

Ann Arbor SS4A Grant Coordination

Community Engagement Round 1 Survey Summary

Total responses: 103

QUESTION #1

Do you have any questions or comments about the **Safe Street for All** project?

Questions raised:

- Does the initiative change speed limits?
- Does this include road diets and pedestrian refuge islands?
- Will these projects improve existing conditions or maintenance practices?
- Is there documentation available regarding the scope of the City's use of the array of Gridsmart cameras?
- What are speed targets for the proposed locations, and how will the projects help achieve those targets?
- How do these projects contribute to the A2Zero goal of "reduce the miles we travel in our vehicles by at least 50%"?
- What constitutes as a near miss? How do the Gridsmart cameras work?
- Will quick build projects ever be converted to truly protected infrastructure?
- What are the exact changes planned for Plymouth Road?
- Is there baseline data on accidents, tickets, problems? What will be documented for each of the locations that have the changes implemented?
- What is the long-term plan for maintaining the changes after the initial implementation funds are used? [+1]

Maintenance

- Need to repaint crosswalks that are not clear
- Prioritize bike lanes for cleaning (leaves, snow, etc.)
- Potholes need to be fixed

Driving Challenges - Confusion

- Need education and clear signage to inform out-of-town drivers about newer practices in AA [+2]
- Makes streets more difficult to drive – new treatments can be confusing and makes drivers feel less confident [+1]
- Inconsistency in the design of bike/ped facilities – standards is important
- Streets painted to allow traffic to go both ways with dotted lines on the sides are confusing and feel dangerous
- Driving needs to be intuitive and predictable to make things safer for bikes and pedestrians

Improving arterials

- Eliminate curb cuts to the extent possible [+1]
- Reduce number of intersections

Bicycle Facilities

- Nice to see buffered lanes WITH posts being added [+2]

- Consider adding curbed / fully protected bike lanes in the future [+4]
- Finding ways to further separate peds and bikes from vehicle & emissions
- Add stop signs etc. for bike traffic
- Support green paint for bike lanes
- Sharrows are not safe

Quick-Build Approach

- Support for quick implementation to address safety and comfort concerns [+9]
- Get it built quickly and use it to take measurements
- Add more clarity about what can / can't be included in quick build projects [+1]

Pedestrian Facilities

- Need safer railroad crossings and protections to keep people from walking on the tracks
- Concern that some people may not want sidewalks – people shouldn't be able to opt out of sidewalks
- Provide clarity on pedestrian right of way

Suggested Improvements to roadways overall

- Install traffic calming (bump-outs, lane reduction, signage) [+2]
- Adjust (reduce) turning radius at larger intersections, e.g. Maple [+2] to better slow turn speeds
- No one-way streets
- Pedestrian-only signals
- Dedicated bus/van lane

Scope and Explaining Scope Limits for the Projects

- Expand the scope to address behaviors that are leading indicators of crashes (speeding, violation of law), to a broader geographic area
- Clarify that some solutions are outside the power of the city council (state roads) in all the presentations
- Look at national and global best practices for reducing road fatalities and changing modal share

Concerns and Criticisms

- No need for a network of cameras [+1]
- Why not concentrate on the City Council's commitment to reconfiguring multilane roads? [+1]
- "IMO this is a tragic waste of several million dollars"
- "Paint is not infrastructure and doesn't change driving speeds, make the streets safer first with real changes, road diets" [+2]
- The term "quick build" doesn't make sense with the project timeline, what can be done to streamline the process? [+3]
- Vision Zero was announced 10 years ago with no real progress achieved yet. Other cities have been able to achieve this goal of no road fatalities.
- The map highlights roads not streets, building destinations on roads will make the problems worse
- It's too soon for before-after statistics

- Will all the distractions slow people down or make them more aware? Or will they get impatient and do stupid things?
- “Stop building bike lanes. Build trams, subway, or trains.” Worry about keeping poor out because of restrictive infrastructure
- 45% of all polled rated proposed changes as "very dissatisfied or dissatisfied"
- Building infrastructure for individuals biking (by reducing traffic lanes) doesn't work in a city where winter lasts for 4 months [+1]
- Bikers need to follow the rules and law [+2]
- What needs to change is why people need to drive cars instead of using public transportation, biking and walking
- Posts separating bike lanes are unsafe
- Needs to include law enforcement and policing [+4]

General Comments

- “Thanks for your hard work. Transportation is a tough job!”
- “The slide deck is informative”

Specific Locations Mentioned

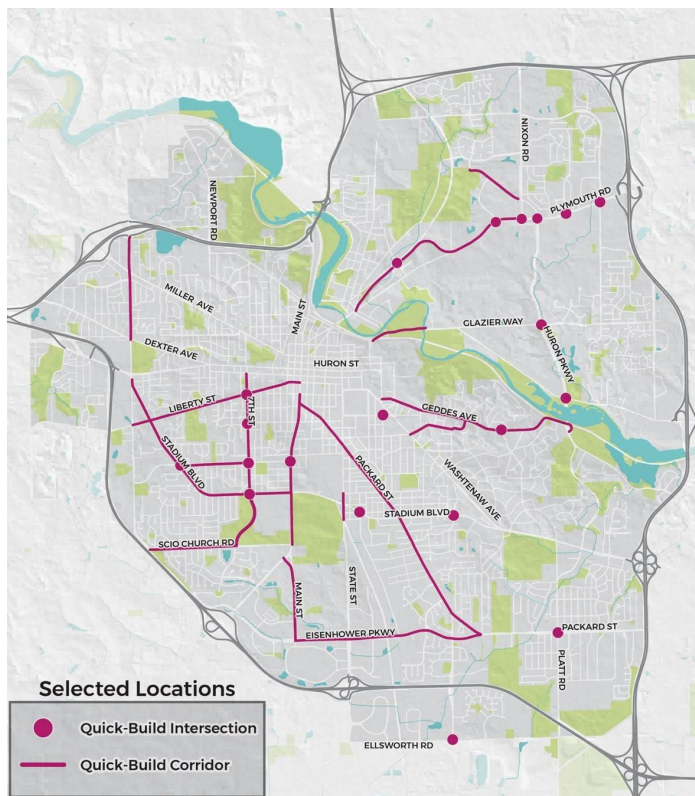
- Stadium [+2]
- Packard [+3]
- Liberty west of 7th
- 7th Street – needs speed reduction and slower traffic [+1]
- Intersection of Lutz and 7th
- Dexter
- Plymouth [+1]
- W. Stadium
- S. Main Street
- Arbodale (poor condition)
- Ivywood (poor condition)
- Beakes & 4th intersection (need pedestrian improvements)
- Downtown – few improvements suggested there [+1]
- North U – needs better pavement condition
- Miller and 1st – needs better bike connection
- East University Ave (between South U and Hill) – paint bike lanes green
- Intersection of Maiden Lane and Fuller Ave – quick build, a hardened center lane
- Jackson Ave/Huron St/Washtenaw Ave
- 803 Sycamore Pl
- 1855 Woodbury Dr
- 5th and Division – convert to two way
- Roads next to Pioneer High School
- SE side of Packard – safer bike-ped infrastructure
- Plymouth and along Longshore Dr
- 2561 Bunker Hill Rd
- Liberty and State
- Scio Church and Stadium
- Packard/Hill/State – Ped only signal

- Too many crosswalks on Packard – reduce and add flashing yellow
- Sports complex around Stadium – between Main and S Industrial
- Intersection of Jackson Ave and Maple Rd
- AA- Saline Rd - S. Main to Eisenhower
- Huron St

QUESTION #2

For the **proposed Quick-Build project locations** (refer to the map), are there any safety challenges or other site-specific conditions our team should be aware of?

The map below shows proposed locations for SS4A quick-build installations.



Questions raised:

- Are there incentives for using the bus, biking or carpooling to reduce the number of cars and support the flow of people in and out and around the city?
- Some of the materials shows roundabouts, which are one of the only tools that will slow drivers down to nonlethal speeds. Are they part of the solution?
- Where is any data to actually backup these locations as needing changes?

Maintenance

- Potholes and bumps need to be fixed [+4]

Bicycle Facilities

- Excited for protected bike lanes

Quick-Build Approach

- Support for quick implementation to address safety and comfort concerns [+5]

Pedestrian Facilities

- Need safer railroad crossings and protections to keep people from walking on the tracks

Suggested Improvements

- Raised crosswalks [+1]
- Use pylons
- Speed traps, cameras
- Road diets [+1]
- Pedestrian refuge islands
- Hawk lights in addition to ped crossing gateways
- Reduce curb cuts [+1]
- No right on red
- Speedbumps approaching circles
- More street lights
- Bump outs
- Concrete curbs rather than posts

Concerns and Criticisms

- Bikers need to follow the rules and law
- No centerline hardening or bike lane buffers on multilane roads that are supposed to be reconfigured
- “Stop with the green dashed lines and bike boxes and make the streets SAFE FOR CYCLISTS first”
- Will the treatments including pedestrian crossing gateways remain during the winter?
- Drivers should be made to feel uncomfortable going fast speeds on city roads
- “Stop making Ann Arbor impossible to get to for non-residents”
- Cyclists on Liberty use sidewalks rather than lanes
- “Get pedestrians and bikes out of the way and add more lanes”
- “These changes miss the fact that there will be more cars as the population of a city increases”, “These fixes are a reactionary response to a badly conceived development plan”
- Needs to include law enforcement and policing [+1]
- Posts separating bike lanes are unsafe
- Paint is not enough [+1]

General Comments

- Unclear on what is being asked in this question

Specific Locations Mentioned

- Liberty – crosswalk button and flashing light [+2]
- Packard (between Stadium and Brockman, Anderson) – too narrow ROW [+1]
- Stadium and Pauline
- Safe crossing on 7th near Madison [+1]
- Towner Blvd (between Stadium and Packard)

- Stadium and Main [+1]
- Stadium and Packard [+1]
- Packard – need narrow car lanes, hardened lanes
- Stadium and Greenview – landscaping blocks turning view
- State and North U
- State and Liberty downtown
- West end of Geddes bike lane transition
- 7th St – needs to be safer for bike-ped [+1]
- 7th and Huron
- Stadium – too many driveways
- N Main (William to Liberty)
- S Main (Scio Church to the S Main/Ann Arbor-Saline split)
- State – just north of Huron
- Going north from Division to Broadway bridge – bike lane ends abruptly
- Stadium and Jackson Rd
- Dhu Varen Road between Pontiac Trail and Nixon
- Jackson Ave (between Stadium/Maple and Wagner)
- Packard to State – bike lane
- State – need both bikes and buses
- Stadium and Pioneer [+2]
- Stadium and S Industrial – on game days [+1]
- Stadium – crosswalks missing paint, need refuge islands
- Plymouth and Barton
- Stadium corridor [+5]
- Stadium (between Pauline and Huron) – reduce traffic lanes
- Plymouth – unsafe crossings at shopping areas [+1]
- Stadium (between 7th and Main)
- Stadium (between Packard and Washtenaw)
- Springbrook and Packard, Packard and Platt
- Liberty (from Maple to town) – needs protected bike and ped
- Packard – unsafe for peds, bikes [+2]
- Packard (between Stone School and Stadium) [+1]
- Packard and Stadium – prevent cut through the gas station
- Biking past York Plaza is intense
- Plymouth to Traver – blind curve for peds
- Traver to Longshore
- Plymouth – 2-way cycle track, protected intersections, no right on red
- State street bike lanes extended to south need to be 2-way
- 4-way stop at Geddes and Hill/Awixa
- Dicken neighborhood – traffic around school, missing crosswalks
- 7th St – north of Washington
- Extend Maple to include roundabouts
- Fuller Rd
- State (between Granger and Simpson)

- A crosswalk with a flashing light near the intersection of Plymouth and Georgetown – study together
- Geddes corridor [+1]
- Approach from Arlington to Geddes – add ped improvements
- Green Rd – unsafe for crossing
- South 7th – already safe, don't make traffic worse
- Main, Packard, Eisenhower, Huron Parkway – needs traffic calming
- St Francis Dr and Medford – needs elaborate safe crossing
- Parkwood St in Darlington neighborhood – need speed bumps
- South Maple
- Scio Church and Stadium

Question #3

Would you like to be informed about future updates during this project? If so, please provide your email address in the box below.

Responses: 67 out of 108 respondents provided their email address.