Engagement Summary 1.0

Division Bikeway Extension (Catherine to Carey)

Design Engineering Phase: June - October 2026

Document Prepared October 13, 2026. *A second edition will be released after the design is complete to incorporate any further feedback received via email or in stakeholder meetings.*

Table of Contents

High-Level Summary 2

Engagement Timeline 4

Engagement by the Numbers 5

Walking Tours 7

Open House 13

PEAC Bike Tour 21

Email Feedback 22

High-Level Summary

Public engagement for the Division Bikeway Extension (Design Engineering Phase) was conducted between June and October of 2026. The aim of the engagement was to refine the concept plan developed in the 2025 Downtown Area Circulation study by engaging near-area neighborhoods and stakeholders.

Project Combination/Split: In July of 2026, the Division Bikeway Extension was combined with the Broadway/Plymouth Safety Improvements project. On September 18, it was determined that the projects should be separated. As such, the walking tours covered both project areas, but the open house only covered the Division Bikeway Extension.

Outreach Methods: The project used direct mailings and door postings for resident outreach, and hand-fliering and email for stakeholder outreach (neighborhood associations, businesses and business associations, non-profits, and public institutions). Public events were advertised via the above methods, as well as on social media.

Engagement Format: The project hosted 2 public walking tours (same route on different dates/times to provide a range of options) and 1 open house. Project staff also hosted a biking tour for PEAC, a disability advocacy group focused on independent mobility, and presented at public meetings with: Kerrytown District Association, Transportation Commission, Commission on Disability Issues, and the DDA Board. Due to the extensive engagement – including online – conducted for the DAC, no online forum option was provided. However, the public did send feedback directly to staff via email.

Incorporated Feedback: Staff reviewed all public comments/suggestions, and items that did not directly conflict with the project's goals were evaluated to see if they could be incorporated into the design. The project's goals are to 1) extend safe bicycle infrastructure and connect downtown to the Broadway Bridge and Ann Arbor's north side, 2) improve safety for pedestrians, cyclists, and drivers, 3) implement speed management to enhance comfort and safety, and 4) support safety and accessibility of downtown streets for all ages and abilities.

Some of the public feedback incorporated into the Division Bikeway Extension includes:

- Adding speed tables and elevated crosswalks at 3 more locations
- Adding a protective median at the crosswalk adjacent to Community High School
- Adding "yield" signs to alert cyclists in advance of the point where the bikeway becomes a side-path, to be aware of pedestrians
- Providing detour signage for additional months after the Carey Street change is implemented, to help direct drivers to the nearest alternate routes

Feedback not Incorporated: A number of comments and concerns were based on misinformation or misunderstanding, including concern that streets were being closed to all vehicles or that traffic impacts were not evaluated and would have catastrophic impacts. Staff tried to address these comments through direct responses and website FAQs. Public comments/suggestions advocating that the Division Bikeway not be extended or that Carey Street remain two- way could not be incorporated into the design while still meeting the project goals for safety. Lastly, comments regarding concerns about closing southbound Carey Street resulting in longer routes from some people, were carefully considered in the design process. Ultimately, staff continue to recommend a short-term solution (extend the Division Bikeway and restrict southbound Carey Street) while working toward a longer-term reconstruction of the Division-Broadway Interchange and evaluating restoring two-way access on streets north of Huron to improve route flexibility and safety.

Engagement Timeline

2025 and Prior

- The 2025 Initial Conceptual Design is developed as a part of the Downtown Area Circulation Study. Feedback is available in the Engagement Summary and Details - Downtown Area Circulation Study
- City Council approves the DDA's 2026 Development Plan, extending the DDA Boundary north to Depot Street and the Broadway Bridge.

2026 – June

- The process of taking the concept plan and turning it into construction plans begins - the DDA kicks off the Division Bikeway Extension Project, from Catherine Street to the Broadway Bridge.

2026 – July

- The Transportation Department kicks off the Broadway Bridge & Plymouth Rd Sections in July. The projects are merged together to facilitate a smooth connection between them and to collaborate on public engagement events.
- Public walking tours and the open house are advertised to the public.
- The project team meets with other city departments and agencies (Fire, AAATA) to work through specific needs and requirements.
- An updated concept plan is developed for the upcoming walking tours.

2026 – August and September

- **Walking Tour:** August 25 (Tuesday) at 5 p.m.
    - Walking Tour Handout - 2025 Updated Draft Conceptual Diagrams
- **Walking Tour:** September 11 (Friday) at 1 p.m.
    - Walking Tour Handout - 2026 Updated Draft Conceptual Diagrams
- **Public Body Meetings:** September 16 (Wednesday)
  The project team presented to several of the city's appointed boards and commissions and collected feedback:
    - Transportation Commission
    - Commission on Disability Issues
    - DDA Board

Projects Split: September 18 (Friday). The City Transportation Department separated its project portion, Broadway/Plymouth Safety Improvements, to take additional time to evaluate new conditions related to Broadway and Plymouth Road and to distinguish

engagement for the new segment from the Division Bikeway section developed through previous engagement efforts.

- **PEAC Bike Tour:** September 21 (Monday).
  PEAC is a 501(c)3 non-profit organization based in Ypsilanti, Michigan that advocates for transportation equity for Michiganders with disabilities.
- **Informational Open House:** September 23 (Wednesday) from 5-7 p.m.
  The open house is focused only on the Division Bikeway Extension from Catherine to the Broadway Bridge.
    - Open House - 9.23.26 - Concept Plan
    - Open House - 9.23.26 - Informational Boards
    - Open House - 9.23.26 - Carey St Handout
- New events in November are scheduled for the Broadway/Plymouth Safety Improvements (the sections that include the Broadway Bridge and Plymouth Road).

2026 – October

- **City Council Meeting:** October 19 (Monday) at 7 p.m.
  The resolution to change Carey Street from a 2-way road to a 1-way road with a parking lane (southbound lane closed) is presented to council.

Engagement by the Numbers

- Walking Tour #1: **26 people**
- Walking Tour #2: **42 people**
- Open House: **110 people**
- Stakeholders Engaged: **22 stakeholders**
    - Public/Institutional/Nonprofit: 6
    - Private Businesses and Business Associations: 12
    - Neighborhood Associations: 4
- Instagram Average Views Per Post: **1,897 views per post**
- Direct Mailing Flier Recipients: **116 addresses**
- Email Update Subscribers: **122 subscribers**
- Email Comments/Questions: **125 email conversations**
    - **58 email conversations about the Division Bikeway project area**
    - *Note: The 58 email total counts all emails received before September 18 (before projects were split) and emails about the segment from Catherine St to Carey St after September 18.*

Walking Tours

Tour Details

Tour #1

- Tuesday, August 25, 2026
- 5-6:30 p.m.
- Start: Meet at Catherine and Division intersection, then walk north across the bridge and end at the Broadway and Plymouth intersection.

Tour #2

- Friday, September 11, 2026
- 1-3:30 p.m.
- Start: Meet at Catherine and Division intersection, then walk north across the bridge and end at the Broadway and Plymouth intersection.
- *Note:* Tour #2 was separated into two smaller groups, due to the higher number of attendees.

Tour Themes

Source key:

WALKING TOUR 1	WALKING TOUR 2	WALKING TOURS 1 & 2
August 25, 2026	September 11, 2026	Raised on both tours

THEME	SOURCE
Concerns about removal of parking and impacts to businesses/drivers.	**Walking Tour 1**
Desire for stronger traffic calming measures along Broadway.	**Walking Tour 1**
Questions about whether bicycle facilities should be on Broadway, adjacent streets, or off-street paths.	**Walking Tour 1**
Transit operational concerns, particularly buses stopping in traffic and turning movements.	**Walking Tour 1**
Requests for more data supporting safety benefits and traffic impacts.	**Walking Tour 1**
Concerns about neighborhood cut-through traffic if roadway operations change.	**Walking Tour 1**
Questions regarding consistency with previous DAC recommendations and long-term transportation plans.	**Walking Tour 1**
Interest in enhanced pedestrian safety through refuge islands, raised crossings, and better signal operations.	**Walking Tours 1 & 2**
Questions about why the bridge sidewalk cannot be shared and why bicycles and pedestrians should be separated.	**Walking Tour 2**

Questions about bicycle connectivity to Depot Street, the Border-to-Border Trail, and Summit Street.	**Walking Tour 2**
Questions about the age of the traffic studies and traffic from the Broadway West development.	**Walking Tour 2**
Interest in pedestrian access and safety near Community High School.	**Walking Tour 2**
Questions about why bus lanes are not included and how they relate to future BRT.	**Walking Tour 2**

Public Comments and Questions

1. Parking and Traffic Operations

TOPIC	COMMENT / QUESTION	SOURCE
Parking removal	Is parking going to be removed?	**Walking Tour 1**
Parking between crosswalks	Would parking be allowed between crosswalks?	**Walking Tour 1**
Vehicle maneuvering	Can vehicles swing around stopped vehicles?	**Walking Tour 1**
Parking queue concerns	Could a bollard be installed where parking ends to prevent vehicles from using the parking lane to bypass the queue and make left turns? (N Division + E Kingsley)	**Walking Tour 1**
Peak period parking	Consider allowing parking only during certain off-peak periods.	**Walking Tour 1**
	Alternative suggestion to convert some parking to 15-minute or loading zones.	**Walking Tour 1**

2. Bicycle Facilities

TOPIC	COMMENT / QUESTION	SOURCE
Safety concerns	Concern that bike lanes may not significantly reduce crashes.	**Walking Tour 1**
Sidewalk bicycling	If bike lanes are added, will bicycling on sidewalks be restricted?	**Walking Tour 1**
Bikeway alignment alternatives	Has the project considered placing the bikeway on another corridor (possibly 4th Avenue) where traffic volumes are lower? Have you considered the whole bikeway up to the level of the sidewalk? (N Division + Detroit)	**Walking Tour 1**
	Why place the bikeway on Division rather than Fifth Avenue?	**Walking Tour 2**
Sidepath alternative	Could one side of Broadway become a shared bicycle path while retaining roadway lanes rather than removing a travel lane?	**Walking Tour 1**
Connectivity	How will cyclists cross Broadway and continue toward Summit Street? (N Division + Detroit)	**Walking Tour 1**

	How will Depot Street connect to the bikeway and the Border-to-Border Trail?	**Walking Tour 2**
Future network considerations	Not every street can accommodate a bikeway.	**Walking Tour 1**
	Highlight locations where bike facilities were removed due to constraints (noted example: Ann Street).	**Walking Tour 1**
	Emphasize the broader bicycle network strategy.	**Walking Tour 1**
	Circulation study had not put bikeway. What changed? (Broadway + Swift)	**Walking Tour 1**
Bridge area	Why narrow the bridge geometry if there will still be four travel lanes overall?	**Walking Tour 1**
	Why won't the bridge sidewalk work for bicyclists, and why separate bicycles from pedestrians?	**Walking Tour 2**
	Why not use flexible posts on the bridge sidewalk?	**Walking Tour 2**
	Why not add more travel lanes across the bridge?	**Walking Tour 2**
	Could the bike lane be used by emergency vehicles?	**Walking Tour 2**
	Recommendation: Avoid taking the bikes under the bridge near the Amtrak Station.	**Walking Tour 2**
	Recommendation: Educate bicyclists to yield to pedestrians.	**Walking Tour 2**
Bike signals	Consider installing bicycle-specific signal indications at major signalized intersections.	**Walking Tour 1**
	Will bikes receive an advance signal at Maiden/Moore?	**Walking Tour 2**
Previously discussed off-street routes	Earlier concepts included routing cyclists behind buildings or off the street. Has that option been abandoned?	**Walking Tour 1**
Bicycle rebates and incentives	Are bicycle rebates or incentives being considered?	**Walking Tour 2**

3. Pedestrian Improvements

TOPIC	COMMENT / QUESTION	SOURCE
Pedestrian refuge islands	Can a pedestrian refuge island be installed? (N Division + Catherine)	**Walking Tour 1**
Crosswalk operations	With Accessible Pedestrian Signals (APS), will the pedestrian crossing indication still activate automatically? (N Division + E Kingsley)	**Walking Tour 1**
Crosswalk visibility	Install or relocate "No Turn on Red" signs as needed. (N Division + E Kingsley)	**Walking Tour 1**
	Prevent vehicles from encroaching into crosswalks. (N Division + E Kingsley)	**Walking Tour 1**

Raised crossings	A raised crossing may help slow traffic and improve pedestrian safety. Are raised crosswalks still being considered?	**Walking Tours 1 & 2**
School access and pedestrian safety	Will Community High School have a dedicated drop-off zone, and will pedestrian access be improved?	**Walking Tour 2**
Crosswalk visibility	Transportation department has put crosswalk at the foot of a downhill, you can't see (low visibility).	**Walking Tour 2**

4. Traffic Calming and Capacity

TOPIC	COMMENT / QUESTION	SOURCE
General traffic calming	Residents are interested in any measures that would calm traffic along the corridor.	**Walking Tour 1**
	How will speeds be managed with two travel lanes?	**Walking Tour 2**
Travel lanes and turn lanes	Why retain two travel lanes if pedestrian safety is a concern?	**Walking Tour 2**
	Will there be dedicated left-turn lanes at Kingsley and Detroit Street?	**Walking Tour 2**
Traffic queue lengths	How far will traffic back up?	**Walking Tour 1**
Traffic study data	What about the 2019 and 2022 traffic studies?	**Walking Tour 2**
Carey Street intersection	Can the intersection be sharpened to slow turning vehicles?	**Walking Tour 1**
	Would a raised crossing improve operations?	**Walking Tour 1**
	Any consideration of closing Carey Street?	**Walking Tour 1**
	If Carey Street becomes one-way, can wayfinding signage be provided?	**Walking Tour 1**
	Any input in traffic study to avoid this junction? (N Division + Broadway)	**Walking Tour 1**
	Can the Carey-to-Division turn be made safer?	**Walking Tour 2**
	What is the southbound traffic volume on Carey?	**Walking Tour 2**
Traffic diversion	If Carey Street is closed or restricted, motorists may divert through neighborhood streets.	**Walking Tour 1**
	Residents want to ensure traffic is not pushed onto local streets.	**Walking Tour 1**
	Recommendation: Consider a traffic signal at Depot and Fifth Avenue if southbound Carey traffic is redirected there.	**Walking Tour 2**
Existing traffic volumes	There is already significant traffic using the corridor today.	**Walking Tour 1**

5. Transit Operations

TOPIC	COMMENT / QUESTION	SOURCE
Bus turning movements	Adequate turning radii must be maintained for buses, particularly near Kingsley.	**Walking Tour 1**
Bus route accommodation	Design must continue to support bus operations through the corridor.	**Walking Tour 1**
Bus stop impacts	When buses stop, will they delay traffic?	**Walking Tour 1**
Bus stop location	What is planned for the bus stop south of Broadway?	**Walking Tour 1**
BRT and bus lanes	If BRT comes in, then what happens to the bikeway? (Broadway + Swift)	**Walking Tour 1**
	Why aren't bus lanes being added on Division or the westbound bridge?	**Walking Tour 2**

6. Development and Future Intersection Improvements

TOPIC	COMMENT / QUESTION	SOURCE
Broadway West signal and development traffic	Will there be a traffic signal at Broadway West? Is traffic from the Broadway West development being considered?	**Walking Tours 1 & 2**
Roundabout	Any roundabout? Could a roundabout be installed at Maiden/Moore?	**Walking Tours 1 & 2**
Broadway-to-Plymouth left turn	Why does the Broadway-to-Plymouth left turn take so long?	**Walking Tour 2**
Moore Street	Future update: Returning Moore Street to two-way operation may ease traffic concerns.	**Walking Tour 2**

7. Design Process and Project Approval

TOPIC	COMMENT / QUESTION	SOURCE
Full reconstruction	Has a full reconstruction of the intersection been considered?	**Walking Tour 1**
Design Advisory Committee (DAC) discussions	DAC previously recommended a sidepath alternative because it would be a larger and more comprehensive project.	**Walking Tour 1**
	Why is an on-street bikeway being reconsidered if DAC previously ruled it out?	**Walking Tour 1**
	Can this design change still occur consistent with DAC recommendations?	**Walking Tour 1**
Long-term planning	Is there a long-range plan for Division Street and 5th Avenue as two-way streets?	**Walking Tour 1**

	Concern that long-term plans may affect the usefulness of the current layout.	**Walking Tour 1**
Approval process	What is the ultimate project approval process?	**Walking Tour 1**

8. Funding and Project Justification

TOPIC	COMMENT / QUESTION	SOURCE
Funding sources	What is the funding source for the project?	**Walking Tour 1**
	Why is the Maiden/Moore/Broadway signal being replaced now?	**Walking Tour 2**
Investment priorities	How much funding has been spent on resurfacing compared with bicycle and safety infrastructure?	**Walking Tour 1**
	Request for data supporting investments and traffic/safety benefits.	**Walking Tour 1**

9. Specific Corridor Comments

TOPIC	COMMENT / QUESTION	SOURCE
Wall Street	High volume of vehicles making left turns (Broadway + Moore). Could Wall Street be closed? Suggested solutions: improved signage; hardened centerline or channelization treatments.	**Walking Tours 1 & 2**
Broadway Park access	Discussion about curb cut widths (noted as approximately 10 feet) related to access into Broadway Park.	**Walking Tour 1**
	Is the Parks Department involved because Broadway Park includes public space?	**Walking Tour 2**

Open House

Comment Cards - Proportion by Subject

Note, percentages will not add up to 100% because some comments covered more than one category.

- Lane Reduction: 11%
- Bikeway Alignment on Broadway Bridge: 13%
- Carey Street: 26%
- Pedestrian Safety: 5%
- Other: 61%
    - Comments in the “other” category mostly focused on the open house format (a desire for a public presentation and public speaking opportunities) and the bikeway design across the bridge. There were also several comments that were either generally in favor or opposed to the project. A number of comments were also focused on items outside of the project scope or confusion about project elements (e.g. confusion that the project includes a full closure of Carey or Detroit Street).

Comment Cards

Comment Transcription
Super appreciation of the design as proposed. This helps support safe travel for all modes and will be a big benefit for the community. The existing layout is hostile to people outside of a car. This improves sightlines and makes it more equitable. Thank you!
This "open house" is nothing more than a deafening, chaotic folly. Everyone knows you have no intention of listening to the public input. It was different when the DDA undertook the Kerrytown work years ago. Then, there was a clear, orderly press statement and everyone heard the comments of all attendees. Whatever you're doing today is pointless. Shame on you.
Please consider bikes using the sidewalks on Div. (near Com. High) with some signage about safely sharing, yielding to pedestrians, etc. should work. I bike Division all the time and have never encountered a problem on the sidewalks.
I strongly support protected bike lanes on Broadway. It's a crucial bike route between N and Central Campus, the B to B trail, the new park, etc. Riding in A2 traffic is terrifying and dangerous. Please continue the good work on expanding transportation options!

I love the bikeway on Division! However I do not like the forced-entry to the sidewalk. I will typically hit 15-20 mph on my bike going northbound on division, and these speeds don't feel safe to be forced in with pedestrian traffic. I also turn left (up Moore) at the end of the Broadway Bridge, and as it stands this plan would force me into the sidewalk that entire way. I'm also sad the road diet was discarded. A road narrowing on Division would have been great for improving transit efficiency + shifting commutes out of cars; still hopeful it can happen someday in the far future!
DDA is not compliant w/ MMTCD & sightline standards. When will you take corrective action? In addition, Strong Towns recommends daylighting intersections, yet DDA is full of obstructions & old construction signs at intersections
I do not understand how routing traffic through a residential neighborhood or thru Kerrytown and past Zingermans - to access northbound Broadway - is safer than Carey Street uphill. Especially after the traffic calming that will take place on Division by virtue of your upgrades. And you are ignoring the fact that the new Roxbury development will add somewhere between 1000 to 3000 entries and exits to the driveway on the bridge everyday. Not including the event space that will accommodate up to 1000 attendees. The only way the residents/visitors to this development of the DTE property is via the bridge which will require them to travel through the neighborhood. How is this safer? Unless the emergency access road is made available to regular traffic. Please explain.
Don't close Carey St ramp! Hundreds of cars use it every day. This will lead to gridlock & possible delay emergency vehicles.
Please add auxiliary light to warn when someone activates the pedestrian light at Carey St/Division-Bridge to the island. Try to make turns at crosswalks manageable to bikes. Thanks!
Install Direction Signs for Carey + Depot to route drivers on the bridge after southbound Carey closes. Also parking on Carey will not be safe, particularly in the winter.
Hi! I live at 703 Moore St. and I was so excited to hear about the Division St. Bikeway. I am a walk/bike/bus commuter and have felt that the transition between bike infrastructure on division and the Broadway bridge is a safety risk. Thank you for the protected bike lanes around town! I feel so much safer with a barrier to protect me from traffic and empowered to commute by bike.
Good work! Keep adding infrastructure to keep our community safe Please add lane protection to Packard and S. Industrial
With regard to upcoming meetings please publish agendas, dates, times in a better manner (MLive social media etc) than just A2 Engage
You're not listening! 1. Please don't use the "open house" format. It would be more conducive to learning if there was a presentation and then Q+A, videotaped for all the residents who couldn't attend. 2. About Broadway + Division - "If it ain't broke, don't fix it" This is a huge waste of money. I'm more committed than ever to dissolve the DDA. 3. Why aren't you using the 2022 Lowertown Traffic study that we paid $700k for?
I don't like this Open House format. Please do a presentation w/ Q+A + videotape it for people who couldn't be there. Dissolve DDA. Why isn't the 2022 study being used?
1. This open house is a bait and switch, divide and conquer. Typical Con Job. 2. We were to discuss the entire project, now not the bridge portion?

We need a safe way to get to the WEST side of the Broadway Bridge. The crosswalk at the end is blind to drivers going too fast over the bridge. I'd prefer 1 lane bike lanes - Fifth going South, Division North
As a bicyclist in Ann Arbor negotiating this section of infrastructure - the suggest improvements are welcome and well designed. As a planner who helped implement similar improvements in Fort Collins, CO. the negative comments about loss of auto mobility are unfounded. When implemented it will be a safer environment for all users.
I live on Broadway + drive a car to work downtown. It is currently difficult to turn left off my street. Despite promises of traffic studies conducted during the Beekman development, the light is extremely long. Sometimes it will run 3-5 cycles in favor of Plymouth Road even if there are no cars coming. My other option is to go to the top of the hill which has no light + is much riskier. 3rd option is to cut thru North Campus which is in the opposite direction of where I need to go. I'm only asking to drive 1 mile in 5-8 minutes. Please empathize it is so frustrating to sit at an endless light.
Pause the bike lanes Fix the Roads People are avoiding downtown because of confusing bike lanes& the poor quality of roads
Southbound on Beakes + Summit it's difficult to merge from the multiuse path into the bike lane. Can you add a curb cutout? Thanks!
This project is linked to traffic calming and further bike lanes on Broadway bridge even though they have them already. Plymouth Road has 20,000 cars/day and MDOT says that traffic calming efforts won't even work. What is car traffic on Division, how will these changes affect traffic. I support bike travel, pedestrian traffic but there has to be a better balance. Many people can't ride bikes or walk, and even then some travel just requires cars. This will be a nightmare that we will have to live with. and you are just pushing traffic into neighborhoods like everywhere else
I am totally opposed to making Carey St one way and removing access to Division/Broadway. This is used by so many people living to the west. Without this access getting to Division/Broadway/Plymouth will be a nightmare. The big question is whether anyone realizes this or even cares or is it just to add some parking - and who would park there and now - Just ridiculous, not well thought out, and clearly without citizen input. If there are any worries about safety - put in a mirror.
I question whether this feedback session will make any difference or whether this is just a check box. Council has already approved the budget, DDA has designed this project and all this without real citizen input. I expect this to be like other DDA projects with top-down decision making and us citizens left to deal w/ grid lock, unnavigable city streets, and more consideration given to wealth land developers (Roxbury) then us citizens who pay our taxes for years.
Two-way cycle tracks are inherently more dangerous. Why are we continue to use them? Protected bike lanes on Division & Fifth eliminate 80% of complexity.
I know it is not the DDA's purview, but to reduce the Broadway Bridge to 3 lanes would make the already considerable congestion much worse and it is very bad now
I am strongly opposed to making Carey Street one-way downward. Maybe one-way upward would work. For those of us who live north of Miller and west of Main St Carey is how we access Plymouth Rd. The sidewalks on both sides are wide enough for bike and pedestrians (even when walking a dog). They were designed for bikes and pedestrians.

Chaos. I head doublespeak by DDA reps. I feel that the bike discussion today already will be too late to change the elimination of lanes on the Broadway Bridge. It already takes too long to get from Kerrytown to Lowertown. Do not eliminate more car/bus lanes. Re Carey Street: put in speed bumps to slow that traffic, but don't close it down.
Meeting too chaotic - people answering Qs not asked. Dividing this Carey Street closing plan from Broadway Bridge plan makes it impossible to resist the next part because they connect. Clever stratagem from those who want whole project adopted.
Very excited about the prospect of extending the bike lane. I bike this way everyday and would feel much safer with extended dedicated lanes!
Build it.
I am very excited about the division street extension of the bike lane - right now the lane ends abruptly when cars speed up to 50 mph! super dangerous for a biker.
To Whom it may concern, I live at 331 E. Kingsley st, Ann Arbor, Michigan 48104. I am delivering this letter as to my opposition to the changes proposed to these streets/ I do not want any reduction in lanes to Division st. and the Broadway Bridge. This corridor needs access for the volume of traffic that passes through these roads to be kept at the same level. I believe to keep businesses successful we need this access. If bicycle lanes are needed, another plan that utilizes the land near the Bridge and the sidewalks need to be envisioned to provide for the bike lanes but not reduce motorized vehicle traffic. In addition, the reduction of the Carey street to one lane is not good either. I understand from the walk troughs, that traffic coming from the Spring street and Fountain street area also called Water hill area would have to be diverted to Kingsley Street to cross the Broadway Bridge. That would cause traffic jams etc. There is already a bulk of traffic on Kingsley Street, I do not wish for more traffic to be diverted to Kingsley Street and this area.
Love this project and all of your efforts to improve bike safety!
Ideally, close the access south onto Detroit Street and the left turn lane to Summit & use the gained area for changing the geometry of that curve. And also this makes room for parking spaces that are on Carey. I don't think parking on Carey is safe.
Close the left turn lane onto Summit Street immediately. Add or move flasher on the crosswalk crossing Beakes to the crosswalk furthest from the bridges for better sightlines. Will cars turning left from Detroit onto N Division pull forward of the crosswalk given the new location of the N. Division traffic lane?
Dissolve the DDA.

Sticky Note Comments - Proportion by Subject

Note, % will not add up to 100% because some comments covered more than one category:

- Lane Reduction: 11%
- Bikeway Alignment on Broadway Bridge: 16%
- Carey Street: 17%
- Pedestrian Safety: 22%
- Other: 34%
    - Comments in the "other" category mostly focused on specific map points, where people provided questions or recommendations (e.g., how wide will this lane be, can you add a crosswalk here, etc.). They also centered around bike safety and the future complete street reconstructions in the area (1-to-2-way street conversions, intersections reconfigurations, etc.).

Map Sticky Note Comments

Location	Comment Transcription
Community High	Safe ways for kids to cross for school
Division St	Please don't continue the design of existing Division bike lane (don't place the barrier in the bike lane e.g. Miller)
Division St	More traffic calming (and pedestrian islands)
Division St	Can we add narrow medians like 5th for crosswalks?
Division St	No double threat crossings w/o islands
Detroit St	Assess + manage sight lines @ Detroit/Division for L turn onto Division
Division St	Feels safe to bike in two lane
Division St	Raised crosswalks please (everywhere)
Division St	Would have made my commute for 3+ years safer
Division St	Love the crosswalk lights! Crossing division as a walker is scary and cars would ignore me :(
Division St	Make Division bikeway North only
Division St	Raised crosswalks? ahead of crosswalk, speed tables
Carey St	This right turn would make this very dangerous (please make Carey one-way)
Shared Use Path	Features to manage bike speeds on the shared use pathway.

	Q: Engage page doesn't seem to be sending updates
Summit St	This section of Detroit should be closed. It allows people to enter Division driving the wrong way.
Beakes St	Send southbound bikes up Beakes + Fifth
Carey St	Don't close Carey going onto bridge
Bridge	Don't put bike lanes in roadway on bridge
Division St	Bike lane on N. Division should just be north bound not two way. Bike lane south off bridge on Beakes + Fifth
Carey St	Daily commuter from Water Hill to Kellog Eye Center. Access is cut off everywhere but going downtown in traffic
Carey St	Closing Carey makes sense. The sight lines are bad anyway. It's nice to not worry as a walker about two lanes of traffic.
Carey St	Closing right from uphill Carey is essential! Very dangerous, poor visibility.
Carey St	Parking here defeats the purpose, will increase vehicle traffic circulating for spots
Division St	Great project! Please make it happen!
Beakes St	Lighting and pedestrian visibility
Division/Bridge	Assess + improve sight lines @ Broadway/Division @ rest of bridge going S on Broadway
Bridge	The center turn lane being proposed is being touted as "wide enough for emergency vehicles" Has this been confirmed by AAFD?
Bridge	Widen the current bike/pedestrian paths on North & South sides of bridges. Cantilever the wider path, using the existing bridge structure as support.
N Main	N. Main bike path signage and marking are not clear
Division St + Lawrence St	Can refuge islands or speed tables be added here?
Division St + Lawrence St	Stop light facing bikes - currently land is this direction. The stop signs at the intersection is not clear / visible
Division St	How can you make it more safe for bikers going down hill?
Fifth + Beakes	Dangerous intersection for bikes
Carey St	I think making Carey a one-way is a good plan for safety. So this is a good project to me
Division St	Love that this project exists. I want to visit the businesses in lower town but the sudden bike land drop off is very uncomfortable b/c the cars speed up downhill & there’s no separation
Carey St	Are you doing lane markers or street signs?

Division St	Explore an exit for a confident cyclist to stay away from peds (where bikeway transitions into a shared-use path)
Detroit St	Can you close left on Division from Detroit St?
Detroit St	Is stop bar too far here for sight distance from this crossing? Need to pull up further now
Carey St	Turning Carey into 1-way will make future project turning 5th, Division, and Beakes into 2-way a much more important and timely endeavor due to likely gridlock due to rerouting traffic
Carey St	1-way here is preferred. AM commuters are reckless coming up Carey St.
Division St	Someway to slow cars going downhill would be great for the pedestrians crossing Division otherwise cars don't stop
Carey St	Peds + Bikes and this sharp curve seems like a recipe for crashes esp. since this is downhill. (Thinking about how the ped sidewalk continues to curve from Division to Carey
Carey St	Potential for stopping cyclists here for right turns?
Carey St	Sidewalk jog does not feel safe
High St	Can you close High St on the interchange?
Carey St	More raised crossings (ex/Miller) - Carey 1-way is essential - keep the turn right, move cars slowly
Carey St	Concern about traffic through residential roads w/ removal of Carey
Carey St	Concern about killing business on Plymouth by removing Carey
High St	What about making High St go uphill instead? Don't need two downhills
Carey St	Important access point. Carey St. Depot to Division. T intersection lower town study. Install a site line mirror
Carey St	make it clear Carey will be 1-way
Depot St	Depot is very backed up, need to wait multiple signals @ Glen - this year mostly since school back in
Bridge	The side-path is comfortable for people walking + biking
Bridge	Concern about switching the lane to the other side because of the concrete wall peds can't see
Bridge (west side)	Seems like there is more bike / ped traffic on this side
Bridge	Concerns on travel lane changes - major route for the hospital & emergency vehicles
Bridge	Single direction bike lanes on both sides much safer. You need to prioritize bike traffic on the west side of the bridge

Division St	Coordinate with bridge design
Carey St, Division St, Beakes St	Need speed table to slow traffic here (Carey, Division, Beakes)
Bridge	Many people will stay on the right side of the bridge (west side) from Plymouth
Carey St	Carey St. should not be made 1-way - disenfranchises the west side. Bike land should not be on the road on the bridge.
Beakes	Need a cut out from the multimodal path merging on to Beakes
Beakes	Work on crossing Summit & entering the bike lane onto Beakes
Division St	Why aren't we splitting up 5th and Division each way for bikes?
Beakes	Ramp @ Beakes
Beakes	Can we put flashers here? (Beakes turning right on Division)
Beakes	No double threat crosswalk
Division St	Consider a blvd here like 5th & Detroit for safety (Division + Beakes)
Division St	Make adaptable future in-road bikeway. Connect to side-path & in-road
Summit St	Close Summit Street South of Beakes. Creates dangerous opportunity for wrong way drivers.
Division St	Preemptive lights for RRFB? For bridge and Geddes @gallup park (Division + Detroit)

Other Recorded Event Feedback

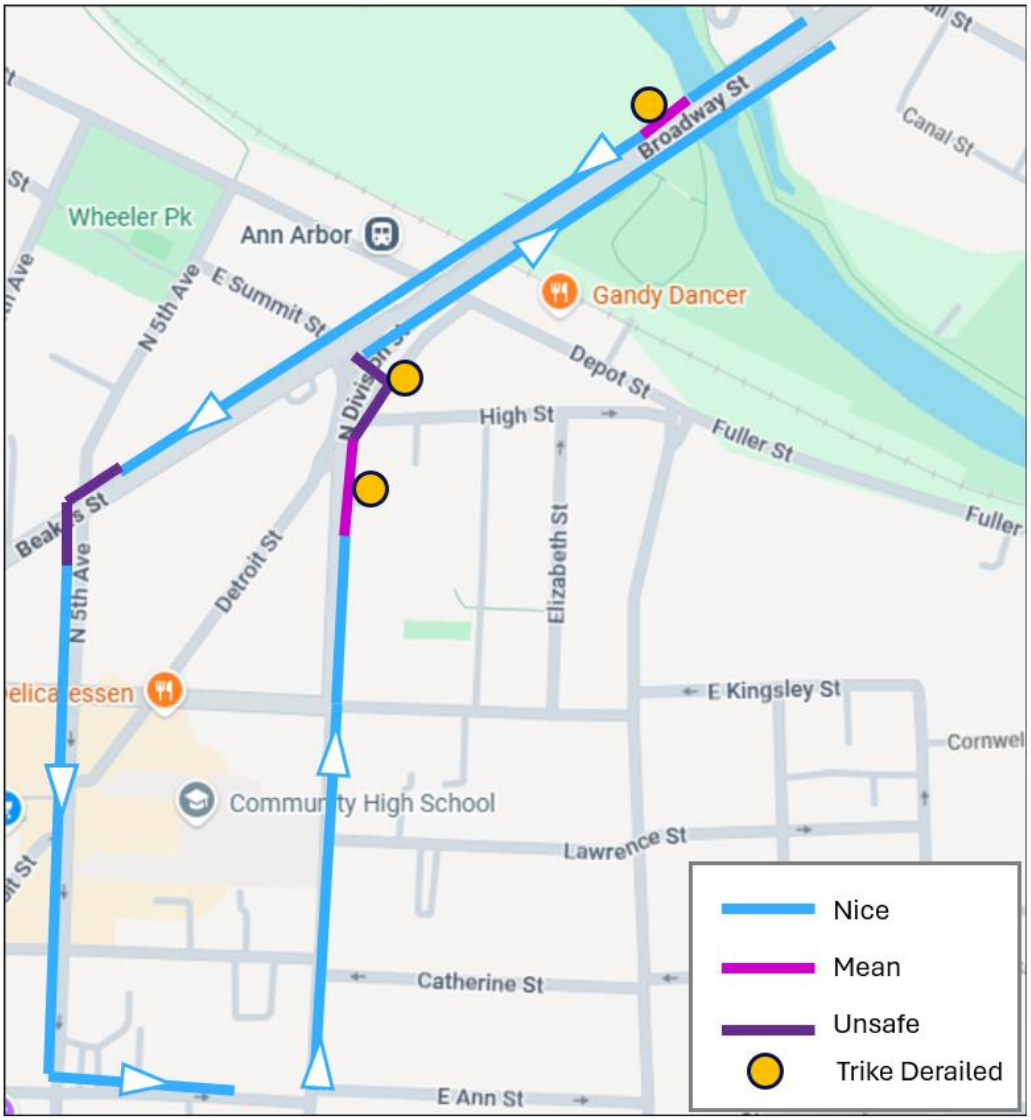
- Recommend looking how to connect the bridge bike traffic to the Beakes and Summit bike lanes
- Recommend looking at left turn from Detroit to Division since stop bar is farther from the shifted lanes. Consider adjusting sidewalk angle to change where crosswalk is located.
- Consider making space for a refuge island between the two travel lanes (like on 5th Ave)
- Consider adding a speed bump closer to the crosswalk right before the bridge or making the crosswalk a raised crosswalk

PEAC Bike Tour

PEAC Student Comfort Rating Map

PEAC is a 501(c)3 non-profit organization based in Ypsilanti, Michigan that advocates for transportation equity for Michiganders with disabilities. Their travel training programs teach people how to ride bikes and public transit safely and independently. PEAC Staff and Students toured the Division Bikeway Extension Project area with city staff on pedal trikes to experience and observe existing conditions.

PEAC students use the convention of describing street environments as 'nice' or 'mean' to encapsulate how they feel. 'Unsafe' is used to describe areas that are worse than 'mean.'



Email Feedback

Email Comments - Proportion by Subject

Note, % will not add up to 100% because some comments covered more than one category:

- Lane Reduction: 43%
- Bikeway Alignment on Broadway Bridge: 26%
- Carey Street: 13%
- Moore Street: 4%
- Swift Street: 2%
- Other: 32%
    - Comments in the “other” category mostly focused on information available on the project website (suggestions or requests), past planning studies, general traffic flow in/out of downtown Ann Arbor. There were also several comments that were either generally in favor or opposed to the project.

Email Transcripts

Note #1: A page separation is used to denote the start of a new email. Home and email addresses, or phone numbers, have been removed for privacy.

Note #2: The following transcripts are only for emails received before September 18 (prior to the project split) or specifically about the area from Catherine to Carey after September 18.

Hi Nani,

Are these meetings and the feedback from the Public designed to change the plan if we don't like it?

Thanks,

David

Nani-

I didn't get another message from you, but I heard from Jim Koli and Tom Stulberg that the new plan calls for linking the bike path up Division to a bike lane on the Broadway Bridge roadway instead of linking it to the footpath. This is a BAD idea, and is contrary to what the neighborhood wanted years ago when the bridge was rebuilt.

It is bad for two (at least) reasons. One that shrinking the car lane numbers is a bad idea, and two, for the safety of bikers, they should be separated from the cars. And then...what? dumping the bikers on the complicated intersections north of the bridge? There are already too many bad encounters between cars maneuvering for turns, etc. at those intersections. We need to protect the bike riders, not throw them into the messy mix.

I am a regular bike rider from my home on Broadway to downtown via the bridge, and want to continue to do so on the pedestrian/bike path that we already have. What we need is for the path to connect reasonably with the proposed bike lane down Division. Nothing else, please!!

Laura Strowe

Nani-

The neighborhood is pondering the changes to Division/Broadway, and it would really help if the city had the latest plan on the website so we can see it, rather than the previous plan. Please urge them to update it!

Laura Strowe

Greetings all,

I am both disturbed and disappointed with what is going on at the corner of Broadway and Swift.

To start, as one of 3 property owners at the corner of Swift and Broadway (the other 2 being U of M and DTE), I have received ZERO communications as to what is going on there. All of a sudden, this Sunday morning, orange barrels suddenly appeared in front of my property and across the street. Then, Monday, workmen stated digging holes across the street. When I talked to the workmen, they stated that they were installing new traffic signals so that the intersection can be widened to accommodate new bike lanes over the bridge. (More about bike lanes on the bridge later.) Again, ZERO Communication!

So, here are my questions…

- Are you planning to block off the handicap spots on Broadway where you placed the barrels on the sidewalk? When will those spots need to be blocked off?

- Did you know that they are vibrating metal sleeves into the ground? In the past, the City has **ALWAYS done vibration monitoring for the Anson Brown building** but none is being done now. Who do I sue if there is damage caused, in part, to this oversight? One sleeve has been already placed in to the ground and I got complaints from my tenants of things falling of the walls. Will you do vibration monitoring for the second sleeve, which is being done closer to the building? Who is responsible for this? **Some of you have professed a love for the Anson Brown building, so let do things to protect it! Walk the Walk!**

- Who is the contact person for this project in case I have any more concerns? Will I receive any communications about this project at all?

Now, on to the bike lanes…

It was my understanding from Ms. Wolf that there was going to be public walk throughs about the DDA's side of the project (Division up to the Broadway Bridges) starting on Aug 25 and that the other side, including the bridge was being handled by the City and that informational meetings were going to happen in 2027.

So, what happened.

You are already spending money on this, so I guess this is a done deal. If it is, where can I access information on this? If not, why are you spending hundred of thousands of dollars to re-do an intersection now instead of waiting until the project is further along.

In terms of bike lanes on the bridge, at first Ms. Wolf told me that nothing was decided, then later came back and stated that the City had already decided to shave the 2 bridges down to one lane in each direction and put bike lanes on the roadway. So much for public input!

All I have to say is that this is poor public stewardship of our roads and bridges. I was on the Broadway Bridges committee in 2004. As I have previously explained to Ms. Disch and others, the City of Ann Arbor spent over 1 million extra dollars to create a protected, extra wide, path for BOTH bikes and pedestrians to use. Now, you want to throw that money away and turn the bridge into a one lane in each direction bridge. This decision was made with the knowledge that the DTE property is being developed for a 6 story hotel, hundreds of condo and a public space. Is this really a smart decision? Do you realize that over 13,000 cars cross the bridge every day? Think about it....

How are people using the bike lanes? Is it for commuting or just recreational use? This makes a big difference as to how you plan bike lanes. I know that neither the city nor the DDA has done a real study, not just a survey but a real study to see what is really going on. It makes a difference. You hire consultants all the time, here is a place where it would be useful to get real usuage data to make real decisions with.

Right now, it feels like these projects are being slapped together as quick as you can because of the election results. The City will still be after we are dead and buried, but the City will be stuck with your decisions for decades. Are you really thinking of the future based on fact and figures or just because it makes you feel good that you have more bike lanes. I now that by owning the Anson Brown Building, I am being entrusted with a significant part of Ann Arbors past and future. This is how I approach my decisions for both the Anson Brown building and my properties on the block. Please do the same for the entire City.

Thank you. I look forward to your response.

Jim Koli.

Owner Northside Grill since 1993

Owner, Koli Enterprises and the Anson Brown and Kellog Buildings since 2000

Ms Wolf

Broadway Bridge(s) are full of car traffic headed to town in the morning and then coming out of town about 5 o'clock.

My suggestion:
Use the pedestrian path on one side of the bridges exclusively for bikes in both directions. Assign that on the other side (that which has access to the Amtrak parking lot for walkers.

Ken Koral

PS I do not bike but walk over the bridges quite frequently

Hello,

I wanted to email and communicate my feedback about how excited i am for this project! I bike commute from downtown up to Plymouth and Us23 and this is by far the most dangerous portion of my trip so im excited to see something done about it. I will end up using this at least 6 times per week (3 days in office). The thing i am most curious/worried about is how to handle Carey St, i am frequently cut off by ppl thinking they can pull out in front of me while im biking and im sure cars coming out of Carey onto N Division and sitting in a bike lane that crosses there will be a common problem. I also think that continuing to protect the bike lane down N Dvivison (not using a painted lane) is the safest option, especially in winter when lines wont be as visible.

Thank you for your work!

Adam McCue, 5th Ward

I saw the notice about the walking tours, and I can't attend but just wanted to register my full support for this project. As an avid biker living on the Northeast side I'm thrilled about the addition of these bike lanes. Thank you!

Parke Weigman

Nani-

I attended the "tour" yesterday, and as the neighborhood rep, I was going to copy the booklet and send it out to our listserve, which is mostly people who live on Broadway and the surrounding streets. I am not adept at computer stuff, however, and it occurred to me that I might be able to simplify the process if you have the booklet with then newest plan up on your website....or maybe you already have digital version.

Do you? If so, can you send it to me so I can pass it on?

By the way, the tour was well done, although I still have a lot of reservations. As a regular bike rider, who almost never goes downtown by car, I use Division St a lot. As well as other downtown streets. I have mixed feelings about bike lanes, especially the two-way ones. I grew up riding a bike in Brooklyn, NY streets so traffic doesn't scare me, but I am frustrated by the weirdness of being on the wrong side of the street at intersections. For example, using your proposed plan for Division, how are we expected to turn left from the bike lane if we are headed north, or how are we expected to turn right if we are headed south?

Laura Strowe

Cynthia and Nani,

Thanks for the tour yesterday. I imagine you'll be hearing alot of opinions about this.

This plan is a really a bad idea. The bike lanes should be rerouted to places where they don't interfere with traffic. The best idea is Division to Catherine to Detroit to the east side of the south sidewalks on the bridge then over the sidewalks and between the Beekman and the pot stores conncecting to the bike path next to Plymouth Road.

I strongly oppose the removal of any Broadway Bridge car lanes for bike lanes or bus lanes as well as closing one lane of Carey St. Strangling Division to one lane is also a terrible idea. It is a very busy street. Putting bike lanes on the busiest streets in the city is a terrible idea.

The Broadway/Swift/Moore intersection is an extremely busy area and this change will only cause more congestion, accidents, and headaches.

After 10 years of bike lanes only 1-3% of people ride bikes. Most importantly, there needs to be density first, followed by mass transit, followed by more neighborhood businesses that you can actually walk and bike to, and only THEN do you think about bike lanes. Congesting the city with traffic with snarling bike lanes on major roads is tortuous to 97% of residents. It's why there are so few actual counts of bike lane use avaiable.

Sincerely,

David

Dear Cynthia and Nani:

As a resident of Ward 1, I am writing to express my strong opposition to the ongoing changes to the Broadway Bridge, specifically the reduction of two through-lanes to accommodate a new turning lane and a bike lane, and making Carey Street exclusively a bike lane.

The introduction of the new bike lanes has raised safety and traffic concerns. The narrowed roads make it difficult to navigate around buses and large vehicles, and delivery stops cause complete traffic halts. Furthermore, right turns are challenging, even in smaller vehicles. The separate bike lane makes it difficult to see cyclists, a danger compounded by the high speeds of motorized bikes and scooters, which creates confusion and hazardous conditions at intersections.

These changes prioritize a small minority of commuters at the expense of overall traffic efficiency, particularly given that winter and inclement weather significantly limit bike lane utility.

With higher priority needs in our city, including extensive road repairs, I urge the Council to halt these changes and preserve the vehicle capacity of the Broadway Bridge.

Sincerely,

Chiara Barbier

I am writing regarding the planned bikeway extension on Division St across the Broadway Bridge.

I live on the northside and work on central campus. I have commuted by bike to work and to downtown destinations 5 or more days a week for 35 years (using sidewalks only where streets are dangerous). Obviously I support better biking conditions.

However, a bike lane on the bridge is unnecessary. When the bridge was renovated decades ago, the sidewalk was intentionally made extra wide. There is plenty of room for bikers and pedestrians to share.

I zip past traffic jams on the bridge every day. Reducing lanes will make things worse. Much as I would like more people to use bikes, our winters, our aging and unhealthy population make that out of reach even for those who wish they could.

Webb Keane

Hello,

I am writing to voice my overall support for the Division St bikeway extension. The bikeway is badly needed on Division north of Catherine. Every time I ride that stretch I say a prayer that I don't get mowed down by an SUV or huge pickup. I also support having the bike lane over Broadway Bridge going on the street, rather than on the sidewalk. The site lines on the sidewalk are poor and I always feel a risk for crashing into another cyclist coming the other way.

My one main concerns is that parking on Division should be eliminated to make space for two northbound lanes. This will mean traffic will not be entirely stopped when there is a bus. This parking is all two hours only so should not impact people working at Community or neighborhood residents.

I also have to add, and I don't know if this is exactly related to this project, but the concern has to do with the light signal at Broadway/Plymouth/Moore/Maiden Lane. This light should be no turn on red in all directions, to decrease the likelihood that pedestrians/cyclists will be run over by a vehicle turning right onto Maiden Lane from Broadway. The left turn from Broadway to Moore street should also be a green arrow only, rather than blinking yellow yield arrow. It is very dangerous for pedestrians to cross on the west side of the street as visibility is poor for cars turning left.

Thank you,

Lisa Leininger

Hello Nani,

Hope you had a good weekend and are looking forward to the week.

This is Julie Ritter, I went on the walking tour with you last week of the division Street bike lane and street changes. I have the name and contact information of yourself, Cynthia, and Oliver. I am missing the name and contact information for the person from Wade Trim.

Could you please share that with me? I just like to have these facts available for future reference

Best wishes

Sincerely,

Julie

Dear Ms. Redinger and Ms. Wolf,

When the extension on Division Street is made, please do everything you can to make sure bicyclists actually do transition onto the Broadway Bridge sidepath instead of traveling onto the Broadway Bridge itself. Right now, some riders go north onto the bridge instead of onto the sidepath. It is extremely dangerous because drivers in the right lane are entering the bridge at an angle and can't see them. If there are cars in the left lane, then the cars in the right lane can't quickly move over to avoid hitting the cyclists, as there isn't much space.

Thank you!

Timothy Cheek

Dear Ms. Wolf and Ms. Redinger,

Thank you very much for your quick reply to my last message! I have since learned that the plan is now to have the bike lane go directly over the Broadway Bridge instead of onto the side path, and reduce the lanes on Broadway Bridge to one lane each way. Please consider my two points:

1. At 5:00, the traffic on Broadway Bridge backs up, since it is a main road to get from the hospital or downtown to 23. Cars get stuck in the middle of the intersection at Broadway and Plymouth, making it very difficult for cars trying to turn left from Broadway Street toward the bridge. If the number of lanes on the bridge is reduced, this will make traffic far worse than it already is.

2. I have ridden my bicycle from the bike lane on Division. Extending that bike lane is a great idea. Where did I next ride to get to Broadway Street? On the Broadway Bridge sidepath—it is wide; pedestrians and bicyclists can easily and safely share such paths as these, especially when they are well-marked. They have existed in Europe everywhere for a long time, and they work great. For the Broadway Bridge sidepath, I simply rode slowly, and if there were many pedestrians, I walked my bike. In bad weather, I would probably still take that route rather than your proposed one, because I wouldn't want to be next to cars in bad weather on that bridge even if the bike path is separated by poles or something else.

Please reconsider moving the bike lane onto the Broadway Bridge sidepath.

Sincerely,

Timothy Cheek

Hello

I have just learned that your are planning further disruption of traffic - this on a main artery that connects us north siders to the rest of our fair city. Broadway bridge. Please stop it. Have you ever taken a look at the traffic backed up in all directions at Pontiac and Barton Drive after the left turn lane was cancelled in favor of a bike lane? Madness indeed! With all those folks now living in the student enclave up Pontiac waiting to turn left, you now need to wait for a couple of light cycles. The new no right turn on red exacerbates the problem. With the three way stop signs at the dangerous on/off ramp, traffic now backs up on Barton in both directions.

With all this congestion, the 22 bus can't run on time.

I hardly ever see a bike on Barton, particularly between November and March. This is not Paris or Amsterdam.

Please let the traffic flow as it was before. I'm in my 90th year and no longer ride a bike.

Cmon

Thomas Taylor

Dear Mayor and Councilmembers,

(cc transportation commission and staff leading the project)

I recently attended the first walk-through for the upcoming N. Division bikeway extension from Catherine across the Broadway Bridge. This has long been a poorly-designed part of our transportation network, and a dangerous and uncomfortable link between downtown and the north side for people outside of cars.

I am impressed by the draft plan so far. From a pedestrian perspective I really like that it would slow cars and provide entirely separate spaces for cyclists and pedestrians, and from a cyclist perspective having a protected two-way bikeway connecting the downtown loop all the way across the Broadway bridge to the Plymouth Rd. MUP is a game-changer.

I particularly like that with the elimination of a traffic lane, crossing distances are reduced for pedestrians, and some double-threat crossings are eliminated. The addition of RRFBs to cross Division will also be a welcome change.

I know some people have concerns about the elimination of two-way traffic on Carey, but I saw two vehicles go up on the curb turning onto the bridge from Carey during the walking tour. I think using that space for a bikeway connection to Depot is a good choice.

It's great seeing designs that prioritize the safety of all road users over the convenience of drivers. This is an important link and we need to make it safe for everyone. That means drivers will need to slow down. We know that the likelihood of death or serious injury in a collision increases dramatically with speed, so slower speeds, particularly at the places where pedestrians and cyclists interact with cars (crossings and intersections) are in fact a desired outcome.

The walking tour was well-attended and it was great seeing people from nearby as well as from elsewhere in the city attending. I want to thank staff for their work on this. I'm looking forward to the open house later in September, and hope to see final designs soon.

Thanks,

Adam Jaskiewicz (he/him)

Hello,

I've received several emails and observed multiple social media conversations about the proposed Broadway Bridge and adjacent roadway reconfiguration. As a frequent user of this bridge as a pedestrian, cyclist, and driver, **I strongly support the proposed changes.**

With the opening of Broadway Park West, the entrance currently used as the Amtrak station overflow parking lot will see significantly more traffic. A left-turn lane will streamline traffic flow without encouraging dangerous lane changes. I very rarely see traffic backed up onto the bridge, so the impact to drivers will be minimal while making the entire area much safer. Adding a cycle track separate from the sidewalks is a bonus.

The proposed change to Carey St will be inconvenient to me as a driver (I frequently use Carey to get up to the bridge), but that intersection at the bridge is extremely dangerous, with challenging visibility for both turning drivers and those heading up Division. Sacrificing the southbound, uphill lane for cars is worth the trade-offs for safety.

Lastly, the abrupt end of the Division bike lane and the extremely challenging maneuvering to get off the street and onto the side path on a bicycle is absolutely essential to improve, and this proposal does a good job of making that much less harrowing.

Thank everyone who worked hard on this. The concerns raised by others opposed to these changes reflect a willingness to sacrifice our own safety for dubious-to-minimal benefits when traveling in a car.

Scott Trudeau

Cynthia and Nani,

I have looked through the information on the city's engage webpage for this project. I have not been able to find references to

- The Lower Town Mobility Study for that area and what from that study is being incorporated into this design
- The ingress/egress for the new Broadway Park West development. Things I seemed to recall but don't see now:
    - Is there going to be a traffic light there?
    - Is there going to be a turn lane there?
    - Is the road being widened there?

Thanks in advance for providing this information.
Tom Stulberg

Follow up on the following would be helpful:

Can you please provide links to the location specific applicable portions of the LowerTown Mobility Study that were informative for these other studies for this specific area, and any documentation of how the LowerTown Mobility Study findings were integrated?

Can you explain why the previously approved site plan for Broadway Park West is not being implemented and why the developer must revise its site plans? Were requirements changed that invalidated the approved plans? If so, please reference those changes.

Thank you in advance for providing this information.

Tom Stulberg

I have looked at the engage page and followed links from there, but

there are two sets of plans that are different! This makes it very difficult trying to figure out what tthe city and DDA are actually proposing.

Here is the link to the city's webpage for this project: https://engage.a2gov.org/division-street-bikeway-extension

That page has a link to the conceptual design: https://hdp-us-prod-app-aagov-engage-files.s3.us-west-2.amazonaws.com/8817/8301/6063/Conceptual_Design.pdf

That page also has a link to **Walking Tour Handout - Draft Concept Diagrams** https://hdp-us-prod-app-aagov-engage-files.s3.us-west-2.amazonaws.com/2617/8775/4626/Walking_Tour_Handouts_-_Draft.pdf

The designs on the two links are not the same!

Can you please illuminate me (and many many others who share this confusion) as to how to reconcile the conflicts in the two sets of plans? Specifically, the following two questions have different answers on those two links:

Is two way traffic being proposed on North Divison south of the Bridges or not?

Are there going to be to be two way bike lanes on the Bridges (in current traffic lanes) or not?
Tom Stulberg

Over the past few days, I have talked to **a lot** of people about this. The website is not clear. The plans are not clear. It should be very clear, without hunting for it, which designs people should be looking at and which design elements are not currently being considered.

The most common questions are, in no particular order:

- What are the plans for the Bridges?
    - There should be another drawing between #4 and #5 on the Walking Tour Concept Diagrams. Some partial inferences can be made, but there is too much uncertainty.
    - There should be a link to the plans for the Broadway Park West for that area. Even if they change, there should be a link to the most recent approved plans.
- Where is the data and how is it being applied to the proposed solutions?
    - References to past traffic study data should be included.
    - What was learned from the trial run of placing bollards on the Bridges?
    - The LowerTown Mobility Study for this area is glaringly absent from linked referenced materials, including five options for this area and an appendix with data. People particularly like the pros and cons style of the five options and would like to see something like that again.
    - It should be mentioned that Broadway Park West will be submitting a revised traffic study. Please share when that traffic study is expected and how it will be shared with the public.
    - What is the plan to evaluate the impacts of any changes? What is the plan for gathering data after changes are implemented?
- Other than the scheduled upcoming meetings, how can the public provide input, and when is the deadline for public input?
- Many alternatives are being suggested in large email groups, letters to city council, and on social media. Some of them are very clever. How is information being gathered, considered, and presented to the public? Can this be improved for more visibility on the website.
- Traffic backups in multiple directions are a common concern. Please address this in detail.
- What alternatives for re-routing bicycle traffic have been considered? People want to see alternative suggestions included for evaluation.
- The upcoming walk scheduled for September 11 is at 1 pm. Can one be scheduled that day or another day at 5 pm so that attendees can experience North Division and the Broadway Bridges during rush hour?

Tom Stulberg

Many questions remain unanswered, but please promptly provide a link to the currently approved plans for the Broadway Park West development at the ingress/egress point on the Broadway Bridges.

It is very difficult for most residents to navigate the city's STREAM system to find those specific sheets of the plan. We would like the ability to review them today and comment on them at tomorrow's walkthrough.

Tom Stulberg

As I mentioned, this is very difficult for us residents to navigate. Would you please link us more directly to the relevant documents and pages for the Broadway Bridges at the ingress/egress for this project.

Thank you
Tom Stulberg

Hello,

I am a resident of the Northside of Ann Arbor. I commute to U of M daily. Sometimes by car. Sometimes by bike. Sometimes by foot. I am very displeased with the plans I see on the city website for the division street bike extension. I use this road regularly for biking and it is in need of improvements. However the latest plans that I see on the website are just plain horrible. Why are you planning on shrinking this road to a single lane in the northbound direction and still maintaining a parking lane? Either make it two way or make it so there are two lanes northbound as currently configured, but do not shrink this road to one lane. It's just plain not safe. This road is already starved—it is not in need of diet! I am particularly stupefied by the plan to have a one lane area where the bus stop is so that traffic on the road will completely stop.

I bike on this road, so yes there is a need for better bike connection, but let's be honest, biking is not a viable transportation method in the depths of winter. Public transportation is not an acceptable alternative for parents who need to bring children around town for activities and appointments from school. AAPS has repeatedly left parents who need aftercare at A2STEAM in the lurch and the only possiblity is to arrange things all over town. The bus network with everything hub and spoking from Blake is simply not extensive enough for families to get around town in a timely fashion. Thats not from road congestion, that's from how the city was designed. I view this as an equity issue: the "lets make driving impossible strategy" that the city is adopting means only those with the means to live in one of the luxury downtown condos or who don't have children are able to make Ann Arbor work for them.

I also don't understand why one of the lanes of Broadway bridge is proposed to be converted to a bike lane. As I said, I am a bike user of this bridge. Both sides have a very wide multimodal path. Why isn't this being used for the primary way for bikes to travel in the proposed plans? I feel much safer being behind the cement barracade than I would next to one of the quick build stanchion dividers. How this could be improved is if the access to the multimodal paths did not have such a weird angle for getting on.

Regards,
Jim Omartian

As a northeast side resident I am very opposed to having a turn lane on Broadway bridge. I often drive this route and there is no need. If the bridge gets narrower it will definitely slow traffic. Has any kind of traffic study been done to support such a change? Is it also going to have bike lanes rather than have bikers use the sidewalks? Sincerely, Lynne Stanich

As a voter and taxpayer, I oppose the planned Broadway bridge changes.

•The existing 10’ wide shared-use paths on both sides of the bridge already provide excellent pedestrian/bike passage. The addition of an in-road bike lane would be completely redundant.

•As a Northside resident, I assure you that the Broadway bridge is a vital link into the rest of the City. The plan you propose will create a bottleneck, with traffic backups that will be increasingly exacerbated by the new developments north of the bridge.

•If it is your wish to have the citizens of Ann Arbor support development, I suggest that it’s a mistake to then effectively “punish” us with traffic nightmares which are inserted in order to serve the needs of a new development.

•I am far from alone in my assessment. Here’s what one neighbor writes: “A good example of what we have to look forward to is the stretch of Platt north of Packard. Every evening it is backed up for over 1/2 a mile with the single lane requiring many multiple cycles of the light at Packard to get through. A huge traffic jam created by reducing the road lanes to half of what had been.

Broadway Bridge will be the same, with traffic backed up to Kingsley, like it was during the short lived and failed idea to reduce the lanes to one for a bike lane a few years ago.

In the case of the Platt road issue, traffic bypasses the gridlock by seeping into the side streets, pushing heavy commuter traffic onto the quiet and otherwise barely used parallel roads where bikes would have been better served.

Unfortunately, because of the river we won’t have any such option to go around the logjam, every day."

Good morning! I was just made aware of the planned bikeway extension for Division. On the 2026 draft conceptual designs, I saw that it included a reduction in vehicle lanes on N Division and Broadway. Is reducing vehicle lanes, in fact, the plan? Broadway already gets backed up at Pontiac Trail/Maiden Lane during rush hour. Reducing the lanes is only going to make this area a complete nightmare. Have you seen the dumpster fire that is Platt Rd between Huron Parkway and Packard during rush hour? Rush hour, which is a solid 3 hours long in the evenings. I live on the northeast side of town, and it's frustrating enough already to get downtown and back home. Adding more barriers to residents of Ann Arbor getting downtown to patronize the businesses there seems short-sighted and ridiculous. Also, in AAPS we are currently zoned for Skyline which would require us to either use Broadway or M-14 to get to and from school each day. As the Barton Dr entry/exit is sketchy and dangerous, I prefer to use Broadway. It would already take us 20-30 minutes to get to and from school each day. How much delay would the lane reductions add? If the Platt Rd fiasco is any indicator, it could easily add another 20-30 minutes waiting in traffic. A 90-minute commute just to take my kid to their assigned school and get back home? Doesn't that seem excessive?

Please don't create new problems trying to solve one nonexistent problem. Please don't make it harder to get to and from downtown and the west side of town. We already can't easily access Washtenaw and the entire south side of town during the 3-hour rush hour now that Platt Rd, the last reliable access point we had, is effectively a parking lot during that time. If you cut us off from Downtown and the west side too, where are we going to go? South Lyon? No one wants that. No, I would probably have to rely on Amazon since I would not be able to get to stores to shop in-person anymore. (This is not just conjecture; this has already happened. Last minute birthday gift for my daughter's friend? Well, it's rush hour and we can't get to the stores we need, so we use Amazon and its same-day or next-day shipping). But I would much rather support the businesses in town than Amazon. So please don't make it practically impossible for me to do so.

I know this is a long-winded email, so thank you if you've read this far. I just want to reiterate that Broadway is our only convenient way to get to and from downtown and the westside. Please don't reduce the lanes thus making those areas inaccessible for a large chunk of the day.

Sincerely,
Sarah Bouazizi

Dear Mayor and Council Members,

I received a distressing email today about plans for the Broadway bridge.

I bike daily through Ann Arbor, Clearly, frustrating and delaying drivers does not make biking safer. Bicycle and pedestrian traffic safely coexist on sidewalks. With its sidewalks on both sides of the bridge, bikes currently have a safe path.

Don't repeat the error made at westbound Liberty and Stadium, where the elimination of Liberty's right turn lane creates 35-car backups and forces traffic into the neighborhoods. It's more difficult for local residents to leave their homes. And it provides essentially zero benefit to bicycle traffic. I go through that intersection daily, both in a car and on a bike. Liberty's right turn lane must be restored.

Creating long lines of idling cars and trucks does not make Ann Arbor a better place.

Thanks for your consideration,

Brian Gawronski

Please correct these errors on the plans. They are causing a lot of confusion and uproar in my neighborhood.

Thank you,

Tamara E. L. Burns

Dear CMs Watson and Mallek (cc: City Council):

Please make sure that the Division Street reconstruction and bikeway gap-filling project a) gets done on time next year, b) extends the bikeway all the way to the Plymouth Road shared path, and c) complies with Vision Zero by eliminating speeding at conflict points.

Despite the outcry that happens every time there's a proposal to undo the ill-advised road widenings of the 1950s-70s, we know that removing duplicative car lanes significantly decreases speeding and crashes. We know this from national data, but we've also seen it on Jackson, Green, South Main, and every other road that's been reconfigured. This saves lives!

The public as a whole, according to a statistically sampled survey done in 2018 as part of the National Community Survey, is wildly in favor of increasing safety on our roads — even if it means significant delays for motorists. Of course, when something is actually proposed, we get the breathless flyers, petitions, and calls to action from the neighbors. They need to hear from you that the primary purpose of these projects is SAFETY.

Personally I don't care how the Broadway bridge is handled as long as it’s safe. Last year's circulation study proposed directing the cycle track to the bridge side path; the design being discussed on these walking tours contemplates putting it in the roadway; the AAATA presumably would like one of the lanes for dedicated bus service as indicated in their long-term plan; and there needs to be a turn lane for the DTE property. So, one lane needs to be reallocated to left turns regardless, and another lane should be given either to bus service (including HOV until bus service levels increase?) or to an on-street cycle track.

Just please do not permit more than one general-purpose car lane running in either direction. It's extremely difficult, if not impossible, to manage speeds appropriately with two or more general-purpose lanes in one direction. Anyone who has attempted to use the crosswalks just west of the bridge — or sees how often the in-road warning signs need to be replaced — doesn't need to be told this.

What's especially ridiculous about the Broadway bridge is that even if we were basing decisions on motorist convenience instead of safety, the draft A2R2 analysis released to the Transportation Commission puts this segment in the no-brainer category for reallocating car lanes. The volumes here are very low. The "debate" is silly.

Thank you for your support for eliminating serious injuries and deaths on our roads. Roadway injuries are the number one directly city-controllable public health threat in Ann Arbor. It doesn't take a lot of money to fix this, it takes courage and a sense of urgency.

Best, Kirk Westphal

Hello Nani!

I heard from Ray earlier this year that this project was being planned, and just this week I saw some Nextdoor outcry over the implementation details of this extension. I want to first say: thank you for helping make this possible! I live on the Northeast end of town, and bike this route most weekdays. These improvements will be game-changing for my commute, and I expect many others who come from Plymouth Road to the center of town. I hope that the complaints and frustrations people express over this are balanced out by the positive response and potential outcomes of the project. I strongly believe in safe streets for all travelers, and this is a tremendous improvement for us all.

Best wishes,

Dennis O'Reilly

Hi Planning Specialist Wolf,

I am writing to ask that all four lanes of traffic across the Broadway Bridge be preserved. As someone who has lived on the north side of Ann Arbor for 23 years, I know that route to be the central one north siders take to and from downtown.

While I am a fan of bike lanes and appreciate the city placing emphasis on cyclist safety, the city has serious traffic congestion issues that need to be given consideration when deciding where bike lanes are located.

I recall a lane on the Broadway Bridge being closed for bike use for a period several years ago, I think around the time of Covid. Even with traffic patterns lighter at the time due to people working from home, that lane down still caused serious backups and a lot of frustration.

Thank you for taking my views into consideration.

Respectfully,

Brian Smith

Hi Nani and Cynthia,

I was looking over the plans for the extension of the Division st bike lanes. The provided information very carefully avoids saying anything about the road lanes, but I'm concerned about the impact this extension would have on a vital road artery. Is the intention of this project to reduce the number of available road lanes on the broadway bridge and on broadway and plymouth roads? If so, I find that very concerning. I'm already frustrated about losing a lane on 5th st south of william. We cannot keep eliminating road lanes on these vital north-south connector streets. It is getting to the point where it is nearly impossible for those of us on the north side of town to get to the south side of town.

I appreciate the intent to make biking more popular in ann arbor. But the reality is that for those of us with families, pets, and gear that need to be transported, biking is not feasible. Especially in winter.

My additional concern is safety. Already on Division st, it is nearly impossible for emergency vehicles to travel quickly to their destinations. Twice in the last three months, I have had emergency vehicles come up behind me on Division that needed to get through urgently. I immediately pulled off onto Catherine, but not all vehicles could, or responded promptly. Emergency vehicles need to be able to get through. I work at A2 STEAM, off of Barton Drive. It terrifies me to think that in case of an emergency at school, emergency vehicles from downtown (our closest fire department) couldn't get to us.

Please clarify if this project involves a reduction in driving lanes in any way. And if it does, please be honest about saying that in the publicly available materials explaining the project.

Sincerely,
Jennie Allan

Dear Cynthia and Nani,
I have heard online that the redo of the Broadway Bridge will mean there will no longer be 2 vehicle lanes in each direction.
Please say that is not the plan. That would make travel in town by car so much harder than it already is.
So many of us in town who have been here for years, a very unhappy with the road diets that have been going on in Ann Arbor.
Please let me know.
Respectfully,
Robert Frank

Thank you for your response about the Broadway Bridge and Division Street project.
I find it odd that I can't find anywhere in the plan you sent me a clear statement saying, point blank, that lanes for motor vehicle use will be reduced.
For those of us not traffic engineers, it is difficult to tell that the plan will have a road diet. I couldn't see the words road diet anywhere. Why not speak plainly and say the plan is to reduce lanes for car traffic.
I feel your job is to use plane speak along with all the details. Are you not doing that so that people will not complain because most of the people I speak with about this are upset.
Unfortunately, I will not be in town for either of the meetings but please mark me down as very much opposed to this plan. And give my feedback to City administration and city council please.

Robert Frank

Dear Council Members Chris and Jon and project leads,

I am writing today to voice my strong support for the proposed changes to the Broadway Bridge. As a resident of Ward 2, I frequent that bridge multiple times a week to both work at Michigan Medicine and now also as a graduate student at the U of M.

I use it for both driving and biking. I am also a frequent user of the AAATA but not on that particular stretch of road. Biking feels unsafe: either staying in the road very close to cars that may not see you due to the road's curve, or slowing down to make two tight turns onto the sidewalk, which is often crowded with pedestrians.

I understand that people may believe this will cause car traffic to slow down. I leave that calculation to the professionals, but I will say that even if it does, I would rather live in a place where car travel takes slightly longer if it means that the city is safer for bike and pedestrian traffic. I believe that is a trade off that the residents of Ann Arbor prefer. As a frequent driver on that stretch of road, I absolutely would prefer safety for all over speed of travel.

Thank you for considering!

Susan Wyman

Ms. Redinger and Ms. Wolf,

I have sent the following note to council and mayor. I copy you here with the hope you recognize residents' mounting frustration with these impediments to traffic flow throughout town. I urge you to consider alternate remedies for speed enforcement as an alternative to lane removal.

Thank you,
Jason DeBord

Mayor Taylor, Council Members Briggs and Cornell, and Ann Arbor Council Members,

I write you to oppose *any* reduction of vehicle capacity on the Broadway Bridge in connection with the Division Street Bikeway Extension, and to ask this Council to stop approving road diets on the corridors this city actually depends on.

Broadway is not a neighborhood street. It is one of a handful of connections between the north side, M-14 and downtown, and it carries people who have no alternative route. Those people are not an abstraction; they are caregivers headed to the hospitals and clinics, University staff and contractors, tradespeople, delivery drivers, and the workers who keep our restaurants and shops open - a great many of whom drive in from Ypsilanti, Saline, Dexter, Chelsea, and beyond. Narrowing that crossing is not "traffic calming". It is manufactured congestion, and it falls hardest on the people who keep this city running and, to add insult to injury, do not get to vote for any of you.

The city's project page describes extending the bikeway to connect with the multi-use path that crosses the Broadway Bridge. It does not say that travel lanes on the bridge will be removed. If that is nevertheless the plan, the public description of this project and its execution are two different things, and no amount of open houses fixes or walking tours addresses that.

My specific requests:

1. No reduction in through lanes on the Broadway Bridge.

2. State plainly, and in writing, whether the design reduces the number of motor vehicle lanes on the bridge, and if so, by how many.

3. If any lane reconfiguration on the bridge is contemplated, bring it to Council as its own noticed agenda item with a recorded vote. It should not be concealed inside a DDA project, resurfacing, or a water main replacement.

4. Publish the traffic analysis this decision rests on: counts, peak-hour delay modeling, and projected impact on emergency response times to the north side.

I support people biking safely, and this bridge already carries a wide, separated path as the connection. I am opposed to the emerging pattern of these intentional choke points in our traffic slow: Maple at Miller, Maple at Dexter, South Main near the stadium. Each was sold as a modest improvement, and the cumulative effect is the deliberate throttling of right-of-way in a city where a very large number of people must be able to drive into in order to work.

Please vote against removing lanes from the Broadway Bridge; I look forward to your response.

Sincerely,

Jason DeBord

Hi -

Thanks for the reply. I've been on the website that you linked below, and it's really not clear from that website which lanes are being eliminated. Can you clarify which general use lanes on division and broadway are slated to be eliminated under this plan, and whether they are becoming bikeway or parking?

Thank you -

Sincerely,

Jennie Allan

Dear Ms. Redinger and Ms. Wolf,

I have recently become aware that there is heated discussion online about the wisdom of the current plan to complete the Division Bikeway Project. My reason for reaching out to you is that for 40+ years I have been a resident of a neighborhood near Plymouth and Green and worked on the University of Michigan Central Campus. I have passed through this area in my car thousands of times and have a good idea of the challenges that pedestrians, bicycles and cars face when moving through it. I want you to come up with a solution that will work well in the long term.

The concern most often raised in the online arguments seems to be that many people believe that any plan that results in fewer than four lanes for cars on the Broadway Bridge will create unacceptable traffic jams on a daily basis. Others believe that with appropriate timing of traffic lights, things will be fine. A related issue is whether narrowing Division to one lane beginning at Catherine to allow for a protected two-way bike lane all the way to the Bridge will result in unacceptable backups on that street. I thus wonder whether the parking lanes on the west side of Division (beginning after Catherine) should be eliminated to allow two lanes of traffic to continue towards the Bridge. I have no firm opinion on who is correct about these disputes. The only thing I am sure of is that the current situation with the Division Street Bikeway abruptly merging back into Division Street shortly after Kingsley is not appropriate, so something needs to be done to remedy that.

However, if **you** believe that decreasing the number of lanes for cars is the best solution, there is a simple experiment that I urge you to conduct to test this idea. It could be done at very low cost and would allow you to find out whether your expectations are correct, before any permanent changes are made.

- Use traffic cones to temporarily prevent cars from using the lanes under consideration for elimination and observe what occurs.
    - To have confidence in any findings, the experiment should last for several weeks (including one or two football Saturdays). The reason is that once the experiment starts, some people will choose to take alternative routes, and so time is needed to learn what the equilibrium traffic behavior will be.

One possible reason there may be such controversy is that the online document you posted does not show the flow of traffic across the Broadway Bridge (Page 5 shows the approach from Division, while Page 6 starts well after the Bridge ends). If, as I suspect, the preferred plan is to remove one lane on the Bridge currently used by cars so that a protected two-way bike lane across the bridge can be created, would the plan:

- Have two lanes of car traffic in one direction and one in the other? If so, which direction gets two lanes?
    - It seems to me that during the morning commute, two incoming lanes are more important and during the afternoon commute, two outgoing lanes are more important. However, trying to manage a switchable flex lane would likely be a nightmare to manage, so I hope that is not the plan.
- Or would it have only one lane in each direction?

Regardless of the actual plan, as soon as possible please post an updated version of the document that inserts a page showing the Bridge plan (or inserts more than one page if multiple plans are under consideration).

Additional Comments

- Even if the experiment demonstrates that at present traffic flow across the bridge is fine with fewer than four lanes for cars, is it reasonable to believe that this is likely to be the case in the future?
    - I suspect that the answer may be no. The reason is that the recently adopted masterplan for Ann Arbor is intended to encourage building high rises along Plymouth Road. Although placing these along a bus route is intended to minimize new car traffic, I think it is inevitable that there will be additional car trips across the Broadway Bridge once they are built. Moreover, it is anticipated that eventually there will be significant construction of new single-family houses in the townships north and east of Ann Arbor that will also generate more car trips since these will not be on bus routes.
- I therefore think that the wisest course is probably to develop a final plan that extends a protected bike lane all the way down Division to the Bridge but then keeps four lanes for cars on the Bridge by having bicycles travel across the Bridge on its sidewalks. I do not believe that these sidewalks are wide enough for two-way bike traffic and also pedestrians on a single side, but I still can envision at least two ways to do this safely.
    - Option 1- Restrict pedestrians to the sidewalk on one side of the bridge and bicyclists to the other side.
    - Option 2 – Install dividers to separate pedestrians and bicyclists down the middle of the sidewalks on both sides of the bridge and have one side be for inbound traffic only and the other for outbound traffic only.

To make either of these options viable, I think there is one other step that would be necessary, because either would require some users to cross to the other side of Broadway/Beakes to use the bridge and then get to their destination. I consider it unsafe

for a bicyclist or pedestrian to cross these busy streets except at a traffic light with a Walk signal. East of the bridge, the light at Swift is close enough, but west of the bridge I think a traffic light would be required at the intersection of Broadway/Beakes with Division/Summit rather than requiring people to go all the way to Main to cross. Note that I do not consider a user-activated flasher system to be acceptable, as I have seen far to many drivers ignore them.

Sincerely,

Richard Hume

To Cynthia Redinger and Nani Wolf:

Thanks for the recent tour of the site of the new Division St bike path. It was well done by all the staff.

I originally was disturbed by the idea of continuing the double bike lane on the roadway across the bridge, since our neighborhood had worked so hard to make sure there was a wide enough sidewalk across the bridge to accommodate both bikes and pedestrians. But then I realized that it would be good to have the current Division Street two-way bike lane continue in the road. My change of heart was partially because, as both a pedestrian and a bike rider (I almost never take my car to get downtown), I am finding that the out-of-control increase in motorized bikes is a dangerous annoyance. Although technically (am I right?) any motorized or motor-assisted bikes should NOT be on a sidewalk, they are, and they are a dangerous nuisance. So keeping them off that sidewalk would be a boon.

However, I've changed my mind. The plan for reducing the north end of Division to one automobile lane and reducing the traffic on the bridge to one lane in each direction to allow for the proposed 2-way bike lane is a terrible idea!!!! You do know that reducing the lanes on the bridge was tried some years ago and the result was a disaster. We northsiders experience this every time the lanes are reduced because of construction. Traffic gets backed up way to the south on Division during rush hour. Are you aware that with the increase in students attending the U of M and the increase in apartments all over the city....there are more people commuting by cars? It is foolish to think the new residents are walking or biking or taking buses; most are driving.

As for reducing the traffic on Division to one traffic lane plus a turn lane, that is also a bad idea. I see that you might think it a necessity as a result of putting in the two-way bike lane on Division, but I urge you to re-consider your plan. Eliminating parking on the west side of Division to allow for the continuation of two lanes of cars heading north would be the more reasonable solution. Do not fall for the argument that Community High needs those few parking spaces. Aren't they 2-hour parking spaces? So they are not used by full time faculty or students. The HS can easily carve out a few more spaces in its footprint to compensate. And the few apartment dwellers on the other blocks that would lose parking.....will also find other places to park, as do the other apartment dwellers that do not find spaces on Division. It is pretty obvious that the occupants of the apartments and converted houses are already mostly parking elsewhere.

Division Street is a major thoroughfare; there are too few streets and too few bridges that cross the river (two in town!!!!) to constrict one of them as this plan would do.

Thanks for your work on the plan, but...it needs to be changed.

Laura Strowe

I wanted to contact you to let you know that I feel that the bikeway extension project is an excellent idea. I think that we should be encouraging more of our citizens to bike to work and in general everyday life. I had my knee replaced last November and I've had to relearn to walk and I've recently started biking and I'm doing over 100 mi a month and I run all my errands on bike now. Saves me money. It's improved my health and it's better for the environment. I think we should support every possible project that will potentially increase the bikeability of our city.

Thanks Jeremy D

Dear Nani,

Thank you for hosting these walking tours. Because I'm unable to attend them, I wanted to share a quick note of support for the Division Bikeway project. I am a frequent driver, pedestrian, and cyclist on Division and across the Broadway Street bridge. The bridge in its current form is unsafe for cyclists. The intersection of Division, Detroit, Beakes, and Carey is unsafe for both cyclists and pedestrians. I strongly support infrastructure improvements that make it safer to walk and bike in our community, even if those improvements remove traffic lanes.

Thank you. I look forward to participating and supporting this project as it moves forward.

Daniel Rosenbaum

Hi,

I just want to voice my support for the project that extends the Division bikeway to Broadway.

I appreciate the city's continued commitment to our safety and climate goals and I will continue to voice my opinion that these goals are important to me.

Thanks for the opportunity to engage.
-barb mcmullen
Westside rabble-rouser

Hello,

I am writing to let you know that I fully support the Division Street Bikeway Extension! My main mode of transportation is biking, I live on the North Side, and this stretch of road is quite difficult/dangerous to bike on. The best/safest option currently to get to downtown/kerrytown from where I live is to ride on the broadway bridge sidewalk, and I have had several near collisions with pedestrians and other cyclists over the time I have been biking here! This is a much needed bikeway, and it would serve the northside community well; especially seeing that the bike infrastructure on the northside is honestly lacking quite a bit compared to downtown.

Best,
Dino Lewan

Hi all,

I know that there's been some organized and loud critics of the Division bikeway extension. I'd just like to quickly express my support and excitement for it, and I trust your team to improve safety for my family and my neighbors.

Thanks,
Alex Eagal

Hi team,
I wanted to write a short note in support of the Division Street Bikeway Extension

I grew up in Ann Arbor north of the bridge and through high school biked that route every day to Community. I was out of town for a number of years, but moved back about 6 years ago and continue to take that route to visit my parents. It has always been an awkward and unsafe feeling path as a casual cyclist. I'm excited to see real improvements coming.

A couple areas of concern:
* The cut in off Broadway to the former DTE site has a fairly blind turn that puts and bikes pedestrians at risk.
* The multiple road crossings are awkward and create opportunity for accident, with multiple sight paths for cars and pedestrians. Northbound where traffic comes up that steep hill from Depot is nearly a blind curve. And if you're coming from a different direction, drivers don't even turn their heads to look "the wrong way" on the one-ways to check for sidewalk users.
* The northbound bike lane ends randomly and unsafely by dumping into traffic/parking on Division before the bridge. I never use it.
* Unfortunately, while the bridge was theoretically built with wide paths, the pillars make it narrow enough that it's hard to safely pass pedestrians

Thanks for your work on this important issue, Matt

--
Matt Hampel

Hi there!

While I would love to attend the walking tour for the Division Street bikeway tomorrow (https://engage.a2gov.org/division-street-bikeway-extension), I have a full-time job that precludes my attendance. However this bikeway would make not only my transportation safer, but the commutes of several of my friends.

I expect that you'll see attendance mostly from people who are privileged enough to have flexible work schedules or are retired, with the people for whom this bikeway represents a critical safety improvement of their transportation network underrepresented.

All the best,

Alex Lowe

Hello Cynthia and Nani,

Thank you for taking the time to host Division St Walking Tour #2. I will also attend the next open house on 9/23.

Sorry you had to hear so much rudeness and hostility. I don't feel like the real users of that route got to speak enough, so I decided to give written feedback.

I drew a route map (attached) of my daily bike commute each way. I think currently, there are a number of ways that people try to stay safe through Lowertown. Wanted to share my own.

Another key thing I wanted to note: on commute days that I drive my car through Lowertown (between 7:30-8:30am and 4:30-5:30pm), the only slowdowns I encounter are when cars need to go around bikes. I think a dedicated bikeway will alleviate slowdowns, and make Lowertown feel like a safer place overall.

Thank you for your help! Overall the new bike lanes have made it much easier and safer for me to ride (and drive) on Pauline and Division. Hopefully this section will be a missing piece toward feeling safer on a bike.

Ryan McGavock

Cynthia and Nani,

I am writing to express my opposition to the Division Street Bikeway project and to share serious concerns regarding the limited public engagement process.

Public Engagement Concerns:
1. Online Feedback: Why isn't there an option to submit feedback or public comment online? That is standard practice for significant municipal infrastructure projects.
2. Accessibility & Timeline: The average resident does not have the availability for an in-person walking tour or a single information session. A compressed two-month window during a busy time of year is inadequate for changes of this magnitude. When significant changes impact daily travel across the city, robust, accessible outreach is essential.
3. Transparency of Data: The materials presented do not fully present the trade-offs of the project. Where is the data evaluating the impacts on traffic flow, vehicle diversion, parking, and neighborhood access? Comprehensive public engagement requires complete information.
Project Concerns:
4. Carey Street: Removing a lane on Carey Street is unnecessary and will force vehicles onto longer, more congested detours.
5. Broadway Bridge: Removing a travel lane on the Broadway bridge is unnecessary given the existing, separated multi-use path across the bridge. Adding a separate protected bike lane here appears redundant and will needlessly constrain a key arterial connection without meaningfully increasing safety.
6. Division Street Configuration: I prefer Division Street under its current layout. While multimodal transit is critical to our community, we must balance competing demands on limited street capacity. The current bike lane operates effectively as configured.

Request:
Please open an accessible online public engagement portal and ensure notification is distributed broadly to residents across the corridor.

Thank you for your consideration.
Jason Morgan

Hello,

Thank you for the response and thank you for your work for our community.

While I appreciate you pointing me toward the project page, it still does not appear to have a direct online portal for submitting public comments and feedback.

I have reviewed the details on the page but do not see traffic information available. Can you please share more information regarding that if it is available?

Given the constraints for most residents that I mentioned previously, I hope you will consider adding a dedicated online submission form to ensure that residents who cannot attend these in-person sessions are still able to provide meaningful input.

-Jason Morgan

Dear Cynthia and Nani,

I am following up on my email regarding the proposed Division Street project and hopeful that you can more helpful answers than previously provided below. I am particularly concerned about the importance of providing residents with an online option for public engagement, along with sharing publicly sharing data on the impact to traffic associated with this project, along with the data regarding safety and designs.

Thank you,

-Jason Morgan

Hi Cynthia and Nani,

I looked at the Project webpage at the N.Division/Project webpage at https://engage.a2gov.org/division-street-bikeway-extension which indicates that funding is reported on the Capital Improvement Plan.

I quote:

Funding is broken out by geography.

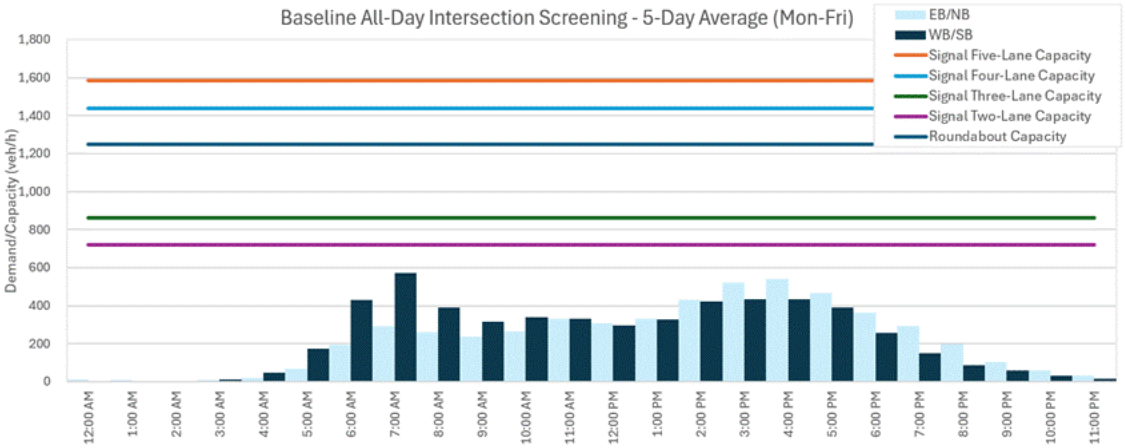
- The watermain replacement and road resurfacing (Catherine to the south end of the Bridge) are funded by the city's Water Millage and the city's Street, Bridge, and Sidewalk Millage, respectively. Both funding sources use property taxes to pay for capital improvements.
- From Carey Street (south end of the bridge) northward to Broadway Street, the bikeway, signal adjustments, crosswalk improvements, and transit stop upgrades are funded by the city's Street, Bridge, and Sidewalk Millage.
- South of the bridge, the bikeway, signal adjustments, crosswalk improvements, and transit stop upgrades are funded by the City of Ann Arbor DDA's Tax Increment Financing (TIF) Fund. This fund also uses property taxes to pay for capital improvements

However, I am having a problem locating the three budgets referenced above in the Capital Improvment Plan. Could you please provide the direct links to each of these budgets?

Also, it would helpful to know the 2025 Crash stats for this corridor, including how many accidents were caused by cars turning right onto the bridge from Carey. I have made that turn many times and never had a problem seeing northbound Division traffic.

In regard to a traffic study, I am aware that a traffic study was done on Green Road north of Plymouth Rd in the last year.. It was a five day traffic study that counted traffic by the hour. See below. This is exactly the kind of traffic study that the N. Division/Broadway Bridge deserves before finalizing the project design.

Finally, can you please estimate when the A2R2 study on this corridor will be completed?



Thanks, Jeff Crockett

Dear Nani Wolf and Shelby Fergon,

I have recently learned of the DDA plants to reduce the number of car lanes on Division in order to put bike lanes and bus stops. In principle, I am supportive of the addition of bike lanes in the city and am eager to have infrastructure that helps us reduce our emissions. I myself drive a fully electric car.

However, for those who live south/west of the river and work north of the river, Division and Fuller are the only two roads that allow us to travel across the river. These are essential lifelines of the city, and they are already clogged with traffic during commuting hours. I drive across the Broadway bridge twice every day.

In recent years, Fuller has been under construction and off-limits, which caused Division to have even more traffic than usual, essentially doubling my commute. In the past year, there was a semi-truck that became stuck across Division for several hours during the morning commute. This led to stand-still traffic and entirely clogged the downtown area for hours. These two examples demonstrate how essential it is to have efficient and high-throughput paths across the river, and how the entire city will be affected if the capacity of those routes is reduced.

I urge you to find an alternative bridge or construct a new bridge for the bike lanes. Bikes are wonderful in the summer, but it's dangerous to ride a bicycle in the winter. We have winter every year, leading people to drive or take buses. Our city planning should account for this predictable seasonal surge in motorized vehicle traffic, rather than designing for summer only.

Thank you for your consideration,
Talia Moore, PhD

Hello Councilmember Disch and Nani Wolf,

I understand you both are likely hearing from a very vocal group about the Broadway bridge bike lane. I just want you to know that there are many of us who are in support of the project as it stands, and I am one of those people.
As a runner, walker, and cyclist who utilizes the bridge at least 3 times per week I would feel much safer with a dedicated bike lane. Even though the pedestrian walkway is wider than a normal sidewalk, I do not feel comfortable cycling in the road (it is unsafe!) and I am also not comfortable cycling on the sidewalk as it is not wide enough for both uses. As a runner and walker, there are cyclists whizzing by me and with the popularity of e-bikes speeds have increased.
Have all of the negative commenters also witnessed the interaction between cyclists on the sidewalk and those walking dogs to get to the dog park?

Just thought you'd want to hear from the some of us who support this project as the city moves to a more sustainable transportation plan.

Thanks for your service.

Jennifer Fike

I am providing my input on the Division Bikeway as a resident of Ann Arbor to provide input to the City of Ann Arbor and the DDA regarding the extension of the Division Street Bikeway to the Broadway bridge.

I have been making use of the Division Bikeway from Hoover into downtown Ann Arbor since the construction and it has become my preferred route into the Downtown area for myself on a daily basis during the work week, and for my family and I when we visit downtown Ann Arbor on weekends and special events. I choose the protected bikeway as it limits interactions with drivers who are often distracted in these dense city streets. With thousands of out of town visitors and the volume of distractions of a modern world there are many opportunities for drivers to fail to maintain their lane. The physical barrier provides a layer of security that makes the route something I feel safe for my family to make use of, including my teenage daughter.

The extension of the bikeway is critical to the connectivity to the North side of Ann Arbor as there are very few crossing points from the south side of the river. When I need to travel to the North side of Ann Arbor I almost always need to drive a car. The University of Michigan bus shuttle on campus does not provide bicycle racks on the shuttle bus, which limits this bimodal option. With the growing number of amenities along the Huron river (including Broadway Park West) I look forward to the creation of a safe passage from downtown into points north of the Huron in Ann Arbor.

Thank you for considering my perspective on this matter.

David Stone

Hi Nani,

Can you tell me which organization is responsible for the Carey Street changes, and which project it belongs to?

I plan to be at the DDA offices tomorrow either way -- I have a couple of people who asked me specifically about Carey Street and want to know whether tomorrow (Sep 23) is the last day for the public to give input on the elimination of the access ramp.

Thanks,

Carol Shepherd

Hello Nani,

I am a bicyclist and I support the idea of improved bikeway connections and a two way bike path on the bridge. My neighbors however are up in arms about the potential impact on traffic. They are saying the bridge will be reduced to one lane for vehicles in each direction. I'd like to find out what the actual impacts to traffic will be. I clicked on the link for the conceptual 2026 construction diagram on the information page that I had, but only received a 404 page error.

Would you please email me the correct link to learn what the actual design will be and what the impacts to traffic will be?

Thank you,

Susan A Carter

I learned of a bulletin sent today (https://content.govdelivery.com/accounts/MIANNA/bulletins/42bd28d?reqfrom=share) that indicates that only the Division St bike extension to the Bridge will be discussed this Wednesday, but that the Bridge portion will not be discussed until November 9. Is that correct? Does this mean that the design of the Bridge portion may be reconsidered? Does this mean Cynthia will not attend this meeting? Thanks for the update.

Jeff Crockett

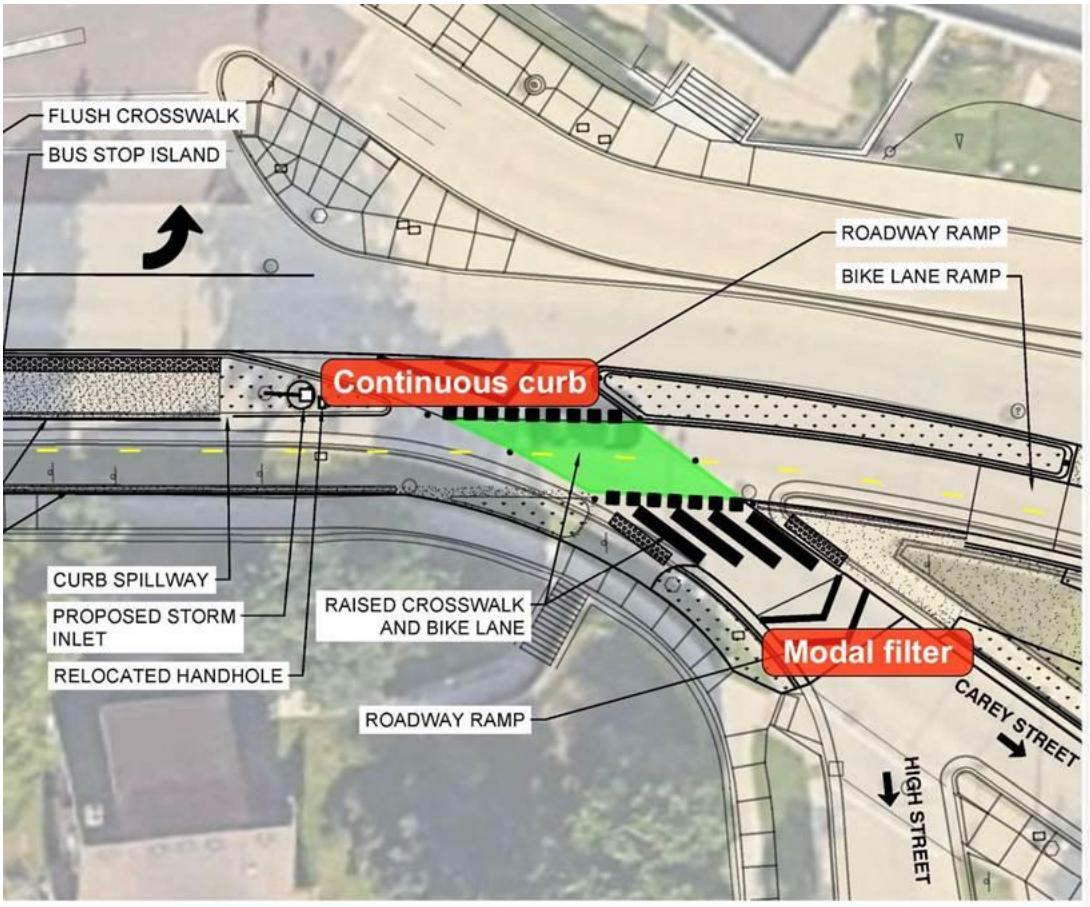
Thanks for this information. I think it makes sense to split the presentation into the separate projects. I am pleased that the Bridge design is still being worked on.

Jeff Crockett

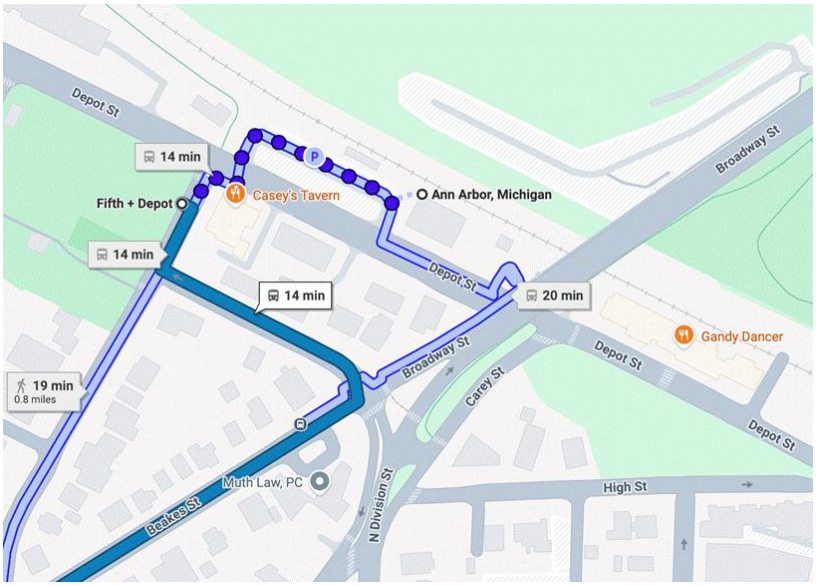
Hello project team, Transportation and Planning Commissioners, Council Members, and staff,

I strongly support dieting Broadway to two travel lanes and adding significant measures to reduce the design speed along the entire corridor. Thank you for the informative walking tour and other public engagement opportunities.

My feedback for the latest design concept is that allowing motor vehicles to continue to turn off of Division onto Carey and High, even with a raised crossing, creates an unnecessary, high risk conflict point. With modal filters, a left turn onto Summit would provide equivalent access to Depot St, and High St could be restored to two way traffic with easy access from Elizabeth St.



The AAATA #33 bus currently uses Carey St to serve the Amtrak station stop, but this only applies to the northbound route. For southbound travel, riders currently have to cross Depot St to the stops on 5th Ave or Beakes. Ideally, both directions would stop directly in front of the station building, but if it's not feasible for buses to pull into the station parking lot, locating both the northbound and southbound stops on 5th Ave would be a reasonable solution.



Another alternative would be to make Carey St a one-way bus only lane, but many drivers would likely ignore such a restriction without retractable bollards to physically block access.

Furthermore, vacating Carey St would expand the adjacent vacant city-owned parcel, which could fit up to 8 dwelling units under the current R4C zoning and many more under future Transition zoning.



Thank you for all of your ongoing efforts to make Vision Zero a reality.
Jirka Hladis
Ms. Wolf,

I provided some general support earlier after the first walkthrough, but was not able to attend the second. I've looked over the materials again and have a few questions and some feedback from the changes I am seeing. I should be able to make it to the Open House this evening, and i'll ask these questions there, but I wanted to make sure my feedback gets noted down.

I remain very strongly supportive of the project as a whole.

First, regarding keeping two through lanes on Division.

As primarily a pedestrian in this area, I was happy to see only a single through lane, as the double-threat crossings would be eliminated and cars slowed significantly. Retaining two general-purpose through lane means this won't happen. I understand the concerns around buses and emergency vehicles, though, so my questions are:
- Could the eastern through lane be dedicated to buses and emergency vehicles only? This eliminates the concern of drivers getting stuck behind buses, and emergency vehicles getting stuck behind cars.
- What are we doing to make sure these crossings are safe? Could we do raised crosswalks or speed tables to slow cars? I don't think RRFBs are really sufficient alone.

Second, regarding converting Carey to one way.

I know this is contentious. However, the uphill right turn is clearly unsafe in the current configuration. During the walkthrough I saw a couple vehicles cut it too close and go up on the curb. The visibility is terrible and with a bikeway there it will be even more dangerous. I don't see how the uphill lane can be kept. I'm curious about the decision to use the space for parking. Parallel parking on a steep grade is difficult and at least a climbing bike lane seems like it would be useful. As long as the uphill right turn movement is eliminated, though, I'm pretty ambivalent about what the lane gets used for.

Thank you,
Adam Jaskiewicz

Dear Members of the Ann Arbor Downtown Development Authority Board,

Thank you for your service and continued dedication to our community. I want to strongly emphasize that appreciation of your work and my support for the the great work the DDA does for our city. As a frequent biker, pedestrian, transit user, and driver in Ann Arbor, I appreciate the goal of ensuring safety for all roadway users. I also appreciate the decision to separate this project scope from considerations related to Broadway Bridge.

With that in mind, I understand that many residents are concerned about the number of changes to our roadways, with particular concern for when roadway changes have an outsized impact on drivers without a clear and convincing reduction in significant accidents or incidents of injury.

I am writing to express my opposition to the proposal to close Carey Street to uphill (southbound) traffic, as well as to share reservations regarding the Division Street Bikeway Extension.

My concerns are as follows:

- **Lack of Crash Data Justification on Carey Street:**

  Corridor safety evaluations from the Lower Town Mobility Study crash analysis showed zero fatal crashes and zero Type A (severe/incapacitating) injuries. Carey Street itself is a low-speed, low-volume connector without a documented history of severe crash patterns. Closing uphill access creates a traffic restriction without sufficient crash data to demonstrate the necessity of the change.

- **Traffic Diversion into Surrounding Neighborhoods:**

  The DDA's own conceptual design analysis notes that removing southbound Carey Street traffic will divert vehicles directly through the Fifth and Beakes intersection, moving that junction significantly closer to operational capacity. Closing Carey does not eliminate these trips; it simply pushes vehicles into adjacent residential streets, adding congestion and turning conflicts.

- **Concerns Regarding Division Street Bikeway Impacts:**

  I am not necessarily supportive of the Division Street Bikeway Extension at this stage. I am concerned that the DDA needs to more thoroughly study the trade-offs and publicly share the findings regarding the broader impacts on traffic flow and parking for neighborhood residents and visitors utilizing Division Street.

- **Need for Accessible Online Public Feedback:**

  I am very concerned that the DDA has not provided an opportunity to formally convey feedback online. Transportation changes of this scale require accessible community input, and I strongly encourage the DDA to ensure more accessible engagement opportunities for residents through a dedicated online mechanism.

  I also understand that many of the projects proposed by the DDA are included in long-term plans from the DDA, but it is important to note that the vast majority of city residents were not aware of the full scope of the changes included in these plans. I encourage the DDA to plan for more robust engagement on individual projects going forward to ensure resident voices are incorporated as transportation changes are considered.

Lastly, with all of this said, I want to share my commitment as a legislator to continuing to work tirelessly to increase public transportation options for residents, employers, and visitors to enjoy our community without a car, significantly reduce the volume of traffic in our community through transit options and policy decisions with our largest employers, and continue engaging in open dialogue around improving the safety and functionality of our transportation system.

I appreciate your consideration of these points, and I ask the DDA to reconsider closing uphill Carey Street while ensuring access to public feedback for all residents, including those who do not have time to attend community meetings. I also ask for consideration of a more complete set of criteria for evaluating projects, inclusive of safety and community values, along with practical impacts on residents and visitors.

Sincerely,

Jason Morgan

To all who are involved in the proposal to eliminate the Carey Street ramp from Depot St. to N. Division/Broadway:

I cannot make it to the open house tonight but I wanted to get on the record with my strenuous objection to any plan that eliminates access to N. Division/Broadway from Depot St. via the Carey Street ramp.

This is a short sighted and unwanted change that would create congestion on streets not meant to be pass-throughs, and doubtless make it difficult for thousands of your fellow citizens on a daily basis to access their homes, workplaces, childcare centers, recreation options, and the small businesses they frequent on the northside.

Christie L. Bacon

Maura,

Hope you're enjoying Fall! I'm following up on that traffic study. If it's done, it's not posted on the project page.

At the recent project gathering at your offices for the public to see the proposed changes, a DDA staff member said there are only 17,000 cars a day going over the Broadway Bridge (based on what data was not answered) and any number under 20,000 was fine for a road diet. This is contradicted by MDOT officials who pointed me to their operational standards and a 2024 study that concludes any ADT under **10,000** vehicles per day is appropriate for four to three road diets. Federal Highway Administration officials don't say any number under 20,000 "is fine," but rather any number of trips over 15,000 should be carefully studied (back to the traffic study).

The DDA's staff member's assertion is contradicted by the 2021 Lower Town Mobility Study (as you may know). See page 72 of the PDF: https://www.a2gov.org/media/oygbo0z2/appendix-j-public-engagement.pdf . That study concluded that Division and Beakes have traffic volumes almost double the range for road diets.

Is the staff member's assertion that traffic on the Broadway Bridge is significantly reduced from 2021?

As always, thanks a bunch for your help,

Pat Lesko

Good afternoon, Cynthia, Nani and Lisa,

At the community engagement session on Sept. 23, I learned that the closure of southbound Carey would come before Council soon. Today, I noticed that the proposed closing of the southbound lane of Carey Street is not listed on the October 4 City Council agenda. Could you please share when you plan to present the closure to Council for consideration?

Regardless of the timeline, I request that you postpone placing this closure on the agenda for consideration for the following reasons:

1. Key stakeholders, including representatives from the University of Michigan and the hospital system, and the Roxbury Group, whose development will create over 1,000, up to 3,000, entries and exits from the driveway on the bridge each day, have not yet been consulted on the proposed closure. Because many of their employees use this route to access the bridge, their input is essential. Other affected locations include St. Thomas Church and Alaina's Childcare Center. See below.
2. Additional safety measures to mitigate the risk of the right-hand turn from Carey to the Broadway Bridge should be evaluated first, including:
   - Reduce the speed limit on northbound Division to 20 mph at E. Kingsley. This would clearly make the turn off on
to Carey safer.
   - Install radar-controlled speed indicators on both sides of Division.
   - Replace the bi-directional bike lane to one northbound lane on N. Division. The bi-directional bike lane on a one-way street is dangerous. See picture below. This picture shows the east side Division sidewalk just north of E. Kingsley; imagine a resident backing out of the driveway at night. Along this section, trees on extensions significantly block the view of a southbound bike lane. See picture below. Also, on one-way Division, people will instinctively look to the left, but could easily neglect to look to the right. Visitors to this area will be particularly vulnerable. They will not know this section is a bi-directional back lane. It's an accident waiting to happen. The solution clearly is to have a one-way bike path north on Division and a one-way bike path south on Fifth Ave.



- Cut back the trees and vegetation blocking the view of the Bridge pedestrian/bike lane.



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3. There needs to be a traffic study of how cars trying to access the Bridge from Depot are likely to be rerouted. One way is to head west, turn left onto Fifth, then left onto E.Kingsley, then left onto Division.



This route involves crossing Beakes, which involves waiting for traffic to clear from the Broadway Bridge. Alaina's Children Center is on the southwest corner of Fifth Ave. and Beakes. It seems the director of Alaina's should be informed about this change for her input. With increased traffic on N. Fifth Ave., it seems a traffic light should be installed at this intersection as a safety measure. The intersection of Fifth and Kingsley is one of the most heavily used nodes in north central Ann Arbor. Routing hundreds or more cars through this intersection each day justifies a light.

The other way is to head east, then north on State Street, then west on E. Kingsley. State St. is slippery in the winter. I wonder who will be responsible for salting in the winter. This route also goes by St. Thomas Church and School. Has St. Thomas been consulted on the rerouting due to the Carey Lane closure? They should be consulted before approving the lane closure.



Both routes deserve traffic studies to ensure they do not create hazardous situations.

4. While we all know there is strong support for this change in the biking community, I think it is important to remember that bicyclists are only one part of the larger transportation system. Even in Europe, cars have not been eliminated. The Netherlands has the highest percentage of bicyclists, and that is still only 27% of the total (https://scihub101.com/blog/countries-with-the-most-cycling). Automobile commuters we have spoken with have strong concerns about the removal of the uphill Carey lane and the lane reductions on the Bridge.

In just two weeks, a group of concerned citizens has acquired over 835 signatures on a petition asking the city to keep the current lanes. More are signing every day.

For these reasons, a group of concerned citizens and I ask that you postpone consideration of the Carey southbound lane closure until these concerns have been addressed.

Thank you for your consideration.

Best regards,

Jeff Crockett

Nani,

I have reviewed your website, but I don't see the name of the licensed Professional Engineer responsible for this project. Could you provide me with the PE's name?
Also, I would hope that traffic simulations have been performed related to the impact on making Carey Street one way. It looks like drivers will have a hard time when Depot Street gets backed up during rush hour. Could you share any traffic simulations performed with the public?
Thank you for your attention to this email.

Tim Rhoades

Nani,

The public engagement process is woefully incomplete if you don't share the traffic studies and simulations. The Downtown Area Circulation Study looks very biased. For example, the frequent congestion (gridlock) caused between Huron and Washington by the two way conversions of Ashley and 1st Street is completely ignored. It's very important to have data to objectively access the impacts of changes being proposed and implemented.

Please share the traffic studies and simulations with the public without delay.

Best regards,

Tim Rhoades

Hi Nani,

I saw the bikeway extension designs and am very excited for it! I did want to give a recommendation. I live downtown and work at US23 and Plymouth so i bike this path from broadway onto plymouth several times a week. I usually choose to take a lane in the road while on my bike and go over the bridge ahead of traffic because I have had so much trouble biking on the pedestrian path on broadway bridge. The cars make it loud and not a great place to be so people walking along the bridge usually have headphones on and are not paying attention. Plus a lot of people have a pretty loose hold on their dogs because they have barriers on either side.

So when coming up behind walkers on the bridge, ringing bells almost never works and even worse, the dogs provide a scary obstacle. I can either speed around the dog and potentially scare them and the owner, or go slowly and risk the dog lunging at me (this happens a lot on bikes). Because of this, i have chosen to almost never take the sidewalk on the bridge unless the bridge road is icy.

To mitigate this issue, maybe a bike lane could be painted on one side of the sidewalk over the bridge for bike traffic going both ways (one lane with both way traffic). Bikes will be going slower over the bridge and will see each other, so they will be able to manuever fine but the lane will communicate to walkers to give bikers a path to pass and also to remind them that bikers could be behind them. Otherwise, i will probably still find myself entering traffic after I pass Carey Street to avoid the bridge sidewalk.

Thanks for your work!
-Adam McCue, 5th ward

Hey,

I don't live in Ann Arbor anymore but I used to commute by bike daily on this portion of Division and I would have killed for this extension. I love this plan and it needs to happen to create a way for bikes to travel safely and comfortably up to the north side of the city. There aren't currently great means of getting up there by bike. Please construct as planned

Josh

Dear City Council and Mayor Taylor,

I'm writing to express my support for an item on next week's Council agenda, CA-7: Resolution to Approve Conversion to One-way Traffic on Carey Street.

(Cc to Transportation Dept., Nani Wolf from the DDA, and Transportation Commission)

I attended the first walkthrough for the Division Bikeway Extension, as well as the open house at the DDA office. At both of these events, city Transportation Department staff as well as DDA planners and the consultant working on the project stressed the safety concerns surrounding the tight up-hill right turn movement off of Carey onto the Broadway Bridge. It's an extremely tight turn, and visibility is poor. Drivers have a yield sign rather than a stop sign, and are not looking for pedestrians or cyclists coming across the bridge, they are looking for cars coming down the hill from Division.

During the walkthrough, I actually watched two vehicles hit the curb at this location. It's clearly obvious from the tire rubber and damaged concrete that this is a common occurrence. This shows further evidence that drivers are not looking to their right before continuing the turn.

We've known about this problem for years, but the city previously took a different approach. When it was recommended in an earlier project to close Carey entirely, the city placed the speed and convenience of cars above the safe movement of people.

Since that time, you have promised that "Ann Arbor's number one priority when it comes to our streets is that they are safe and accessible for everyone". You have committed and re-committed to Vision Zero. We need you to be proactive about safety, and not wait until someone is killed or maimed before implementing countermeasures.

Our staff have made it clear that there is no safe alternative that does not involve converting Carey to one-way. Read the FAQ on the Project Page for the Division Bikeway Extension (https://engage.a2gov.org/division-street-bikeway-extension) which explains this in depth.

Some folks are concerned about additional traffic in their neighborhood. This is also covered in the FAQ.

Please listen to the experts—the staff and consultants who are recommending this change, as well as the members of your Transportation Commission who unanimously voted to forward this recommendation to you—and vote yes on CA-7.

Safety can't wait.

Thank you,

Adam Jaskiewicz (he/him)

Ward 4