301	how many people enjoy going downtown in their cars? Please consider that some people won't go downtown anymore if it becomes too difficult to drive there.

302	I would gently push back on that driving to downtown (parking + walking around) is very different from driving through downtown. The former is very doable given the plethora of lots/structures. The latter is not enjoyable but that is fine Downtown should not focus on driveability.
# N Division St - Board Comments	
303	strongly in favor or extending bike lane. Pain point today. Need to fix maiden lane (Moore) Paitaic Trail. Safer and more friendly for bikes + peds + connect to Plymouth non-motorized path
304	Speeds loading to bridge (north bound) make cross walks difficult to confidently use
305	can the # of lanes on Broadways be reduced?
306	A missing like today, connect over Broadway
307	Supprt this! Lets go ver the bridge too
308	can the # of lanes on Broadways be reduced? (+1)
309	Protected intersection to get bikes over to Broadways is needed Today use widewalks + carey uncomfortable + conflicts need to be addressed
310	could we just close Carey
311	could we just close Carey (+1)
312	disaster
313	Protected intersection to get bikes over to Broadways is needed Today use widewalks + carey uncomfortable + conflicts need to be addressed (+1) agree connection downtown to the Huron River corridor for cyclists' safety also getting to business corridors on other side or bridge encourages bikes to spend money more
314	make sure the solution meets vision zero goals
315	I use this area on bike a lot it feels very unsafe as-is support improvements
316	Protected intersection to get bikes over to Broadways is needed Today use widewalks + carey uncomfortable + conflicts need to be addressed (+2) agree connection downtown to the Huron River corridor for cyclists' safety also getting to business corridors on other side or bridge encourages bikes to spend money more (+1) continue to strain station
317	Protected intersection to get bikes over to Broadways is needed Today use widewalks + carey uncomfortable + conflicts need to be addressed (+3) agree connection downtown to the Huron River corridor for cyclists' safety also getting to business corridors on other side or bridge encourages bikes to spend money more (+2) continue to train station (+1) Soft curb onto mixed-use path would be nice
318	Really like 2-way existing bikeways!
319	Make sure the Broadway Transit is Friendly!
320	where are cyclists supposed to go? Extending the river would help connect w/ Plymouth infrastructure otherwise, I like the extension!
321	where are cyclists supposed to go? Extending the river would help connect w/ Plymouth infrastructure otherwise, I like the extension! (+1)
322	where are cyclists supposed to go? Extending the river would help connect w/ Plymouth infrastructure otherwise, I like the extension! (+2)
323	where are cyclists supposed to go? Extending the river would help connect w/ Plymouth infrastructure otherwise, I like the extension! (+3)
324	where are cyclists supposed to go? Extending the river would help connect w/ Plymouth infrastructure otherwise, I like the extension! (+4)
325	Bike lane ending at the curve leads to some scary encounters. Bikes need to be able to safety cross bridge
326	One way seems efficient Nice for Ch_ Pls!
327	Two-way on 5th, Division +Beaks would be cool

328	Like the 2 way traffic to reduce speed
329	Like the 2 way traffic to reduce speed (+1)
330	Like one way would like 1 lane bike lane on both sides
331	Paint and plastic are not infrastructure
332	On streets w/ street parking, and bike lanes, have a protected bike lane (by street parking) like in Evanston, IL...do not make streets larger, but make 1-way where possible
333	2 way traffic seems like it would be more comfortable
334	2 way traffic seems like it would be more comfortable (+1)
335	Highly in favor of extending this bikeway
336	2-way Yaaaas
337	2-way Yaaaas (+1)
338	Save Trees plant new in all projects
339	Trees have finite lifespan and can be replaced. Don't save 5th that's going to die in a decade
340	save the trees along all active transportation
341	Turn box is in the middle of the bike lane. Can they be moved or make them bigger?
342	Size of turn boxes
343	busy corner more people would probably like this to keep going
344	A lot (4) of the crossing here and maybe better seating
345	need bus stop in front of Andrews church esp. AM breakfast program
346	Contraflow bike lane on Swift -> Pontiac
347	State St Bikelanes + Platt (Washington ave to Packard) Lanes and bollards prohibit cars from making way for emergency vehicles
348	Raised Crosswalk
349	The head in parking behind city hall is very uncomfortable 10 ride directly in front of SUV hoods. It falls like a gun pointed at you. I won't use the bike lanes
350	All parking lots for 12+ cars should have to have a big tree on the S. or W. Side
351	A little scary here (and on a bike)
352	Use dedicated signals for bikeways and enforce "use ped signal" rules
353	people use as a crosswalk for the breakfast program
354	Cars parked here make it harder to see peds crossing
355	How many all season bike commuters does/will A2 have?
356	Please repave Kinsley
357	support 5th + Division to two-way
358	I'm excited about continued improvements to biking and ped infrastructure! All season bike commuter
359	Supportive!
360	Drawing on the map of the church breakfast program
361	Please make it sidewalk level!
362	[Approach 1] This is the safest option!
363	[Approach 2] This sucks. There's other ways for cars to navigate these streets without this horribly complex intersection.
#	Treeline / Summit Connector - Board Comments
364	Need to turn to Beakes from Carey
365	I like this! Two way bike lanes connectivey to other pedestrian bike paths lanes
366	Can we get RRBs here? Cars don't stop for bikes

367	bike box here anywhere bike infra.
368	Love this idea
369	Strongly support this idea!
370	???
371	A great park for this underserved neighborhood. I believe the 5 points project includes money for thins
372	This is a slow circutations detour for bikes all to avoid conflict with and slowing cars on main
373	as a driver like the curbs adds a boundary for bikes that said don't remove parking
374	Any new parking structure should be required to build for fewer car owner (more ride shares) in future so make them prepared to convert to retail work residential
375	Any new parking structure should be required to build for fewer car owner (more ride shares) in future so make them prepared to convert to retail work residential
376	cars speed down 4th and do not stop
377	I like this idea it makes the 5th avenue bike lane less pointless prefer concrete barriers
378	il use this stop light to coross main a lot on my bike summit could easily be improved with a huge benefit
379	clean this up build housin on non - flood plain land make rest a park and trail
380	The bommers are a big group of people who live in A2 and won't be able to bike walk or walk far to get to bus. Need to design transport to meet those needs
381	Two-way bike paths are very dangerous for drivers cyclists. Drivers making turns don't expect bikes traveling for both dirctions
382	Love the bike lanes need more
383	Street pavement be thin so if beaks on in unsafe
384	We should use thicker pavement to reduce miniatous costs and potholes
385	City can use first right of refusal to acquire key properties if needed
386	Would be nice to have a bike ramp to go from westbound Depot St getting onto the trail. It's a 90-degree turn to get on the trail right now.
387	Would be nice to have a bike ramp to go from westbound Depot St getting onto the trail. It's a 90-degree turn to get on the trail right now.
388	Would be nice to have a bike ramp to go from westbound Depot St getting onto the trail. It's a 90-degree turn to get on the trail right now.
389	Need an RRFB (or real signal) for crossing Depot
390	Connect to bike paths
391	I like this plan - 721 Main connection is useful, otherwise use on grade less expensive route
392	Can we spend the money and make this a raised crosswalk
393	Pedestrian/ bike safety improvement singal button flasher
#	Catherine Bikeway - Board Comments
394	What they do would determine if the bikeway is located on the right
395	Sidewalk should be wider for the B2B trail connection better on this side
396	right turn here could be an issue is safer
397	Size of turn boxes
398	busy corner more people would probably like this to keep going
399	turn box is in the middle of the bike lane. Can they be moved or make them bigger?
400	Diagonal bike signal? Have seen this in other cities
401	a lot (4) of the crossing here and maybe better seating
402	need bus stop in front of andrews curch esp. AM breakfast program

403	If you can't do the diagonal can there be a crossing on either side
#	Miller Bikeway
404	Bus stop on east side is an issue move to west cars on miller waiting for school release
405	Emergency vehicles, not enough room on miller concern with bollards
406	Love the bollards here
407	more housing density = better bus routes = more equitable transportation options
408	partnership with DTE to bury lines at same time as curbside move
409	this seems better for cyclist while still accommodating cars! Also making sure as we redo streetscapes and add green infrastructure
410	Road surface for cars should dictate their speed.
411	Make it safe to bike to Skyline HS
412	Safe routes to schools
413	Safe routes to schools
#	Washington Bike Blvd
414	Mini Traffic circles here and/or bump - out
415	Some shared driveways or places with no driveways. Need some on street parking, where possible make sidewalks wider for bikes and walkers instead of the streets
416	3 month test of this being closed. And it worked when closed.
417	Not a fan of diverters it just tunnels cars to other places. Calm all streets!
418	Raise and match color of sidewalk
419	bike priority for crossing 7th
420	Close under the bridge by the YMCA to make it a round a gout
421	this could be powerful for quieting neighborhood streets throughout the city wish I had a model fitter on my residential street
422	work feels very tight with parked cars on both sides People ride on the sidewalk here because of conflicts
423	AADA / AATA provide more bus transportation prohibit single car drop-off on Washington and surrounding streets
424	Bigger concern is getting doored
425	Bigger concern is getting doored (ditto)
426	this intersection is dangerous during school drop-off, the pass - through median would be a huge improvement
427	LOVE the median! This is the worst intersection for bikes & peds going down Wash. Slow it down & stop cars from flying down.
428	Cars to be slower - C want places as a biker to pull over to let cars pass
429	[Drawing of turnaround at end of street]
430	Buffered lane is great - this is the slowest part for bikers, takes the pressure off
431	Yay! [Raised intersection]
432	Every car that gets diverted goes through someone else's ???
433	Do this at 7th please! [Bike box]
434	Do this at 7th please! [Bike box]
435	Do this at 7th please! [Bike box]
436	Treeline will cross here at grade traffic calming asphalt art?
437	Housing multi-Family mixed use
438	I value affordable housing downtown which makes it feel vibrant safer equitable over semi private
439	mixed use here place to hang out

440	Need more parking
441	Liked when this area was closed slowed washington
442	Affordable housing and open public spaces 418 w Washington
443	Need speed limit sign by the Y
444	need better lighting by the Y lots of kids
445	Would sure love to see this prime space turning into grassy area until future plans can be made
446	Make this D1 Houseing no height FAR or setback limits
447	easy bike connection to west park needed
448	raised table here please cars don't stop and don't look
449	visibility poor
450	Modal filters or raised cross-walks
451	rezone ow to D2 to allow density in non-contributing blds
452	model filter would help immensely stop thru traffic to from downtown
453	taffic could be directed toward huron and liberety and away from old neighborhoods
454	taffic could be directed toward huron and liberety and away from old neighborhoods (+1)
455	parking on street slows cars - good drivers pulling out without signalling bad
456	maintain parking on washington
457	Busy intersections can be difficult to cross on a bike
458	Busy intersections can be difficult to cross on a bike (+1) this can we make an all-way stop or bike actuarial signal
459	Busy intersections can be difficult to cross on a bike (+2)
460	Busy intersections can be difficult to cross on a bike (+3)
461	Busy intersections can be difficult to cross on a bike (+1) this can we make an all-way stop or bike actuarial signal (+1)
462	7th st. bike lnes are dangerous narrow
463	coming up 7th towards Huron and intersecting Washington the bike lane end abruptly into a deteriorating road cars don't slow here. I have been nearly hit here at least 3 times in the past year
464	get cut off bike line in the interesect
465	this is a dangerous intersection on a bike corssing 7th on washington is scary. It would be gret to get crosswalk lights in the interim
466	this will force northbound 7th drivers to turn on Liberty then get 8th has lots of school buses which is bad
467	Washington st is how I get to aldi on my bicylce. Washington-> Dexter traffic calming and designated bikeway will help!
468	Need to allow for multifamily housing exclusionary zoning preserves racist and deed restrictions
469	School buses fill up 8th st and Washington St
470	how can we penalize driving private vehicles (and Idling) to schools incentives walk/bike/bus
471	Coordinate with major slauson renovation! Design 2024 in progress constructun 2025-2028
472	Like cross walks & round-about
473	Loving the bump in's
474	Loving the bump in's (+1)
475	Lots of kid drop off traffic that aaps need to do 7th about
476	it's working here
477	cross traffic doesn't stop even w/ stop sign. True of all kings w/ or 7th
478	rental homes lots of parking
479	speed is an issue on Washington, esp. neat 7th street
480	I prefer asphalt path rather than a bike lane separate from the road
481	Visibility is a bit challenging need 4 way stop here
482	Raised intersections everywhere

483	Can washington be a bike boulevard/ slow street with mini roundabout or chicane. I hope so!
484	Be sure to add to the tree canopy whenever possible. Native species!
485	Be sure to add to the tree canopy whenever possible. Native species! (+1) Yes! X (infinity symbol)
486	Yes! Keep going
487	Better bike pouring here
488	Love the pass through median idea! Right now it is hard to get through both lanes of that intersection because you can't see cars coming the opposite direction when they line up at the light. You just inch out and hope none are flying southbound.
489	The Slauson School is really annoying biking through around dropoff time. Everyone feels the need to drop their kids *right* at the door with their cars blocking the whole street for everyone.
490	Just add modal filters so that car's can't use this street as a thoroughfare
491	I think this is a bad idea. We should make ALL streets safe for biking. "Diverters", as its name states, create a car speed and volume hierarchy that we should be getting away from. Slow grids are best.
492	If this means a pass through median on 7th, I love it! it is currently super hard to get through that intersection during the evening commute. Can's always see cars coming.
# Transit Corridors - Board Comments	
493	Bring back street cars
494	Trolley Buses are way more sustainable then battery!
495	make public transit practical so everyone wants and CHOOSES to ride
496	Get rid of Stroads!
497	Get rid of Stroads!
498	Would be great on fuller and or huron parkway
499	bus boarding islands to minimize conflict between buses and cyclist when buses try to get to the curb to load and unload passengers
500	Should be quicker to take bus than to drive and park so people are motivated to get out of cars
501	[Queue jump lanes] Yes! Awesome!
502	[Queue jump lanes] This is awesome we need this. Even trains?
503	Light rail exists too :) If we could get light rail, awesome!
504	Some bus stops are very difficult to navigate during extreme winters w/drivers missing us & driving along. Put more reflectors at bus stops with lower foot fall
505	7. Transit only streets
506	Park and Ride options at all freeway exits as note by . Frequency at 5 min or less during peak times (7-9a / 11a-1p / 3p-7p)
507	Would be cool if busses didn't have to navigate around Black via William's when coming down Division. Its kind of silly.
508	we need more development along all of our transit lines. we need to take advantage of our transit by allowing people to build densely near our great bus lines
509	I would like to see more bicycle parking alongside major transit stops. It encourages using multiple modes. Currently, I have to search for a random signpost somewhere to lock my bike and hope city employees don't get mad and that it stays safe. This seems relatively simple to implement these bike parkings— low-hanging fruit here that makes a big difference
510	As a pedestrain and bus riders, I love there be I feel much safer
511	If you ride the bus like I do you will find not many people set on a tall ships. Having more people living near stops would ... our tax base to pay for AAATA
512	If Miller Ave is narrowed to two lanes, how will busses be able to stop without stopping all traffic

513	Um admin is considering building a light rail to connect central + north campuses which would help this perimeter parking.
514	Extend Eisenhower to South Maple
515	Extend South Main St to Ellsworth
516	Not having to change at Blake to go E-W, W-E e.g. Westside to WCC
517	Continuous stream of pedestrians cross at CCTC, maybe need a traffic signal? Buses and cars waiting a long time
518	Continuous stream of pedestrians cross at CCTC, maybe need a traffic signal? Buses and cars waiting a long time
519	Run more buses later to get home after evening out
520	Protected bikeway Main St -> Packard -> Cross & YTC
521	Yes! Reduce in city parking
522	Yes! Reduce in city parking
523	Work w/university more to accomplish shared goals
524	Excess parking ruins cities!
525	Excess parking ruins cities!
526	Provide public transportation for commuters! Cars ruin cities!
527	Price parking appropriately (2 empty spaces on every block)
528	In winter/colder temps you don't want to wait 20 min unsheltered
529	Run 62 at weekends
530	Run 62 at weekends
531	Great idea to have transit that goes all the way across town without having to change buses at Blake
532	Reexamine ped x's on thansit cooridors
533	Can we pilot HOV buses driving peak to learn how this can be accomplished successsly? Eg on Fuller? On Huron? To move buses will tansit
534	Why don't buses use Main Street instead of 4th & 5th Aves
535	There needs to be a way for people to get from N. of downtown (e.g. Broadway Hill) to S. of town (e.g. S Industrial businesses) in a timely way. And needs to be accessible to elders & disabled.
536	Seating/cover @ bus stops. Solar heaters?
537	Seating/cover - ooh! UnAmerican!
538	Solar heaters with buttons to turn them on
539	Trees at bus stops green infrastructure
540	Support bus lanes in road median!
541	Stadium/Washtenaw dedicated bus lanes
542	Stadium/Washtenaw dedicated bus lanes
543	How are we ensuring buses can safely turn across the two-way bikes lanes (ex: William St)
544	Increasing the number of bike lanes is detrimental to necessary car traffic (elderly, handicapped) especially during construction. Present nightmare - State, Hill & Packard St rerouting
545	Easy transport to food pantries & thrift stores: house by side of road, JFS, Goodwill, Salvtn Army, Kiwanis, Sharehouse
546	transit corridors need safe low stress walking /biking paths. Otherwise they're just car dependent suburbs
547	Bus from Skyline to westside please!
548	Need to bring back route 60 (?) W Huron to CCTC.
549	Move westbound transit stop west of Red Oak. Buses stop in the winter and can't start again because it's too slippery on snowy days.
550	Every 10 minutes or less is ideal! Bring back streetcars to set this
551	Extend transit hours. People need to get home late. And more frequency!
552	Emergency response vehicles would be able to use BAT lanes

553	If Fifth Ave were transit-only then police and fire could use that space too, lowering response times
554	Link UM and AA systems at a hub, Encourage students to use TheRide!!
555	Consider N-S BRT line connection to Amtrak station. Could there be a concourse level added above the Amtrak station that connects directly to a BRT stop on the Broadway Bridge
556	Consider N-S BRT line connection to Amtrak station. Could there be a concourse level added above the Amtrak station that connects directly to a BRT stop on the Broadway Bridge
557	Get rid of big buses for RTA
558	Connection to Amtrak train station
559	Connection to Amtrak train station
560	CCTC is not a destination for private vehicles! Should be bus utility only!
561	CCTC is not a destination for private vehicles! Should be bus utility only!
562	CCTC is not a destination for private vehicles! Should be bus utility only!
563	CCTC is not a destination for private vehicles! Should be bus utility only!
564	Can bus stops be before BEFORE traffic lights, instead of after?
565	Make State St bus-only
566	Bus only lane on Washtenaw. Dangerous 4 peds
567	Buses shouldn't get stuck in car traffic! We need more separate bus routes/priority for buses.
568	Buses shouldn't get stuck in car traffic! We need more separate bus routes/priority for buses.
569	BRT/bus only lane to Ypsi
570	BRT/bus only lane to Ypsi [+1]
571	BRT a huge need on the A2/Ypsi Washtenaw artery
572	BRT a huge need on the A2/Ypsi Washtenaw artery
573	UM ATS on Fuller to tie into future train station
574	UM ATS as a student please!
575	Buses every 15 minutes huron State to pioneer all park and ride
576	It can be hard to correct to the transit network if you don't live close to the high-frequency routes
577	More BRT limited stop busses to eastern suburbs plym canton Bellville
578	More cross town north south routes would be great
579	Thank about curb management and ease of drop off for elderly shuttle mobility impaired and ease of access to large performance Venus in this area
580	Huron signals are not coordinated correctly with new light near YMCA Main St too
581	More buses that go through west A2 to campus
582	We should have members all long indigenous trails through out Ann Arbor There is on the West side of west park but there should be more through out the city
583	Reinforce stop signs in school zones - Traver-Barton (almost every car runs the stop sign)
584	show use data for bikeways!
585	Don't build a bridge across the river until enough people swim across, right? Need safer streets & frequent buses before people will want to use them.
586	Publish honest data about AAATA use rates.
587	I would ride AAATA much more often if buses came more often!
588	Light rail corridor on Huron & Washtenaw
589	Increase bus connectivity in the North. Key bus routes on main axes ??? Over the number ???
590	Would like bus stop @ St Thomas church
591	Enforce the existing HOV lane on Fuller/Glen!
592	More density allows for more frequent buses! Every 15 min or so is the sweet spot.

593	Would like 15-min frequency for the buses. If the bus on 7th was more frequent I'd take it
594	Coordinate with Dexter to talk about a van or small bus service every half hour or 20 min to reduce single rider trips into town & parking. Thank you <3
595	Spread out 30/31/34 - too much "bunching"
596	The Ride is great! More frequent service would be fabulous
597	More frequent service & better ???
598	More frequent service in the existing corridors
599	Bus transfers are difficult (connect neighborhoods to neighborhoods, not just to downtown, Blake)
600	Put legends for all colors
601	Yes!! Hub & spoke only to Blake makes it difficult to go to diff. parts of downtown & campus from West Side
602	Yes!! Hub & spoke only to Blake makes it difficult to go to diff. parts of downtown & campus from West Side
603	State is useless by car! Reserve for bus & bike & ??
604	Would like a pedestrian crossing on Stadium Blvd between Iroquois and Ferndale
605	Would like a pedestrian crossing on Stadium Blvd between Iroquois and Ferndale
# Event Streets - Board Comments	
606	People have cars! Where will they park & how will they get there? Are students the only ones who matter??
607	Yes! Best compromise between cars & cars. And peds > cars
608	Not a fan of pedestrian "malls" but big fan of shared streets
609	[shared streets] generally make more money
610	Liberty between State and Main, N University from State to Washtenaw - ped mall candidates
611	Fully pedestrianize State Street!
612	Love the idea of eliminating on street parking
613	Love the idea of expanding sidewalks for pedestrians, bistro space
614	Anything that eliminates cars from the public realm is good!
615	Regarding closing streets for events: on multiple occasions I have come into downtown from the NE, encountered closed streets, no detour signs, no one able to answer why streets were closed and I ended up returning home b/c a route through couldn't be found. My destination: Downtown Library for scheduled events. One occasion I later learned was a marathon. Another occasion, I never could found out...even Library staff did not know why multiple downtown streets were closed!
616	Love the idea of flexible event streets - hydraulic bollards
617	Good for game and festival flexibility
618	Please make Main & Liberty like State St!!
619	Build continuous sidewalks here to prioritize peds 24/7
620	Downtown park for events
621	Central park central city commons
622	State & Liberty could use an all way/diagonal ped crossing, also State & N.U. and State & William
623	State & Liberty could use an all way/diagonal ped crossing, also State & N.U. and State & William
624	Main St & State St should be flexible. Cars during the day. Events at night.
625	Sidewalk color = crosswalk color -> cars know they are entering ped space
626	I like flexible streets, leery of curbless - concern for ped safety
627	I like flexible streets, leery of curbless - concern for ped safety
628	I like flexible streets, leery of curbless - concern for ped safety
629	As a cyclist & pedestrian, curbless is way smoother & better to navigate. Streets are for people!
630	As a cyclist & pedestrian, curbless is way smoother & better to navigate. Streets are for people!

631	Honestly let's ditch the Street Parking, there aren't that many anyway
632	No trucks/SUVs anywhere! (esp. downtown)
633	If you have ever been on a sidewalk when a car jumped a curb, you would be grateful for the curb
634	Don't like the lack of trees/shade here
635	Whoopee!!
636	Difficult for rideshare, bollards, rideshare plan for game day
637	In order to state that a ped mall "failed" you would need to demonstrate that it was appropriate to remove them. Can you cite sources? Most were "reversed" not "failed"
638	Lots & lots of trees
639	Ecoraster instead of cement to be more eco-friendly and reduce flooding
640	Remember green infrastructure & geothermal on streets
641	Don't assume people hide inside in the winter. Year-round event streets can create culture of enjoying different seasons.
642	Agreed!
643	Cars, bikes & people can co-exist. Learn from mistakes of 1-way streets & ped. Plaza in Kalamazoo & Chicago
644	Washington between Ashley & 4th should be closed year round not just summer
645	Washington between Ashley & 4th should be closed year round not just summer
646	Closed streets are anti community function. They impede people from moving around/through a city and appear to only benefit a few.
647	Closed streets help build community identity - they're great
648	Pedestrianize State St!
649	Washington between 3rd and Main or 3rd Ashley & Ashley & Main
650	Liberty between Main & 4th, 4th & 5th
651	All in favor of pedestrian full time - exceptions for delivery windows, emergency/taxi
652	Not a fan of malls on main streets
653	Ped malls disrupt circulation, often negatively affect business. Strongly advise against.
654	Let's try it! Great for safety, accessibility, and creating a culture of welcoming
655	DON'T close streets...even for marathons...put runs at metro parks!
656	The number of street closures now is excessive, close at certain times, people are avoiding downtown
657	I think closing State St between N Univ and Liberty would be great for peds & car traffic
658	Removing parking on State Street can allow more space for pedestrians & bikers
659	Compare to the real unsubsidized \$\$ cost of 7,000 lb vehicles on those same streets
660	Ped malls would be great in AA!
661	Would love to have some pedestrian malls
662	Consider impact on ongoing investment in cleaning & ongoing maintenance of downtown areas & amenities - improves sense of place & safety
663	The people voted that the center of the city should be an event space commons
664	Would love to see this on 4th Ave! Hasn't been possible in the past because it's a bus route (4th between Catherine & Liberty)
665	Infrastructure to incentivize sustainable programming. Hydraulic Bollards!
666	No vehicle here - even on shared St.
667	Stop use of orange barrels & barricades - not appealing
668	Center of city commons is eliminated for this picture an assault to democracy
669	Would love less/no car traffic, esp. on State & Liberty/Main
670	Agreed. No/less car traffic State/Liberty. Make light ped friendly.

671	North U bus only Church to State
672	Interactive art intallations
673	We need a kid-friendly downtown playground!
674	I <3 seasonal event streets downtown
675	Don't use event streets to displace homeless neighbors
676	How could we maintain event space in winter months to keep downtown active?
677	Working to activate Liberty Plaza
678	What three words app for downtown navigation to DT events and places
679	Winter open streets can allow businesses to invest in winter equipment
680	"Event streets" are in service to commercial enterprises. The city civic needs a common civic space in its central area - A2 is notable for not having one & lacks true civic vitality
681	Need more bike parking on State
682	Liberty from State to Main would make a great pedestrian mall
683	More handicap parking especially near Hill and
684	Like the curbless street
685	State St rebuild is amazing! Please do to Main!
686	Need more bike parking deployed outside art fair footprint during the event
687	Love the ideas of curbless streets, but it feels a lot more pedestrian friendly when no asphalt. State St is not much more bikeable than it was
688	Liberty should help connect State & Main
689	Put some event signs up so we know what is going on
690	Build them where people live and the will always be used Don't ????
691	Event plaza at center of city atop underground parking (i.e. existing at AADL)
692	??
693	??
694	??
695	Dedicated event space on Maynard - Pedestrian mall and dedicated event space to activate
696	Rather than giving restaurants space on the sidewalk take that space from street parking
697	No to ped mall see Battle Creek & Kzoo
698	Can we make State Street ped-only during the school year between S.U. and North U? It's basically one big crossing walk anyway
699	Can we make State Street ped-only during the school year between S.U. and North U? It's basically one big crossing walk anyway
700	Why does regular vehicle access need to be maintained? What does that accomplish?
701	The curbless State Street feels like a mistake. It's built like a pedestrian mall, but still allows cars and feels unsafe. (Also there seems to be less safety from flooding by loosing the drop at the curb.) I'd recommend just making State, Liberty and Main into pedestrian malls, while keeping Fifth, Division, and Huron for vehicle movement.
702	Can Main St get the curbless treatment? Even with tables, it still feels like you're sitting in a street.
703	We need a better connection between State and Main. I hope Liberty will be considered for a curbless makeover sometime!
704	I love the seasonal Main Street traffic shutdowns on summer weekends! Some sort of more permanent, retractable bollard system would maybe be a nicer, safer, more robust alternative to the orange barricades thou.
705	It's sad that it took a pandemic to show restaurant owners that they're better off with patrons in our public space instead of storing the manager's car there. Why isn't State St getting seasonal closings?
706	Year round street closure of Main please! Allow commercial vehicles night time access.

707	I like the idea of seasonal streets if the "changeover time" is clearly communicated this might also be confusing for out-of-towners
708	Pedestrian malls are amazing. I adore the one in Madison , the one in Boulder, Co to name a few. We need at least one in Ann Arbor. The short-term cost is far less than the long-term advantages for all.
709	I'd like to see a Plaza like the one proposed by carespaces on the library lot
710	Similar university towns like Madison, Boulder and Burlington all are able to support pedestrian malls and we LOVED. It's great for residents, great for business and makes for incredible places. We should follow suit.
711	Swift St. overlooking the Cascades would make a great event street esp. if the exotic brush was removed from the hillside + terraces were built down the street
712	Close (or mostly close) state st. next the U. to cars. It's not pleasant to drive anyway
713	Close (or mostly close) state st. next the U. to cars. It's not pleasant to drive anyway (+1)
714	Seasonal streets if the "changeover" time is clearly communicated. This might also be confusing for out-of-towners

DRAFT