

**AA SS4A December '24 - January '25 Survey Results**

ObjectID	Question 1	Question 2	Question 3
1	Does the safe streets for all initiative change speed limits for the roads highlighted for the quick builds? Also, will this help with general maintenance of roads that need complete replacement. I've noticed on Arbordale and Ivywood Dr. that the roads are in such dire condition that cars swerve around potholes. I think it creates a dangerous environment for drivers and pedestrians. Will there also be more maintenance to paint existing crosswalk lines so that they are more visible. I think maintenance of existing infrastructure would help improve safety. Looking forward to the changes outlined in the plan.	I know that the liberty stretch gets very busy when school gets out. There is one cross guard who does a great job but I think having a crosswalk button with lights that flash would be helpful and keep kids safe. I've only lived here a year and have noticed lots of traffic and speeding especially after school when kids are riding bikes and walking home.	kylawi2014@gmail.com
2	How to make sure drivers from out of town who are unfamiliar with our safe driving practices are not creating more problems with their confusion.	Lots of heavy traffic at times in many of these corridors (especially the identified area along Liberty); are there incentives for using the bus (ex: free parking lots just outside of town) to incentivize biking or carpooling to reduce the number of cars and support the flow of people in and out and around the city?	
3	This focus on arterial roads makes senses, BUT... the main problem is that we're forcing new development directly on arterial roads. If you want to make these corridors safer, the city's goal should be to *eliminate curb cuts* on arterial roads. This is international best practice. So Stadium, Packard south of Stadium, State South of Stadium, Liberty west of 7th, Dexter, Plymouth, etc. The goal should be no new curb cuts and slowly eliminating the ones we have.	The Packard right of way between Stadium and Brockman is too narrow. The sidewalk is unusually close to the street. The bike lane is narrow and cyclists feel the need to ride on the sidewalk. expanding the right of way here by 6 to 10 feet would do wonders	
4			nforcene@icloud.com
5	Glad to see a continued emphasis on cyclist and pedestrian safety. For the short term good to see to see buffered bike lanes with delineator posts being added. Longer term would like to see protected bike lanes throughout the city.		jonesbk4@gmail.com

6	<p>The project has made it more difficult to drive in Ann Arbor and I feel more unsafe for bicyclists. I used the tools I learned in Driver Ed to watch for pedestrians and bicyclists. The new installments make it more confusing now and diverts a driver's attention away from the roadway as they try to figure out where they are supposed to be turning (since the bike lanes are the size of a traffic lane) and what the new paintings and signs mean. I've almost hit more non-motorists since the installations than I ever did before. I would rather see more effort put into teaching safe driving habits to everyone who holds a license.</p>		
7	<p>I appreciate the quick fixes. There are some really dangerous locations around town. Anything that can be done to help safe crossing along West Stadium and the areas of Main Street near the stadium would be helpful.</p> <p>Not sure this is the right project type, but safer railroad crossings (gates and/or warnings for pedestrians to avoid walking on tracks) would go a long way.</p>	<p>Stadium and Pauline has some sorry of left turn signal issue. I have repeatedly tried to take a left on bike at the intersection and never been given the left arrow. I also actively avoid crossing as a pedestrian at the Pauline and west stadium areas as cars whip around the corner and sight lines are bad.</p> <p>I sometimes cross 7th street near Madison to get over to Lutz (to ride a bike down eberwhite down the neighborhood streets to the sidewalk cut through between Pauline and sunnyside blvd.). A safe crossing on 7th to get to that area would be a huge help.</p>	David.edwin.stone@gmail.com
8	<p>I am concerned that some wealthy Ann Arborites don't want sidewalks in their neighborhoods despite our sidewalk millage and the Safe Streets grant.</p> <p>I hope that vocal people will not be able to opt out of making our streets and city more equitable, accessible and safer for all.</p>	<p>Not that I am aware of. I'm excited for safe streets and protected bike lanes. Sidewalks, bollards/barriers, and road narrowing, please.</p> <p>I'm also a fan of slightly raised (speed plateau) crosswalks to discourage drivers from speeding through "orange" lights when pedestrians are waiting to cross.</p>	<p>Yes please.</p> <p>jeanleverich@gmail.com</p>
9			Kchatain@yahoo.com
10	<p>Will road diets and pedestrian refuge islands be part of this project? I'm doubtful we need two lanes in each direction. I watched a video about the Dutch approach to road design [see link below]. Where a rural lane can accommodate 1800 vehicles per hour, intersections are the capacity limiter in cities. So extra lanes in a city primarily create more conflict points.</p> <p><a href="https://www.youtube.com/watch?v=kqOxBZJ6c1g">https://www.youtube.com/watch?v=kqOxBZJ6c1g</a></p>	<p>Between Stadium and Packard, the only east-west transit is Towner Blvd. Many people speed through there, and it goes past Allen Elementary. Although Towner does not seem to have the same level of traffic as the corridors listed.</p>	a2@grrd.net

11	Packard and Stadium should be included in the near miss analytics project. Packard is a major transit, biking, and walking corridor and the intersection with Stadium is a major barrier to a complete all ages and abilities route. I see near misses there all the time and have experienced many.	Stadium & Main and Stadium & Packard should both be intersections receiving treatments. How will we achieve an all ages and abilities network for the south side of the city when along two major north/south routes there are nasty, dangerous, multi-lane intersections that the city has just thrown up its hands about.	
12	<p>The whole point of quick builds is that you should do them first and measure the outcome. Spending hundreds of thousands of dollars and years of time before doing a quick build entirely eliminates the "quick" part of it. At that point you're just doing a "temporary patch after years of study."</p> <p>Also, we need actual proper bollards protecting bicyclists and pedestrians, not "buffered bike lanes" or whatever. At least stick down some concrete!</p>	Packard needs narrowed car lanes and hardened lanes. Too many people speed down Packard and swerve into the bike lane.	
13	This all looks great. Thank you for all the work. I'm glad it's data driven, and that you are taking more anecdotal feedback here too.	Many of these routes are ones I avoid on my bike. Liberty and packard are ones I do take and appreciate the planned improvements. Thanks for making them safer!	karander@gmail.com
14	Make the streets safe by fixing them. Potholes and divots on main roads, neighborhoods, everywhere.	Make the streets safe by fixing them. Potholes and divots on main roads, neighborhoods, everywhere.	
15	I live at the intersection of 4th and Beakes in Kerrytown and there is a near miss almost daily (I know because I hear honking/screeching probably once a day). This is largely because 4th has stop signs but Beakes does not. As a pedestrian I have almost gotten hit multiple times while crossing the crosswalk across Beakes, which is made worse in winter when they remove the bollards. People often speed down Beakes at unsafe rates, or the traffic builds up so much at rush hour that it creates confusion and unsafe driving practices, like cars weaving around each other and not realizing someone is in the crosswalk, or blocking the intersection. I have heard similar stories of "near misses" from friends in the neighborhood and have also witnessed an actual crash myself. Please address this unsafe intersection!		agrenda@umich.edu

16	<p>I think the city staff should share public data on this site about the funds spent including names of streets, crash or near miss data and type of speed management implemented.</p> <p>Your Quick Build project explanation needs clarity especially the words "paint and post" and "installation" that accompanies the map. Without it, I presume it means painting lines on the roads and installing signs for safety purposes.</p>	<p>The map is not easy to use to identify areas that are safety challenges. In general, traffic is too fast between Stadium and Packard and then backed up at the Packard -Platt intersection raising the ire of people who cut in and out or speed up between on Packard between Platt and Carpenter Rd. And, there is shrubbery at Stadium and Greenview that block the view of a driver turning left from Greenview on to Stadium. To see left, cars on Greenview have to inch onto the Greenview pedestrian white crosswalk lines which may create a risk to pedestrians</p>	diajack@comcast.net
17	<p>I live near Earhart and am a big fan of the changes made to that corridor. One thing to note is the importance of the pylons protecting the bike lines. I frequently see vehicles swerving into and driving in the bike lanes on the stretch of Earhart near Pine Brae that doesn't have pylons. Motorists also frequently run into the flap pylons in crosswalks, sometimes dead center on their vehicle as they roll over it. Every time one of the pylons is hit, that reinforces the importance of their presence, because if motorists can't avoid hitting these stationary and highly visible objects, what chance do the rest of us have? Tracking data on these collisions might be a good measure of utility for the project.</p>	<p>These all look good to me. Given the hostility many motorists express toward these projects, and the propensity of motorists to drive in bike lanes when not physically prevented from doing so, I would encourage the use of pylons whenever feasible.</p>	No
18	<p>As someone with asthma, an issue that affects me is vehicle exhaust fumes. I hope this project can include ways of keeping pedestrians (and bicyclists) farther away from vehicle traffic so that exposure to fumes is lessened. I think street trees can be another tool to provide a buffer between traffic and pedestrians and reduce exposure to fumes.</p>		dparnellm@gmail.com
19	<p>The map below misses the most dense area of downtown where the greatest amount of pedestrians are present year round.</p>	<p>Yes, State and Liberty downtown to include State and North U.</p>	Angela@StateStreetDistrict.org
20	<p>Will N University be paved so cyclists can continue into campus from Geddes? Pavement now is dangerous.</p>	<p>Cyclists need to be warned at the west end of Geddes that the bike lane changes and continuing east from the Hill intersection is dangerous.</p>	jhlown@comcast.net

21	<p>My family and I drive, walk and bike along several of the proposed quick-build locations on a daily basis for school, work, and exercise. The most dangerous of these for pedestrians and bikes is 7th Street. Uniquely, this street is narrow and has residences along the entire length. It urgently needs a uniform 25 mph speed limit to avoid serious/fatal injuries. In addition, the section between Pauline and Liberty desperately needs speed management tools such as speed bumps/tables/humps or narrowing/posts to slow traffic down. The road has downhills in both directions in that stretch, and cars that are going the speed limit at the top of the hills are going 5-10mph over (i.e. 35 mph or more) by the time they get to the bottom (near Jefferson/Lutz). A biker was injured by a car in this area in late 2024. It is only a matter of time before someone gets killed. Please use these Federal resources to reduce the speed limit and implement speed management measures on 7th!</p>	<p>7th street between Liberty and Pauline is a downhill race track in both directions, with cars reaching speeds of 35-40mph at the bottom (near Jefferson/Lutz) every hour of every day. I walk across it every day at a gated crosswalk. Typically I have to wait for more than a dozen cars to go past (at well above the speed limit) before one stops to let me to cross. It is a very dangerous stretch of road in a highly residential neighborhood. If Ann Arbor truly wants to promote pedestrians and bike use, it will make 7th safe for bikers and pedestrians to cross by implementing a lower speed limit and speed management (bumps, narrowing poles) in this area.</p>	<p>rebecca.l.peterson@gmail.com</p>
22	<p>I realize that the inconsistencies between laws governing various types of roads, but inconsistency in the designation of bike lanes and pedestrian crosswalks is a major barrier to safety in our city from the perspective of drivers, pedestrians, and cyclists.</p> <p>As a driver, there seem to be some areas that do not appear well thought out such as trying to turn left into the lot on Ashley (going southbound). If there is any traffic it gets jammed up there extending into the Ashley/Huron intersection.</p> <p>As a cyclist, I find it dangerous when marked bike lanes disappear such as several times on S Seventh. Also, while the protected bike lanes are much appreciated, bikes are very vulnerable from cars making turns at intersections often not watching for potential bike traffic. I regularly ride on Catherine and encounter this issue several times daily. Of course I pay close attention because if not I would have been hit many times. Finally,</p>	<p>I understand the quick build projects refer to painting lines and at times adding those plastic bollards. But it is unclear what is being asked here.</p>	<p>Davidbarbour@yahoo.com</p>
23	<p>Inform bikers they need to follow traffic laws too. Safe for all also means everyone follows the laws. Maybe enforce some of these bikes running stop signs and whatnot.</p>	<p>Inform bikers they need to follow traffic laws too. Safe for all also means everyone follows the laws. Maybe enforce some of these bikes running stop signs and whatnot.</p>	
24	<p>Can I emphasize for the committee the need to pay attention to 7th Avenue? Along Main Street the city has installed traffic calming devices and stoplights. As a result, traffic along 7th has dramatically increased, as cars traveling north or south now use it as an ordinary part of their commute. There is very little to slow cars down as they descend northwards from Pauline toward Liberty.</p> <p>The intersection of Lutz and 7th is particularly dicey: just before Christmas I witnessed an accident in which a biker turning left from 7th onto Lutz was rear ended by an inattentive driver of a car, and was thrown 25 feet in the air into the crosswalk. Happily the emergency services responded quickly, and the man did not lose his life. But it will not be long before something worse happens.</p> <p>I strongly suggest that the city should install traffic calming devices along 7th, and particularly upgrade the intersection of 7th and Lutz.</p>		

25		7th and Huron is a big problem. Especially when kids are walking to school. Turning left from Huron to 7th either direction is almost always a near miss. I've seen multiple accidents there.	No
26	Fix the bike lane situation at Miller and First, where the protected 2-way bike lane suddenly ends and west-bound bikers have to cross diagonally to continue west on Miller	All of Stadium is scary because there are so many driveways	No
27	Is there documentation available regarding the scope of the City's use of the array of Gridsmart cameras? Questions which may be of community interest may include: 1) whether the cameras capture data 24/7, 2) for how long are data retained, 3) whether data are anonymized, 4) whether data are subject to FOIA, 5) whether data are / are not available to law-enforcement (and if so, in what circumstances).	<p>There are two conspicuous gaps in this map: (1) N Main from William to Liberty) and (2) S Main from Scio Church to the S Main/Ann Arbor-Saline split. Can these be addressed/included? (As a regular user of S Main, there are zero on-road facilities between the S Main/Ann Arbor-Saline split and Scio Church. It would seem odd to expand on-road facilities on either side of a heavily-trafficked 200-300 yard gap with no facilities.)</p> <p>Anecdotaly, as a regular user of S Main St, it appears to be underutilized as a bicycle corridor. Addressing the gap noted above, as well as including the S Main/Stadium intersection to this project would seem very sensible (given the attention on other southern corridors). The SE corner of the Stadium/Main St. intersection is particularly dangerous / I would think a good candidate for more facilities (particularly a bike box due to traffic turning right).</p> <p>Thanks for reading/considering.</p>	manwithouthat1@hotmail.com
28	I love bollards in the street but I'm wondering how they are handled when plowing snow? And will any funds be devoted to sweeping/clearing of the bike routes? I find that one of the main dangers to riding bikes is obstructions in the bike path that are hard to see until you are on top of them, like sticks, leaves, chunks of ice, etc. I believe when it comes to clearing leaves, snow, etc., priority should be given to the bike paths (clear them first!) because if the path isn't clear for a car you can be inconvenienced, but if it's not clear for a bike you can die.	One spot that I find especially dangerous is on State Street just north of Huron--there are so many potholes and bumps on the right side of the road that I'm forced into the middle of the street to avoid them. There is a similar super-bumpy road surface on Kingsley between State and Division, but at least the traffic isn't as busy there. Another danger spot in my ride home is going north down Division towards the Broadway Bridge. The bike path disappears and the bicyclist is dumped into traffic at a spot where cars are accelerating because they are going downhill, and the visibility is bad because the road curves as it enters the bridge. The wide sidewalks on either side of the Broadway Bridge are a safe zone for bikes but there is no way to smoothly/safely enter them from the bike path in the street on Division to get out of the traffic. I am wondering when this is going to be addressed.	barbaralucas@icloud.com

29	<p>Proposal to paint bike lanes green on East University Ave (between South U &amp; Hill). Many cars are double parked OR not looking for bicycles when they pull out of parking spots for drop-offs/pick-ups. You can barely see the paint on the road currently that designates it as a bike lane.</p> <p>Proposal to make some kind of quick build at intersection of Maiden Lane &amp; Fuller Ave; perhaps a hardened center lane.</p>	<p>Cars go so fast on Geddes Ave; not sure if speed limits will deter anyone from speeding unless physical infrastructure is also built in. Speed traps/cameras?</p>	
30		<p>I is always tricky to know what to do when the path ends suddenly in a busy intersection. Take north and south bound paths into stadium / Jackson road for example. By now I know I have to transition to the sidewalk but it is awkward and makes me do unpredictable things which is not good for driver expectations.</p>	
31	No	<p>There is an incomplete bike lane that feels very unsafe: Dhu Varen Road between Pontiac Trail and Nixon.</p>	
32	<p>I believe the Safe Street for All project should also include the primary vehicle artery of Jackson Ave/Huron St/Washtenaw Ave.</p>	<p>I would like to see increased focus on cyclist safety along the Jackson Ave corridor on the west side of the city. Particularly between Stadium Blvd/Maple Rd and Wagner Rd.</p>	
33	<p>Most of the improvements proposed in this project are NOT Vision Zero compliant. You show the graphic about "chance of pedestrian survival at X speed" but the proposals in this project do not cause drivers to go a maximum of 20-25mph at intersections and crosswalks. The slide that says that a goal is to get "fewer people exceeding the speed limit" misses the point. We need nonlethal speeds, period.</p> <p>We have PLENTY of crash history and do not need a network of "near miss" cameras.</p> <p>City Council has committed to reconfiguring multilane roads, so why aren't we doing that? Or at least focusing on the streets that will not be reconfigured?</p> <p>IMO this is a tragic waste of several million dollars and people will lose their lives in the meantime because of it.</p>	<p>Yes to treatments on Liberty, 7th, Scio Church, Packard and Geddes. Yes to pedestrian crossing gateways, IF you can install them so they can remain during the winter.</p> <p>Please do NOT do centerline hardening or bike lane buffers on multilane roads that are supposed to be reconfigured. The centerline treatments on Maple and Fuller are a complete waste because the turning radius is not tightened. These intersections are massive and from personal experience people are not driving more slowly in them. This is lipstick on a pig and will be obsolete in a couple years anyway.</p> <p>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? How about road diets, which actually have significant benefits? Raised crosswalks?</p> <p>Paint is not infrastructure. Stop with the green dashed lines and bike boxes and make the streets SAFE FOR CYCLISTS first.</p>	

34	I'm glad the city was able to secure this funding! This is a great initiative and I'm happy to see it being expanded.		
35	803 SYCAMORE PL	<p>Packard: as previously noted we need bike lane connections Packard to State. Green paint or flexiposts THROUGH the turn from eastbound Packard south onto State. Drivers consistently drive in the bike lane and pin cyclists today.</p> <p>Stadium Boulevard: we desperately need a way for bikes to turn left into the flagpole entrance of Pioneer. My kid did this all her years at Pioneer and I would get phone calls from other parents shocked at how my kid got to school because it was so dangerout to do so at drop-off time. Adding bike lanes ALONE won't fix this problem -- bikes need some way to safely turn left into Pioneer when heading west on Stadium.</p> <p>State: After the protected bike lanes were added on State, AAATA took out the northbound bus stop at Granger. How can we accommodate both bikers and bus stops? Also, the new development at Packard and Stimson will definitely increase need for delivery and drop-off, which needs to be accounted for -- if not, bike lanes will become parking.</p>	vkaygreen@gmail.com
36	<p>City Council has committed to reconfiguring multilane roads so, why aren't we doing that?</p> <p>We have tons of data on problem areas; we don't need to study more data. We need action in terms of a maximum of 20-25mph at intersections and crosswalks.</p> <p>Centerline hardening is not making Maple safer - the turning radius should be adjusted too.</p> <p>Paint is not infrastructure. Make the streets safer FIRST with Real Changes.</p>	Will the treatments on Liberty, 7th, etc. including pedestrian crossing gateways remain during the winter?	be.mcmullen@gmail.com
37	<p>I am concerned that some of the safety projects cause confusion for drivers and could reduce safety rather than improving.</p> <p>In particular, some of the streets painted to allow traffic to go both ways with dotted lines on the sides are some of the most confusing and feel dangerous.</p>		
38	1855 Woodbury Dr	On football Saturdays, the Stadium and S Industrial intersection has a massive increase in the number of pedestrians crossing the intersection.	parkercdrew@gmail.com



39		it is a shame that the stadium corridor cant be extended to main street to include that area directly in front a pioneer high school. Additionally there are crosswalks on stadium missing basic paint at Iroquois and Ferndale Place.	
40	<p>Analysis of near misses is important, because the previous focus on actual crashes led to too narrow a focus of improvement efforts. But the scope needs to be expanded further to behaviors that are leading indicators of crashes, including speeding and violation of crosswalk laws, even where these did not lead to a crash or near miss. This should lead to a broader geographic spread of measures to improve safety. Some of these are very low cost and have demonstrated effectiveness, such as in-street pedestrian crossing signs.</p>	<p>Plymouth and Barton: Cars traveling NE on Plymouth and turning to northbound Barton shift too early into the turning lane. This puts them on a collision course with vehicles (notably bikes) turning left from SE bound Plymouth to southbound Jones.</p> <p>Stadium is a high risk road and should be on the list, as follows:</p> <p>Stadium and Baldwin: Pedestrian refuge island needed</p> <p>Stadium and Ferdon: Same</p> <p>Stadium and Edgewood: Same. This will the narrow road at the intersection but is important because of pedestrian traffic to Pioneer High.</p> <p>Stadium and Greenview: Pedestrian refuge island needed</p> <p>Stadium and Kay: Same</p>	jnthnlvn@gmail.com
41	<p>I have reviewed the 22 page packet and watched the 18 minute video.</p> <p>While I am personally aware that, e.g., Washtenaw Avenue projects are under State jurisdiction, I feel like you have done a poor job of communicating that fact to readers who are unaware of it.</p> <p>Information like the 2023 Annual Snapshot StoryMap on Page 7 should be segregated: city jurisdiction v. state jurisdiction. i.e., you have two separate sets of bar graphs on the same page, distinguishing between injuries on roads that we control and injuries on roads that we don't control.</p> <p>To the extent that some solutions are outside of the power of City Council to enact on its own, Every slide deck should advertise this challenge.</p>	<p>We need fewer lanes of automobile traffic on Stadium, between Pauline and Huron.</p>	paulcschultz@gmail.com
42	<p>As stated in background context, "slowing vehicle speed is the best tool we have for reducing the severity of crashes."</p> <p>What are your speed targets for the proposed locations, and how will the projects help achieve those targets?</p> <p>Also, the presentation states the A2Zero goal as "by 2030, we have transitioned to a carbon neutral transportation system". Actually, A2Zero is more specific: it states the overarching 2030 goal for our transportation system as "reduce the miles we travel in our vehicles by at least 50%." How do these projects contribute to that goal?</p>	<p>Most of Plymouth road is posted 30-35 miles per hour but not at all designed for that; with 5 wide lanes, it feels quite natural to drive at 50mph, and many people do.</p> <p>It is extremely difficult to cross the street safely along much of Plymouth road, especially as you near the popular shopping areas (with Plum Market and Busch's) between Green and the freeway.</p>	bfields@fieldses.org
43	<p>These are described as "quick build" projects, but the timeline doesn't even have construction starting for another year and a half. This may not be unusual, but it doesn't really agree with the use of the term "quick build" that I've seen elsewhere. Is there anything we could do to streamline the process?</p>		

44	<p>Thank you for all of your work on this project! The need for speed reduction on major streets is key; and I'd like to hear more about what kind of quick-builds will be integrated to make it harder for cars to drive quickly (such as speed humps, or more pedestrian walkways / barriers for cars).</p> <p>What constitutes as a near miss? I'm not particularly keen to have more camera and surveillance on the streets, so I'm trying to understand how the Gridsmart cameras work. How does a near miss incident trigger the camera? Who is monitoring the footage, and how often?</p> <p>As an avid city cyclist, I'm in support of the green paint for bike lanes, especially in "conflict areas". I think some civic education or signage will be necessary at first, so drivers fully understand what the green paint means. Drivers have had decades to learn what a zebra crossing means (pedestrian crosswalk), but they have little practice with what bike crossings in Ann Arbor look like.</p>		cameroncfinch@gmail.com
45	<p>I do find it frustrating that this seems to be moving so slowly. Ann Arbor committed to achieving Vision Zero this year. How can we accelerate this? We are proposing "quick build" pilot projects that will not even begin construction until next year. I fear more people will be killed and severely injured in Ann Arbor before we even begin this effort.</p>	<p>The stretch of West Stadium between Seventh and Main is a four-lane road with no bike lanes. People drive fast and aggressively here and it is a real bad section to ride on. I hope we can diet this area to match the portion of West Stadium running between Pauline and Seventh; I think that would be necessary to make this a safe corridor. I look forward to it.</p> <p>I do wish we could continue safety improvements along the East Stadium corridor. It would make getting across town between the south-west, south-central, and south-east neighborhoods much safer. The section between Packard and Washtenaw is particularly bad.</p>	adamjaskie@gmail.com
46	<p>Why not consider road diets (super low cost &amp; quick-build") and lane reductions? Those are known to promote street use by pedestrians, bikers, and transit riders, while slowing car speeds. Paint infrastructure like making a green bikeway minimally changes driver speeds...</p>		shanlau@umich.edu
47	<p>Nope!</p>	<p>I live near the corner of Springbrook and Packard, not far from the Packard and Platt intersection. My concern there is that during rush hour when traffic backs up on Packard headed eastbound, people turning left at Platt will enter the center turn lane early and fly up the street, even though the hill there obscures the view. I often turn onto Springbrook from Packard westbound, and twice in the past few months (I just moved here), I've entered the turn lane just before my turn only to be met by someone flying up the turn lane from the opposite direction who then became impatient waiting for me to turn and passed me by going INTO THE ONCOMING TRAFFIC LANES. This includes a football shuttle bus who did this to get around me.</p> <p>The recent redesign on this area has contributed to this problem, and as someone who also walks and bikes around the Packard/Platt intersection, the impatience of drivers like this during rush hour keep me from wanting to use that intersection at all.</p>	proctor.jennifer@gmail.com

48	<p>The cameras feel to me to be an unnecessary expense and waste of time. The city is already aware of dangerous intersections and street corridors where action should be taken as soon as possible. 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 city should prioritize the safety of vulnerable road users over the convenience of car drivers. There are meaningful changes that could be made--road diets, reconverting 5th and Division to two-way traffic, building out fully protected intersections--but instead there have just been half-measures. I'm concerned that this safety plan wants to use what's been done recently as a model. This grant is a chance to save lives and encourage more residents to get around outside of their car. I would encourage the city to look at national and global best practices for reducing road fatalities and changing modal share.</p>	<p>A lot of these dangerous stretches and intersections happen to be where there is multi-lane traffic. This is not a coincidence -- overbuilt roads such as these encourage speeding. Speeding is the number one contributor to accidents and a big factor in the severity of injury a vulnerable road user may face from an accident. These stretches of road require road diets in order to save lives. Drivers should be made to feel uncomfortable going fast speeds on city roads and this requires narrowing and removing lanes.</p>	
49	<p>Thanks for your hard work. Transportation is a tough job!</p>		<p>Kimkimmayes@gmail.com</p>
50	<p>As an all-weather bike commuter who was hurt by an SUV while riding along Packard toward Stadium last month, I'm pleased that SS4A improvements finally seem poised to happen along several of Ann Arbor's major commuter corridors.</p>		<p>lorenbondurant@gmail.com</p>
51	<p>We need to make changes now. Not drag feet on this. We are behind on the safe streets for All, it still is not safe, and there are obvious areas for improvement. Paint doesn't protect the lives of pedestrians and bikers.</p> <p>Proper protection can be added quickly.</p> <p>The goal needs to be immediate reduction of speeds throughout all the major corridors and arterials in the city. Cars speed through areas with many kids. Especially next to Pioneer high school. 4 lanes of speeding cars. We can immediately make this safer with proper speeds for cars.</p> <p>Please</p> <ul style="list-style-type: none"> <li>- Get rid of the one ways.</li> <li>- Reduce the massive 4 lane roads to two lanes and a middle lane</li> <li>- New signage, speed limits of 25 mph or less in town.</li> <li>- More than paint for pedestrians and bikers.</li> <li>- Build out concrete bump outs and permanent signage to protect those in the community.</li> </ul>	<p>Liberty from Maple to town receives lots of bike traffic. the car speeds are much to high and there needs to be a protected area for bikers and pedestrians at the intersections! This should be a top priority!</p>	<p>McCain.phil@gmail.com</p>

52		<p>I recently moved from Huron (between 3rd and 7th) to Packard (just north of Stadium) and was shocked how hard and unsafe it feels to cross Packard as a pedestrian even compared to Huron. Drivers almost never stop for pedestrians in crosswalks (including multiple cops that have not stopped for me!).</p> <p>In addition to the quick build option of the pedestrian crossing gateways (which I think would help), I think the city really needs to consider installing some hawk lights maybe between Wells and State and certainly between Stone School and Stadium.</p>	nathansadowsky@gmail.com
53	<p>I'm glad to see this moving forward, please keep at it. I'd rather see improvements on Packard from Eisenhower east than further upgrades on the NW section. I do not understand why the city isn't doing more to improve the rest of Packard, a crucial artery for pedestrians/bicyclists on the SE side (especially given that Washtenaw Ave is a no-go for biking). I'm far from the only one regularly traversing this dangerous road, where the so-called bike lane is narrow and cars regularly speed and drive in the bike lane due to cracked pavement in their lane. Many of the pedestrians and bicyclists who use this section are doing so not by choice, such as several local residents using wheelchairs to access shops and clients of overnight shelters, so making this area safer would also support equity. Please consider bringing this section up to more acceptable safety standards rather than making further investments where it's already pretty good. (Glad to see Packard+Platt on the list, though.)</p>	<p>--Biking on Eisenhower Parkway from Packard to Stone School is particularly sketchy as cars come flying around that slight bend and are often speeding.</p> <p>--If you could prevent cars from cutting through the gas station at the SW corner of Packard and Stadium, that would be much safer for road users AND gas station customers. I regularly see cars make a sudden turn into the gas station when the light turns yellow or red (so they don't have to wait another light cycle), cutting across the lane (in the case of driving north) without taking the time to look. Similarly, I've had near misses biking south when cars cut me off to go into the gas station.</p> <p>--Riding past the York plaza feels intense. There are so many cars pulling and/out of the long parking lot, and multiple intersections in a small area, so though I've avoided near misses here so far, it's mainly b/c I'm hyper alert to intrusions into the bike lane.</p>	
54	<p>I think that conceptually the city's thinking here is flawed. Most all of what's highlighted in the map are *roads* NOT streets. These are different things. Roads are for safe and efficient travel, streets are for providing access to destinations. The city's land use policy of building destinations on roads will make the current problems worse.</p> <p>The city's goal for these corridors--if the desire is to make them safer--should be to follow international best practice and *eliminate* curb cuts and reduce the number of intersections along these corridors. Protected bike lanes and curb cuts do not mix.</p>	<p>I'll speak to Packard, just south of Stadium, since that's where I live.</p> <p>I would argue Packard transitions from being a street to being a road south of Stadium. And that's fine. The city needs both streets and roads. The important thing I'd like to point out is that contrary to popular belief, the issue here is that *the right of away is too narrow* particularly between Stadium and about Anderson Ave.</p> <p>To be clear, I'm not arguing for more vehicle lanes (except a dedicated right turn lane onto Stadium when going north on Packard.) The issue is that everything is cramped there. I walk my dog there every day. There are too many curb cuts to put in protected bicycle lanes. The existing bicycle lanes are narrow leading many cyclists to ride on the narrow side walk. The buffer zone between the sidewalk and the road is unusually narrow at about 3 feet.</p> <p>Ultimately, if you want to make this stretch of road safer the long term redevelopment goal should be to eliminate curb cuts here.</p>	samhoman@gmail.com

55	<p>Your 'safe streets' survey limits responses to 1000 characters, here is the rest of my response in terms of safety challenges the team is not aware of, I put my suggestions in italics:</p> <p>Plymouth and the area around Longshore drive are extremely dangerous for pedestrians. For example, in order to get from the 23 bus stop to Argo park (a popular tubing destination for residents and visitors alike) you must go walk through three dangerous intersections.</p> <p>1. The first from Broadway road to Plymouth Road, I have seen cars turn right when pedestrians are already actively crossing OR have been waived on by those same drivers. The walk sign does not stay on for a long enough compounding the issue for those with mobility differences or the very old/young. [What might help is to make it impossible for drivers to turn right on red in this intersection]</p>	<p>2. To get from Plymouth to Traver pedestrians must again navigate a blind curve, I have seen cars blow the stop sign and narrowly miss killing someone. The shape of the road makes it nearly impossible to see a vehicle and drivers do not anticipate that area being such a popular crossing point. [What might help is to have an earlier sign that warns drivers that they are approaching a popular pedestrian crossing]</p> <p>3. Finally to get from Traver to Longshore, pedestrians must navigate the most dangerous of all---an area with oncoming and turning traffic AND a railroad crossing. The combination of these factors causes aggression and confusion from drivers, one of whom nearly killed my roommate of absolutely no fault of her own. [Similarly, what might help is to have a 'no right on red' at this intersection]</p>	kellyraf@umich.edu
56		<p>Please consider adding a protected two-way cycle track on the north side of Plymouth along with protected intersections and no right on red. The existing painted bike lanes are not compatible with the large numbers of speeding aggressive motorists and the sidewalks/paths are too narrow and the pavement is in terrible shape.</p>	
57	<p>I'm not convinced. I have been reading case reports for past fatal a2 crashes (MTCF) and I'm not getting the idea that there exist preventive measures for crummy judgment and terrible decisions. What I perceive is people ignoring signs, rules, limits, and prohibitions. I have doubts you'll affect stupidity much.</p> <p>I'm also hearing that people are confused and distracted by existing implementations.. There are now so many objects to watch out for in addition to vehicles and people. Will all the distractions slow people down or make them more aware? Or will they get impatient and do stupid things? How many years will it take for drivers to be fully acclimated to the things that right now are distracting them</p> <p>Finally, I am personally familiar with a location where one of the solutions is actually causing more dangerous driving behavior. I wonder if the city has even noticed it.</p> <p>It's too soon for before-after statistics, so please stop with that.</p>		

58	2561 BUNKER HILL RD		eisbruchs@gmail.com
59	Will quick build projects ever be converted to truly protected infrastructure?	If the state street bike lanes are extended south, the whole thing should be converted to a two-way bikeway along the west side of the street. This would minimize conflict points and prevent the frequent use of the lanes in the wrong direction. I was hit by a car on State in November because they did not check the bike lane before making an unsignalled right turn from stopped traffic. Can we consider real infrastructure like raised lanes to prevent people from whipping their cars through bike lanes like this?	bella@bellamazz.com
60	Focus on actual problems. Stop building bike lanes. Build trams, subway, or trains. Worey ablut impending fascism instead of keeping the poors out via restrictive infrastructure.	You are a solution looking for a problem. Stop making ann arbor impossible to get to for non-residents.	no
61		Speeding on Geddes between Arboretum and Vinewood. 4-way stop at Geddes and Hill/Awixa would significantly improve pedestrian safety and help control speeding.	fred.sleator@gmail.com
62	What are the exact changes planned for Plymouth Road?		eisbruchs@gmail.com

63	I support the efforts to improve bike and pedestrian safety in town, but think it's being poorly implemented. With the number of unique visitors (e.g. student's parents, hospital patients, art fair patrons) it's important for traffic control be intuitive, consistent, and predictable. Every added sign is an indication of design failure. Having 4-5 different colors of bollards (most of which don't last a week) is a design failure. Attending the Folk Festival both nights this weekend, we watched numerous people downtown drive in bike lanes and turn right on red. Both of these "improvements" give pedestrians - whom are more likely to be familiar with the AA design exceptions - an unreasonable sense of safety from drivers - whom are more likely to be unfamiliar with the AA designs. Physics say the cars will always win, so the more you make driving unpredictable, the less safe you make things for pedestrians and bikes. Eliminating cars is not achievable short term.		Ann-arbor@hotmail.com
64	fix the potholes	potholes everywhere cause damage to vehicles and injury to people on bikes	
65	45% of all polled rated your changes as "very dissatisfied or dissatisfied". When will you wake up and realize you're not helping Ann Arbor? Sadly city council and this committee don't actually represent the greater Ann Arbor population, just a reflection of a loud loud minority.	Stop forcing the good citizens of ann arbor into your car-less dogma. Where is any data to actually backup these locations as needing changes? It's just pulled out of your butt and then forced on everyone.	Matt.debuss1@gmail.com
66	Can we stop pretending that "sharrows" do anything whatsoever to protect cyclists? It would be a waste of grant money to paint bicycles on car traffic lanes absent other modifications.	The narrowing of Liberty at 7th is a concern: cyclists move in and out of traffic / sidewalk in a confusing and dangerous way currently. Also, the most frequent cyclist commuters on Liberty use sidewalks rather than marked lanes on the road.	No thank you.
67	I think more spots in downtown should be included. Liberty and State especially.	Zeab and Liberty has a circle.and people should slow down to 15mph but some don't. It will be very useful if there were wide speed bumps build before the circles.	Fkececi@kw.com

68	<p>Building infrastructure for individuals biking doesn't work in a city where winter lasts for 4 months. From Dec-Mar only 1 in 50 bike owners will actually ride somewhere due to the dangerous cold weather. Traffic continues to get worse in Ann Arbor causing more mental health issues for people prone to stress due to travel. It's a nightmare. We have 40k students that mostly drive to get places and yet we are adding bike lanes and creating congestion for people trying to get around town. Why don't the students ride bikes more? It's because they own cars and don't like riding when it's 10 degrees outside just like 99% of the population. I can guarantee that if someone at the city actually reads this comment they will turn a blind eye to it because Ann Arbor wants to be as green as possible. Approving 10 story condos and taking away parking opportunities while adding bike lanes. In five years a lot more people will realize we went in the wrong direction due to politics.</p>		
69	<p>The best project for safe streets would be for the police to enforce, bike rider rule violations, especially lights and reflectors at night, as well as running stop signs. When reporting bike accidents, please report the environmental conditions. Many times I see bikers at night with no lights, or reflectors, and even in bad weather when everyone is having a hard time seeing safely.</p>		bcross@harmonyhollow.com
70	<p>I am happy to hear pedestrian safety improvements are in the works for Ann Arbor.</p>	<p>Crosswalks on Liberty, specially at Crest and Virginia are especially dangerous, particularly for kids. Many kids cross these intersections often to and from school, plus outside school hours. Drivers on Liberty often do not stop when a pedestrian is present. I have lobbied with the city to install a button with flashing lights at these crosswalks. Their response was no safety update can occur unless construction happened on this street to change traffic patterns or a pedestrian was hit by a moving vehicle.</p>	Jillshiffert@gmail.com
71	<p>I personally have the worst trouble with vehicle traffic to/from our neighborhood's school. Next to that, traffic turning from neighborhood streets onto Scio Church and Stadium either ignore pedestrian traffic entering crosswalks or deliberately stop at a position to obstruct crosswalks.</p>	<p>The highlighted regions don't reflect where I have the most dangerous interactions with vehicles. I personally have the worst trouble with vehicle traffic to/from our neighborhood's school. Cut-through traffic between Scio Church and Stadium tends to excessively speed and ignore traffic signs and crosswalk markings. In Dicken neighborhood region, there are missing crosswalk markers where there are obvious curb cutouts.</p>	ajit.rozario@gmail.com
72	<p>Although I recognize that motor vehicles present a lot of the safety risks in transportation. I see many pedestrians and bike/scooter riders breaking the rules of the road all the time. I worry that this risk will continue to be ignored.</p>		



73	I love to ride with my kids into AA, but it's really dangerous in a lot of spots to the point where we limit our trips. Bumpouts at intersections would be HUGE, as would any wider sidewalks or bike lanes wherever possible. But you have been great in general, compared to other places we've lived.	I bike through the two SE intersections regularly and they've both pretty dangerous with how cars treat bikes. The Ellsworth one could use curbs or bollards to keep cars from driving down the bike lanes to jump the lights and it also doesn't register bikes for red lights (I bike very early). The Packard lane into downtown is so nice, love riding it, would still like occasional bollards or plant stands or something to protect bikes. Eisenhower to main is not a pleasant bike or walk at all.	jimmyfo@gmail.com
74		I'm disappointed that 7th Street is included in this plan only south of Washington. North of Washington, 7th Street is in terrible condition and impossible to bike safely due to cars swerving around potholes on the road. Disjointed intersections, a narrow right of way, and hills all create visual obstructions that make the street dangerous for pedestrians.  That all said, why is 7th Street excluded north of Washington? For that matter, why are the near northwest neighborhoods -- which have some of the highest rates of pedestrian and bike commuters in the city -- excluded entirely from this plan? This is really unfortunate and reflects continued underinvestment in these neighborhoods.	drosenbaum28@gmail.com
75	I would love and strong support more bump outs and refuge island all across the city. More pedestrian only light cycles (like at State and N University) at especially busy intersections would also be great. Packard/Hill/State right by campus could really benefit from one.	I'm happy to see proposals for intersections on along Stadium and Packard. Stadium is especially hostile to pedestrians and the intersections near Pioneer would really benefit from quick builds.	
76	Stop removing vehicle lanes for bike lanes. Its 20 degrees out and no one is riding bikes.	We need faster ways for cars to get into and out of downtown. Get pedestrians and bikes out of the way and add more lanes.	
77	No	You should extend the Maple Rd corridor to include the roundabouts- lots of high schoolers walk to and from school there and there should be flashing lights for the crosswalks.	amybeththomas@hotmail.com
78	No happy it exist.	No	No

79	<p>There are too many crosswalks on Packard between about Stadium through Hill, especially beginning at Granger/Packard. I think they should be condensed and they all need flashing yellow light buttons (nine of them have them!!!). As a pedestrian and a driver on these roads, it is difficult to see and be seen, especially at night. Installing flashing yellow light buttons and removing redundant crosswalks (for example, two within 100-150 feet of each other) would make this a much safer stretch of Packard!! It is hard to cross at these intersections when I am on my bike as well, due to the lack of lights.</p>		samanthamarfa@gmail.com
80	<p>I really hope quick build means "this quarter" rather than "only two years of study"</p>	<p>I live and walk along the proposed improvements on 7th and they are absolutely necessary! The last time I requested a "stop for pedestrians" sign at a crosswalk I was told it was non-standard even though they are used all around town :-{</p>	matt@matth.org
81	<p>It's not clear why these areas were chosen. They may be the right places to invest at this time.</p> <p>However, a busy area like sports complex along stadium are not included. This is between main and south industrial. I live nearby and never see cyclists in those bike lanes. Cyclist tend to take sidewalk instead. For pedestrians, the sidewalks can barely accommodate game day foot traffic. It's also quite busy on a typical day with runners and students walking to campus. Many cut through Graydon Park where it feels safer shielded from busy car traffic.</p>	<p>Fuller and stadium need improvements!</p> <p>State between Granger and stimpson would be great to extend protected lanes. However, the crosswalk at the bridge doesn't have a light. Cars don't stop for pedestrians and cyclists crossing to sports complex or Graydon Park. This crosswalk is busy with game attendees, students, dog walkers, and families who have to compete with car traffic on the main thoroughway from 94 to campus, hospital, and downtown. The proposed terminus at state and stimpson is underwhelming. That is a messy intersection with an unprotected rail crossing. Stimpson has poor road quality and state is closer to 94 traffic that tends to travel fast. It's also uphill for cyclist.</p> <p>Stadium at south industrial is a confusing place. Cars go wrong way down e park place. The light doesn't favor pedestrians and is brutal in winter. Cyclists take sidewalk because road feels unsafe. Fairly busy with pedestrians especially game days.</p>	laurenwdunlap@gmail.com
82	<p>The slide deck is informative</p>	<p>About the proposed project at Plymouth and Georgetown intersection: about 50 yards east of the intersection is a crosswalk which allows a pedestrian to trigger flashing yellow lights. I and many others use this crosswalk. Please study how the crosswalk and the project at the intersection will work together.</p>	john_cederquist@comcast.net
83	<p>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?</p>		ritalmitchell@gmail.com

84	<p>The focus on changing the structure of streets is misguided. What needs to change are why people need to drive cars instead of using public transportation, biking and walking. The current administration has rapidly increased development giving little consideration to obvious consequences. Making the downtown area more densely populated increases the number of all vehicles and applies tremendous pressure roads designed centuries ago. The "quick-build" approach to addressing a complex problem that should have been addressed in the initial planning stages of rapid development is a superficial response that is good for marketing but little else. I was a long-time four-season bike commuter who stopped biking a couple years ago when the streets became too unsafe. AA should have the most humane sophisticated cityscape in the country. Instead we get "Southfield, Part II". What this transportation plan needs is imagination not conventional thinking.</p>	<p>These physical changes are misguided miss the simple fact that there will be more cars as the population of a city increases. As a long time driver, cyclist and pedestrian these quick changes add physical clutter in a distracting erratic way that increases the demands to pay attention. These fixes are a reactionary response to a badly conceived development plan. Development must plan for transportation first then accommodate and restrict expansion accordingly. This requires leaders with a vision beyond the commonplace and the courage to resist the pressures of monied development. AA should have electric public transportation, covered walkways, sheltered bike lanes and an approach to development centered on a vision of an equitable and just society. Instead we get the typical American promises from money driving everything and the attitude that when a small sector of society benefits, everyone else should be satisfied. Our transportation plan reflects dated and static thinking.</p>	<p>No. I no longer feel that public participation in the development and planning of this city is welcome by the current administration.</p>
85		<p>The Geddes corridor is really dangerous right now and it seems to be very difficult to get drivers to obey the posted speed limit, or anything close to it. The Arlington intersection is a worthwhile investment, but it's compounded by the fact that Arlington there is fairly high traffic, very low visibility with curves and hills, is very narrow, and has no sidewalks. Please consider incorporating pedestrian-friendly improvements, if possible, on the approach from Arlington to Geddes into the planning on this intersection.</p>	
86	<p>Wish there were much better alternatives such as a dedicated bus or van lane for express service down Plymouth (realize this is very expensive), and truly separated bike lane not traveling next to autos. I support the values of Vision Zero but the implementation, at least so far, often leaves me without good options. I am 73 and can't always ride a bike or use the bus as it currently functions (infrequent service, extremely slow with constant stops).</p>	<p>Crossing Plymouth Rd and also Green Rd as a cyclist/pedestrian is very scary. Way too much car traffic, coming from Canton and off 23. Crossing Nixon at Plymouth and also at Bluett has become very difficult.</p>	<p>debbietorch@gmail.com</p>
87	no	<p>By far the biggest issue does not appear to be addressed. Instead of enhancing bike lanes and pedestrian pathways and enacting even more laws, the City needs to focus on enforcement of current laws. Drivers are aggressively speeding, running red lights, and texting while driving and the amount of police enforcement is minimal. People know they won't be pulled over and ticketed so they feel free to do whatever they please. Make it so there are real consequences for existing laws and we might see some real change.</p>	
88	<p>why do we have to have curbing/ posts to separate bike lanes from other traffic? These are a safety hazard to bike riders as they are not properly cleaned from snow, ice and debris and bikes can run into them. As a bike rider, I prefer just a clear, lined area separating bike lanes from other traffic and as an car driver and home owner, I find the posts problematic when I make turns and try to shovel snow from my driveway. Remove them please.</p>	<p>see above comment</p>	

89		Please please please make Geddes avenue more walkable and bike able. It barely has a sidewalk in some places and the unprotected single bike lane completely disappears where you need it most (on top of a hill where it is dangerous for cars to pass bikes). We desperately need a safer connection from downtown/campus to the East for non-car folks. Geddes is way to car focused currently as people use it as a cut through even though it is a neighborhood street that is much more suitable for waling/biking.	thore@umich.edu
90	Safe streets needs to include policing- both in terms of pulling people over for speeding, and getting dangerous people off the streets.	South seventh is already safe and is experiencing traffic backups regularly. Dont make them worse!	
91	I love anything that makes streets safer!	7th Street is so ripped up it's hard to bike (or drive) in a straight line. That makes the narrow bike lanes especially scary. The crosswalks are hard to see at night - it would be nice to have illumination on the sidewalks leading to the crosswalk, not just over the crosswalk in the road. Having the pedestrian bollards reduces the number of people not stopping for pedestrians by ~1/2, so it would be amazing to have them in year-round.  Packard St has no pedestrian bollards, even though it's probably one of the most pedestrian-heavy major streets in town. I've noticed many fewer drivers stopping at crosswalks.	
92	We need hard bollards to separate cars from bikes any any streets where the speed limit exceeds 25 mph.  This is also a plea to step up traffic enforcement. The amount of speeding and blazing through red lights and stop signs I see from automobile drivers in this town is just incredible - not to mention the number of drivers who don't seem to understand how a four-way stop works.  Please at least spot-enforce stuff like this during busy commute times to make an impact!	Main, Packard and Eisenhower are fast. Anything to slow vehicles is a win.  One real pinch-point that drives some frustration (and speeding) is where Main narrows approaching Stadium south-bound.  Huron Parkway desperately needs traffic-calming, so I'm glad to see some priority in that area, though I'm not clear what's being done.	
93	Why doesn't AAPD enforce speeding? Packard from Platt to the Eisenhower is notorious for speeding vehicles and that area is not marked for a quick-build safety project.		meredithmcgehee@hotmail.com

94	<p>I think everyone would appreciate it if the bike "corridors" allowing passage between the city center and the outer areas utilized connected side streets no matter how circuitous instead of competing with traffic on the main roads. It would be more pleasant, quiet and safer. People would then even consider having their kids join them. Separate pedestrian bridges could join roads over the interstates, for example both Rose roads over 14 on the west side. Scio could be encouraged to do the same to keep bikes off Dexter and Miller. Viable safe non vehicle traffic is a part of the future transportation.</p>		
95	<p>Will there be on-going resources (time/money/energy) to maintain any new projects that are installed? Is there a plan? Because without a plan, it will fail...just like so many of the projects that have already been installed &amp; look like crap.</p>		
96	<p>Just found out about this survey today, being a resident of the city. My comment is NONE of this is any value unless the participants cooperate. I am talking about cars, bikes and pedestrians! Examples: In late December, 5:45 p.m., very dark, heading east on Ellsworth, making a left hand turn onto northbound Stone School. Had the green arrow, turn left and a west bound bike rider, NO reflectors barely saw them, turned in front of me onto Stone School headed in the same direction. I slammed on my breaks, was almost rear ended, etc. Pedestrians crossing at the "signal" crossings did not activate them and just walked across the street, causing problems.. These were on different parts of Packard. Propose a law, using the bike lane for transportation, riders should wear reflective gear, have their bikes insured and licensed. Use a magnetic flag at pedestrian crossings so the walker, biker, etc. has to carry it to the other side when they cross the street. Thanks,SS</p>	<p>A more elaborate safety cross walk needs to be installed at the corner of St. Francis Drive and Medford. The painted crosswalk on the concrete does nothing to deter speeding road traffic, bike riders criss-crossing all over the place and even AAATA careening around the corner, especially when Tappan and St. Francis schools are in session.</p>	smpollice@hotmail.com
97	<p>I would love to see more progress on improving biking infrastructure and safety for bikers.</p>	<p>It seems like a *huge* number of vehicle-bicycle accidents happen on Packard so I would love to see that addressed</p>	blur.basque.1f@icloud.com

98	The intersection of Jackson Ave and Maple Rd is one of the most difficult to navigate intersections in all of Ann Arbor as a pedestrian. Is there a reason it is not one of the quick build projects locations? Is it because the state owns Jackson Ave? Either way it would be great to see improvements made to this intersection that would make it easier for people walking and cycling to safely navigate.		mattkomtv@gmail.com
99	I think some clarification of the pedestrian right of way would be helpful. It seems to be the general consensus that they can cross wherever they want and it is a drivers responsibility to yield to them no matter what! That is not always an option, as you know. Especially if another car is behind you following closely.	Not that I know of.	
100		I would like to see speed bumps on Parkwood Street in the Darlington neighborhood. There are no stop signs between Pittsfield Blvd. and the corner of Oakwood St. People speed through there and often do NOT stop at Oakwood. I was almost hit last night by someone speeding between Fernwood and Oakwood who did not stop at the corner and could have killed my dog and injured me. On addition, the surface condition of the streets is deplorable and there are not enough street lights.	jhahn@umich.edu
101		Please ensure more than just paint is used for all improvements (bump-outs, dedicated lanes etc.) Posts are a bare minimum of improvement; concrete curbs are much preferred. Paint alone does very little to improve pedestrian safety. This is especially true at tight intersections such as at 7th and Liberty.	
102	Hi, is there any reason you are not looking at SS4A along the Ann Arbor - Saline Rd. Corridor from S. Main st. To Eisenhower? This is a very dangerous area with high speed limits and no bike lanes at all. In addition, Huron St. Should also be evaluated as there is a HUGE need for bike lanes along that road as well.		rmins19@yahoo.com
103		I appreciate speed management on Stadium and Scio Church. However I think you also will need it on South Maple. It will be an even worse race way as the one way to avoid speed impediments. People already go too fast. While there aren't as many driveways as other streets; that just encourages folks to ignore speed limits.	aseaman420@gmail.com