

## **Nixon Corridor Improvement Project Discussion Summary**

### **Nixon Corridor Improvement Project Public Meeting #2**

**Date:** Wednesday, October 24th, 2018

**Time:** 6:30 p.m. to 8:30 p.m.

**Location:** Clague Middle School, 2616 Nixon Road, Ann Arbor, MI 48105

**Attendees:** Public present: 37; refer to Appendix A for sign-in sheet.

Council members present: 4; Anne Bannister (Ward 1), Jane Lumm (Ward 2),  
Kathy Griswold (Ward 2), Jack Eaton (Ward 4)

City staff present: 2; Nick Hutchinson, Raymond Hess

Wade Trim staff present: 10; Chris Wall, Trude Noble, Jeremy Curtis, Vaughn  
Martin, Phoebe Glazko, Lori Pawlik, Shawn Keough, Adam Chludzinski, Eva  
Koester, Jeremy Schrot

**Re:** Nixon Corridor Improvement Project

### **SUMMARY**

Note: The following is not a direct transcription of the meeting discussion. This summary has been prepared from feedback forms filled out at the meeting; comments are verbatim. This summary is separated by project area and the questions correlated to the project area.

### **Project Overview and Construction Impacts:**

#### **Feedback Forms & Email Summary**

##### **October 24th, 2018**

Note: The following text has been prepared from feedback forms and emails provided by attendees and other participants of the October 24th, 2018 Public Meeting #2. The feedback forms are divided by project area and are verbatim to what was written. Text in italics represents writing that was unclear.

## Feedback Forms:

### Project Area 1 - Huron Parkway Sandalwood Circle (north)

**Restricting left turn will reduce delay for all drivers and improve safety by providing fewer conflict points. What do you think about restricting left turns from Aurora Street onto Nixon Road?**

Response Count	Comments
Good (8)	<ul style="list-style-type: none"> <li>•Should reduce backup from Thurston</li> <li>•Will hopefully speed up traffic overall , faster to get south overall</li> <li>•Safety, efficiency</li> <li>•It is virtually impossible to get out of aurora to turn left @start of Thurston elementary (and at end of day) anyway so might as well go right</li> <li>•Someone ran the stop sign from Aurora to Nixon 3 years ago and T-boned me</li> <li>•Avoid the backup problem (rush hour esp.) at Huron Parkway roundabout</li> </ul>
Neutral (4)	<ul style="list-style-type: none"> <li>•Means I live in Bromley, I have to first turn right from Aurora to turn around (vs now) but I'm willing to make this trade off</li> <li>•I don't use this route</li> <li>•Only twice a day, are there many cars along this road</li> </ul>
Bad (2)	<ul style="list-style-type: none"> <li>•Difficulty for residents</li> <li>•Limits exit from Bromley neighborhood, <i>how about..</i></li> </ul>

**The design shows two lanes of traffic separated by a landscaped center median, i.e. a boulevard. What do you think about the proposed boulevard on Nixon Road in this area?**

Response Count	Comments
Good (11)	<ul style="list-style-type: none"> <li>•<i>No last lanes</i>, added more green plants</li> <li>•Want to avoid expanding Nixon</li> <li>•Seems appropriate, enough space</li> <li>•Love beauty of boulevard</li> <li>•Beauty yes, but especially keeps drivers focused on the possible turns</li> </ul>
Neutral (2)	<ul style="list-style-type: none"> <li>•I like how this looks and should be better for pedestrians, but I worry about landscape maintenance</li> </ul>
Bad (0)	

**Removing the crosswalk at Aurora Street and adding a new crosswalk at Sandalwood Circle (north) will improve safety by reducing potential conflict points between vehicles and pedestrians and locating it in an area with lower speeds. What do you think about this proposed change?**

Response Count	Comments
Good (9)	<ul style="list-style-type: none"> <li>•Frequently see elderly people (w/ walkers!!) j-walk from bus stop- please consider stop locations!!</li> <li>•Already a crosswalk close at Huron Parkway</li> <li>•Nearby crosswalk @ Huron is fine</li> <li>•Need sidewalk to bus stop one east side of Nixon road</li> <li>•OK, I think. The Aurora crosswalk is close enough to Huron Pkwy</li> </ul>
Neutral (5)	<ul style="list-style-type: none"> <li>• Definitely safer, but will the bus stops move?</li> <li>•But kids will walk across anyway</li> <li>•Not sure who and how many folks cross here- I have a feeling elderly bus user will keep crossing "illegally" - mid block between Aurora and Sandalwood north*</li> </ul>
Bad (0)	

**A painted cross-hatch marking on the street is referred to as a buffer. Providing a buffer between vehicle lanes and bike lanes can improve bicyclist safety. What do you think about the 4-foot buffer between the vehicle lanes and bike lanes on Nixon Road in this area?**

Response Count	Comments
Good (12)	<ul style="list-style-type: none"> <li>•Better for both bike and cars</li> <li>•I think we need buffers between bikes and cars</li> <li>•I'm always nervous passing bikes, and this will provide space</li> <li>•Much better for bike safety</li> <li>•Otherwise it's hard to know how much space you are leaving for the bikes</li> <li>•Still concerned about all the structure that's rarely used</li> <li>•I bike!!!</li> </ul>
Neutral (1)	<ul style="list-style-type: none"> <li>•Who will maintain paint lines, so it doesn't look shabby as lines fade?</li> </ul>
Bad (1)	<ul style="list-style-type: none"> <li>•Road too narrow?</li> </ul>

**The design for the Sandalwood roundabout has been updated to reduce impacts to natural features. What do you think about the updated layout of the Sandalwood roundabout?**

Response Count	Comments
Good (12)	<ul style="list-style-type: none"> <li>•My favorite changes!! (reduce impacts to natural features)</li> <li>•Keep existing mature trees!</li> <li>•Much better! (my house is right near the roundabout)</li> <li>•Yes @ trees</li> </ul>
Neutral (0)	
Bad (1)	<ul style="list-style-type: none"> <li>•Update is fine but worry about too many roundabouts for traffic flow</li> </ul>

**To reduce-cut through traffic and impacts to natural features, the five connection between Nixon road and the residential service road (north of sandalwood) is shown in its current location. What do you think about leaving this drive connection in this location?**

Response Count	Comments
Good (12)	<ul style="list-style-type: none"> <li>•I see no issues and assume residents who live here want it as-is</li> <li>•Much prefer this to moving it down by Sandalwood</li> </ul>
Neutral (0)	<ul style="list-style-type: none"> <li>•Don't know</li> </ul>
Bad (1)	<ul style="list-style-type: none"> <li>•I'd like the connection at the Sandalwood roundabout</li> </ul>

**Please provide additional feedback specific to this segment of the corridor below or on the back of this sheet.**

Comments
<ul style="list-style-type: none"> <li>•Much improved from last draft! Homeowner, Nixon</li> <li>•I'm concerned about trucks driving over green features @ center of circle- could you add a curb between brick and plant life?</li> <li>•I wouldn't be opposed to speed bumps to slow traffic more</li> <li>•Question the need for this roundabout, there is not much traffic from ADTS to inertia roundabout at sandalwood circle plus the sandalwood and Bluett roundabout are close to each other</li> <li>•See above about elderly bus riders exiting NB bus and crossing Nixon and sandalwood</li> </ul>

## Project Area 2 - Bluett Drive to Traver Boulevard

**Restricting left turn will reduce delay for all drivers and improve safety by providing fewer conflict points. What do you think about restricting left turns at Nadia Court and the Clague School driveway?**

Response Count	Comments
Good (12)	<ul style="list-style-type: none"> <li>• Reduces delay for all drivers</li> <li>• Very efficient</li> <li>• Reduce delay</li> <li>• Will improve traffic flow</li> <li>• Nadia court could also be redirected to Bluett. Also, easy access to Traver roundabout should minimize inconvenience</li> <li>• Yes!! Reduces traffic confusion esp. at rush hour</li> </ul>
Neutral (2)	<ul style="list-style-type: none"> <li>• Can Nadia court be closed off and given access to via Bluett out the other side</li> </ul>
Bad (0)	

**The design for the sidewalk layout has been updated to reduce impacts to natural features and adjacent properties. What do you think about the revised sidewalk layout?**

Response Count	Comments
Good (12)	<ul style="list-style-type: none"> <li>• Very efficient</li> <li>• Please leave existing mature plants</li> <li>• Good idea too much space/too spread out 2 dihu barren roundabout</li> <li>• I like the idea of reducing impact to natural features</li> <li>• Yes to saving natural features</li> </ul>
Neutral (1)	
Bad (1)	<ul style="list-style-type: none"> <li>• Crosswalks need offsets for the one or two highest volume school children locations, Traver and Bluett</li> </ul>

**The design shows two lanes of traffic separated by a landscaped center median, i.e. a boulevard. What do you think about the proposed boulevard on Nixon Road in this area?**

Response Count	Comments
Good (9)	<ul style="list-style-type: none"> <li>•More attractive</li> <li>•Who doesn't like boulevards and landscaped medians?</li> <li>•Looks good</li> <li>•Good green space</li> <li>•Boulevard is more pleasing to my eye and is giving me something for dealing with all added traffic</li> <li>•Beauty! Helps drivers focus on possible through</li> </ul>
Neutral (5)	<ul style="list-style-type: none"> <li>•Concerned about landscaping maintenance</li> <li>•OK but would rather give the space to separated bike lane</li> <li>•What is impact on winter driving/snow removal?</li> </ul>
Bad (0)	

**A painted cross-hatch marking on the street is referred to as a buffer. Providing a buffer between vehicle lanes and bike lanes can improve bicyclist safety. What do you think about the 4-foot buffer between the vehicle lanes and bike lanes on Nixon Road in this area?**

Response Count	Comments
Good (10)	<ul style="list-style-type: none"> <li>•Safer</li> <li>•I think we need a buffer between bikes and cars</li> <li>•increase safety</li> <li>•Helps pass bikes on road</li> <li>•Improves bicyclist safety</li> <li>•Safer for bikes- but barrier separation would be better for bike safety</li> <li>•I'm a biker!!!</li> </ul>
Neutral (3)	<ul style="list-style-type: none"> <li>•Adequate</li> <li>•Need to maintain painted lines-lots of worked potential to look shabby</li> <li>•Bikes should have a buffer from traffic. But will it work in winter with snow? I prefer bikes on a bike path away from the road</li> </ul>
Bad (0)	

**What do you think about the locations of the 5-foot-wide crosswalks at the Bluett Drive roundabout?**

Response Count	Comments
Good (8)	<ul style="list-style-type: none"> <li>•This is the most important part of this whole project for me, I cross here every day to the bus. This roundabout and crosswalks will be huge improvement for pedestrians</li> <li>•I live close to this intersection. Very icy with sidewalks, also neighbors</li> </ul>
Neutral (4)	<ul style="list-style-type: none"> <li>•OK, these should be offset, or at least for the highest thruway to Clague</li> <li>•Are all 4 cross walks needed? Consider locations of bus stops</li> <li>•Where is bus stop</li> </ul>
Bad (2)	<ul style="list-style-type: none"> <li>•They should be further away from the ... curb?</li> <li>•I'm not sure we need 4 crosswalks- ca we eliminate the one farthest south?</li> </ul>

**The crosswalk at Traver Boulevard is anticipated to be heavily used during school and therefore is shown as 10 feet wide and located on the south side of the Traver Boulevard roundabout. What do you think about the width and location of this crosswalk?**

Response Count	Comments
Good (10)	<ul style="list-style-type: none"> <li>•Best location</li> <li>•Good for the amount of pedestrian traffic</li> <li>•Appropriate to expected volume of pedestrians</li> <li>•If crosswalk moves slightly to the west, cars can wait for pedestrians without blocking roundabouts traffic</li> <li>•Yes! Yes! Facing the problem here</li> </ul>
Neutral (4)	<ul style="list-style-type: none"> <li>•Wire it so its ready for crosswalk signals, these make roundabouts much safer for pedestrians who are put at higher risk by distracted drivers dealing with roundabout and another</li> <li>•OK</li> <li>•OK</li> </ul>
Bad (0)	

**Please provide additional feedback specific to this segment of the corridor below or on the back of this sheet.**

### Comments

- Move bus stop on west side of Nixon to be further away from crosswalk to avoid confusion. Provide concrete pads for future bus shelters
- I like it!
- Please talk to Clague about their potential evaluations to change school traffic flow
- Where are the bus stops? Do not want to lose Nixon/Bluett stop
- Please maintain ADA accessibility throughout construction. Be aware that there are a number of blind individuals that live in the area
- Please include trees in boulevard! Please work with school to consider bus traffic and schools planned changed to traffic pattern (they plan to change)
- OK with shifting road to west to save trees front of Nixon homes
- I use the bus stop on the west side of Nixon at Bluett everyday. I hope the bus stop will not be eliminated by the new roundabout, but merely moved to one side.  
I hope the bus stop will be nicer than the current little one without any shelter

### Project Area 3 -Argonne Drive to Dhu Varren Road

The design for the Argonne Drive intersection has been updated to reduce impacts to natural features. What do you think about removing the previously proposed roundabout at Argonne Drive?

Response Count	Comments
Good (13)	<ul style="list-style-type: none"> <li>• Yes remove- too many roundabouts in a row otherwise</li> <li>•Argonne removal is on for traffic flow</li> <li>•Yes! Save the trees! Please do not cut these mature trees. Protect the root zone during construction!</li> <li>•Yes save trees</li> <li>•I'm a tree hugger</li> <li>•Reduce impact to natural features</li> <li>•Keep heritage trees</li> <li>•Yes!Yes!Yes!</li> <li>•Thank you! This was the most important thing! left hand turn lane?</li> <li>•Perfect- <i>not and</i> saved landmark trees</li> </ul>
Neutral (2)	<ul style="list-style-type: none"> <li>•Need light or roundabout at Argonne for safety because of trees and slope</li> </ul>
Bad (1)	<ul style="list-style-type: none"> <li>•Too long to green roundabout</li> </ul>

Eliminating left turns will reduce the road width, minimize impacts to natural features, and improve safety by reducing conflict points. What do you think about restricting all left turns at Argonne Drive?

Response Count	Comments
Good (7)	<ul style="list-style-type: none"> <li>•Yes!Yes!Yes!</li> <li>•Will help</li> <li>•Practical alternative</li> <li>•Yay!</li> <li>•Safer</li> </ul>
Neutral (7)	<ul style="list-style-type: none"> <li>•Very inconvenient, <i>I go from (to zorzine from Haverhill and this lounge me to drive move because of the median)</i></li> <li>•I don't mind, but people who live on Westbury may not like it. It will be safer through and traffic may move better</li> <li>• I understand usability issues, so ok</li> <li>•Might be safer-but it's quite a long drive up to <i>Dhu</i> roundabout</li> </ul>
Bad (3)	<ul style="list-style-type: none"> <li>•With slower traffic lefts become safer</li> <li>•Too far to travel <i>N to go S use center turn lane design</i></li> <li>•Crazy major inconvenience</li> </ul>

**What do you think about maintaining the existing sidewalk along the east side and portions of the west side of Nixon Road?**

Response Count	Comments
Good (13)	<ul style="list-style-type: none"> <li>•Yes like the unique curviness</li> <li>•Save trees. Leave sidewalks as they are</li> <li>•Lower cost</li> <li>•Our tax dollars at work                             <ul style="list-style-type: none"> <li>•Completely walkable</li> </ul> </li> <li>•They are there and needed</li> <li>•Good job having sidewalk curve around tree side</li> <li>•Was nicely and not recently done</li> </ul>
Neutral (4)	<ul style="list-style-type: none"> <li>•Need sidewalk on entire west side of Nixon</li> <li>•Keep a sidewalk- whether its new or existing. Don't cut trees</li> <li>•Will the increased populations prefer sidewalks on north sides of Nixon</li> <li>•Move sidewalk on west to accommodate center turn lane</li> </ul>
Bad	

**The design connects many gaps in the sidewalk system. What do you think about having connected sidewalks along the west side of Nixon Road?**

Response Count	Comments
Good (13)	<ul style="list-style-type: none"> <li>•Very important to students headed to school</li> <li>•Will the increased populations prefer sidewalks on north sides of Nixon</li> <li>•Consistency</li> <li>•People need to walk to Logan school</li> <li>•Needed with toll brothers project</li> <li>•Increase people, more walkers</li> <li>•Because of new development on west side of Nixon and connected access to Logan school</li> <li>•Keep people in new development from walking in roadway, do as soon as possible</li> </ul>
Neutral (4)	<ul style="list-style-type: none"> <li>•Need sidewalk all the way down to Traver. Take additional green space on east side of Nixon between Haverhill and Argonne</li> <li>•OK as long as we don't lose trees</li> <li>•It seems like a good idea, but a gentleman at the meeting indicated it will take out his trees to make parts of the sidewalk</li> <li>•I'm sure Toll Bros would like it- have they been asked?</li> </ul>
Bad	

The design shows a narrow median to reduce road width and minimize impacts to natural features. What do you think about a narrow median on Nixon Road in this area?

Response Count	Comments
Good (6)	<ul style="list-style-type: none"> <li>•The median will control the turns!</li> <li>•Agreed</li> <li>•Expand asphalted zone, if 6" high concrete median invites resident's difficulty with emerging vehicles</li> </ul>
Neutral (6)	<ul style="list-style-type: none"> <li>•Concern about median in winter because snow could hide median</li> <li>•Could largely eliminate median between Argonne and 'green'</li> <li>•The narrow median plus 5' bike path and large us vs fool...</li> <li>•Seems a little excessive but if data supports the plan, then OK!</li> <li>•Add reflective markers-makes it true boulevard with landscape</li> </ul>
Bad (5)	<ul style="list-style-type: none"> <li>• No, to this little concrete area, do a boulevard here with trees</li> <li>•Concrete median is ugly, I don't mind a narrow median but try to think of aesthetics. Can some median be eliminated where there are no possible left turns</li> <li>•Not tall enough</li> <li>•Need to turn left from Westbury, Haverhill, Argonne, use center turn lane</li> </ul>

Eliminating left turns at Westbury Court, Haverhill Court, and South Spurway Drive will reduce driver delays, improve safety, and reduce impacts to natural features. What do you think about restricting these left turns?

Response Count	Comments
Good (9)	<ul style="list-style-type: none"> <li>•Traffic flow</li> <li>• Yes to save trees</li> <li>•Residents will get used to it</li> </ul>
Neutral (4)	<ul style="list-style-type: none"> <li>•Very inconvenient</li> <li>•<i>Makes sense..</i> But -consider regulating left turns by regulation/time, rather than median. Concrete median will be unattractive and prove to decay</li> <li>•It doesn't impact me that much</li> <li>•Challenging for these residents and they don't have other choices</li> <li>•Seems a little excessive but if data supports the plan, then OK!</li> <li>•It's a long way but safer why can't there be left hand turn lanes?</li> </ul>
Bad (2)	<ul style="list-style-type: none"> <li>•Only necessary <i>during peak traffic turns: most of the day left turn</i> could be accomplished with the center turn lane design</li> <li>•Would be a major pain for people leaving those developments</li> </ul>

**What do you think about the crosswalk location proposed in this segment?**

Response Count	Comments
Good (9)	<ul style="list-style-type: none"> <li>•Appropriate</li> <li>•Could use another at Westbury though</li> </ul>
Neutral (4)	<ul style="list-style-type: none"> <li>•OK</li> <li>•It looks adequate</li> <li>•Put crosswalk @ Westbury/ or at bus stop locations</li> <li>•Depends upon bus stop locations</li> </ul>
Bad (2)	<ul style="list-style-type: none"> <li>•Hard to tell where crosswalks needed here until people move into these new homes</li> <li>•Need crosswalks @ AATA stop</li> </ul>

**A painted cross-hatch marking on the street is referred to as a buffer. Providing a buffer between vehicle lanes and bike lanes can improve bicyclist safety. What do you think about the 4-foot buffer between the vehicle lanes and bike lanes on Nixon Road in this area?**

Response Count	Comments
Good (11)	<ul style="list-style-type: none"> <li>•Important to bike safety</li> <li>•Yes, keep a buffer for bikes</li> <li>•I'm a biker!</li> <li>•Safer</li> <li>•High traffic volume warranted this</li> <li>•I think we need more buffer between bikes and cars</li> <li>•Bike lanes are important</li> <li>•Bike speed down hill is high, so it makes for a safer situation</li> </ul>
Neutral (4)	<ul style="list-style-type: none"> <li>•Too wide why do you need them, there are not that many people coming off Haverhill/Westbury</li> <li>•Thought they (bikers) wanted 5'</li> <li>•I would give it up to allow for center turn lane</li> <li>•Painted buffer is ok; but occasional "comes" that are affixed as used in Detroit and NY) would be better</li> </ul>
Bad (2)	<ul style="list-style-type: none"> <li>• Need to maintain paint stripes if you do this-seem like a lot of work but otherwise will get sloppy looking</li> <li>•Make bikers pay their fair share of road taxes</li> </ul>

**Please provide additional feedback specific to this segment of the corridor below or on the back of this sheet.**

Comments
<ul style="list-style-type: none"> <li>•Taken greenspace on east side will cause</li> <li>•I don't like the tiny concrete median please do boulevard for this section impacting new construction area; protecting the trees on the opposite side.</li> </ul> <p>concrete center curb will be a mess in short order with snow plowing</p> <ul style="list-style-type: none"> <li>•Please consider using signage and enforcement to control left turns on a time-dependent basis.</li> </ul> <p>The median will require extra maintenance and traffic benefits limited to peak times</p> <ul style="list-style-type: none"> <li>•Design the median to be limited as possible and won't be an eyesore in the future</li> <li>•Trees on see of Argonne Nixon block view to south-need to remove them for safety!</li> <li>•Sound like you really listen to the first meeting</li> <li>•AATA stop is too close to roundabout, give bus space to pull over</li> <li>•No median on Nixon</li> <li>•Left median 4' and 5' bike path to the space from greenspace along Haverhill and Argonne</li> </ul>

**Project Area 4 - Dhu Varren Road to north of Barclay Way**

**AAATA manages bus service in the City. Do you think AAATA bus service should be extended form Dhu Varren Road to Barclay Way?**

Response Count	Comments
Good (8)	<ul style="list-style-type: none"> <li>• New roundabout would allow bus to turn around</li> <li>•Turn round buses</li> <li>•Sure might cut down cars</li> <li>•More bus ridership will reduce auto traffic</li> <li>•Yes! More people will be living in the apartments</li> <li>•We want these residents using the bus services</li> </ul>
Neutral (3)	
Bad (0)	

The roundabout at Barclay Way is intended to improve traffic flow based on the engineering analysis and traffic model completed. Some community feedback has indicated interest in fewer roundabouts for the proposed design. This roundabout would be the most logical to eliminate from the design, as it is at a terminal end of the study corridor. What do you think about eliminating this roundabout from the design?

Response Count	Comments
Good (0)	
Neutral (4)	<ul style="list-style-type: none"> <li>•It will likely be needed in the future</li> <li>•Use only if traffic flow really requires it</li> </ul>
Bad (7)	<ul style="list-style-type: none"> <li>•See above</li> <li>•Turn round buses</li> <li>•No- it works! More people / more traffic</li> <li>•It is so hard to turn left out of Barclay park during peak times</li> <li>•I think Barclay need roundabout to get out</li> <li>•The bus issue!!</li> <li>•Helps to slow traffic that is currently much too fast</li> </ul>

A painted cross-hatch marking on the street is referred to as a buffer. Providing a buffer between vehicle lanes and bike lanes can improve bicyclist safety. What do you think about the 4-foot buffer between the vehicle lanes and bike lanes on Nixon Road in this area?

Response Count	Comments
Good (8)	<ul style="list-style-type: none"> <li>•Easier to pass bikes</li> <li>•I think we need a buffer between bikes and cars</li> <li>•Safer for cyclists, there seems to be enough space to fit them in</li> <li>•Very important to bike safety</li> </ul>
Neutral (3)	<ul style="list-style-type: none"> <li>•Road too narrow?</li> <li>•Need to provide maintenance/repainting as lines wear off</li> <li>•Yes, but not as important as south of Dhu Varren!</li> </ul>
Bad (0)	

The design shows two lanes of traffic separated by a landscaped center median, i.e. a boulevard.  
 What do you think about the proposed boulevard on Nixon Road in the Barclay Way area?

Response Count	Comments
Good (5)	<ul style="list-style-type: none"> <li>•I love boulevard with greenery/trees</li> <li>•Control traffic flow!!</li> <li>•Fine as drawn. Would limit to area by roundabout</li> </ul>
Neutral (5)	<ul style="list-style-type: none"> <li>•Doesn't seem cohesive with nearby road</li> <li>•Concerned about landscaping being maintained</li> <li>•Safer if the roundabout goes in</li> </ul>
Bad (0)	

What do you think about the 2-lane section on Nixon Road north and south of the Barclay Way roundabout?

Response Count	Comments
Good (6)	<ul style="list-style-type: none"> <li>•OK-the swamp prevents access for the stretch</li> </ul>
Neutral (3)	<ul style="list-style-type: none"> <li>•OK</li> </ul>
Bad (0)	

Please provide additional feedback specific to this segment of the corridor below or on the back of this sheet.

Comments
<ul style="list-style-type: none"> <li>•I think it's hard to comment on an area where traffic pattern is yet to be established. As more new people move into being- constructed homes, it will be easier to see what's needed</li> </ul>

## Appendix A: Sign-In Sheet

Anne Bannister, city council
Jack Easton
Nancy King
TINA BISSELL
Trenton Meehan
Jim Woodhams
John Markiewicz
Joe Riley
Chris Wahl
Jane Wynn
Gabrielle Vuylsteke
Ben Durkin
CATHY ROGITZ

Dan Hoester
Kay Milne
Bill Milne
Robert King
Sarah Thompson
Kathy Hummel
Elizabeth Greeley
Joyce SPIEGEL
Pat Lyons
Ed Vuylsteke
Kathy Ann Moilanen
John + Mary Remmers
Lillian Osborne

M. Sicard
Leila & Bill Wellah
Amy + Alex Procyk
<del>Robert</del>
Katie Richter
Diana Bowman

RAJEEV BATRA
MARY VINOVSIS
ROBERT LAJEUNESSE
Harrison
Paul Bms