

# 2023 Quick Build Survey Results



**ANN ARBOR**  
**MOVING**  
**TOGETHER**  
TOWARDS VISION ZERO

June 2024

# Quick Build Projects

Quick-build projects address safety issues using paint or other pavement markings, signs, and other low-cost materials that are easy to install, adjust, and remove.

Cities around the country, including smaller cities with northern climates, are using quick-build tactics to create safer streets much faster than typical processes allow.

With quick-build projects, cities can introduce new street designs and gather feedback, evaluate the impact of different tools, and work with the community to refine a project's final design.

## Commonly Used Quick-Build Materials:

- Flexible delineator posts
- Armadillos (Zicla Zebra system)
- Recessed pavement markers
- Plastic bollards (K-71 bollards)
- Wheel/parking stops
- Raised lane separators
- Concrete/plastic barriers
- Pavement markings/colored pavement
  - Tempera paint (less than one month)
  - Latex or acrylic paint with slip resistant additive (up to three years)
  - StreetBond, methyl methacrylate (MMA)
  - thermoplastic (up to five years)

## Photos from Ann Arbor

This report contains images from Ann Arbor's deployment of Quick Build projects on pages three through six. The photos indicate the treatments implemented on the corridors and intersections.

**Packard at Main**



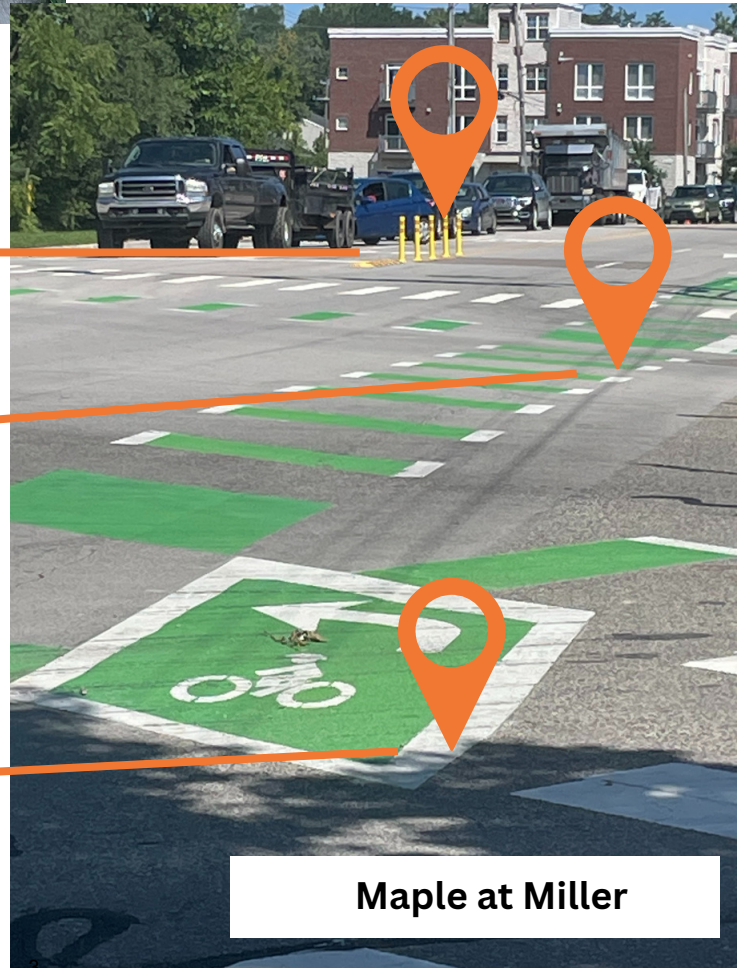
**Buffered bike lane**

**Green pavement markings for bicyclists**

**Hardened centerline at turn lane**

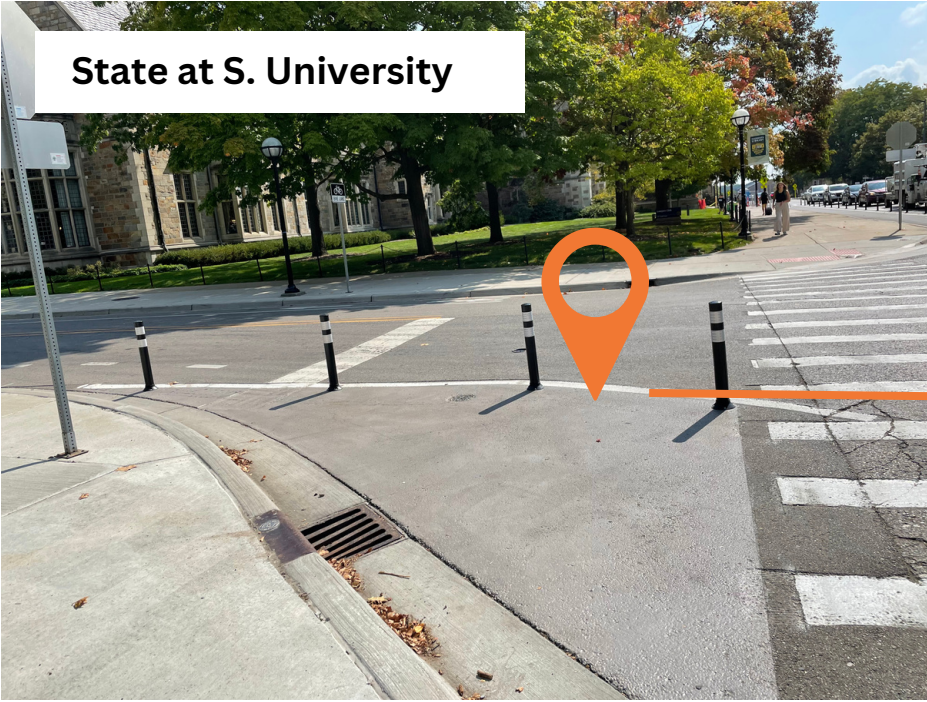
**Prominent green paint markings for bicyclists**

**Bike box for bicyclists**



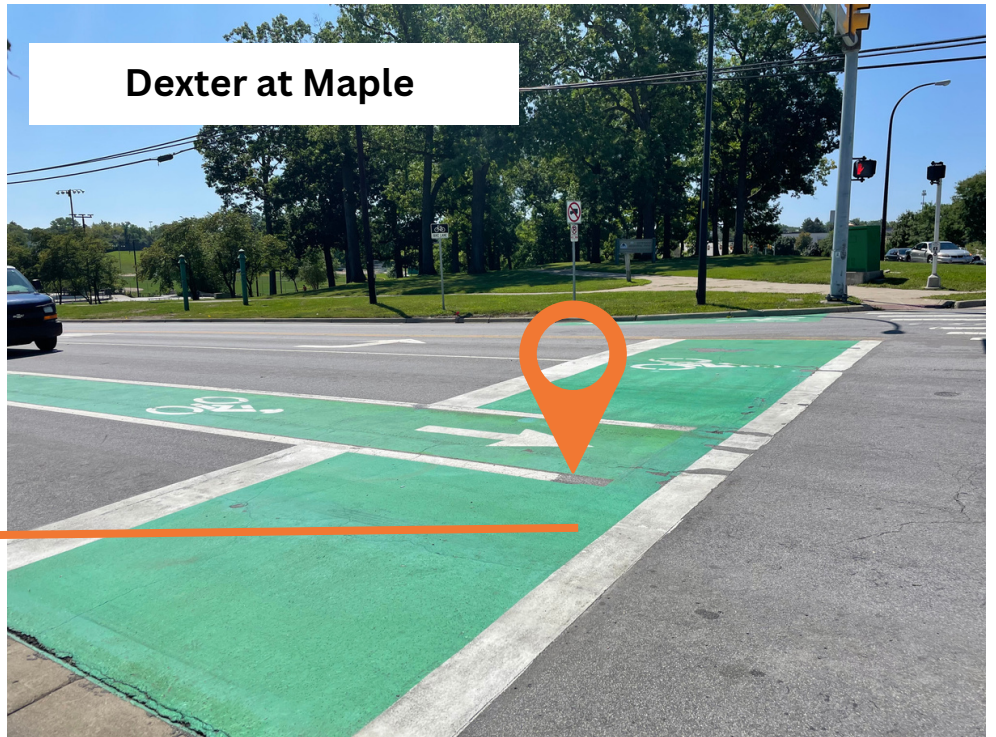
**Maple at Miller**

**State at S. University**



**Bump outs reinforced with city posts**

**Dexter at Maple**



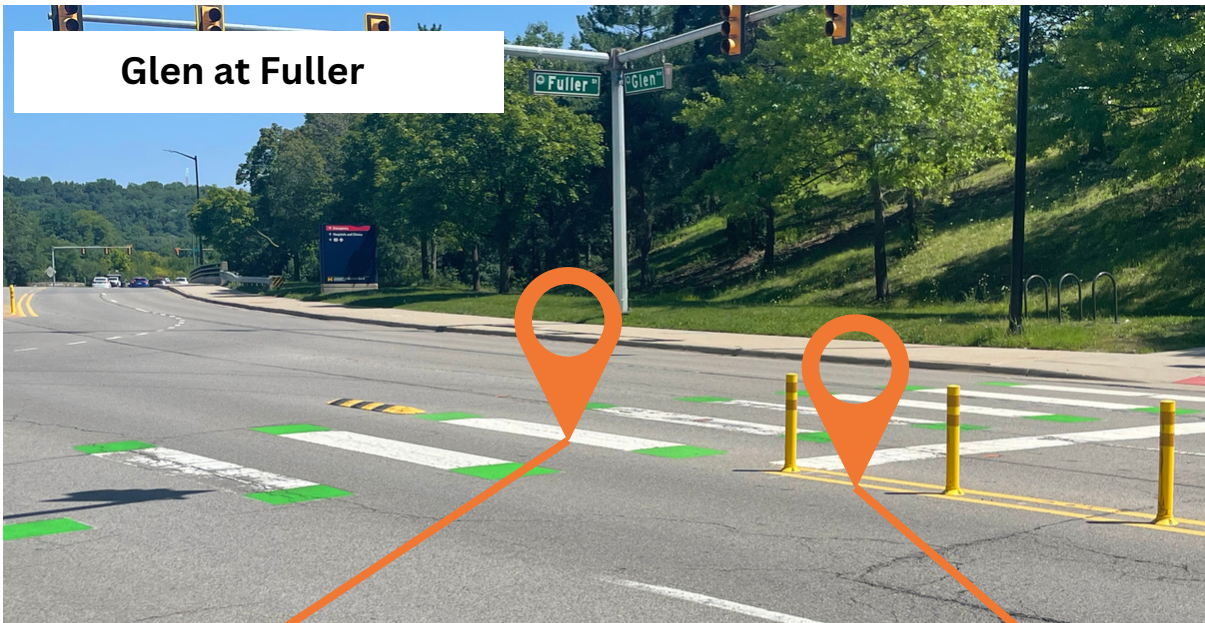
**Prominent green paint markings for bicyclists and intersection treatment**

**Glen at Fuller**



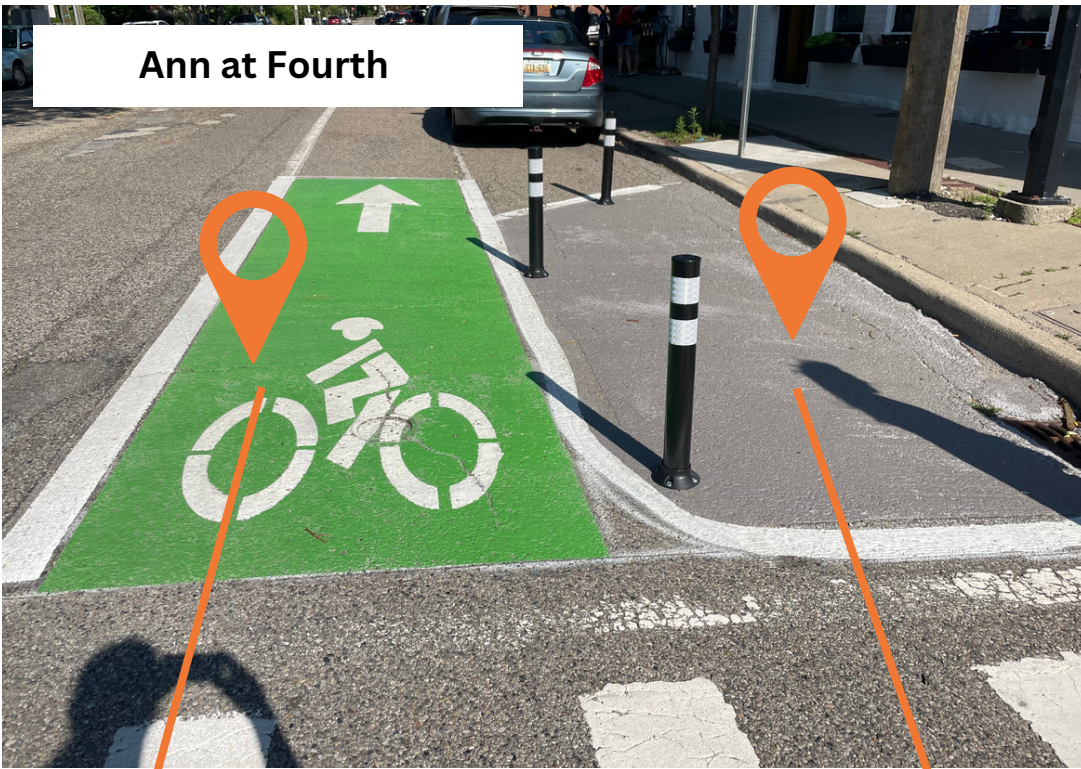
**Intersection  
treatment**

**Glen at Fuller**



**Prominent green paint  
markings for bicyclists**

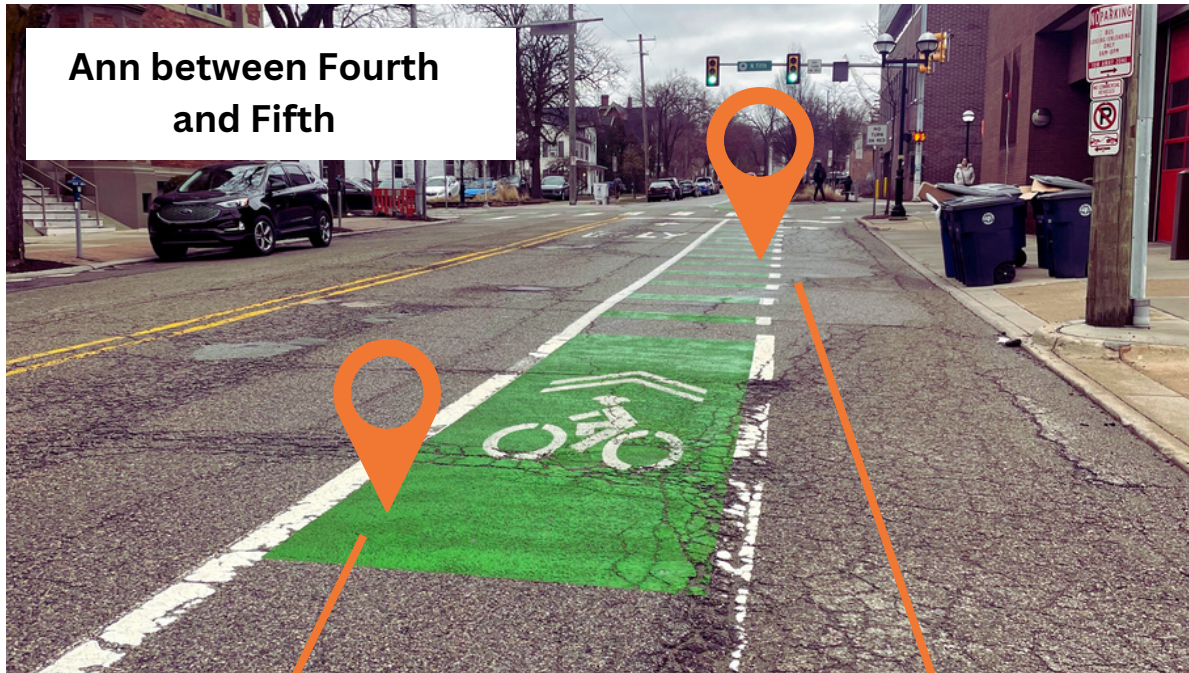
**Hardened centerline  
at turn lane**



**Ann at Fourth**

**Green pavement markings for bicyclists**

**Bump outs reinforced with city posts**



**Ann between Fourth and Fifth**

**Green pavement markings for bicyclists**

**Shared bike lane and turn lane**

## Survey Results for 2023 Quick Build Projects

Ann Arbor is a Vision Zero community which identifies two overarching goals:

- 1) No one dies or is seriously injured in crashes on Ann Arbor's streets; and**
- 2) Our transportation system contributes zero emissions towards climate change.**

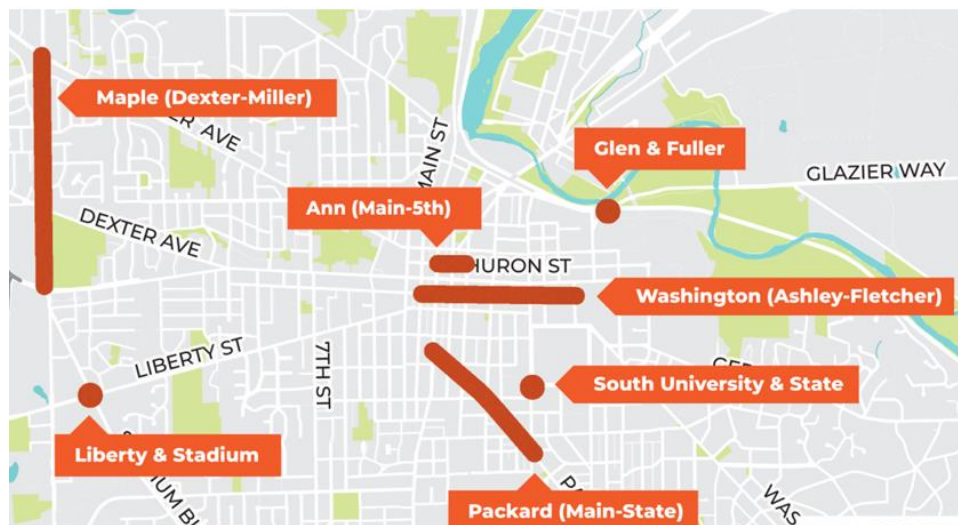
As part of the Vision Zero Transportation Master Plan (VZ), Quick Build projects were identified as one of the strategies to create safer streets.

Quick Build projects use a combination of paint (pavement markings) and posts (such as city posts/bollards and rubber speed bumps) to make temporary adjustments within the roadway to reduce speeds and provide safer movements/crossings, for vulnerable road users (people who walk, people who bike, use a wheelchair, use a mobility assistance device or a white cane). With these types of treatments, adjustments can be made easily where necessary.

Seven locations were identified in our first phase of Quick Build projects.

- Corridors: Maple (Dexter to Miller), Ann (Main to 5<sup>th</sup>), Washington (Ashley to Fletcher), and Packard (Main to State)
- Intersections: Liberty at Stadium, Glen at Fuller, and South University at State

### Map 1 – 2023 Quick Build Locations



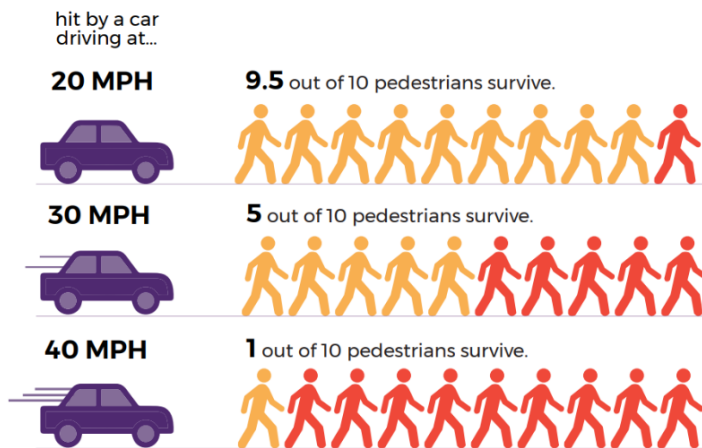
### Location Selection

The locations were selected as part of the development of the Vision Zero Implementation Strategy with the guidance and support of the Vision Zero Implementation Committee (VZIC). These corridors and intersections represented areas that had been identified on the city's Tier 1

and Tier 2 safety corridors along with Key Bike Intersections. ***These corridors represent major streets in the city where more traffic is traveling at higher speeds.*** Seventy-seven percent of all traffic fatalities and serious injuries take place on Tier 1 corridors and 12% of all fatalities and serious injuries take place on Tier 1 intersections. Together these corridors and intersections account for 89% of all traffic death and incapacitating injuries in the City of Ann Arbor.

The VZ plan highlights the importance of slowing the actual driving speeds of transportation users in order to have a more positive outcome from a crash. *“Speed is a major determinant of both the likelihood and severity of traffic crashes...The majority (55%) of all crashes where someone was killed or seriously injured in Ann Arbor occurred on streets with speed limits of 35 mph or higher.”*

### Graphic 1 – Survival Rate of Vulnerable Road Users (VRU) and Driving Speeds



### Public Notification

The City used multiple approaches to inform the public of these projects before, during, and after their installation.

1. **Communications**– Social media messages were provided by City Communications team
2. **Media Coverage** – MLIVE covered the project in August 2022<sup>1</sup>, the project was not completed until 2023
3. **Mailings** - Postcards were mailed in 2022 to properties directly adjacent to the corridors and intersections prior to the projects being installed
4. **Public Meetings** - The public was also invited to participate in the monthly VZIC meetings held during 2022, these meetings were held every other month during that calendar year

<sup>1</sup> <https://www.mlive.com/news/ann-arbor/2022/08/safety-upgrades-for-pedestrians-and-cyclists-coming-to-7-ann-arbor-locations.html>



5. **Transportation Commission** – Updates were provided in the monthly Transportation Commission Project Updates, which are posted publicly in Legislative Information Center ([Legistar](#))
6. **Yard Signs** - Informational signs were put along corridors and at intersections to bring additional awareness to the project, where a QR code was provided to direct people to the project website
7. **Website** - A quick build website was developed <sup>2</sup>
  - a. Photo tiles were created to show design drawings of the locations
  - b. A presentation pdf from VZIC that highlights the primary safety concerns, objectives of treatments, and strategies for each location is still on the project website
  - c. Question-Answer tiles with actual images of the treatments were created during the summer of 2023

**Image 1 – Quick Build Yard Signs**



**Image 2 – Website Q-A Tile**

**Q WHAT IS A HARDENED CENTERLINE ?**

**A** Hardened centerlines are used to discourage left-turning vehicles from crossing over the centerline of the receiving street, forcing a tighter and slower turn.

**Project Location-Maple at Miller**

These deployments are part of the Vision Zero Quick Build Program, please visit [a2gov.org/visionzero](https://www.a2gov.org/visionzero)



<sup>2</sup> <https://www.a2gov.org/departments/engineering/Pages/Vision-Zero-Plan-Quick-Builds.aspx>

## Summary Responses

The Quick Build survey was open in the fall of 2023-March 31, 2024. A total of 243 total responses were collected.

### **Question 1 Summary– Which Quick Build locations are you providing feedback on?**

87% (212) responded to this question and all Quick Build locations received feedback. The number of respondents that provided feedback on each location are as follows:

- Ann St – 89 responses
- Glen at Fuller – 51 responses
- Liberty at Stadium – 128 responses
- N. Maple – 120 responses
- Packard – 104 responses
- State at South University – 66 responses
- Washington – 81 responses

### **Question 2 Summary – What kind of trip takes you through this location?**

87% (212) responses were collected for this question. The number of respondents that provided feedback on each trip type are as follows:

- Commuting to work/school - 126 responses
- Errands/shopping - 202 responses
- Dining/entertainment - 110 responses
- Recreation/fitness - 64 responses
- Other (please specify) category included: church, work related travel at all hours, picking up children, visiting family or friends, and medical appointments.

### **Question 3 Summary – How did you travel through the Quick Build projects?**

87% (213) responses were collected for this question. Respondents were able to select one or all options. The number of respondents that provided feedback on how they traveled through the location are as follows:

- As a pedestrian – 94 responses
- As a bicyclist – 88 responses
- As a person in a wheelchair/using a mobility assisted device – 4
- As a bus rider – 28
- As a driver - 213

**Question 4 Summary – How did the Quick Build elements impact the following factors as you traveled?**

99% (241) people completed this part of the survey.

**Table 1 - Question 4 (All Travelers)**

	Improved	Did Not Affect	Made Worse
Your comfort traveling	37% (89)	23% (56)	40% (95)
Travel time	12% (28)	46% (110)	40% (101)
Speed of others	31% (75)	42% (100)	27% (64)
Behavior of others	38% (91)	27% (64)	35% (84)

Table 1 highlights the responses of all travelers.

**Table 2 – Question 4 (VRU Travelers)**

	Improved	Did Not Affect	Made Worse
Your comfort traveling	60% (76)	17% (22)	22% (28)
Travel time	21% (27)	52% (66)	27% (34)
Speed of others	42% (52)	39% (49)	19% (24)
Behavior of others	55% (69)	23% (29)	23% (29)

Table 2 highlights the responses of those who identify themselves as Vulnerable Road Users (VRU) - those who reported that they biked, walked, use public transit, or used a wheelchair.

**Table 3 – Question 4 (Drivers)**

	Improved	Did Not Affect	Made Worse
Your comfort traveling	32% (67)	24% (50)	45% (94)
Travel time	9% (18)	45% (94)	47% (99)
Speed of others	32% (67)	39% (81)	30% (61)
Behavior of others	35% (74)	26% (54)	39% (82)

Table 3 highlights the responses of those who identify themselves as drivers.

### Question 5 Summary – What is your overall opinion about the Quick Build designs?

99% (240) responses were collected for this question.

**Table 4 – Question 5 - Comparing All Responses and VRU Responses**

	All Responses	VRU Responses	Driver Responses
Very Satisfied	23% (54)	33% (42)	19% (42)
Satisfied	20% (47)	26% (33)	18% (38)
Neither Satisfied or Dissatisfied	12% (29)	10% (12)	12% (25)
Dissatisfied	15% (37)	13% (16)	16% (34)
Very Dissatisfied	30% (73)	18% (23)	34% (72)

Table 4 highlights the responses sorted by all respondents, VRU responses, and driver responses.

### Questions 6 - Do you have any suggested locations for quick build installations in the City of Ann Arbor?

46% (111) responses were collected from this question. Responses include near schools for safe bicycle access before and after school for example Cooley Ave near Wines, and Division to swift over the Broadway bridge. A full list of responses can be found in *Appendix A – Question 6 Responses*.

### Question 7 - What questions or comments would you like to share about the Quick Build projects?

61% (149) responses were collected from this questions. Responses collected include: need more positive information spread about these, to help educate the drivers about the safety benefits. They do make traffic slow down thus in the moment many drivers are likely to be irritated, but we should counter that with how they are beneficial..” A full list of responses can be found in *Appendix B – Question 7 Responses*.

## Future Actions for Quick Build Projects

### 1. Education and Outreach Across the Community

There are always opportunities to reach out across the community to inform transportation users about projects going on across the city. The one challenging group to reach are those that commute into the city that are not residents, that continues to be a group that is hard to reach.

The City utilizes the following means of providing information out to the public: A2gov website, GovDelivery, social media (Facebook, X (Twitter), YouTube), newsmedia, and A2FixIt. Our team will continue to use these methods for future projects.

One idea that could be used, as these projects are new to the community, would be to hold Vision Zero office hours either in person or virtually. Additionally, we could help the public better connect the safety issues and treatments to proven countermeasures.

### 2. Data Collection

One area that will be improved for future QB projects will be data collection for evaluation purposes. As more QB projects are proposed for deployment, this will be a standard practice for this work. The type of data that would be collected would include:

- Speed data – collecting the traveling speeds of drivers
- User data – collecting the different types of users throughout the corridor or intersection, this would include vehicles, pedestrians, and bicyclists.

The data collection would include pre-deployment and post deployment.

**Appendix A – Question 6: Do you have any suggested locations for quick build installations in the City of Ann Arbor? (These suggestions may not result in the installation of a Quick Build project).**

1. No, just stop!
2. You have made traveling in Ann Arbor much more hazardous. Your job is to FACILITATE 90k commuters per day and expedite quick, safe, travel for drivers, travelers, and bikers. You have failed miserably. Especially the cameras on Geddes and S. Huron Pkwy near Huron High School.
3. Jackson / Huron / Dexter split!
4. Go out and watch the traffic backup if you think people are getting rid of cars in the city. You are wrong, that is not feasible
5. Stop doing these ill-thought projects that are riddled with unintended consequences that more often than not lead to gridlock.
6. Remove them. They are ultra foolish. The roads are for vehicles. The sidewalk are for pedestrians. We know where they are. To the side. Why put these poles?? Already the focus should be on road and its users. Those poles are distractions. Seems to be deliberate means to put dents in cars. And it takes away focus from walkers and bikers. The person who thought up this idea should be told not to reinvent the wheel. The roads and sidewalks are already existent. Don't add to it. And stop using my tax money for something as ludicrous as this.
7. Miller ( maple to 7th)
8. fewer - they seem to slow traffic and create anger in drivers, confusion for peds
9. Hard to rate Packard as it's closed at State. Seventh I ride a lot and the bike lane is not well kept.
10. Quit doing this ridiculous business..
11. Broadway St, both sides of the bridge over the river. Pontiac Trail - any and all. North main St - entire length.
12. No
13. Make right turn lanes end at the intersection (no through traffic). Many drivers speed up to get head in the right lane, then jam the merge as though they have the right of way (merging lane must yield, but they don't)!
14. No. They do not appear to be improving safety.
15. please minimize more applications
16. Secondary and tertiary effects are not being well thought out. Fun ideas: Packard/State/Hill as a triangle roundabout; implement "no left turns"DT and around campus to speed up cars.
17. No
18. We really need to eliminate multi-lane roads in the city. They make crossing safely more difficult. They invite dangerous driver behavior such as speeding and weaving.
19. Time the lights so that people can get through. The roads don't have the capacity to support all the development and influx of people.
20. Burwood between fair and liberty
21. people will not stop driving cars no matter how badly you want. the gridlock makes roads more dangerous and cars sitting in traffic twice as long spew twice the pollution.

22. Adding the plastic obstacles that are redundant to lane markers add visual distractions rather than drivers focusing on the traffic and vehicles around them. I find these to DECREASE the safety
23. Make consistent changes to improve travel flow rather than choke traffic and cause congestion
24. The bollard installations and painted pavement present a visually complex set of patterns, i.e. lots of lines. Lack of explanation of the painted patterns makes interpretation difficult. The patterns are not necessarily user-friendly/interpreted without explanation. What reference information is available? I have seen drivers mistakenly enter bike lanes, and bikers riding on-street outside of bike lanes. I worry and am uncomfortable about making any turn across a bike lane.
25. Change the style of the bike lanes, to traffic lane, parked cars, bike lane, sidewalk. The lane of parked cars will protect the cyclist from traffic with the parked cars as a barrier.
26. Stop the madness!
27. I think that there should be pedestrian-only streets downtown, like State St from Liberty to William, Liberty from Division to State, Main Street from Washington to Liberty
28. Packard (buffered bike lanes State to Eisenhower; hardened centerlines at the Stadium intersection), Fuller & East Medical Center intersection (hardened centerlines & enhanced bike-crossing markings), Maple & Jackson intersection (hardened centerlines), Stadium and Seventh (Delineator-separated bike lanes on Seventh to prevent use as vehicle turn lanes), Stadium between Seventh and Main (road diet + separated bike lanes). I would also like to see quick-build pedestrian refuge islands put into widespread use across the city, everywhere a pedestrian has to cross a road wider than two lanes. Crosswalks on e.g. East Stadium and Fuller that require pedestrians to cross 5 UNINTERRUPTED LANES would be a good place to start.
29. all of packard
30. Take them out. Putting so much obstruction in the roads is causing more congestion
31. Everywhere. But particularly close to the MDOT trunk lines as possible, as people driving on them feel "velocityized"
32. washtenaw and hill; washtenaw and s univ; - both of these are treacherous intersections that I walk/bike/drive through and have witnessed close calls and excessive speeding
33. Packard between Stadium and Stone School
34. Roads are for cars not bikes and pedestrians.
35. Jackson and Maple, Main and Stadium, Ann Arbor Saline Rd through to I94
36. Stop thinking a city in Michigan with terrible weather will be a walkable city. No one can live in ann arbor because of the tax burden imposed by U of M buying up property and the city blowing money on quickbuild projects
37. Nixon near Clague, Green at Plymouth - narrow and provide flexposts
38. Stop it with this bullshit
39. 1) Road diet the rest of Maple and Stadium. You have a directive to diet these dangerous roads, and it endangers students at Pioneer. 2) Enforce the current HOV-signed segment on Fuller/Glen and extend it to the VA hospital.
40. Stadium and Pauline
41. The roads are a mess and an embarrassment. Stop painting the roads and repave them!
42. Do not build any more until we know how snow removal will work this winter in these areas.
43. not really

44. near schools for safe bicycle access before and after school. for example Cooley Ave near Wines.
45. everywhere!
46. It is a mistake to invite bikes and pedestrians INTO a roadway used by cars. It can only lead to contact. As there are no protected, separate bike lanes, I use the sidewalk for walking and biking. I now see a humans walk and run in the bike lanes on North Maple. This emboldening of pedestrians is not a good thing.
47. Camera's installed at each intersection to cut down on speeders and running red lights. No more turn right on red in Ann Arbor
48. Please extend on Packard heading out of town.
49. Not a quick build, but there is not a sidewalk on Dexter west of Maple making riding and walking dangerous.
50. Plymouth Rd (anywhere)
51. No, the amount of builds downtown have become overly confusing for pedestrians and drivers at this point. Some are helpful but too many is confusing and seems dangerous.
52. No. Created more idling cars and confusing behavior of drivers.
53. No.
54. Down Division and over the Broadway bridge! Biking over it on my way back from work is always scary because or how fast the cars go and how close they are once the bike lane ends.
55. Maiden lane and Nielsen Court and wall st and Nielsen Court. My wife was almost hit their yesterday.
56. Liberty st
57. Please connect all the B2B trails
58. Remove pillars around bike paths plows cause clear that area instead of just making the bikes ride in the center of the road when there is snow.
59. Don't build more!
60. In front of the mayor's house
61. Division to swift over the broadway bridge
62. The intersection of Catherine and 5th could use more to prevent drivers turning across the bike lane - the signs saying yield to bikes have helped some but it is still frequently a point of friction. I think part of this is because of the construction, making the intersection more obscured for drivers. I'm not sure what quick build type things could be done to improve things however. As well, turning left from Catherine (eastbound) onto Division is typically risky - I believe green paint to show this path would help bring awareness to drivers.
63. I walk down W Stadium a lot. I like the progress on the intersection with Liberty. Sometimes, when I walk, drivers try to turn right onto me (either from Stadium or Liberty). Since there is a right turn lane or 2 lanes on either road, I think they should wait until its green to turn. There is a strip mall on W Stadium (the one with the bus stop and the swim school) and it has this driveway with 3 spots for drivers to turn right, left and to enter. This is dangerous to cross. I have almost been hit several times by drivers trying to leave/enter. They look at the cars, but not for pedestrians. I think there needs to be some traffic calming put in front of Kroger (and more on the rest of S Maple).
64. I think you need to consider quick build roundabouts given how much safer they are than signals, and particularly now that they're going to be more feasible since all multilane roads will be reduced. To start, you could do quick build roundabouts instead of signals at Fuller and



Huron HS entrance, just west of that at Fuller Court, and at the VA. This stretch needs traffic calming badly!

65. Liberty from W Stadium to 7th is a narrow road that drivers travel too fast on. There is no protection for bikes, and it's an area where kids are walking to school. Also the Pauline and W Stadium intersection is a very large intersection that drivers pass through very quickly. It's dangerous for anyone not in a car to traverse this area. Slowing down the turning drivers would help this area.
66. Please state what the quick build projects are—I'm sure I could respond to them if I knew what you were referring to. The only think I can think of is the extra space blocked off around pedestrian crossings, which I appreciate. It feels safer to step into the street. Also I often use a scooter, but that wasn't a option to select above.
67. Anywhere else travel lanes are too big and there is space for buffered bike lanes (like Packard northwest of state intersection was before quick build). Not sure where that might be.
68. No. Don't do more of this anywhere. People need to get across town efficiently and it has become impossible.
69. Packard (buffered bike lanes State to Eisenhower; hardened centerlines at the Stadium intersection), Fuller & East Medical Center intersection (hardened centerlines & enhanced bike-crossing markings), Maple & Jackson intersection (hardened centerlines), Stadium and Seventh (Delineator-separated bike lanes on Seventh to prevent use as vehicle turn lanes), Stadium between Seventh and Main (road diet + separated bike lanes)
70. Stronger bollards. Brighter colors. Enforcement/education right after installation.
71. Plymouth road buffered bike lane needs flex posts.
72. On 7th Street by Pioneer High School where the bike lanes are used daily by car drivers as parking/pick up/drop off lanes, bollards would keep the bike lanes open for students and others. Main and Stadium on the other sides of Pioneer could also use some help (though I would love to see those portions of the streets taken down to 3 car lanes plus wide, buffered bike lanes.
73. Buffered bike lane quickbuild on Packard from Eisenhower to Stadium by narrowing the lanes
- 74.
75. Stadium and Pauline
76. Packard and Stadium
77. Real bollards are needed not just plastic
78. Intersection Pauline and Stadium
79. No, stop doing these projects.
80. No. They serve no purpose so get rid of them.
81. Maple/Jackson that huge intersection needs help it too hard to cross an that light is too long and feels dangerous with so many cars!
82. Don't waste money on this
83. Need more improvements on Maple. Better timing on traffic lights to reduce pedestrian wait time. Walking along Maple is terrible!
84. The city must think all residents of ann arbor are idiots! We need sticks popping up to show us an intersection? PLEASE!
85. Intersection of Huron Pkwy-Plymouth, Intersection of E Medical Center-Fuller
86. Stop doing it and remove it. You are going to have a lot of accidents hitting these things.
87. Improve the damn road conditions first

88. Do not build any more until we know how snow removal will work this winter in these areas.
89. Restore car lanes
90. No.
91. No
92. E medical drive - route to hospital
93. Yes - Scio Church Rd & Oak Valley intersection... A hostile environment for anyone not in a car. Should be a roundabout with crosswalks, but at the very least we need crosswalks. My other suggestion that doesn't really apply here is permanently block off the roads downtown to cars, not just during summer :)
94. Nowhere. In general they have made travel downtown annoying enough to make downtown Ypsi a better choice for many trips.
95. Madison between 5th Ave and Division: add an east bound bike lane to connect Maddison with the Packard bike lanes in the South East direction.
96. Packard near Independence Blvd there are lots of walkers going to the bus stop and/ or schools nearby
97. Remove verticals near abbot school entrance. Especially in middle lane near abbot school turn in and near left turn light
98. Flex posts or "bike waves" for buffered bike lanes on maple, plymouth, packard; traffic calming on north division approaching Broadway bridge, esp. on the off ramp to depot st.
99. Fix the damm roads first !!
100. Maple and Jackson, Cooley Ave bike lane install for school year
101. NO!
102. Fix the pavement first.
103. Considering the pedestrian walkways and the fact that those didn't work why did you go ahead with these quick build projects
104. Pauline, South U, Broadway
105. More pedestrian/cyclist education and less building.
106. nothing particular
107. idk..nothing right now
108. Maple / liberty area to connect downtown to tc 1
109. things to slow traffic and pedestrian crossways by schools-Pioneer, Huron Skyline

**Appendix B: What questions or comments would you like to share about the Quick Build projects? (Your questions or comments may be used to develop additional Frequently Asked Questions for the program).**

1. Are there fewer accidents on this section now, compared to before this construction?
2. Have an impediment. Made it harder for me to drive, do stopped me from being involved in my community. It appears that no one that no one cares about the disabled. Probably, because the planners don't care or want them around.
3. Ann Arbor elected and other officials have placed as many barriers in the way of drivers, pedestrians, and bikers as humanly possible. I actually hit one of your posts buried in the asphalt near a turn lane. Back off of the obstructions/posts! Ann Arbor also marking more lanes that were previously driving lanes. Bike lanes are fine. Lowering the total amount of driving lanes and space IS NOT! Hope you can run in the next election on this because you are going to hear about it and so will social media. Fire the morons who presented it all in the first class. EXPEDITITE, DO NOT IMPEDE!!!
4. I am very dissatisfied with road modifications that are happening in Ann Arbor. I'm a working mom that after work is driving kids to multiple activities. Your road modifications result in traffic jams and unsafe drive all over the town. I do not see any bicyclists but I'm always afraid to hit one of the polls you are installing everywhere. Did you even study the traffic before installing them? Platt road that used to be super busy even before and require more than 2 lanes just turned to impassable now! You keep converting driving roads to bike roads. But cars need driving roads! Have you considered that if you continue this way, cars will start driving on alternative routes, using residential neighborhood roads when 1-lane main road is jammed. Again, I have never seen a bicyclist on Platt! And if I myself use bike, I prefer driving through the neighborhood, not on the main road competing with cars. You've made it impossible for people with kids to drive around Ann Arbor!
5. This made the left turn light at Miller westbound much more backed up. Maybe retime the light. Or change the southbound Miller right turn lane (which is also straight), to only right and not straight. It is so backed up now that people try to race ahead at the light and merge left aggressively at Soeedway.
6. If there is much difference (one way or another), I haven't been able to detect it at any of these sites.
7. This is a confusing intersection and you have made it somewhat better. Love the green paint, overall.
8. The left turn from westbound Dexter to south Maple is an acute angle. Every time I do that turn (driving) I feel forced into the far lane a bit by those posts. I think there is one too many of those posts in that particular spot. I don't mind any of the other instances of this measure but this one bothers me a lot. My spouse threatens to roll over that first post some day; if it doesn't harm the vehicle I might try that myself.
9. They create more problems than they solve.
10. More public input before these decisions are made and started. State street is a mess with no turn lane. Going southbound to get under hill one lane. You can't turn if one car is waiting. Everybody waits for another light or 2 same. Thing on main street
11. What is the process that leads to these counterproductive projects?

12. See above.
13. During rush hours , particularly ineffective and unsafe ... seems like too many pedestrians, bikes and cars do not understand the markings and what to do
14. The statement indicates these are 'temporary' changes. Will there be additional public commentary besides this limited survey before making a decision? If one goal was to lower speed limits, why did the speed limit signs remain changed?? The pedestrian islands do help people cross the busy street, but these were done in 2019 and not part of the 'quick build'. The center turn lane is a help. Traffic does back up to Dexter Ave from Miller during heavy traffic events like Football games. What is the volume of traffic on Maple street versus Miller? About the same or more? The 'proposed' cycle track on miller concerns me that to will eliminate the crossing islands, eliminate the center turn lane, eliminate any space for delivery vehicles, moving vans, emergency vehicles to pull off onto the shoulder. I fear that people backing out of their driveway during rush hour will focus on openings in the vehicle flow and not bikes traveling from both directions in the divided bike lane. People entering and exiting the bus will need to step into the bike lane. Not good for pedestrians or bikes. As the congestion on Miller backs up traffic ( ie waiting for a stopped bus in the travel lane, or a vehicle to turn left without a turn lane) that other drives will leave Miller to cut through the adjacent neighborhoods. Is all this worth a dedicated bike lane? Will this be designed to be 'reversible' without a major cost?
15. These mostly annoy compliant drivers but the dangerous drivers still just drive over these things. I didn't even know you could drive over these things until I saw dangerous drivers do it.
16. I only drive downtown for evening entertainment, and the traffic was start and stop, but mostly stop.
17. why are we doing this to our streets? Has the city calculated the potential for increases in carbon emissions from longer wait and idle times? Has the city considered the increased cost to customers of service vehicles stuck in traffic?
18. Honestly, I ride some of these routes and I'm not sure what you mean by "quick builds?"
19. Why in earth would these seem appropriate for people who are moving in and out of the city for work or pleasure. They are more dangerous and confusing and expensive than how it was before. Stop trying to fix and spend money on things tha5 are not broken ..how about spending money on the AAFD or police department when it can be put to good use. 🤔🤔🤔
20. We are inconveniencing the majority to satisfy a vocal minority. I drive for weeks (and wait in traffic) along the North Maple corridor without seeing a single biker. Have you ever compared the number of people in cars to the number of bikers?
21. With the changes on Maple it has turned the road into too much of a parking lot. So much more idling and driving at very abnormally slow speeds, which means at least twice as much wasted gasoline. It also means so much more wasted time sitting in traffic for the vast majority of users of Maple Road.
22. Sometimes the projects in Ann Arbor seem well-intentioned and reactionary. As someone who uses 3 modes of transport - cycling, car, and run-commuting - I feel it's rare that all 3 (or more) needs are fully considered. A2 transport is like a patchwork quilt that keeps getting more patch worked. There need to be more efforts to educate us about why things are done as they are, and to consider all sides. For example, the pedestrian poles (?) and no turn on red signs on Washington - people ignore them, buses hit them (the poles), the "bump out"portion gets super-icy because city doesn't clean it with plow now, and sometimes cars can't turn right at all

because the crosswalk signal timing is the same length as the traffic light. It just doesn't seem well thought out. To be perfectly honest, My initial reaction was one of confusion and frustration aka "this is a waste of money when other things need prioritizing like an actual crosswalk sign in a different part of A2." I think the flashing light signals for crosswalks across roads Like south main - those are a good idea and effort needs to go there. Those are needed on seventh. At minimum in the future, explain the rationale more publicly and also test things out from all perspectives.

23. What is the funding source for these projects? If the funding would otherwise be used to repair (resurface, patch, etc.) our roads, it should not be diverted! Roads in disrepair, potholes, uneven surfaces, bad patching jobs, are all significant safety hazards especially for bikes and peds! The paint markings are confusing. Bollards, bump outs, ped. islands with signs all reduce visibility, which is a safety hazard. Not all roads should be used for bikes; better to have some roads for efficient vehicle traffic, others that accommodate bike and ped. traffic.
24. Very tired of being made to "feel bad" because I drive a car 🤔
25. Not real fond of all the added posts, seems like more obstacles not really helping, painted lane markings seemed good enough. Have noted an occasional impatient driver are now using left turn lanes to pass. The funnel from 4 lanes to 2 at Maple Dexter has warning signs pretty late in the process.
26. I know it is supposed to slow traffic, but it also makes waiting in traffic longer, it takes longer to get through lights so you end up waiting at multiple lights, and traffic backs up more easily. Not a fan.
27. Traffic management is taking a fast backseat to the mayor's rush to build. We will pay dearly for that.
28. I am very dissatisfied that motorized vehicle traffic is tremendously backed up, particularly at Packard and Hill. I think NO LEFT TURNS in both directions should be implemented. Overall, I think bike lanes need to be separated from motorized traffic lanes. I realize that a radical reconstruction of roads would be needed, but it is the only way traffic for both bikers and motorized drivers would be both safe and efficient. Thank you.
29. I appreciate that many of the Quick Build projects have included better-separated bike lanes. I am not sure that they have significantly slowed car traffic speeds.
30. Before and after crash (not "accident") statistics should be shared.
31. All are good except the bump outs. In the evening I find them hard to see.
32. I typically commute by bike and having westbound drivers on Fuller slow down as they are turning right on red makes it easier for me to cross by bike. Fewer close calls. On the few days that I was driving through that same intersection, I did not feel any major inconvenience to have to slow down a little in order to turn.
33. Love what you're doing -- keep it up!
34. At what point does a quick build become more permanently installed?
35. you don't want the citizen's real opions. you want your own opinion echoed back and design questions to precisely do this. Asking us to pick between 4 terrible ideas without a "None of the above" does not give you the right to say that you gave the residents what they wanted.
36. The intersection of Dexter and Maple is in horrible condition. The pavement has many potholes. Difficult for some to cross as pedestrians because of potholes and uneven pavement. Between 3-6 pm traffic is frequently backed up along Maple between Dexter and Jackson.

37. The proliferation of redundant plastic/rubber things and duplicate signage to the streets is visually distracting to drivers. Maintain the lane markers better and spend the money on improved paving instead. A little traffic enforcement (any?) would probably be more effective at improving safety. For example, almost every red light has a couple cars continuing vs stopping. It's become socially acceptable in Ann Arbor. Why? I can't remember the last time I saw someone get pulled over for a traffic violation. Seems like the city (Police) have given up.
38. Effectiveness of this survey would be improved by including references to the projects listed. This information is what I suggest:  
<https://www.a2gov.org/departments/engineering/Documents/May%20VZIC%20meeting.pdf#search=quick%20build%20maple>
39. I appreciate that they appear to slow cars down and make them more cautious turning. I'm all for inexpensive efforts to tame traffic
40. Change the style of the bike lanes, to traffic lane, parked cars, bike lane, sidewalk. The lane of parked cars will protect the cyclist from traffic with the parked cars as a barrier. Have smaller short buses, with short trip loops traveling from center of town to shopping centers on the outer edges of town. I would take the bus, the paths to bus stops are not ADA friendly or not shoveled when it snows creating a walking hazard for a person who is physically challenged.
41. Stop the madness
42. I am very supportive of making streets safe for pedestrians, cyclists and people in wheelchairs. I'd love our streets designed to slow people down and build community.
43. 1. The hardened centerlines at Maple/Dexter and Maple/Miller do not seem like they will be effective at the stated goal of improving pedestrian safety, as they are set back far behind the crosswalk stripes. Contrast with Stadium/Liberty, where the hardened centerline includes one device placed in front of - i.e. toward the center of the intersection from - each crosswalk. (Although, some of those devices have since been destroyed...) 2. The quick build "curb extension" treatments, e.g. as seen on Ann and Washington, should include the entire space adjacent to the corner in which parking is prohibited. My understanding has been that parking is prohibited within a certain distance from a corner for EXACTLY one of the same reasons that curb extensions are a positive safety intervention - to "daylight" the intersection and ensure good sight-lines for drivers (+ all other road users). If the curb extension treatments are intended to solve this same problem, why would it make any sense to only solve PART of the problem and leave the rest to "enforcement"?! 3. In almost all cases where the city has deployed flex-posts / delineators, this is insufficient. Best-practices from cities across the US show us that separated bike lanes should be separated by a combination of e.g. delineators and concrete wheel-stops. Same with quick-build curb extensions. 4. The designs that the city has deployed so far are a good start, but there are many other types of "quick build" infrastructure that could dramatically improve safety and comfort for all road users in our city. For one example, we should be urgently and aggressively pursuing quick-build pedestrian refuge islands in any and all crosswalk locations where pedestrians must cross more than two lanes of traffic. (The trail crossing at Depot and Fifth is sort of a case where the city has done this, although once again, this treatment needs to include more than just plastic delineators to be properly effective)
44. Please put up bollards to protect bicyclists from distracted drivers!

45. The painted gray is dangerous several time I nearly wiped out on the areas on bike and walking due to how slick it is especially with any moisture on them.
46. These are great. After they were built, I felt a lot safer.
47. I appreciate the City's interest in making streets safer for pedestrians and bikers. As a long time resident who is committed to driving less and walking/biking/busing more I am noticing how all of the No Turn On Red rules/signs have made a big difference in 'close calls" between walkers and drivers. I also appreciate the intersections where the City has installed flashing lights. This has made a difference in some key areas in town. Would really appreciate enforcement of these flashing pedestrian signals since the ones on Stadium near Baldwin and Ferdon, drivers routinely drive through them.
48. These seem like a big waste of money.
49. Feel safer at the intersections.
50. Tell me how you bike your kids to daycare then bike yourself to work. You think we can all show up yo work sweaty, or wet from the rain or snow. Stop actively ruining the city
51. Huron/Jackson/Maple. I will never attempt to cross that street in any mode of transit other than car because it feels dangerous.
52. Would love to see something more solid than flex posts, which are not actually protective at all
53. Ridiculous that the city seems to want me to spend more time in my car with these stupid changes
54. The flex posts in the middle of the 5-lane section at Glen and Fuller do NOT slow turning motorists, due to the geometry of the turn. (It helps slow down right turns going north a little bit.) There is a similar situation at Maple and Dexter... installing a bunch of flex posts in areas where they do not slow down turning motorists strikes me as a waste.
55. I've experienced most of these as a cyclist, pedestrian, and driver, and they have made me feel safer in all cases. I have not noticed that they affect travel time one way or another, and only slow people down who were speeding to begin with.
56. Waste of resources and funds.
57. The stadium liberty intersection works a lot better with these updates. It narrows left turns, has more visual inputs for drivers on the stop bar so less chance of them blocking the crosswalk.
58. As a tax payer, I feel so betrayed at how this city is making the few bikers that use the bike lanes, the only people that count. The auto lanes are so disgustingly narrow in many areas, you play dodgem because so many people have a tire in your lane....Packard is horrible!
59. The quick build projects block off parts of the road, but the space is under-utilized. Instead of just painting the asphalt grey and putting up mini-bollards. I would prefer to see a temporary large planter box with flowers or shrubs. I believe this would have a similar impact on safety and speed while bringing some greenery to our city.
60. No
61. they need to stop.
62. Need more positive information spread about these, to help educate the drivers about the safety benefits. They do make traffic slow down thus in the moment many drivers are likely to be irritated, but we should counter that with how they are beneficial.
63. Thank you for your commitment to safe streets.
64. Not enough room to safely or comfortably navigate my car. Can be confusing where to drive. Majority of people on bicycles do not follow traffic rules which makes safety an issue.

65. When the Maple Road diet was first implemented years ago, why was there no public engagement process before the changes were made? Since then the city has had a long public engagement process, collecting resident ideas before making such changes in other areas. Why were residents of North Maple Rd area deprived of this chance?
66. Safety and driving behavior is impacted greatly by traffic flow, which includes available lanes and better timing of lights. Virtually every “enhancement” has made traffic flow worse, which adds to frustration and poor fuel economy.
67. Love 'em. Let's build more. Thank you!
68. Why do we spend money on this when we have many sidewalks that need to be connected?
69. Appreciate the efforts to civilize our streets!
70. We need bike lanes on geddes and other busier roads that lack even a side of the road to travel on. Seems like we just keep putting more stuff in such limited space downtown and on lower speed roads when we should focus more out of downtown.
71. I'm slightly concerned that drivers will go through residential areas to avoid these Quick Build projects. For example, many people already drive on Arbordale to avoid the intersection at Pauline/Stadium. Thanks for all your work!
72. Appears to be over-reaching in objectives, especially the black bollards.
73. This is a major road used for commuters and football traffic why make it slower and more packed with frustrated drivers?
74. I think if the goal is to have less travel through those areas, then the goal will be achieved.
75. Are there plans to make them permanent at some point?
76. I think there could have been more communication on them. I regularly read the Observer emails and NextDoor and never noticed any posts on them.
77. They seem to negatively impact transit - transit should be prioritized above bike use. Favoring bike use is classist because it's assumes one lives close enough to afford high Ann Arbor rents/property, assumes a level of physical ability, and assumed an ability to travel in any weather condition.
78. Could all controlled city Pedestrian crossings allow for a pedestrian crossing between every light change in all directions once the button is pushed. Making walking convenient is essential in getting people out of their cars.
79. Really like the segregated bicycle to way Lanes safe for bikers I don't think that the individuals in automobiles are liking the extra delays but oh well
80. At streets that tend to get backed up, such as Packard, installing road blocks, so to speak, makes these parts unbearable to drive, and in fact make things worse as people become even more aggressive. This is especially true at Hill and Packard.
81. The northbound zipper merge just past the Aldi's parking lot is poorly marked and confuses drivers.
82. More polution as we wait 8x to 10x to go to the Miller rd interchange
83. Winter made most of these projects useless and in fact made driving more hazardous. You can't see the green zones through snow. You can not plow the streets on the other side of the pillars. Some streets are so narrow that driving a mini van to bring my art to shows is stressful.
84. I appreciate the intended safety aspects: however, the bollards are confusing; drivers seem to be MORE annoyed and aggressive; traffic gets VERY backed up; and pedestrians seem clueless



about how to use these areas. I cannot imagine being a visitor from out of town and trying to navigate our cluttered and confusing streets.

85. Given other construction complications in the area, Packard and the streets surrounding it between Main and State are quite difficult to navigate just now.
86. The campaign against cars in Ann Arbor has largely reduced our desire to spend time downtown at all. We went from being downtown one to two nights a week to once a month at most. Instead we have moved most of our dining and shopping to Ypsilanti.
87. Please STOP with all the changes to traffic patterns in our city! It's miserable trying to travel through Ann Arbor, particularly during rush hour and during football games. There should absolutely be no fewer than 2 lanes in each direction on Main Street. Remove all the "No Turn on Red" signs that impede traffic where they're unnecessary. In all of the changes that have been implemented over the last few years, it seems there's been ZERO consideration as to how to keep traffic moving and eliminate backups. PLEASE stop!
88. They can be confusing and disorienting if you were used to visiting that intersection in the past. But I appreciate and value the intent of the projects. Maybe the post standing thingies could be a bright color instead of black to be easier to see
89. As a bike rider, I appreciate more bike lanes
90. The SEMCOG crash and road data shows that the majority of accidents on North Maple in this area are rear end collisions. Could you please explain how the Quick Build project on North Maple is supposed to reduce rear end collisions?
91. I love the work, but I don't think it's 1% of what it should be. We should strive for a much better coverage. I think almost EVERY intersection should have some kind of traffic calming. If we are just painting and putting down bollards, I'm not sure why this is not everywhere.
92. Some quick builds don't seem to help tame cars at all, like at Glen and Fuller. The roads and intersection is too large for them to make a difference. Also the corner bulb outs don't extend up to the parking spaces... why didn't they take advantage of daylighting that space?
93. I really like the quick builds, please keep doing them. It makes the city safer for everyone. I drive, bike, and walk and these improvements have made biking and walking much better. The effect on driving is good, because it makes drivers think about their driving slightly more.
94. See comments above. I should have put them here. Thx
95. I love these projects. Please continue these! I feel better walking and biking in all of these locations, and I know drivers are taking different, safer turns, waiting their turn to go, leaving more space and driving more slowly around these places. I have suggestions. I think stretches like those on Maple and Packard (could go for other future quick build bike lane buffer hardening areas) could use slight improvements with post placement. Every place where a vehicle could turn off of the street and onto a side street or significantly spaced out entrance should get a black post on both sides. I explain my experience with a particular street having those encouraging me to bike below. When there is a large buffer area, there is no reason the black posts should be narrowing the bikeable space. See SW corner of Maple and Miller, SE corner of Stadium and Liberty. The crowding of bike space in these two locations makes me far less attracted to biking there, and has a lower impact on driver behavior than, say, SE corner of Hill and Packard. Since there isn't danger of drivers skirting the rules and taking over the bike lane/buffer space on Liberty and Maple here (unlike Hill+Packard), I would not worry about the bike lane edge of the buffer, but instead (and only) the car travel lane edge. On a related note,

they could at least be at minimum as far as the center of a normal bike buffer from the line delineating what is technically the bike lane (but again I think even more space to bikes where buffers can be large is far far better) I also think that, in some of the other big gaps between drives and near corners, additional black posts should go in. In all, I don't think any more than may four or five times the current number is needed, but definitely at least tripling. I live in the neighborhood just southeast of the Miller and Maple intersection. I NEVER wanted to bike along Maple despite the buffered lanes (which work well in general by the way) because people go so fast and I am constantly scared of getting cut off. My street happens to be one of the ones that has 2 black posts, which makes me feel better both as a driver who always takes slower, sharper turns to make sure I haven't missed a biker (because I don't fear the wrath of the driver zooming to the highway tailgating me since they understand there is now a physical barrier forcing that maneuver) and as a biker (since people slow down more to turn and are more likely to see me, have time to react, or just not hurt me as much).

96. The road diet on North Maple has been bad since the beginning. Now the addition of bollards is even worse. First, why are some bollards black and not high-visibility yellow? The black bollards are hard to see at any time of day, but especially at dusk and in rainy, foggy conditions. The light cycles at Maple/Dexter and Maple/Miller don't function as well as they could. It is incredibly frustrating to sit through multiple light cycles, while there is dead time with no cars moving. Can't city engineers do better? Left turn lights do not switch from green to red until many extra seconds have passed, while traffic in the lanes going straight continues to back up. I have used Carbeck to access my neighborhood for the past 10 years. It has gotten very difficult to make a left turn from Carbeck onto southbound Maple during peak hours, because traffic on Maple is continuously backed up at times. (The same applies to all the side streets along this stretch of Maple.) This was never an issue with the pre-road diet lane configuration. When you combine this with the crumbling condition of the roads in my neighborhood (Carbeck, Walter, Leona, Faye, Susan, etc.), driving in this area has become a nightmare. I am very dissatisfied with the city's inability to manage basic functions and services which my taxes are meant to provide. Stop all these nonsense projects and just take care of basics. Thank you.
97. I can't readily get out of my neighborhood during the several high traffic hours of the day. I live on N. Circle near N. Maple. Making a left onto N. Maple is nearly impossible several times a day. Traffic is backed up past Dexter to Miller. It's a mess. There is no break in the traffic. It simply does not clear. Nor can I see southbound traffic crossing Miller because the road with northbound traffic is so solid. Cars will sometimes create an opening for me, but I then have to stop in front of the bollards until southbound traffic clears in order to continue south. I have been told this is illegal, that I must wait for traffic to clear, which it doesn't. One way around this is to turn right and go down to the roundabouts and then return, making a long loop (and adding to the traffic jam). This would add about a mile to my trip. Another way neighbors use is to use City Drive, turn right on Miller, right on Seventh, and then right on either W. Huron or W. Stadium. This adds a few miles. Also, northbound traffic on N. Maple often jumps into the bike lane on the block before it (bikelane) stops to turn right on Miller. They are understandably itching to get out of the jam and often don't look to see if a car is already turning from the side street. Bikes rarely (never?) use the bike lane because most consider it dangerous. It is therefore mostly dangerous to cars and pedestrians. It is also hard on pedestrians. Unless they choose to walk between cars, they must walk to the light at Miller/Maple or use the pedestrian crossing

signal by Alanon. I used to be able to get off the bus by the Sequoia stop and cross there to my home. I can't do that now. The two neighborhoods, Abbott and Dexter-Miller, have become starkly separated by traffic.

98. In locations where we have used flexible delineators, I am concerned that we are not doing enough to protect pedestrians and bicyclists from the mistakes of drivers. If a driver who isn't paying attention can hit a delineator and end up driving through it and hitting a pedestrian, that is not accomplishing the goal of improving safety. I strongly prefer hardened bollards in these areas.
99. 1. The hardened centerlines at Maple/Dexter and Maple/Miller do not seem like they will be effective at the stated goal of improving pedestrian safety, as they are set back far behind the crosswalk stripes. Contrast with Stadium/Liberty, where the hardened centerline includes one device placed in front of (toward the center of the intersection from) each crosswalk. 2. The quick build "curb extension" treatments, e.g. as seen on Ann and Washington, should include the entire space adjacent to the corner in which parking is prohibited. My understanding has been that parking is prohibited within a certain distance from a corner for EXACTLY one of the same reasons that curb extensions are a positive safety intervention - to "daylight" the intersection and ensure good sight-lines for drivers (+ all other road users). If the curb extension treatments are intended to solve this same problem, why would it make any sense to only solve PART of the problem and leave the rest to "enforcement"?! 3. In almost all cases where the city has deployed flex-posts / delineators, this is insufficient. Best-practices from cities across the US show us that separated bike lanes should be separated by a combination of e.g. delineators and concrete wheel-stops. Same with quick-build curb extensions. 4. The designs that the city has deployed so far are a good start, but there are many other types of "quick build" infrastructure that could dramatically improve safety and comfort for all road users in our city. For one example, we should be urgently and aggressively pursuing quick-build pedestrian refuge islands in any and all crosswalk locations where pedestrians must cross more than two lanes of traffic. (The trail crossing at Depot and Fifth is sortof a case where the city has done this, although once again, this treatment needs to include more than just plastic delineators to be properly effective)
100. Keep it up! Love to see these where there are lots of conflict points. Feels much safer
101. I walk, bike, bus, AND drive, and I love to see these projects around town. I appreciate them making the roadways safer for all users! Thank you!
102. From the destruction to not only the front flexposts on the hardened center line but also the ones further back, it's clear that at least some of these need to be bollards if we're actually serious about protecting vulnerable road users.
103. The quick builds should create pedestrian refuge islands between bike lanes and general traffic. Even if the separate bike lane only exists near the intersection, that will help bicyclists at the most dangerous spot.
104. The lanes around the Packard quick build are still too wide and encourage speeding when it's not busy.
105. Turning south onto Maple from the Haisley neighborhood has become a nightmare at rush hour and school drop off/pick up times. Not only do people block the streets and not let residents out of the neighborhood (turning both north or south), but it's illegal to pull into the center turn lane yet that's also often the ONLY way I can get out of my neighborhood. (Some

kind northbound person lets me through and I 'hope and pray' for a break into the southbound traffic. I still have people travel around or past me in the center lane, most frequently when I slow to turn onto my street. And god forbid you want to make the northbound left onto Miller from Maple at rush hour...you'll be waiting several light cycles to make it past the vertical stick thingies at Sequoia. So unhappy with the changes.

106. I think the hardened center-line treatments on the Stadium corridor and curb extensions downtown are great. People are taking the turns slower and more carefully and I feel more visible as a pedestrian as well as less worried about someone clipping my bumper when I am waiting to turn left in my car. People are also driving less herky-jerky/unpredictably, it seems, which makes it nicer to share the road as a cyclist. I hope that some of the paint and post bump-outs get replaced with something a little more permanent when possible.
107. I understand the concept and I think there is merit in some locations where it can layer with already existing modes of non personal auto travel like aata and umich buses. I think that outside of downtown applications the bike lane concept or whatever orwellian term we are using is a elitist fad by a clique of out of touch 30-50 something umich bureaucrat families that view the town as their personal demense. The little black pylons on maple road are the most passive aggressive addition to a already pathetically underutilized waste of resources. I drive maple every single day and for every 5k cars it's taking in a day I see maybe 1 bike and it's always a middle age white collar professional. I understand that you view yourselves as the anointed chosen technocrats that wish to "save the environment" from the unwashed Midwestern peasants but the bike lane on maple is such a laughable sham that if you truly seek to continue your little quid pro quo make work for the Taylor machine I would suggest focusing on the actually successful bike lanes that are close to campus and abandon this idiotic crusade to make the upper Midwest into Copenhagen or wherever you got to take your vacation I hope you biked there!
108. Slower speeds are safer for all users. People gripe about anything that looks new to them, such as flex posts and green paint. But they will get used to them, and the average speed in these spaces will slow, and there will be fewer crashes, injuries, and deaths. Thank you for this work. I'd love to see more.
109. The bollards installed on N Maple near Sequoia Parkway have made it very difficult for motorists using the adjacent side streets (Circle Drive especially) to make turns and merge into traffic on N Maple. Engineers should take a close look at what is happening during peak traffic times. Traffic in general on N. Maple has become a nightmare during peak times. It gets backed up nearly all the way between Dexter and Miller, making it very difficult to make a left turn from any of the side streets. The traffic light cycles at both Dexter and Miller intersections don't function ideally, with a good bit of wasted time when no cars are advancing, causing further backups. The turn lanes at the stoplights are too short to help alleviate the backup and let cars advance more easily. When heading north on Maple Rd south of Dexter Rd, there is inadequate signage indicating the car lane reduction that is about to occur. The car lane reduction space is too short and encompasses the Dexter intersection, an AAATA bus stop, Aldi's driveway, and several resident driveways. Why not make a right turn only lane onto Carbeck Dr, and have the bike lane begin just north of Carbeck? Bikes are not going to magically begin using the bike lane where it has currently been painted on in the middle of the car merge area. Very unsafe. When I bike I do not ride in the bike lanes on N. Maple, I use the sidewalk. There is nothing wrong with

the sidewalk and it serves as an actual protected bike lane. The painted-on lanes provide a false sense of security. Human error by either motorists or cyclists could still result in fatal accidents, and encouraging cyclists to get closer to vehicles is not a good idea. Additionally, I have seen an increased amount of road rage and erratic driving on Maple Rd north of Miller (once motorists have waited multiple light cycles to get through that bottleneck). So is the road safer overall if that has been a result? We must remember that Maple Rd is a major artery leading to/from M14 and I94, bringing commuters and provisioners to the entire city. When people bought houses in these neighborhoods, some did it for the convenient proximity to freeways. We knew there would always be traffic due to this. To now bottleneck this traffic and create excessive drive times is a bad idea which has economic impacts. Already we have the "Ann Arbor markup" where services cost more because contractors don't want to come here to do business. I hear all the time from various service providers how it's taking them longer to get to their appointments, resulting in increased costs to consumers. As a longtime resident and taxpayer, I wish the city would consider all these factors when making such decisions. The problem with N Maple Rd is that there was no public engagement period 5 or 6 years ago when the road diet was first implemented. We simply woke up one day after the resurfacing and saw that new lanes and traffic pattern had been painted on. This was very poor planning to not allow resident input.

110. What I've seen represents a great idea that's poorly implemented. The location where needs are haven't changed.
111. Green paint doesn't make anything safer. Bike trails should be really separated from road but streets are too narrow for that. Pedestrians and scooters still need to look out for cars. It doesn't help anybody that they have the right of way when they're dead. Pedestrian zones (zebra stripes) directly at crossings with speed limits of 35 invites pedestrians to cross without checking fully plugged into their phones (ears and eyes). How should cars come to a complete stop so quickly? Put pedestrian streetlights (not the unsafe yellow flashers) in and educate people how to behave as a pedestrian. Even if cars go slow, they will injure non-motorized travelers if there's a crash. And they don't want that either. Quick build projects don't make anything safer in busy areas. They just lead to confusion until everyone has learned to ignore them - see Stadium and Industrial or Ann Arbor Saline and Main.
112. Do you get feedback from people with disabilities before implementing? Blind, deaf/HH, and those who use mobility devices?
113. I think more public awareness needs to happen so everyone knows their role in making those spots safe for all!
114. We have city streets unpaved in subdivisions, yet our tax money is being spent on painting our streets and sticking sticks everywhere!
115. No right turn on red at Huron Pkwy-Plymouth and bump outs to slow R turning; elevated crosswalks on Fuller at the intersection of E Medical Center to diminish the number of cars rolling into the crosswalk before stopping
116. Great approach to pilot potential long-term solutions and improve safety in the short-term
117. Why do you keep doing this versus actually address real safety issues? Why is there still no traffic light or 4-way stop at the intersection of Miller and Newport? There is no visibility at that intersection due to all the school traffic that backs up waiting to turn, and there is no light

between Maple all the way to 7th on Miller. Why has nothing been done to fix the hazard that is the two lane roundabout on south State Street at Ellsworth? That thing is notoriously unsafe. You have lots of users who do not understand how to use it correctly and don't read the signs, cut people off, go straight when they were required to exit or vice versa.

118. All these changes are making it much more difficult to drive in around Ann Arbor to the point where I have started cutting through neighborhoods to avoid all this bullshit
119. I found most of these projects added another layer of confusion to our bespoke traffic laws.
120. How does the city plan to handle snow and ice removal where there are many of the "city posts" and narrow bike lanes?
121. If your goal was ( and I think it was ) to not move cars, cause confusion and make drivers frustrated you have succeeded. In many of these areas it looks like a hot mess—nothing attractive for our city at all.
122. These seem a waste of money for the most part.
123. Complete waste of money that does nothing for actual safety.
124. More aggressive!
125. These quick build projects have definitely improved my comfort and feelings of safety as a bicyclist and pedestrian. For example some of the intersections are just a bit more protected by flex posts and drivers go further around. Also the green paint and allowing bicyclists to stop ahead of cars at say dexter/maple has helped me feel more visible to cars through what used to be a scary intersection where the bike lane just disappeared and I just hoped no cars would whack into me.
126. My comment is that this is exactly why I wanted to end up in Ann Arbor. I've always felt that this city prioritizes pedestrians over cars, unlike anywhere else I've lived. I'd love to help and get more involved in any way I can. davidkevans2@gmail.com
127. How do you plan on plowing around a bunch of breakaway pylons? Trying to force cars into 90 degree turns means crossing into oncoming traffic and makes moving through downtown even more of a crawl than normal. Placement of enhanced crosswalks does not seem to stop the completely random jaywalking which seems to comprise the majority of street crossings.
128. Please add these at every intersection in the city. It is settled fact that daylighting intersections improve safety and all intersections should be daylighted asap: with quick builds for now and in concrete when other road repairs are completed.
129. Most of the changes around miller/maple are fine but the yellow barrier in the middle of maple around sequoia makes it very difficult to turn left into that neighborhood and potentially dangerous.
130. Happy to see quick build projects, looking forward to more! The ones so far make it feel safer to walk around downtown and kerrytown where sidewalks and crosswalks can get crowded. Great way to see what works before a permanent treatment is applied.
131. For drivers headed south on Packard, it is a pain, being behind a driver who is turning left on Hill. Because of the new sticks, you can't go around them. It creates needless backups in my view.
132. Make bigger sidewalks with a bike lane instead of people riding in the road next to a giant machine that could harm them. Where do handicap people go on the sidewalk when many

are damaged?? Should they ride in the bicycle lane on the road?? Make the sidewalks larger and paved like a road but would be safe for pedestrians, bikes, children, handicap wheelchairs.

133. I think the entire "quick" concept is a bad idea. Ann Arbor has a poor track record for keeping painted road surfaces visible generally speaking. Ann Arbor doesn't even keep intersections clear of snow....not even near schools. Reporting it only addresses that one time. When turning left and encountering a road divider (ex: from Plymouth south onto Huron Pkw), the Huron Parkway divider is next to impossible to see in snow, fog, rain, or darkness. The edge of the divider has no paint/visibility. (This is with LED headlights.) The divider on Easy St. at Packard is also not painted, unexpected, and dangerous. I've reported this before and nobody cares. The roundabout at Easy and Carmel does not calm traffic either. It's too small to drive around, and nobody does. Not all of my comments are specific to this survey. My #1 issue with eliminating vehicle lanes is the potential to significantly slow access to emergency veterinary care. This happened on Packard by the Cobblestone Farm during safe streets. That was inexcusable. For the record, I support bike lanes, public transportation, and safe pedestrian travel. I have decreased car use dramatically.
134. Will these be removed/modified during the winter to accommodate snow plows?
135. Where are Ubers supposed to pull over to pick up people?
136. How much money are you spending on this project?
137. favoring the few bicyclists who are loud at city council meetings over the many motorists who do not speak is bad transportation engineering. Devoting larger and larger percentages of our roads to a mode of transportation that can't even be used 3-4 months out of the year is bad transportation policy. Parents who need to transport children in car seats cannot bike in to work. Elderly commuters cannot bike to work or to and from doctors appointments. Disabled people cannot jump on a bike to run a quick errand. This bike lane policy is short-sighted catering to a loud minority at the expense of a quiet minority and it needs to stop. There are better ways to develop environmentally-friendly options for city transportation without implementing ableist and ageist plans.
138. I really dislike those black posts located on some (but not all) side street corners, it's much more difficult to make a turn now, before it was much easier to turn off of Maple and get away from the traffic. The traffic flowed better. Of course being aware of the occasional bike using the bike lane) Now there are backups from Miller to Dexter many weekdays from 4-6 pm. I feel like the city is punishing people like me who live on the streets with the posts, at least if we have to suffer with them please be consistent and add them to all streets in the "Quick Build" area.
139. At what point, other than this survey, were you going to tell us all what the hell all these new markings/equipment meant? Given the enormity of their presence, and the costs involved, an educational mailing to all city residents ( and on an on-going basis) should have been included in your plans/budget - - from the beginning - - at a bare minimum. Did you think all of us should intuitively know about all this new stuff ? If it is drivers you are most concerned about, and usually place blame on, you screwed up big time in this area.
140. Packard and Argus, the bike lane is b/t the traffic lane and 30 min/1 hour parking. Car drivers are focused on quick trips into Argus and I think it is an accident prone place for bike/car incidents. I have really appreciated the increased use of green paint downtown, in addition to the new bike ways. I think the bike lane on this section of Packard should be painted green

ASAP! I would also love to see some educational outreach encouraging ppl to learn the Dutch reach and think Argus customers are likely adopters of this behavior and that Argus could be a friendly partner in encouraging the customers to be bike aware when they are coming to Argus and other places.

141. I don't really like the east bond bike lane visually merging with car lane. But the poles on west bond is good
142. they are pretty good
143. na
144. what criteria are used to select quick build projects
145. More protected bike lanes
146. love that creates bike and more pedestrian safety
147. not being able to pass buses along Liberty given bollards is a good thing
148. posts make driving feel nervous, when on both sides, downtown on XXXX too.
149. better than home, drivers are courteous