

Date	Commenter	Comment Summary	Response	Key Words
3/6/2021	WBWC	Refer in this plan to the 2013 update for historical context and project ideas.	Relevant maps have been included in the appendix.	Nonmotorized
3/6/2021	WBWC	State in this plan that each year, city staff will make and circulate a new list of which CIP transportation project will be built that year and which will be deferred.	Staff will follow the city's Capital Improvement Planning process, which is detailed here: https://www.a2gov.org/departments/systems-planning/programs/Pages/Capital-Improvement-Planning.aspx	Capital improvement
3/6/2021	WBWC	On page 35, label the 5th dangerous behavior "Reckless/careless/distracted driving" and add sentences about the scale of the distraction problem and its relation to device use.	Distracted driving is not discernable as an issue from the crash reports - only one fatal crash was reported as having involved distracted driving. However, we believe that distracted driving is a concern and have included strategies elsewhere to address it. The city will continue to monitor the crash reports and will incorporate it as the reporting on distracted driving improves and it is revealed in the data. UPDATE: Additional language will be added to the "Current State" section of Strategy 2, making a stronger connection between distracted driving and reckless driving.	Distracted driving
3/6/2021	WBWC	On page 36, add "Distracted" to the "Reckless/Careless Driving" table heading, or replace "Careless" with "Distracted" and adjust references on subsequent pages to the heading.	Distracted driving is not discernable as an issue from the crash reports - only one fatal crash was reported as having involved distracted driving. However, we believe that distracted driving is a concern and have included strategies elsewhere to address it. The city will continue to monitor the crash reports and will incorporate it as the reporting on distracted driving improves and it is revealed in the data.	Distracted driving
3/6/2021	WBWC	State in this plan that it is the policy to maintain continuity of bicycle facilities through intersections	Through intersection markings will be evaluated on a case by case basis. On continuous protected facilities, through-intersection markings will be incorporated into the design and deployed on a case by case basis. UPDATE: Language will be modified in Strategy 6 to clarify that routes need to be continuous in order to create a full all ages and abilities network.	Bicycle facilities; intersections; policy
3/6/2021	WBWC	Mention the addition of "No Turn on Red" signs at intersections with numerous crashes as a potential safety tool, perhaps in the discussion of high-crash locations (pages 30-31) and/or in the section on implementation strategies (pages 170-181)	Citywide data analysis does not indicate this to be a common cause of crashes. The citywide leading pedestrian interval policy is a more effective way to prioritize pedestrians on a citywide basis and will consider right turn on red restrictions on a case by case basis.	Pedestrian safety; intersections; policy
3/6/2021	WBWC	Fix page numbers in the Table of Contents	Completed	Document formatting
3/6/2021	WBWC	Show the B2B projects on maps as high priorities and discuss their importance	All B2B projects within the city have been incorporated on the bike maps	Bicycle facilities
3/6/2021	WBWC	Add a page or two discussing the B2B Trail and its relation to the local and countywide transportation system	Within the City of Ann Arbor, the B2B trail is largely complete. Further building out the trail is of county and regional importance. UPDATE: Language was added to the Shared Use Path tool description to denote the importance of off-street paths and the B2B specifically.	Bicycle facilities
3/6/2021	WBWC	Map on page 9 lacks vital projects like the B2B projects noted; add B2B projects to the map	Projects on Page 9 are prioritized based on the Vision Zero and plan goals and values. Completed; bike routes have been coded as All Ages and Abilities based on the methodology included in the appendix; some routes have existing facilities but are coded as "proposed" if they need to be upgraded to meet the All Ages and Abilities designation.	Bicycle facilities
3/6/2021	WBWC	Explain or eliminate inconsistencies in the bike map	With the exception of the Treeline and B2B Trails, the bike maps do not include paths/trails through parks.	Bicycle facilities
3/6/2021	WBWC	Qualify the maps, perhaps with a footnote, saying something like, "In some cases, the route may diverge slightly from the corridor shown."	Language has been added to Strategy 6 to reflect the planning-level nature of these recommendations.	Bicycle facilities
3/6/2021	WBWC	Show existing and planned B2B projects on the maps.	All B2B projects within the city have been incorporated on the bike maps.	Bicycle facilities
3/6/2021	WBWC	Show (or at least discuss) a low-stress bike route between the campuses.	Language has been added to Strategy 6 to address a campus connection.	Bicycle facilities

2/15/2021	AAATA	Revise map to show signature and secondary corridors, rather than detailed routes	Map revised	Transit
2/15/2021	AAATA	Achieving 15-minute effective frequency throughout the day on Huron by 2023 should not include weekday evenings and Saturdays	Language has been added to Strategy 10 to address that this will be guided by demand.	Transit
1/22/2021	Judith Erb	One aspect that I did not see which I hope to see in the plan is the effort to rezone neighborhoods so that things needed for daily life are close. To zone so that groceries and drug stores are near enough to walk or bicycle to would take us a long way to reducing dependence on motor vehicles.	This concept is included in Strategy 18, which focuses on creating 20-minute neighborhoods.	Zoning
1/22/2021	David Gregorka	I don't see anything that addresses standardizing all pedestrian crossing signage.	Pedestrian crossing signage is guided by the city's Crosswalk Design Guidelines. All future installations will be consistent with this policy. More information about the guidelines can be found here: https://www.a2gov.org/departments/engineering/Pages/Crosswalk-Design-Guidelines-Project.aspx	Pedestrian signs
1/22/2021	David Gregorka	Why is there no requirement for bikes to have front and rear lights and all riders to wear helmets?	The Michigan Motor Vehicle Code has a requirement that bikes have lighting, but do not require helmets and data does not indicate that lack of helmet use is a significant issue. In addition, the city does not want people who are not wearing a helmet to become a target for enforcement. This plan includes recommendations to encourage helmet use rather than require it.	Bicycle safety; policy
1/22/2021	David Gregorka	Helmets needs to be mandatory and their lighting significantly improved for all scooters.	The city's use agreement with Spin includes a requirement for lighting incorporated on devices. The city does not want people who are not wearing a helmet to become a target for enforcement. This plan includes recommendations to encourage helmet use rather than require it.	Scooter safety; policy
1/17/2021	Fred Zimmerman	The mapping of the 20-minute neighborhood seems flawed, based on his experience near his residence where he cannot access a grocery store within a 20-minute walk.	The maps concur with his assessment that his residence is not within a 20-minute neighborhood.	Zoning; 20-minute neighborhood
11/30/2020	Victoria Green	On p. 64, Stadium in front of Pioneer is marked as an existing bike route. Is this an error?	Yes, this was an error and has been corrected.	Bicycle facilities
11/30/2020	Victoria Green	On p. 64 the treeline seems to be marked as a proposed route following the rail line wlong the U-M property between Hoover and Stadium. I thought that following U-M's dismissal of this as a possibility the Treeline planned its route to be along State Street - which I think precludes an all-ages route. Can you confirm?	As a part of the City's master plan, this plan reflects decisions adopted by City Council. The alignment shown in the plan is consistent with Council's approval of the Treeline Master Plan in Decemer 2017.	Bicycle facilities
11/30/2020	Victoria Green	Can you describe the methodology for how key biking intersections were identified? I'm wondering why a few didn't make the list - e.g. Main and Stadium, or Kipke and Stadium	This has been included in the appendix.	Bicycle facilities
11/30/2020	Victoria Green	on page 115 the U-M and AA golf courses are marked as green space/parks. This is inappropriate in this context. The golf courses are not open to the public and serve as barrier to the 20-minute neighborhoods rather than enablers	The golf courses have been coded as non-park use. However, with parks adjacent to the golf courses, the results of the analysis did not change.	Bicycle facilities
11/30/2020	Lisa Disch	The plan leaves one corner of Ward One an "alternative transportation" desert. I'm looking at North Main and then the neighborhood out Newport Rd.	Newport Road has been added to the full bicycle network.	Bicycle facilities
11/17/2020	Kirk Westphal	Analyze and model traffic data on all remaining 4- to 5-lane road segments and multilane one-way road segments within city limits to determine the expected impact of lane reduction on vehicular throughput and network effects. On city roads, immediately restrripe roadways to remove extraneous lanes where said removals will not increase motorist delays more than immediately restrripe roadways to remove extraneous lanes where said removals will not increase motorist delays more than 60% within the city road network	Based on a high-level review of capacity and demand, our review did not reveal significant opportunities for roadway reconfigurations. However, we agree that it is a useful tool and is thus included as a tool in the plan document; individual corridors will need to be reviewed for the opportunity to reassign roadway space on a case by case basis.	Roadway reconfiguration
11/18/2020	Kirk Westphal	Adopt a resolution notifying MDOT of motorist and vulnerable road user deaths and injuries on their 4- and 5-lane segments and the city's desire to obtain control of their road segments if they cannot commit to improving their safety.	The following will be added as another action step for this strategy/tool: Annually review roadway reconfiguration needs, based on crashes, and opportunities along MDOT roadways in coordination with MDOT.	Roadway reconfiguration
11/19/2020	Kirk Westphal	Recommend that the DDA pursue a study to convert 5th and Division to two-way streets.	Division and 5th are both focus corridors and specific designs to be considered will be evaluated through a planning process specific to those projects. In addition, the DDA has received similar recommendations and is evaluating these among projects to be recommended to the Board.	Roadway reconfiguration
11/20/2020	Kirk Westphal	Please list all focus corridors (and intersections) indicated on p 33 on p 32.	These lists will be included in Appendix B.	Focus corridors and intersections
11/21/2020	Kirk Westphal	Please extend the map's corridor indication of Fuller Road (currently labeled Glazier Way) from Fuller St to the VA Hospital , not stopping at Bonisteel (as described in words) or Maiden Lane (as shown on the map), since I believe the segment between Bonisteel and the VA should be considered for reconfiguration.	The plan will be revised to make sure the map is consistent with the narrative, but the limits are based on the methodology developed to identify the high crash locations; however, limits of future projects can and should vary from the limits of the high crash designation to include an appropriate scope of study and design changes.	Focus corridors and intersections
11/22/2020	Kirk Westphal	Modify language on p. 50 regarding education and enforcement to read, "To ensure transparency, all stops, warnings, tickets or fines issued should be posted on an open data source (with potential identifying information redacted) categorized by type of violation, outcome, mapped location, and race/demographic information and reviewed quarterly for potential disparities and policy directives by 2021."	Ann Arbor Police Department does collect this data and is currently working on making this data public. It will be available on the existing website where crimes are reported: https://www.crimemapping.com/map/mi/annarbor	Data collection and reporting

11/23/2020	Kirk Westphal	Recommendation to add following bullet to p 99: "Identify and promote commuter parking near bus stops in non-downtown neighborhoods,"	Past consensus from the community has been in opposition to transit parking on-street in residential areas. Additional questions regarding parking related to transit should be directed to AAATA.	Parking policy
11/24/2020	Kirk Westphal	Recommendation to add the following bullet to p99: "Evaluate best practices for managing unmetered on-street parking near job centers, including residential parking programs." Nowhere does the plan take a position on the quantity of parking downtown—or at least whether demand management (such as overall pricing increases in structures) should precede any consideration of expansion of the downtown supply. (I believe demand management should come first; see next comment).	This type of study would be handled by the planning department.	Parking policy
11/25/2020	Kirk Westphal	Add following targets: "Implement 15% hourly and permit rate increases in each city structure when its average monthly occupancy reaches 85%," "Implement a 'First 30 minutes free' policy in each city structure to coincide with rate increases," and "Extend enforcement of night time on-street parking until 9pm when average weekend on-street peak occupancy reaches 85% within the Main Street BIZ (or another metric)."	The DDA currently practices Transportation Demand Management. Parking pricing is under the purview of the DDA.	Transportation Demand Management
11/26/2020	Kirk Westphal		The city has agreed to allow the DDA to address parking.	Parking policy
11/27/2020	Kirk Westphal	I question why the city should delay eliminating parking minimums—and instituting at least some degree of parking maximums—until 2022. The A2Zero plan (p 82) recommends doing these in 2021. My hope is that this is recommended as soon as possible.	Timing on implementation actions are recommendations and there is nothing to prevent it being implemented sooner. However, 2022 is likely as soon as this strategy could be implemented.	Parking policy
11/28/2020	Kirk Westphal	I would suggest making the target for at least preliminary zoning changes (in the 20-minute neighborhoods strategy) sooner than 2025. This should be able to be implemented by 2022 or 2023. Recommendation: p 39, consider adding to action steps the following, "Consider a policy to evaluate roundabout conversions for every road project involving an intersection, after all feasible attempts have been made to reconfigure each feeder road into the intersection," and "Create a near-term intersection conversion candidate list and timeline for intersections that would result in single-lane roundabouts"	Timing on implementation actions are recommendations and there is nothing to prevent it being implemented sooner.	Zoning
11/29/2020	Kirk Westphal		There is not strong evidence that roundabouts increase safety for all users, and bicyclists in particular. Some studies reported by the Crash Modification Clearinghouse showed an increase in serious injury crashes. While roundabouts are preferred in some locations, they should be studied as part of an intersection improvement process rather than as a citywide policy.	Roundabouts
11/30/2020	Kirk Westphal	Please consider a short-term recommendation to systematize and store traffic volume data on all streets where counting technology exists or can be implemented. Please consider a small investment in portable equipment that can be used to count all road users as needed for modeling and before/after monitoring.	The city already has equipment to count traffic data; a strategy is included in the plan recommending additional bike and pedestrian counts.	Traffic data