South Division 2-way Bikeway Expansion

Summary of Public Survey Responses

South Division 2-way Bikeway Expansion

445	15:40	Closed
Responses	Average time to complete	Status

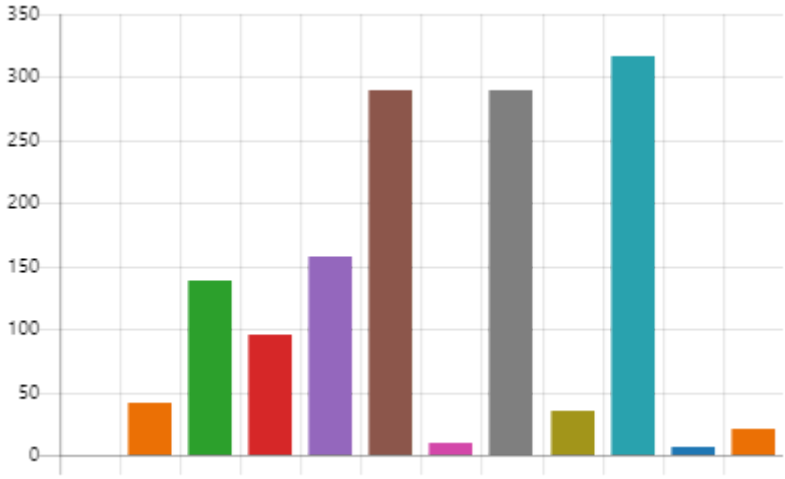
1. I am

City resident who lives in the ...	96
City resident who lives outside...	310
Not a City resident	39



2. I am a (check all that apply)

Student, K-12	0
Student, post high school	42
Parent/Guardian	138
Commuter, Daily (Five or mor...	95
Commuter, Hybrid (At least on...	157
Pedestrian	290
Pedestrian with mobility challe...	10
Bicyclist	290
Non-Driver, by choice or other...	35
Personal vehicle driver	316
Commercial/transit driver	6
Other	20



3. This next question is about parking in the area between Packard and Hill. Currently the use of the street changes a little along the length of the street segment. Prominent features include one northbound bike lane, one northbound vehicle lane, floating parking between the bike and vehicle lanes, as well as parking on the west curb line. The image below shows one cross section in this segment.

   Do you currently park on S. Division between Packard and Hill?

Frequently	22
Often	21
Rarely	122
Never	280



4. This next question is about parking in the street segment between Hill and Hoover. Currently the street cross section is consistent along the length of the segment. Prominent features include one northbound bike lane, one northbound vehicle lane, and one southbound bike lane as well as parking on the west curb line. The image below shows an example of the cross section.

   Do you currently park on S. Division between Hill and Hoover?

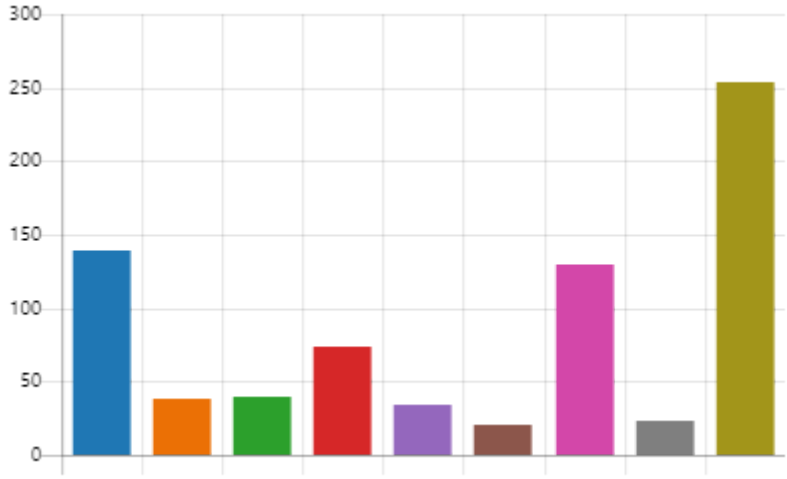
Frequently	15
Often	22
Rarely	116
Never	292



5. The City's plan to expand the two-way cycle track would remove the parking floating between the vehicle and bike lanes Division between Packard and Hill. The street space will be reallocated to a southbound bike lane; the current vehicle lane and west curbline parking would be undisturbed.

   Please let us know how the change, shown below, will impact your travel on S. Division.

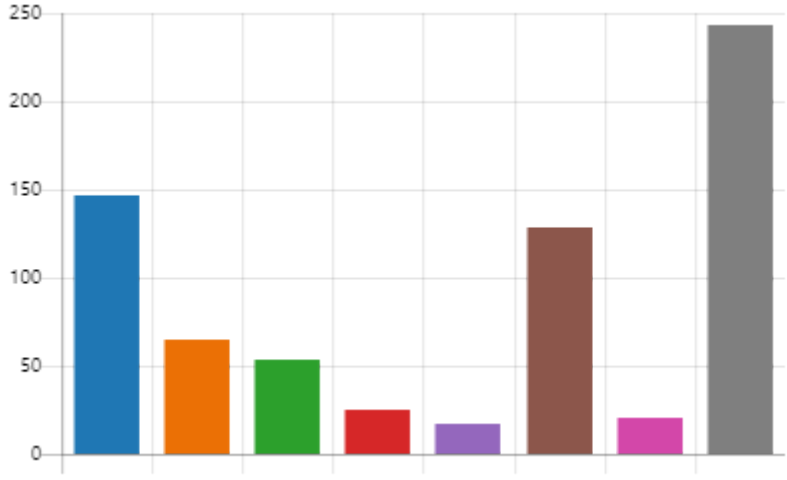
My travel will not be impacted.	139
I will no longer seek parking o...	38
I will continue to see parking ...	39
I will be less likely to drive on ...	74
I will be more likely to drive o...	34
I will be less likely to walk on ...	21
I will be more likely to walk on...	129
I will be less likely to bicycle o...	23
I will be more likely to bicycle ...	253



6. The City's plan to expand the two-way cycle track would remove all parking spaces on Division between Hill and Hoover. The street space will be reallocated to provide two-way bicycle travel and maintain the two-way vehicle travel.

   Please let us know how the change, shown below, will impact your travel on S. Division.

My travel will not be impacted.	147
I would like to keep parking o...	65
I will be less likely to drive on ...	53
I will be more likely to drive o...	25
I will be less likely to walk on ...	17
I will be more likely to walk on...	128
I will be less likely to bicycle o...	21
I will be more likely to bicycle ...	243



7. Do you have any questions or concerns about the project? Your question(s) may be used to develop a frequently asked questions document.

196
Responses

Latest Responses

"*Terrible. Driving on the street is now dangerous and inconvenient. Tra...*

8. Overall, how supportive are you of the City expanding the cycle-track on Division Street?

445
Responses

★★★★☆
3.89 Average Rating

South Division 2-way Bikeway Expansion

Frequently Asked Questions

Will the street have vertical elements between the vehicle lane and the cycle track?

Yes. The project will be delivered as a paint and post project. The City will use pavement markings to delineate the space for travelers and parked vehicles and flexible post delineators to provide physical separation.

Available parking in the area is decreasing. Can anything be done to ensure parking is available for residents?

Yes. The residents of this area may organize and apply for a Residential Parking District through the City's Residential Parking Program. Details can be found here: https://www.a2gov.org/services/Pages/ResidentialParkingPermits.aspx

What are the City's plans for the north end of the cycle track?

The DDA will complete a cycle track segment on Miller/Catherine between First St. and Division St. during the 2022 construction season. This segment will complete the downtown loop as envisioned by the DDA. There are no other capital projects currently planned to expand the facility north towards the Broadway bridges.

Recommendations for the Beakes/Summit/Division/Broadway area have been made in the Lower Town Area Mobility Study. You can find more information here: https://www.a2gov.org/departments/engineering/traffic/Pages/Lower-Town-Traffic-Study.aspx

South Division 2-way Bikeway Expansion

Complete Copy of Public Comments and Questions

Do you have any questions or concerns about the project? Your question(s) may be used to develop a frequently asked questions document.

How would trash collection be altered / remain the same

S . Division between Packard and Hill has been a disaster since you put in a bike lane on the East side. There should
NEVER have been parking on both sides of the street. What idiot thought this one up. I visit my property there
frequently and have had great difficulty entering & exiting my driveway.

Will this be a protected bikeway?

This project would provide a safe biking option for my family to get downtown. Thanks

A one way road doesn't need a two-way bike lane. There are plenty of other options for transportation in the city. Parking is already very limited, and the street is so narrow. I don't want something like this in front of my house. I don't think this would benefit as many people as it would actively harm. The intersection of packard and division has gotten exponentially more dangerous since the implementation of the two-way bike lane, removal of the right lane, and no-turn-on-red. I don't support this in the slightest.

I hope we don't let the minor inconvenience of a few parking spots being lost override our work toward a complete & safe cycling network and designs that encourage slow driving behavior in neighborhoods like these, like our transportation & climate plans demand!

The pavement is so degraded on S 5th that I stopped biking on it several years ago and take the long way around instead. 2 way bike traffic on Division will partially ofset the loss of S Fifth
Trash cans in the bike lane are a huge problem on this stretch of Dvision today. The City should engage with the residents to resolve.

I think this is a horrible idea that will negatively impact traffic on a road that isn't commonly frequented by bikes. Taking away parking from the residents will be horrific. Bikes need to follow vehicle laws and it's more dangerous for them to bike against traffic. This change could literally result in death because of carelessness of the city just wanting to look more "green".

This is a terrible idea. South Division is already partially a one-way road, it does not need a two-way bike lane. There are not enough cyclists on South Division to merit a larger bike lane. Many people who live on this street need the street parking and removing it will be an enormous inconvenience. All this will do is make South Division even more unsafe.

The loss of parking for both commuters and students who live on the area will be catastrophic for a bike lane. I very rarely see anyone use the existing bike lanes on William or division - this seems like a project to look progressive rather than based on actual need.

Sounds great let's do it

Getting rid of parking anywhere and everywhere is one of the best ways to mode shift away from cars and towards more sustainable modes. Parking is an incredible waste of space and incentivizes the worst form of transportation (cars); creating a car-free downtown Ann Arbor is the right thing to do.

More bike lanes, better cities!

I would much rather see the two way bike line expanded to packard. Much more used than that small section of division!

A little concerned about the steepness of the hill going north on division but I'll never argue against more all-abilities bike infrastructure. Exciting project!

Please expand protected bikeways, so I can avoid biking on the sidewalks.

Extending the bike lane all the way to Hoover is a great idea! I already see students use scooters and skateboards going the "wrong" way down division because it's a more direct route than diverting all the way to 5th > Hill - Division. It seems like there is a real need for this project. Go for it! This could also be a good connection to the planned two-way bike track slated for State St in a few year if the protected bike lane can be extended from Division to State along Hoover.

I strongly object to asking people if they "support" specific implementations of safer streets. Residents and council have stated clearly that they support decreasing injuries and deaths. Stop wasting the public's time and muddying the water with surveys. The data are clear regarding the relationships between road width, car speed and crash severity when streets are reconfigured.

Yes please! Extend it also to the Broadway bridge

More cyclists, more walkers, fewer cars, and for the cars that remain SLOW DOWN

It's not necessary. Spend the money on higher priorities

I bike a lot. Bike lanes don't impact my travel but they help me feel safer.

How soon can you get it done?

Can we get even more cycle tracks in Ann Arbor, please?

Please continue to expand protected bicycle roadways. The more the city expands this type of bicycle infrastructure, the more trips I can make by bike (instead of car). Thank you!

My only concern is that it doesn't happen soon enough

Stop bike lanes and help out with b2b instead

Zero stars. Not supportive

I'm slowly becoming more comfortable biking to work, thanks to the protective bike lanes. I'm an anxious bicyclist, so I appreciate the city making it safer for cyclists and pedestrians!

The "floating" parking on Division needs to go. It's confusing to drivers. On more than one occasion I've seen drivers pull up behind the parked cars not realizing they were parked. It's also made the street way too narrow.

I own a house on Division between Packard and Hill. You propose to eliminate parking on one side of the street; I believe your form says the East side of Division. That is fine. You cannot allow parking on both sides of Division, a bike lane, and one lane of traffic. Buses, Garbage trucks, and lots of UM equipment trucks that use that route from the Crisler yard cannot fit.....Period.

We do not need two way bike lanes on Division. The current one lane bike path is rarely used. Just eliminate parking on one side of Division. I own a house between Cross and Hill on Division.
PS...Someone should rebuild Cross Street;;;It is in terrible shape and needs to be repaved....

I bike on Division frequently. There is no problem with the current configuration. The section with a bike lane is confusing and congested. Please do not make changes to the rest of Division.

Sounds great!

I think is going to force on-street parking into adjoining neighborhoods, making a bad situation even worse. The idea that people in that part of town will get rid of their cars because we are adding bike lanes seems like wishful thinking by the City administration.

If we can’t maintain out current infrastructure (Hill and State intersection??) how can we expect to maintain new infrastructure?

I am strongly supportive of protected bike lanes!

I would prefer to go back to where there were 2 driving lanes, so it is not impossible to get out of the city after Uof M football games

Why is this getting public comment while adding parking or expanding roadways doesn't?

The existing configuration of that stretch of Division is abysmal. Proceed with the new plan or restore it to the way it was before the existing layout; just don't leave it as is.

I think it would be more important to extend the protected bikeway down Packard. Packard is a more integral arterial and is used more frequently by bicyclists commuting from the south side of town.

The design increases the conflict of every intersection including every driveway. Ive ridden thousands and thousands of miles, and this design is a step backwards. The only hazard it reduces is the "hit from behind", which is least frequent hazard. Every other crash scenario is increased! Sucks. Bad planning for real cyclists, but good for imaginary aspirational cyclists I guess.

No, I'm all for it!

Please keep rolling out the bicycle infrastructure. It is awesome!

Nope

My concerns are that Ann Arbor will give too much voice and weight to those that are against making our neighborhoods family friendly and safe to live. I understand that this town has many commuters, but these are our neighborhoods and they need to be better utilized than being divided by large barren paved surfaces that are just heavily traffic for 2 hours in the morning and 2 hours in the evening.

This looks great! Don't let the neighbors stop you!

Love this idea. Please make this update!

I really don't think another bike lane is necessary. Hardly anyone uses it as it is. It's already a nightmare on Packard that they took away a right turn lane to expand the bike lane, making car traffic more dangerous and congested than it already was. The same thing would happen here

Streets are for public space for all people, not for free car storage

I drive nearly everyday in Ann Arbor for work, but i still fully support dedicated and safe bicycle lanes.

As a sometime cycling commuter to downtown (from the Georgetown area), but also someone who isn't super comfortable biking around cars yet, ANY attempt to include protected cycling routes through the city is a FANTASTIC idea.

I USE THIS EVERYDAY ON MY BIKE I WOULD LOVE THIS CHANGE THANK YOU ❤ ❤

I support this bike lane project.

This is an area of in-demand parking, primarily for vehicles owned by UM students, I believe. Though I'm a supporter of increasing Ann Arbor's bicycle network, the removal of on-street parking in this area may have equity impacts on nearby students who must have a car (for work or for traveling home). If parking is to be removed, some kind of accommodation may be needed (discount on an e-bike or a carsharing service, guidance on finding reasonable parking within a few blocks, etc.). I support extending the Division bikeway, but think this may be less of a slam-dunk than other recent projects.

I totally get the desire to increase biking options, but so many of these do not actually make biking safer, while just making driving more annoying. This is one of these plans. Even if this plan is championed by biking activists, much like many of the attempts to make biking feasible on main arteries (cough, Packard, cough) it won't actually make biking safer and won't actually lead to more biking. Furthermore, as someone who lives just outside city limits, it is impossible to bike from where I live into Ann Arbor. I would love to do it, but it's just not safe. There are bike lanes some places and not others and even where there are bike lanes, they are not separated from traffic and/or have other issues. If you really want people to bike more, work with neighboring areas to increase regional, safe biking infrastructure, don't just tinker endlessly with downtown to make it more and more annoying for drivers with only the most marginal gains for those on bikes.

Why do we have to do community engagement for things that are already stated city goals that we have done public engagement to reach?

Parking as a protective buffer for cycling should be an option. I'd be interested to see peoples responses to different design options.

Why is the city being so slow and tentative about protected bikeway construction? There should be protected bikeways along every stretch of road in Ann Arbor, complete with protected intersections and bicycle, pedestrian and transit priority at lights.

The current "floating" vehicle parking and bicycle lane is extremely confusing and dangerous. While the plan described looses some parking, it is much more desirable than the status quo.

I appreciate the opportunity to offer ped/bike feedback on this proposed project. I have concerns about using community engagement to evaluate safety-centered infrastructure and hope that public comments offered influence the flavor of this project but not the fact of it.

Ann Arbor's hyper-focus on bicycle travel is extremely elitist. No one bikes (or lives) here except rich yuppies. Such policies has made travel in and through the city increasingly impossible for the vast majority of people who still have to drive 99% of the time.

Question: As the city continues to eliminate parking, where is the pressure showing up for more parking spaces? In existing parking structures? In other areas of town? Just curious.

I don't drive into town very often, and bike less. Being able to bike with increased safety would be very beneficial, and lead me to bike into town much more often. I would likely decrease my driving into town, but biking would more than make up for my decrease in visits by car.

No concerns, I think this is a great idea.

Are there any plans to extend this protected bicycle lane north of Packard? Serving the neighborhood towards the city center seems the best endgame.

I do not try to come into the city any more ever! The path set up on Williams is so confusing and really dangerous. I have tried to park around South Division so that I can walk into the city. Good luck. I am genuinely curious -do you want to plan for anyone to go downtown to shop, eat, spend $$$$ How do you propose for us to do it?
STOP IT NOW!!!!!
Parking spaces are NEVER worth more than safe non-motorized transit. Please do NOT prioritize car storage over lives.
Why just this area? Let's see a proper protected bikeway down Packard all the way from Main to the edge of the city!
Please build more safe bike lanes like this thank you

Like many of your surveys, you seem to look for agreement with plans you have already made and you don't REALLY want to hear that folks are opposed. You rarely give that option.
Will the bike lane be protected? (i.e. have a barrier to protect bicycles from cars)
Please do it! The more bike lanes, the better. It improves the pedestrian and bicycling experience equally.
Just that I detest the parking between the bike lane and the driving lane and I don't like having a single driving lane with parking on both sides.

I fully support expanding and improving protected bike lanes throughout the city. I live on the west side and work on central campus and walk or bike to work every day. I look forward to being able to walk and bike to even more places around the city once the streets are safer for walking and biking.
Will bike lanes intersect with the bike path on William?
I'm quite worried about climate change and oil dependence. I'd like to see city leadership proudly and boldly enact their vision, educating community members on why it's important to meet A2Zero goals and how improving access to non-motorized transportation and public transportation helps us meet those goals.

although devision is a very direct path- it is also a very steep hill, which does not make it the most desired route heading north, and the speed at which you can go south by bike may cause some challenges or potential for accidents. That area also has relatively low traffic and wide lanes, and feels relatively safe to travel by bike- i'm not sure adding the 2 way bike expansion here is that beneficial.
Great plan. Bring on more and please consider all of packard road and also please platt
No one bikes on Division because it’s too steep. The last project made driving on Division more difficult because it pushed the parking further in. Buses get stuck often already, this will make that worse.
(1) i am concerned about the lack of parking south of Hill; this is a large amount of parking in proximity to the swimming, gym, band practice viewing, and play field. Will UM provide public parking on the Fingerle lot? (2) this is very close to the proposed "greenway" or "rail trail". perhaps a zigzag along Hill would be better?
It is essential that all pressure be brought on UM to allow access.
LOVE this proposed project to extend the 2-way Division cycle track past Packard! My kids and I have been using the Division bikeway a ton since it opened...its great. We often attend UM events (gymnastics, etc) at the arenas and fields at Hoover/State..would be wonderful to be able to safely bike there with my family instead of drive/park.
Please, please, please, please, please put a protected bike lane on Packard!!
Please continue investing in dedicated cycle tracks for riders of all ages!

Please stop making car travel, including parking, difficult within city limits. There is no need to increase bike lanes. I hardly ever see bikes in these lanes anyway.

This is so important, I bike in this area at least twice a month and feel unsafe biking on this part of S Division at the moment.

Bike and ped safety is number one

I hope the police have been instructed to treat bikers as state law required, I have not had issues but others have in past years. I assume the police have adapted to more bikers and what the law is for bikers.

I didn't choose any of the answers on #6. My travel will be impacted, but I don't think you should worry about keeping parking on that part of Division. As a cyclist, I bike there anyway, and that won't change. The only thing that would change is I wouldn't expect to park there. I only parked there for Michigan Marching Band events anyway. That will obviously be much harder in the future, but I don't do that any more. For #8, I'm *very* supportive of the section north of Hill. That adds a contraflow bike lane, which is terrific, and gets rid of the floating parking, which really didn't work at all. I'm less of a fan of boulevards on two-way streets. So, five stars for north of Hill, and three stars for south of Hill.

It would make it nearly impossible to drive as it is already difficult.

Currently it is sometimes difficult to drive on Division between Hill and Packard if cars park over the lines into the traffic lane. Especially in winter if snow is covering the lines. Also on Mondays when the garbage and recycling trucks are on the street traffic becomes stuck behind them for long periods of time while they empty bins on the street.

Why do you need two bicycle lanes when the single lane is rarely used?

As someone who lives on South Division I am strongly opposed to this plan. It would severely impact my household’s ability to park and we need cars to get to work.

This is a terrible idea. I love bicycling and green travel, however there will be hardly any street parking within a reasonable radius anymore. Almost every spot from between Hill and Hoover is always full. Several homes rely on those spots for parking. You would be severely impacting everyone's abilities to get to classes, to get groceries in order to eat, get to their jobs so they can afford rent, etc. Now everyone would have to park inside the neighborhood between S. Division, Hill, Packard, State, and Hoover. Most of those spots are also taken by people who actually live there. There is no room for the parking being eliminated by these bike lanes. Hardly anyone bikes around here anyway, so adding all these new bike lanes is not conducive to what the community actually needs. Unless you have a supplementary plan for the dozens of eliminated spaces, this is not a good plan at this time.

Glad this is happening. The more bike lanes the better!

Have you consulted with actual cyclists about this project? I bike the Hill-Hoover stretch to get from the OWS to IMSB daily, and, although I'm supportive of improving bike infrastructure, I'm honestly not sure I'd use the proposed track. Why not? Because it seems faster and easier to cut through the Coliseum parking lot off 5th Ave., cross Hill to the Elbel side, and bike the wide walkway to Hoover (reverse the process to bike home), thereby avoiding the light. I've done this for years and probably won't change my ways simply because something novel is constructed.

Far more pressing, in my opinion, is a solution to the dilemma for cyclists traveling NW on Packard attempting to turn onto westbound Madison. On Packard between Thompson and Division, cyclists must maneuver out of the bike lane into the car lane (frequently amid heavy traffic) and then wait for oncoming traffic to clear without getting hit from behind to turn onto Madison. I've biked for decades and consider this the most dangerous intersection in the city, yet nothing has been done to improve the situation. If anything, the Division bike lane makes the maneuver more, not less, challenging.

Concern: you already ruined the street once, why are you doing it again?

Please STOP adding bike lanes. Reducing car lanes is causing huge back ups. Do you have any research that shows how many people actually use these bike lanes?

I commutes via bicycle between scio township and Ann Arbor for 20 years. I find all the traffic calming barriers and pedestrian instructions a hazard to pedestrians, cyclists and motor vehicles. My son was killed at intersection of Huron and Division. Forget all the safety precautions and fix your damn roads. I thank god for the opportunity to move out of Ann Arbor. You guys are misguuded.

It seems removing parking from the street will directly impact the people who live close to these areas on Division- where are these people going to park?

Trying to commute from the burns park area to the north side of Ann Arbor has become challenging with the constant changes along division. Biking is not a possibility as I am transporting children to child care and these changes have made division harder to drive and I rarely ever see a biker in the current biking lanes.

I think it's unnecessary

As a 2 to 300 mile a week rider, I find the whole of Ann Arbors bike infrastructure completely disjointed and very difficult to use. Lanes come and go. Lanes are dangerous, frequently filled with road trash and shredded glass from the leaking recycle trucks.
Tom O'Connor
1804 Charlton Ave.

There is already limited parking on Division St and as a future resident here, I would like to keep these parking spots.

Your choices do not have the answers I want to check. I am hoping the city will stop removing traffic Lanes on the streets that are the main arteries into and out of Ann Arbor. We are, like it or not, a commuter city.

My guess is that taking away parking will impact renters on Division A LOT.

Please stop wasting our tax dollars on your pet projects. Whatever council and the city decide is right, do the opposite. Division was narrowed so much already by the bike lanes (of which no one uses) that it's hard to get two cars in each lane. The next time the city makes a good decision will be the first time.

Will residents on the streets where parking is eliminated have a place topark. I bike on the streets often but would not want to take away the only available parking for people living there.

I live nearby, and either walk the area or drive through. My concern is making sure that the bikes will be protected in a significant way so that cars do not inadvertently cross into the bike paths. Another concern is for the driveways that open onto the bike paths. Backing into Division from a driveway and crossing a bike path could be difficult. How is the project addressing visibility during backing maneuvers?

It seems confusing that the street is 1-way in one section and 2-way in another. Couldn't we unify the street and make it all 1-way?

The completed project on south division was a good idea. But there is issue with trash and recycling container locations. This is particularly difficult in the world get when snow piles in the area designated for trash and recycling. This needs to be thought out better. Trash cans were in the bike lanes and the road.

Bicyclists need to be held accountable for traffic violations just like vehicles are. If the City wants to turn downtown into basically a bicycle travel area then they need to start cracking down on bicyclists that are now following the rules of the road

Yo people have to work downtown??? Can you give a bitch a parking pass or what

Currently, that area is a mess. Removing the parking may make it safer but I still avoid driving in the area...too narrow and scary. My main concern in addition is very poor road conditions (3rd world road, bad lighting, not enough pedestrian lighting) along Hill between Packard and the Tappan. Very dangerous for everyone (driving, walking, biking)> >this should be fixed first.

I never liked that floating parking. It's confusing for both motorists and bicyclists.

I bicycled it today and have a few notes. 1. There is a poorly patched asphalt spot in the middle of the bike lane, I think near Hill. It looked bad enough to throw an unaware cyclist, such as in the dark. 2. Trash and recycling bins blocking the lane (the entire lane and then some, houses south of Packard). 3. Paint / markings worn to an unusable state on south of Division / Packard intersection. 4. During the winter I noticed the south of Packard part of the Division intersection was blocked off with barriers and unplowed.

If the city isn't going to maintain and enforce it, I'd rather put the money elsewhere, widen (and mark) the sidewalks and enforce (or provide) snow clearance or something.

2 way bicycle traffic along with car traffic is much more difficult as a pedestrian. Also, what you are doing on Division is making it more difficult to drive safely.

The floating parking is confusing and dangerous

These bike projects are TERRIBLE. They do not reduce driving they just increase idling between lights. City council is terrible and does not listen to the city's opinion. STOP THE BIKE LANES

Great idea! E-bikes are rapidly becoming more popular and will need proper bike lanes.

Have you done any "surveys to see how many riders actually use these very expensive bikeways? I rarely see people using them.

I appreciate all the bicycle friendly efforts. It will change the city for the better.

More bike lanes please, I was a bike commuter in grad school at UM and the lack of safe bike paths was a major hindrance. Are there plans to increas the biking and pedestrian options on Main street? A walkable downtown is amazing

Thank you for removing the floating parking - it is a hazard.

This seems like a great plan! More space for people, less space for private vehicle storage.

Didn't you just do a big project on Division between Hill and Packard to resurface and add a bike lane within the past 2 years? there is already a bike lane which is sufficient for the very sparse need. This will have a big impact on lower income students who need cars in the neighborhood for work and lower income commuters who can't afford permits.

What will be done to stop cars from parking in the bike lane? Will there be physical barriers, or only paint?

Getting rid of the "floating parking" on Division is a great idea. IT IS A DISASTER! However, to then get rid of additional parking further south on Division means the loss of a substantial number of parking spaces in that region, thereby creating additional parking problems. Where are all those cars now going to park? Or do you have a magical plan that reduces the number of cars students bring to campus?

I would love to be able to bike downtown with my children! Creating safe, buffered bike lanes is essential to whether I feel safe doing that.

I'm 100% pro bike and at the same time, I'm 100% against this. It isn't needed and it isn't fair to those houses who use that street parking. All that is needed is to have the current bike lane be clearly marked as 2 way instead of one way.

As someone who lives on Divison at Parkard, you have totally ruined the intersection and made the road significantly more dangerous for drivers, people parking and bikes. I think you over estimate how many people ride bikes in Ann Arbor. We are not Berkley or Boulder. Perhaps fixing the roads is the proper first step, rather than opening millions on permanent concrete bike lanes, which if built like the rest of the streets in AA, will be a mess in only a few years. Look at how slippery the green paint is on those bike lane crossings. I fell twice this year walking on those when they were wet. If we had more downtown conveniences, such as grocery stores, then adding more non-car transportation corridors would make sense.

Cities are for people first and cars last. We cannot seriously move towards being carbon neutral or carbon negative if live in a society dependent on driving ourselves everywhere

Any chance Hoover-Division becomes a 3-way stop to improve pedestrian and bike safety?

What parking alternatives are planned for the people who currently use the affected street parking? Signage needs to reflect new changes. For example, the left hand lane at Division & Catherine still indicates “turn only”, but that’s no longer true and often results in sudden lane switching to the left lane.

Can you explore a similar bikeway connection on Madison between Division and Main? That is a highly traveled corridor since The Yard was built. I would also love to see some connections farther out (>1 mile) into the community at large, but really appreciate any improvement you can manage. I know paradigm shifts can be slow. Thanks!

No questions or concerns - I’m a recent marching band alumni and used to live at 727 S. Division(2017-2019)! When I lived there, none of us parked on the street pretty much ever - the houses in the area have a ton of parking. Additionally, a lot of band kids and other students on rec sports teams use this corridor heavily in the fall, and lots of them biked, so expanding cycling facilities on division and removing parking there will be really great for the student users in the area. Thank you for considering this project!

There's already not enough parking on this section of Division; without adequate places for college kids to get groceries via walking or biking, many of the students who live in these houses have cars. removing these parking spaces will have a massive negative impact on students to allow a very small number of bike commuters to have a slightly expanded area that they can bike on for 5 months out of the year. I think this is a terrible idea with no regard for the impact on the people living in the area.

I think it's very important to have 2-way auto traffic lanes for traffic calming purposes. Also I am 100% in favor of cycle tracks here and throughout the city. I mostly drive but also bicycle in this area. There is always plenty of car parking.

This currently is the worst designed street, I've ever seen in my entire life. Anything would be an improvement on where it stands currently. However I just want to express how horrible it currently is!!

We own a home without a driveway on Ashley street. Parking in our neighborhood and nearby streets is continually being reduced and it is causing real problems for residents. The new street patterns have actually increased the amount we drive because we feel less safe bicycling with the bike lanes right next to parked cars.

I have never seen a person biking on Hill or S. Division despite living on the corner of the two streets. I have, however, seen every single parking spot taking every single day, all day. This project would massively disrupt the way that S. Division is used and there would not be an increase in bikers. I cannot voice how opposed I am to this project.

I do not believe that the current bicycle lane is used enough to warrant needing another lane. I also believe that by removing an existing driving lane to add a bike lane would greatly increase the traffic especially after football games and other events.

The city needs to come up with a solution for affordable parking for residents who live downtown. We have to pay 900 a year bc living downtown means less parking and our apt doesn't provide parking for us. If there were trollies I'd be ok with the lack of parking . I want downtown to be more walkable and more bike friendly but you're forgetting that people don't just travel downtown they LIVE HERE . Michigan isn't a place where we can just get rid of our cars. Figure out a way for residents to get access to parking while leaving downtown walkable

The bike lanes are seldomely used, so why all the efforts to disrupt car traffic to support the little biking activity? The City is implementing several different bike lane configurations, which makes it difficult for drivers to know what is a bike lane and not. On 1st street, there are no markings or signage for cars turning onto 1st street to know there are dedicated bike lanes. I see more cars driving in the bike lanes than bikes! save the city money to fix the roads!

I want to see more of this, we need more protected bike lanes. A2 could be a really big biker friendly city with a lot of walkability and transit.

I appreciate the effort to make streets more accessable to cyclists, but what I find more important is providing bike lanes on every major street, rather than converting already existing bike lanes to two way lanes. The larger two way bike lanes are awkward to enter and exit, and as a cyclist, I generally avoid them unless there is a clear path on/off. Also, my friends who live on s. Division say the two way bike lane would make driving and parking more difficult for them.

Biking southbound I usually have used 5th coming from North Campus or Barton Pond area headed towards Landsdowne. Diverting to southbound on Division will be inconvenient to connect to when riding across the Broadway bridge from the north. I'd probably just continue using 5th traveling to the south.

I would prefer to extend the two-way cycle track down Packard rather than down Division!! This would be a much bigger improvement in terms of overall bike network.

Changes to make it easier to walk and bike are very much appreciated!

The currently completed section on Division is stupidly on the wrong side of the one-way street. Most turns from the bike lane will be to the West, which would require leaving the "cycle track" and crossing traffic. Many (most) cyclists would probably not use the track in order to have access to turns to the west.

Since their installation, most of the cycle tracks in the city have been frequently blocked by delivery trucks and other vehicles, which results in cyclists using the traffic lanes, as they always have.

Four out of 6 questions are about parking!

I don't really see people biking on it now but there are always cars parked.

While I don't live in that area, so would not be harmed by having fewer parking spaces, I appreciate the feeling of safety I get when I am traveling on one of the new bicycle tracks. Thanks for creating them.

Occasions for me to travel on Division south of Hill are rare, but I'm looking forward to having more safe bicycling routes through Ann Arbor. Currently, there are so many streets where I don't feel safe on a bike that I ride a lot less than I'd like to, and drive my car more than I wish I did.

no

Please continue to prioritize safe biking infrastructure. I am a 30 year resident of Ann Arbor, and an everyday biking commuter who walks when there is ice and snow. These improvements are essential to my safety and well-being. This corridor is especially important because it connects central and South campus for UM students.

The only concern would be limited space if the lanes become more narrow. I appreciate the changes to 1st Street and Ashley Street now being two-way streets as I use them often.

Has anybody actually driven down Division since you jacked it up? You have created a bigger problem with driving down Division with parking. People don't know how to parallel park correctly. With the narrower lanes, someone's car will be damaged or wrecked.

The bike Lane’s do not appear to be used very often. They make the streets very narrow.

Bike infrastructure with unreliable enforcement can be even more dangerous for cyclists than none at all. Is there a plan to protect these bikeways from abuse by cars?

This project runs past mostly student housing, so it seems likely to create a parking squeeze among drivers with no good alternative parking locations. Is there any plan for proactively engaging with student residents or landlords to discourage students from bringing cars to town? This could include assessing transportation needs and providing additional service to cover gaps, subsidizing non-private-car transportation for residents, or perhaps simply creating attractive, weatherproof bike storage options that are convenient to those residents.

The floating parking lane already causes many issues for residents. We have to park halfway in the bike lane for the buses to have enough room to drive on Division. The bike lane is also used little to never. We live in a place where biking is unpleasant to impossible for at least 6mo out of the year. I hate needing a car to be mobile in Ann Arbor but focusing resources and time on improving public transportation would be better for us than expanding bike lanes.

The bike lane on South Division is currently rarely used (in any season) and is hardly worth the money, time and resources put into constructing it. Doing more construction on South Division and limiting traffic flow during construction for something that will only make the traffic flow worse on it is a terrible idea. Spend the money filling potholes on Fourth St and Hill St between Packard and State.

This has got to be the dumbest idea ever. There is already a bike lane, and there isn't enough parking. People can bike in Ann Arbor for around 6 months if the year. Don't do this.

Parking on South Division is already extremely limited, as both residents of the area and commuters use the street parking. Additionally, removing the floating parking on South Division between Hill and Packard will pose a significant risk to those using the bike lane, as parked cars offer a protective barrier between bicyclists and moving traffic. Adding a second bike lane is completely unnecessary as very few bikers use the lane in this area.

I live on division and bike frequently on it(from hoover all the way to the bridge). I do not feel uncomfortable biking in these streches of roads and don't feel like changes are nessasasry for the sake of bikers and pedestrians. I also know how valuable parking can be on these stretches. I think the available parking should be maintained. I really like where the two way bike lane is on division as of right now because that is a much busier area of division. Between hoover and Packerd is residential and significantly less busy which is why parking should be maintained.
Please pave the roads. The roads in Ann Arbor are sooooo bad. Pavement is more important than these nuances of bike lanes although I am a bicycle person.

It would be ideal to bike from Hoover on S. Division all the way through town to get to the Border-to-Border trail, especially as the Treeline trail may take years to develop, this would be a really nice surrogate.

Enforcement of no parking in the bikeway will need to be enforced.

I wish protected cycling could extended North to lower town

I am a fan of this plan. As both a cyclist and driver, I always felt that having "floating parking" between the driving lane and the biking lane was very unsafe for both cyclists and drivers.

I frequently travel William and First Streets, and have observed that very few bicyclists use the bike lanes. It also has created more dangerous situations for drivers, bicyclists and walkers/runners. For example, a car attempting to turn right from william onto S.Main is much more dangerous with bike lanes than without, Also, because car lanes were eliminated to make way for two-way bike lanes (which nobody uses), car travel is much slower during peak hours, causing greater gas consumption, and more pollution. Completely contrary to the city's climate change curtailment goals. So please stop wasting OUR money on bike lanes that nobody used and that are counter-productive,

I enthusiastically support this project. I am eager to expand protected bicycle lanes in Ann Arbor. I very much hope that a future project will expand the protected bike lane on the other end of Division, from Catherine to the other side of the Broadway Bridge.

In item 4 above, isn't parking currently on the east side of the street between Hill and Hoover?

FYI since there wasn't a choice for this, I work and walk in this area which is why I have an interest in this project. I'm interested in starting to bike to work a few days a week and this bikeway would make me more likely because safer routes in this congested area make biking more appealing.

I am curious why there seems to be so little urgency about addressing the northern end of the track, where it dumps bicyclists into traffic going down the hill on Division, around a blind curve and over the Broadway Bridge. Cars pick up speed there (most far exceed the limit) and it is very dangerous. As a bicyclist, I have to get onto the sidewalk which is dangerous for both me and pedestrians, but feels safer than staying in the street. When will this be addressed? There is a huge population of potential bicyclists that live on the other side of the Broadway Bridge who likely choose to drive to Kerrytown and other very close destinations because the Division/Broadway Bridge area is so dangerous.

Bike lanes seem to get very little use

I hope that the elimination of parking on the east side in favor of north and southbound bicycle lanes from Packard to Division will help to solve the current problem of too narrow a traffic lane for the UM buses traveling north. Will there be a pro-active effort to retrain people away from parking on the east side of S. Division? I rarely see any cyclists using the current Division Street northbound cycle lane. I don't know if the southbound option will draw more traffic. If it helps to solve the problem of the too narrow passage for buses, then it is a benefit even if the volume of bicycle traffic is minimal.

How will the city deal with reduced street parking? It is already nearly impossible to find parking between Madison and Hoover 9-3 during school days as a resident. Is it possible to add a residential permitting process?

I am so glad you are planning to do away with the "floating" parking on Division in the section between Hill and Packard. We take out-of-town visitors to see that block as a tourist sight representing the stupidest plan for a supposed bike lane in perhaps the whole world. As a bicyclist and a driver experiencing that street, I am amazed every time I ride it that anyone with any sense would have planned that street the way it is currently configured, and amazed that the city has allowed it to remain. So: Bravo for planning to change it, although where will I take tourists now? Ah! Thanks for providing another stupid idea: having the two way bike lane on the west side of the street and then having it move over to the east side of the street at Packard!

I do not understand why the city insists on two-way bicycle lanes. They are dangerous. Why not just have northbound lane on Division and South bound on Fifth -- in keeping with the existing traffic pattern. Consistency in travel flow is a fundamental principle in the design of streets and roads. One of the best lanes for bicycle traffic, excluding the miserable condition of the roadway, and clearly the cheapest is the one on Packard. Despite the poor condition of the paving I use it all the time. I could go on about the absurdity and dangers of much of what the city is doing so far with new bicycle lanes but it is pointless to go on about this considering that the city has kept the ridiculous 'lane' between Hill and Packard on Division. As it stands now I avoid your bicycle lanes whenever possible.

The street parking always seems full there. The bike lane and road on Division between north of hill is not signed appropriately, and backs up since there is no right turn lane, nor can you turn right on red. It seems that turning right on red when the cyclists are not supposed to cross would be safer than how it is currently set up there and on Division/ huron.

do you realize wheel chair users and other disabled riders can't ride the bus wherever there are protected bike lanes? this seems a far bigger problem than accomoting the handful of cyclists in the whole city. and no amount of ruining the roads will force the 99.9% of us to give up driving and ride a bike. it's impractical for the vast majority of residents.

You already have a bike lane next to the right side curb on N-bound ONLY division bet. Hill and Packard. Two way Division between Hoover and Hill is ALWAYS parked tight; to take away the parking in that block is going to inconvenience many people. Don't do it

What percentage of people using these streets think this would positively effect/ be less dangerous for their travel by car or bike?

Many of these types of changes are more dangerous for me.

Reducing lanes for bike lanes makes no sense. Fix the sidewalks so you can make the city more walkable before you destroy our streets. We have bad weather for a large part of a year and do not need these bike lanes as much as we need solid roads and nice sidewalks!

As a cyclist, walker, and a driver, I have been frustrated by the changes that have been made on the section of Division between East Madison and Hill Street. They were implemented poorly and have only made driving and walking more dangerous in this area because driver visibility has been greatly compromised. I anticipate that changes made to the area between Hill and Hoover will turn out just as horrible.

Most cyclists avoid going up South Division because it is such a steep hill, so I don't know why there is a Northbound lane to begin with. I'm constantly in this area and I've rarely seen anyone use this bike lane.

The removal of parking between Hill and Hoover would create even more problems. There is already not enough parking in these areas and the removal of parking further up on South Division last year has created more congestion and competition for spots on East Madison Street. I don't know who is brainstorming these ideas but they're clearly not cyclists, drivers who regularly use these streets, or current residents of these areas. Please just fix the section of street between Packard and Hill and call it a day.

These graphics are confusing, by the way. It would make more sense to include actual photographs of the area.

Will bus travel also be increased along the corridor? It needs to be, since a) not everyone can physically bike, b) personal driving is being negatively impacted, however slightly, and c) the climate catastrophe dictates that we need to incentivize people to reduce/stop driving personal cars.

Yes. As a resident living on W. Liberty near 5th Street, this will impact the parking in our neighborhood. Currently 5th St is the first street without parking restrictions west of Main in the Washington to Madison area. We are constantly parked up by folks who live in buildings downtown which have inadequate parking. This will make our parking more difficult, especially with the student luxury apartments that were built and are now going up on Main St. near Madison and near Packard.

This is a great project! It's a connector between downtown/central campus and the athletic campus, then all the way down to Eisenhower via existing sidewalks and bike lanes (which are actually fairly wide, for once). Let's do this!

The current situation on Division between packard and Hill is ridiculous from a driving perspective. If you don’t want cars on Division, close the road. Currently it is almost impossible to drive on it, and I’ve yet to see a biker despite driving this route almost daily. You’re trying to create a connector on a road that is now both unfriendly to drivers, bikers and local residents alike.

Extreme over- emphasis and n by me lan s. Will destroy downtown business. No easy to say to park

Division between Hill and Hoover is too narrow to accommodate 2-way bicycling and 2-way traffic. It's too narrow and adding 2 sets of 2 way transport is visually confusing.
I hate the changes to this section of Division and it seems that this is going to get worse. By having only one lane in this area, there can be huge traffic jams and this will only get worse. It seems like the city doesn't really care about traffic and the survey didn't ask any questions that would get real feedback - typical.

Terrible. Driving on the street is now dangerous and inconvenient. Trash and snow plowing are now very difficult. Awful.