

From: [Annika Moran](#)
To: [City Council](#); [City of Ann Arbor Transportation Commission](#)
Subject: Thoughts on the A2R2 Survey
Date: Thursday, November 13, 2025 12:52:58 PM

You don't often get email from [REDACTED]. [Learn why this is important](#)

This message was sent from outside of the City of Ann Arbor. Please do not click links, open attachments, or follow directions unless you recognize the source of this email and know the content is safe.

Good afternoon,

Hello, I am a resident of Ann Arbor who completes almost all of my travel by bicycle. I recently took the A2R2 survey at engage.a2gov.org/a2r2, and I have some serious problems with the questions of this survey and the assumptions and priorities they indicate.

The survey begins by asking which mode of transport I primarily use. It then provides the option for me to indicate if I use any other forms of transport. But it only allows you to select one mode of transport per question, meaning I can only indicate a maximum of two modes of transport. This is inadequate for myself as well as I imagine a large number of Ann Arborites. I primarily bicycle but for my "secondary" transport option I had to make an arbitrary choice between walking, public transit and driving, all of which I use about equally. The construction of these two survey questions also fails to account for how different modes of transit serve different functions; ie walking for extremely local travel vs bicycling for longer distances vs public transit for longer distances in bad weather.

In my view, the construction of these first two questions seems to be attempting to ask for my "favorite" mode of transport, as if I'm choosing between different ice cream flavors. This ignores how most people choose between transport options--- for convenience, safety and perceptions about what is "normal" in their community. I'm not sure how these first two survey questions intend to be used for decision-making, but I really worry about any attempts to extrapolate which modes of transportation people "like" based on what they currently use. Most Ann Arborites drive cars for most of their trips because the city makes car travel consistently the easiest and fastest mode of transport. If the city invested more in bike and public transit infrastructure and walkability, more people would switch more of their trips to these uses, creating a safer, cleaner and more vibrant environment for ALL road users (including drivers!). Please do not assume from these questions that people's answers indicate which type of transit they like the most or are locked into, because you will most likely get a skewed view of the city's population as consisting of car drivers who must always remain car drivers.

The following questions are also extremely concerning, as they operate on the assumptions that safer streets are only a positive for walkers and bikers, and create nothing but delays for drivers. This is not true. "Road diets" and other safety measures improve safety for ALL road users, especially drivers*. This is not nothing, as road safety for drivers is a huge problem and a major obstacle to achieving Vision Zero. Drivers account for most of the severe injuries and deaths in Ann Arbor. Drivers will benefit from safety measures and road diets. It would be unhelpful to attempt to draw conclusions from a survey that indicates, through its choice of questions, that

safety measures are nothing but a cost to drivers in the form of delays.

This survey overall seems to assume I am a driver, since it doesn't even ask about my experiences with unsafe conditions caused by hostile or absent bike/public transit infrastructure. It asks for "delays" I would tolerate (which realistically only applies to drivers, if at all), but does not ask about my experiences with unsafe conditions or detouring or forgoing a trip altogether because of unsafe conditions. The only question that somewhat gets at this issue frames it as "would I (use x transit option) more if more safety was implemented", which, I guess is better than nothing. But I have trouble seeing this question as very useful to capture what I have been talking about in this paragraph because most road users do not spend much time thinking about what transit they would use if the infrastructure were different. If someone has spent their whole life assuming they would use a car to get everywhere because the only road infrastructure they've been exposed to is that which prioritizes cars, then they will probably not indicate on a survey that they would theoretically bike or use public transit more, since driving everywhere is normalized by the current infrastructure. However, those same people would in fact switch their mode of transport if other modes became convenient and safe due to infrastructure and safety improvements.

I don't know how exactly you intend to use this data, but I hope you seriously consider my concerns and do not draw unwarranted conclusions from this survey.

* source: <https://highways.dot.gov/safety/proven-safety-countermeasures/road-diets-roadway-reconfiguration>

Thanks for reading.

--Annika Moran