

Date	Commenter	Comment Summary	Response	Key Words
3/6/2021	WBWC	Refer in this plan to the 2013 update for historical context and project ideas.	Relevant maps have been included in the appendix.	Nonmotorized
3/6/2021	WBWC	State in this plan that each year, city staff will make and circulate a new list of which CIP transportation project will be built that year and which will be deferred.	Staff will follow the city's Capital Improvement Planning process, which is detailed here: https://www.a2gov.org/departments/systems-planning/programs/Pages/Capital-Improvement-Planning.aspx	Capital improvement
3/6/2021	WBWC	On page 35, label the 5th dangerous behavior "Reckless/careless/distracted driving" and add sentences about the scale of the distraction problem and its relation to device use.	Distracted driving is not discernable as an issue from the crash reports - only one fatal crash was reported as having involved distracted driving. However, we believe that distracted driving is a concern and have included strategies elsewhere to address it. The city will continue to monitor the crash reports and will incorporate it as the reporting on distracted driving improves and it is revealed in the data.	Distracted driving
3/6/2021	WBWC	On page 36, add "Distracted" to the "Reckless/Careless Driving" table heading, or replace "Careless" with "Distracted" and adjust references on subsequent pages to the heading.	Distracted driving is not discernable as an issue from the crash reports - only one fatal crash was reported as having involved distracted driving. However, we believe that distracted driving is a concern and have included strategies elsewhere to address it. The city will continue to monitor the crash reports and will incorporate it as the reporting on distracted driving improves and it is revealed in the data.	Distracted driving
3/6/2021	WBWC	State in this plan that it is the policy to maintain continuity of bicycle facilities through intersections	Through intersection markings will be evaluated on a case by case basis. On continuous protected facilities, through-intersection markings will be incorporated into the design and deployed on a case by case basis.	Bicycle facilities; intersections; policy
3/6/2021	WBWC	Mention the addition of "No Turn on Red" signs at intersections with numerous crashes as a potential safety tool, perhaps in the discussion of high-crash locations (pages 30-31) and/or in the section on implementation strategies (pages 170-181)	Citywide data analysis does not indicate right turns on red to be a common cause of crashes. The citywide leading pedestrian interval policy is a more effective way to prioritize pedestrians on a citywide basis and will consider right turn on red restrictions on a case by case basis.	Pedestrian safety; intersections; policy
3/6/2021	WBWC	Fix page numbers in the Table of Contents	Completed	Document formatting
3/6/2021	WBWC	Show the B2B projects on maps as high priorities and discuss their importance	All B2B projects within the city have been incorporated on the bike maps	Bicycle facilities
3/6/2021	WBWC	Add a page or two discussing the B2B Trail and its relation to the local and countywide transportation system	Within the City of Ann Arbor, the B2B trail is largely complete. Further building out the trail is of county and regional importance.	Bicycle facilities
3/6/2021	WBWC	Map on page 9 lacks vital projects like the B2B projects noted; add B2B projects to the map	Projects on Page 9 are prioritized based on the Vision Zero and plan goals and values.	Bicycle facilities
3/6/2021	WBWC	Explain or eliminate inconsistencies in the bike map	Completed; bike routes have been coded as All Ages and Abilities based on the methodology included in the appendix; some routes have existing facilities but are coded as "proposed" if they need to be upgraded to meet the All Ages and Abilities designation. With the exception of the Treeline and B2B Trails, the bike maps do not include paths/trails through parks.	Bicycle facilities
3/6/2021	WBWC	Qualify the maps, perhaps with a footnote, saying something like, "In some cases, the route may diverge slightly from the corridor shown."	Language has been added to Strategy 6 to reflect the planning-level nature of these recommendations.	Bicycle facilities
3/6/2021	WBWC	Show existing and planned B2B projects on the maps.	All B2B projects within the city have been incorporated on the bike maps	Bicycle facilities
3/6/2021	WBWC	Show (or at least discuss) a low-stress bike route between the campuses.	Language has been added to Strategy 6 to address a campus connection.	Bicycle facilities

2/15/2021	AAATA	Revise map to show signature and secondary corridors, rather than detailed routes	Map revised	Transit
2/15/2021	AAATA	Achieving 15-minute effective frequency throughout the day on Huron by 2023 should not include weekday evenings and Saturdays	Language has been added to Strategy 10 to address that this will be guided by demand.	Transit
1/22/2021	Judith Erb	One aspect that I did not see which I hope to see in the plan is the effort to rezone neighborhoods so that things needed for daily life are close. To zone so that groceries and drug stores are near enough to walk or bicycle to would take us a long way to reducing dependence on motor vehicles.	This concept is included in Strategy 18, which focuses on creating 20-minute neighborhoods.	Zoning
1/22/2021	David Gregorka	I don't see anything that addresses standardizing all pedestrian crossing signage.	Pedestrian crossing signage is guided by the city's Crosswalk Design Guidelines. All future installations will be consistent with this policy. More information about the guidelines can be found here: https://www.a2gov.org/departments/engineering/Pages/Crosswalk-Design-Guidelines-Project.aspx	Pedestrian signs
1/22/2021	David Gregorka	Why is there no requirement for bikes to have front and rear lights and all riders to wear helmets?	The Michigan Motor Vehicle Code has a requirement that bikes have lighting, but do not require helmets and data does not indicate that lack of helmet use is a significant issue. In addition, the city does not want people who are not wearing a helmet to become a target for enforcement. This plan includes recommendations to encourage helmet use rather than require it.	Bicycle safety; policy
1/22/2021	David Gregorka	Helmets needs to be mandatory and their lighting significantly improved for all scooters.	The city's use agreement with Spin includes a requirement for lighting incorporated on devices. The city does not want people who are not wearing a helmet to become a target for enforcement. This plan includes recommendations to encourage helmet use rather than require it.	Scooter safety; policy
1/17/2021	Fred Zimmerman	The mapping of the 20-minute neighborhood seems flawed, based on his experience near his residence where he cannot access a grocery store within a 20-minute walk.	The maps concur with his assessment that his residence is not within a 20-minute neighborhood.	Zoning; 20-minute neighborhood
11/30/2020	Victoria Green	On p. 64, Stadium in front of Pioneer is marked as an existing bike route. Is this an error?	Yes, this was an error and has been corrected.	Bicycle facilities
11/30/2020	Victoria Green	On p. 64 the treeline seems to be marked as a proposed route following the rail line along the U-M property between Hoover and Stadium. I thought that following U-M's dismissal of this as a possibility the Treeline planned its route to be along State Street - which I think precludes an all-ages route. Can you confirm?	As a part of the City's master plan, this plan reflects decisions adopted by City Council. The alignment shown in the plan is consistent with Council's approval of the Treeline Master Plan in Decemer 2017.	Bicycle facilities
11/30/2020	Victoria Green	Can you describe the methodology for how key biking intersections were identified? I'm wondering why a few didn't make the list - e.g. Main and Stadium, or Kipke and Stadium	This has been included in the appendix.	Bicycle facilities
11/30/2020	Victoria Green	on page 115 the U-M and AA golf courses are marked as green space/parks. This is inappropriate in this context. The golf courses are not open to the public and serve as barrier to the 20-minute neighborhoods rather than enablers	The golf courses have been coded as non-park use. However, with parks adjacent to the golf courses, the results of the analysis did not change.	Bicycle facilities
11/30/2020	Lisa Disch	The plan leaves one corner of Ward One an "alternative transportation" desert. I'm looking at North Main and then the neighborhood out Newport Rd.	Newport Road has been added to the full bicycle network.	Bicycle facilities