



N. Seventh Street (Miller Ave. to Huron St.) Bicycle Improvements FEEDBACK SUMMARY

Open House sessions:

- July 25 – Civic Band Concert, West Park entrance (along N. Seventh St. near Willow St.)
- August 1 – Kerrytown Farmer’s Market (315 Detroit St.)
- August 1 – 1st floor lobby of City Hall (301 E. Huron St.)

Online input opportunity through A2 Open City Hall:

July 27 to August 10

Open House Attendees: Public: 40 (see sign-in sheet, Appendix A)

Elected officials: None

City staff: Kayla Coleman, Eli Cooper, Raymond Hess, Lexi Janisse, Cynthia Redinger, Shawn Roberts, Matt TSE

Purpose: The City of Ann Arbor hosted a series of public open houses and an online input opportunity in July and early August to gauge community interest toward the addition of on-street bicycle improvements and potential removal of on-street parking along N. Seventh St. between W. Huron St. and Miller Ave. Draft concepts were presented. *NOTE: Draft concepts are subject to change pending additional engineering analysis, public input, stakeholder feedback (including MDOT) and other considerations. The implementation timeframe for the selected improvement will depend on its complexity, cost, and required approvals.*

Open House Feedback Summary

Meeting attendees were asked to complete a feedback form to share input. This summary is provided based feedback forms that were completed at the Open House events. Questions that were asked and a tally of responses provided is available below.

Total feedback forms received: 65

1. Do you live along N. Seventh Street?

Response	Response Count
YES	23
NO	39

No Response: 3

2. How do you use N. Seventh Street? Check all that apply.

Response	Response Count
Walking	50



Bicycling	45
Riding the bus ('TheRide')	13
Riding the bus (school bus)	4
Driving	55
Parking	23
Other	4

"Other" comments:

- Running
- Park visits
- Civic Band concerts
- No buses on this segment of Seventh
- "I bike to work year round (mostly on Miller) and further east/north"
- I bike 4 times a week.
- Cat these to West Park path.

No Response: 1

3. How important is it to maintain the existing parking along N. Seventh (between Huron and Miller)? *Check the box that most closely represents your view.*

Response	Response Count
Very important	29
Somewhat important	12
Not important	22

No Response: 2

4. How important is it to have a dedicated bicycle space along N. Seventh (between Huron and Miller)? *Check the box that most closely represents your view.*

Response	Response Count
Very important	35
Somewhat important	14
Not important	15

No Response: 1

5. Share your feedback about concepts being considered for N. Seventh (Huron to Miller). *Rank each concept in priority order, i.e., 1= your most preferred option, 4= your least preferred option.*

Methodology:

Each ranked concept is given a value of points. Most preferred option is given 4 points and the least preferred option is given 1 point. (e.g., concept ranked as 1 received 4 points, concept ranked as 2 is given 3 points, concept ranked as 3 is given 2 points, and concept ranked as 4 is given 1 point). All points are added up for each concept from all feedback forms received. The one with the most points is most preferred by those who filled out feedback forms and the least points is the least preferred.



Response	Points
Concept #1	151
Concept #2	117
Concept #3	120
Concept #4	105

*Any missed counts are due to lack of response. Not all respondents ranked all concepts.

Is there any additional feedback or comments that you would like to share related to the potential N. Seventh Street bicycle improvements and parking removal discussion?

Meeting 1: July 25 – Civic Band Concert, West Park entrance

- Not sure that this is worth the effort/ cost.
- I absolutely oppose any changes to parking on the east side of N. Seventh St, and I think most residents on our street/ in our neighborhood are. One, on street parking slows down road speeds on the street and reduces the impact on adjacent streets. Alternatives to riding on N. Seventh include biking through the park safely. West Park houses a major event venue for which on-street parking is a must! In conclusion, this is a neighborhood, not merely part of the general transit plan!
- Actually I don't believe anything needs to be done. My amenities keep reducing while my taxes increase.
- Expensive
- Real buffered bike lanes are the best to support safe bicycling.
- It would be great to do protected lanes like Detroit with those flexible posts to encourage extra protection.
- Adding a physical barrier to protect cyclist would be preferable.
- Along park do a cut in so would allow parking and Bike lane buffer
- I am a biker who lives on 7th. I mostly use the park as a conduit so I don't/won't use biking on 7th. I do notice the amount of parking that gets used for events (band concerts, theaters, nice days). Removing parking will make it difficult for elderly to access this amazing resource. Additionally, removing turn lanes will infuriate those on Bath St. which will become a bypass turn lane to get onto Huron. Glad that a bike lane is being put in. Hopefully people will slow down on 7th with a smaller road. We use parking daily in front of our house (shared driveway). Thank you!
- Offer parking for events if concept without parking is chosen.
- Non-Motorized transportation first! I think embracing NMT is one of the best ways to make a city livable and healthy. That said, parks and shared community spaces are vital to fostering rich and diverse culture. I think totally removing the parking here might deter folks from attending events at this park (and possibly overwhelm the local street parking), so while I'm usually in favor for replacing vehicular accommodations for NMT infrastructure, I think in this case, it may be wise to maintain at least some parking.
- West Park car parking heavily used by park users.
- It is important to keep in mind the increase programming at Bandshell and parking for those who cannot walk or bike.
- There is limited parking on N. Seventh and in the park itself, so there must be parking to allow for people, especially elderly to go to the park!
- I feel West Park needs parking on the west side.
- Plays, concerts, and other park events.



- It's somewhat important to maintain the existing parking along N. Seventh especially along West Park.
- Most cyclist cut across 7th to get to the park as quickly as possible. I have not found cycling space on 7th St. a problem. It is much more important to cut car speed and especially to support crosswalks where cyclists cross into the park, children wait for school busses and pedestrians cross the street.
- It's not important to have dedicated bicycle space along N. Seventh because bicyclist can ride through the park
- It is not important to have a dedicated bicycle space along N. Seventh because the street is so wide and you can cross through the park.
- N. Seventh is more of an artery for cars than it is for bikes. Bikes can cut through the park or make their way west through the Arborview neighborhood. Seventh to Huron is such a mess anyway.
- I'd care more about parking on 7th if West Park Bandshell held more concerts properly with known musical acts, but it's barely used and there is parking on the other side.
- We don't want 7th to become another Huron – loud, fast and busy.
- I live on 7th and use the street to park daily. We have a shared driveway and multi-family house so we (unfortunately in our car-dominated reality) need the additional parking. People already drive too fast on the northern part of the street and I think having parking slows them down. Removing parking would remove residential feel and would encourage people to drive faster. When I bike into town I just go through the park anyway and avoid the street. I think removing the turn lane would be disastrous, turning left is always difficult and traffic would back up even more. (Or drivers would use smaller cut-through streets)
- Speed limit?
- Decrease speed limit – put up signs with speed limit. Also, enforce speed limit – rare to have police monitoring traffic speed in this section of Seventh St.
- Strong traffic calming/slowing may be more useful than dedicated bike lanes. Speed is the most critical issue. #2 issue is the 7th and Huron intersection.
- Parking on N. 7th slows traffic down and I fear N. 7th would be even more of a speedway without the parking. As someone who bikes to work, N. 7th has always felt safe to bike because it's so wide (unlike S. 7th where even with the lanes it feels less safe.) Also, the park is a fantastic, pretty north/south pass though for bikes. We have a great cross street community here on N. 7th. I don't want to mess with this great thing we already have going.
- I am extremely concerned about the speed of traffic on 7th street. Removing parking will change the character of the street and that worries me.
- East – West traffic (Pedestrians and bikes) should be considered
- Improve quality of road – good pavement concern with removal of parking and on the neighborhoods especially with events at park.
- I would love to see a dedicated light for crossing 7th to access West Park from the west side of seventh.
- Bikers need to be more educated about obeying the laws in Ann Arbor. (A concerned Biker)
- Bike traffic is regular but sparse.
- Bicyclist are constantly not obeying the current laws, adding might increase bad behavior.
- Sharrows are not very practical under inclement weather.
- Bike lanes on extreme sides of the road (closest to curb) are extremely hard to navigate in winter and are often in the worst conditions.
- I like the model of the bike lane for concept 4, I don't like that there isn't parking.
- It's only somewhat important, maybe even less, to have dedicated bicycle space along N. Seventh.
- It's hard enough to drive in town with bikers/walkers and potholes. We don't need to make it any more difficult or unsafe.
- It would be great if we didn't need to rely on cars but I think for now 7th needs parking more than a bike lane.
- Concept 1 is the only option I support because parking maintained.



- Concept two is only mildly accepted.
- Or no bike lane in concept 1.

Meeting 2: August 1st 11:30 AM to 1 PM

- People on N. Seventh rely on street parking on seventh. I do think bike lanes are important.
- This is very disruptive for the residents on N. Seventh. Please do not remove the parking. In this area parking is already limited, do not remove parking.
- If not having parking is a burden to existing residents I prefer maintaining existing parking.
- Keep existing parking!
- Have bikes ride on the sidewalk between Miller and Huron.
- Consider a protected bike lane. Swopping parking and bike lane. i.e., bike lane closest to sidewalk, ongoing traffic passes by parked cars. Detroit as example.
- Put parking between cars and bike lane as buffer.
- We've biked on the sidewalks here because there are few pedestrians. We bike slowly and cautiously giving the right of way to any pedestrians. We also need to have access to the West Park trails.
- Making the turn going north at Huron to get in north bound (concept 4) bike lane seems dangerous
- I don't bike it often now, largely because of a lack of infrastructure.
- I think it's important to have continuous bike lanes, not lanes that appear and disappear every few blocks.
- Sharrows are NOT bike infrastructure. Why even bother? Bikes already have a right to the road- in my experience drivers interpret sharrows as a warning to cyclists to "share the road" with them. Concept 3 and 4 are great, although as a cyclist I'd probably find it easier to turn when traveling in the same direction as adjacent car traffic.
- Current parking makes it very difficult to see pedestrians waiting to cross at the crosswalk.
- I like concept 4 but I have safety concerns, maybe further off road to increase buffer?

Open House: August 1st 6pm-8pm

- Have a reflective physical barrier. They're easy to remove, so could be taken down in winter for plowing.
- Buffered bike lanes are always safer for bikes and cars, we should be making every effort to have more of them. Also, consider the possibility that more high school kids can use it as a path to get to Pioneer. Also, the park has parking off Chapin so there is still parking options.
- 7th to West Park is huge, exp. With Greenway/Treeline connector.
- Safety of thousands of cyclists > a few dozen parking spots. Bike lanes will make West park more accessible to the more people – especially kids.
- Would be nice to remove 15' of West Park to "push" the parking spots 'into' the park as the loading edge of the park is not used by people – this would provide dedicated parking and dedicated bike lanes.
- Will the city begin clearing snow from bike lanes instead of plowing snow into bike lanes? Concept 4 works it's not merely a short section but continues to Pioneer High School. Need a marked crosswalk for the two north path entrance and at West park (off seventh).
- If parking must be preserved, I would prefer to see it switch sides north of Willow St. – sharrows are more unpleasant on uphill stretches of road than downhill.
- West Park parking is needed for concerts etc. Cars will go even faster without parking on E. side of street. Bike lanes in Ann Arbor are totally unsafe. I live on N. Seventh and want my vote to be weighted more than people who do not live on N. Seventh.
- Could there be gateway treatments of plastic bollard/lane delineator that is removable? Just worried about speeding.
- If removing parking, vertical elements at crosswalks would be important.



- Don't end bike lanes early.
- Please consider the needs of the residents over the Non-Residents. Taking the parking away will not only inconvenience the residents, but will also make it less safe to due to the increased speed that will result from the wider lane.
- Bike Blvd. On Washington would be a great connector for 7th and the west side, all the way to campus.
- I would prefer to see concept 3, but there needs to be some additional work done to mitigate "right hooks" – it may be that keeping turn lanes intact as shared lanes (Similar to recent work on N. Maple) may be best.
- 2 – Way Cycle Track is more attractive if it continues south of Huron. Transition to bike lanes is a problem.
- Major concern about bike lanes fading out mid-block.
- Complete Street principles. Cars can park on side streets. Protect vulnerable uses.
- No concept is perfect and good for resident cyclists, walking, of cars. Finding a way to have a bi-directional bike lane is always best.
- How will enforcement be accomplished without straining already slim resources too much potential for safety/legal (issues overall.)
- Think about turning movements at 7th and Huron. Maybe add left turn lane lights?
- School location should add strongly to argument for bike lanes.
- Nice to car drive.
- Concept 3 is good, unless the bike lanes continue to stadium.
- Concept 4 with bike boxes please!
- Make sure bike lanes are plowed in the winter.
- The #1 choice should be to leave N. Seventh as is.

Online Survey Feedback Responses

Attendees: 531

Number of responses: 281

Hours of public comment (estimated based on 3 minutes per person): 14.1

QUESTION 1

1. Do you live along N. Seventh Street?





QUESTION 2

2. How do you use the Seventh Street corridor? Check all that apply.



QUESTION 3

3. How important is it to maintain the existing parking along N. Seventh (between Huron and Miller)? Check the box that most closely represents your view.



QUESTION 4

4. How important is it to have a dedicated bicycle space along N. Seventh (between Huron and Miller)? Check the box that most closely represents your view.





QUESTION 5

Share your feedback about concepts being considered for N. Seventh (Huron to Miller). Rank each concept in priority order, i.e., 1= your most preferred option, 4= your least preferred option.

- Concept 1
- Concept 3
- Concept 2
- Concept 4

Methodology:

Each ranked concept is given a value of points. Most preferred option is given 4 points and the least preferred option is given 1 point. (e.g., concept ranked as 1 received 4 points, concept ranked as 2 is given 3 points, concept ranked as 3 is given 2 points, and concept ranked as 4 is given 1 point). All points are added up for each concept from all feedback forms received. The one with the most points is most preferred by those who filled out feedback forms and the least points is the least preferred.

Response	Points
Concept #1	619
Concept #2	509
Concept #3	569
Concept #4	461

QUESTION 6

Is there any additional feedback or comments that you would like to share related to the potential N. Seventh Street bicycle improvements and parking removal discussion?

Answered

169

Responses:

- The current layout of North Seventh is not given as an option. Why not offer it as a choice? I feel there is no need to change the status quo.
- I notice on the results that most of the responses come from people who do not live in this area. Parking, already limited to just one side of Seventh St., is desperately needed, and when there are activities at West Park, even more desperately needed. I think there are many more important uses for our tax dollars at this time than replacing traffic and parking lanes on N. Seventh St. with bicycle lanes.
- None of the concepts are acceptable. No changes should be made in this area.
- Do not add bike lanes to 7th Ave! It is a waste of money!!!!
- Good bike lanes are important to me, but if I lived on N. Seventh and you took away the on street parking I'd be very angry.
- I bike this all the time throughout the year - even winter. I feel it is one of the safer roads I ride. The sidewalk will continue to be the route kids and the less confident use as the do on S 7th between liberty and Huron. No need to fix something that is not broken
- Please stop the insanity of using reinforced roadways that were designed to support the weight of vehicles such as trucks buses and cars as bike paths. If this city needs bike paths then please design ribbon bike paths separate from the roadways. It is a waste of resources to use reinforced roadways as bike lanes. Number one the number of vehicles far exceeds the number of bicycles. We are creating bicycle lanes for the vocal minority that significantly impacts the rights and freedoms the vehicle owners to use the roadways as they were designed. The climate in Michigan does not justify dedicated bicycle lanes that can be used five months of the year. And many times the bicycle lanes are vacant unused and



merely are places that snow plows need to clean in order to keep the drainage gutters open. The issue of bike lanes is an Ann Arbor favorite. The activist bike riders come out and proclaim great need for bike lanes. City planners in an effort to create an image of “lifestyle” rush into bike lane development and the reallocation of space to manage traffic flow. The city desperately needs east/west arteries and north/south arteries that are not constricted by bike paths. Car owners unfortunately are not “mobilized” to fight back against the vocal minority of bike owner activists who advance this agenda - The survey is flawed, because it does not give respondents the opportunity to vote to keep traffic and parking as currently designed. It seems that city planners are predisposed to “driving” their bicycle agenda. I wonder how many people even know that yet again the Ann Arbor leadership is making yet more difficult to own and drive a car in this city.

- Leave this street alone, please.
- Any change would fundamentally change both residents’ lives and the enjoyment of West Park by all.
- During the week, I ride my bike east on Miller, and then turn right on 7th. I have never found it to be difficult to ride with cars for the short distance on 7th, so think it is fine as is.
- I do use my bike, but I do not feel that this particular area needs a radical change
- I live on Bath. Parking during the school year can be at a premium since tenants who live on Huron as well as Seventh ALREADY park on Bath. Half of the properties on Bath only have room for 1 vehicle in their drive. We depend on on-street parking since most of us have 2 vehicles (or more). I've lived here over 15 years. Most property owners on the street have lived here over a decade. I've never had any issues riding a bike on Seventh or met anyone that has. We should not be trying to solve a problem for bicycles that does not exist. Removing parking on Seventh will only add to the parking shortage that already exists. I think we should leave the current configuration as it stands.
- I live on Seventh Street in the Miller to Huron portion of the road. In the warmer months of the year I ride my bike to and from work almost every weekday, and often back into town for other events. I appreciate the city’s dedication to bike lanes and in many places find them essential for my safety. However, I have never felt a need for a bike lane of any kind on Seventh Street between Huron and Miller. In fact I feel much safer riding my bike on this stretch of road than I do in many of the bike lanes on busier roads in town. What I do need on Seventh Street is continued street parking for motor vehicles.
- Most of the people parking along this portion of Seventh Street are residents, not visitors. The parking along Seventh Street is a part of our daily living space that would potentially be taken away by this re-design of the road. Many of our homes, including mine, have very limited parking options on property. The property I live on for example houses three residents of driving age in two separate households, and we essentially have space for one car without street parking options.
- Although I have been asked to rank concepts as to the redesign of this corridor, my real opinion, even as a cyclist, is that no change is needed here at all and the city's revenues would be better spent on other roads projects
- There is very little parking for West Park and residents now and lots of traffic in this area. Leave the street like it is.
- If parking must be preserved, is there scope for using parking as a buffer between the car traffic lane and the bike lane? 2. I don't see any major value in the turn lane onto Miller, since there's no facing traffic at that point. (I drive that section of road frequently.) Losing that turn lane would not be a major detriment, as far as I'm concerned. 3. The sketches don't make it clear if the “buffer” is to be merely paint, or something more substantial. I would strongly favor a more substantial buffer, I commonly observe drivers disregarding painted “buffers”. 4. I ranked the option with the disappearing bike lane



lowest. I was injured a few years ago when cycling on Seventh, when a car cut me off as the bike lane I was in "tapered".

- Should be a protected bicycle lane, not just a buffered bicycle lane. Protected keeps drivers from driving into the bike lane whenever they feel like, or from people like USPS and delivery drivers parking in the bike lane.
- Why aren't there any options of parking buffering the bike lane?
- None of the four options are ideal solutions. We need to create bikeways that are separated from motor vehicle traffic with berms and high curbs - that's the safest solution for bicyclists. It's also challenging for motor vehicle drivers to watch for cyclists on an already heavily used, narrow stretch of roadway that serves as a connector between W. Huron and Miller Road. Ideally, Seventh St. should be widened enough for a separated two-way bikeway. If the city is going to remove parking in a somewhat dense area of single-family homes, it also needs to provide additional off-street parking for residents who need it. As Ann Arbor continues to add more and more residents, with more and more cars and bicycles, this challenge becomes more consequential. Is it fair for N. Seventh St. homeowners and tenants to forgo street parking to accommodate cyclists? Probably not, and they need places to park. North Seventh St. residents should have a major voice in this decision.
- Mixing cars and bicycles with sharrows offers no safety whatsoever to bikers. Squeezing a bike lane between Seventh Ave traffic and parked cars looks harrowing — I wouldn't want to ride a bike there. Let's provide physical barriers (bollards!) between cars lanes and bike lanes for even more bicycle safety.
- Build protected bike lanes, please! My kids and I would love to feel safe biking to the park and to see friends along Seventh Street.
- Please include a physical barrier to separate the bike lane
- Can the bike lane be protected by parked cars as has been done in many bike friendly cities such as Cambridge MA?
- Can the bike lane be protected? Two lanes together should make it easier to clear in winter.
- As a cyclist, I applaud the desire to add bike lanes however simply adding a bike lane in isolation without consideration to how it connects to other bike lanes/corridors is a huge oversight. Also, why are there no options presented with a 3-5 foot bike lane on the shoulder shielded from traffic by a parking laneptions have them. Physical barriers are the greatest safety feature protecting cyclists from cars and none of these o. Thus, I can't recommend any of the presented options.
- 7 - PARKING
10 - CAR
10 - CAR
7 - TWO-WAY BIKE ----- Parking is important for people who do not live across the street to use West Park, one of the premier green spaces within the central city. It is dangerous to have a bike lane near parked cars. Be real about this, on a per hour basis there are MANY more cars using this corridor than bikes. And always will be. Plans that devote 20' of road to cars, 17' to bikes and 0' to parking do not equitably address the needs of the community. While parking may not be a priority to the immediate neighbors, it is a priority to the community. West Park is a community park. Not a neighborhood park.
- N. Seventh is a residential street. Parking is also used to access events at West Park. There is limited space for on-street parking on adjacent streets.
- Sidewalk bike path on the northbound side. Many riders, particularly commuters, cut through West park enabling access and smoother flow.
- Maintaining some east side parking near West Park could help for park events, as there is no parking available for park visitors on the west side of the park.
- While I support bike lanes all around town, I represent the aging townie population that no longer bikes everywhere. In prefer to attend concerts at West Park I need the street parking available on Seventh



and side streets. Parking is very limited on the east side of the park and it requires a much longer walk to get to the bandstand. Please keep street parking near the bandstand. Families with young children will also appreciate it. Worst case scenario, there is always the sidewalk for anxious, yet courteous bikes.

- This on street parking is very important to the residents of that neighborhood. It is also the parking that I, as a retired senior, count on to use the park. Are there other park parking options - yes, but this plan would make these other options more crowded and decrease my ability to use the park. I am very supportive of making the city bike friendly, but that particular on street parking is very important to local residents.
- Car parking is important for park accessibility. Parking lot on east side of park is proximate to the softball field and nothing else (except homeless). Accommodating bicyclists is fine but not to the exclusion of other residents.
- Build a 20-30 space parking lot at the west end of the park
- I do not live in this particular neighborhood so I don't have a sense of how much bicycling is going on specifically on 7th St (Do you have data on this?). My two areas of concern is that there should be some parking access for West Park Band Shell so that this park can continue to be active as a community venue and that BOTH LEFT & RIGHT turn lanes remain intact on 7th to Miller Ave.
- I live within a block of 7th. Many people use on street parking on 7th for events at West Park. Removing all parking from 7th will likely force those cars onto already crowded neighborhood streets, making parking for residents even harder.
- I used to live on N. Seventh. Lack of parking severely limited use of the park and access to the bandshell by people not living in close proximity. The lot on the East side is miniscule and there is little available parking in the surrounding neighborhoods. Parking on side streets was often occupied by residents or by people walking in to work downtown. People had to hike in to come to my house or to use the park for any activity. Further restricting parking doesn't make sense. Since moving, I don't go to events there often knowing I will have to go early, hunt for parking and pack in anything I'll need. I used to enjoy the band concerts and theater performances as well as sledding and softball, and I'm sure attendance at these activities and use of the facilities would increase if parking were more readily available. I'm equally sure they will decrease if parking is even more inaccessible.
- I think it's important to provide parking for West Park. There's not that much in the parking lot on the east side. If you remove street parking, might it be possible to add a parking lot on the west end of the park?
- Leave the parking. Not enough parking as is and is crazy on wed concerts in the park and for PennyStamps productions. Also, parking tends to slow down speeds a bit on the north 7th St speedway
- I have used parking on 7th for access to the park in the past (especially nice in the winter for sledding on the west end hills) but I think the cycling infrastructure is more important for safety and to encourage more mode shift for more people; and the lot off of Chapin and neighborhoods streets nearby generally provide plenty of parking.
- As a patron and a member at large of the Penny Seats Theatre Company, I strongly speak out against this. I am not opposed to making the area safe for bikers, however, removal of parking would have an extremely adverse effect on all artistic and social events that take place in the band shell of the park. This includes our shows in the summer, the Ann Arbor Civic Band, and others! We draw in roughly 30 patrons per show, and the parking lot off of Chapin is not enough to accommodate that number.
- Parking in front of West Park is essential for people attending performances in the band shell who are not able to walk very far. It is also used by performers loading in. There is so little parking available to neighbors in that area, as there is little to no parking on Willow and Bath, that removing this parking would be detrimental to the quality of life for these neighbors. Perhaps look at putting a small lot in at West Park off Seventh?



- Eliminating parking will have a major impact upon all events held at West Park. It will push more parking to adjacent neighborhoods. Summer band concerts will be particularly impacted. One could allow parking on certain days... like church parking spaces on Huron on Sundays
- I would like to see greater flexibility with event parking on the grass for concerts at the West Park band shell. This was allowed for many years until the recent storm drain renovation, where it seems the designers were given no knowledge or consideration of how the band shell had been and continues to be used. A bicycle lane, while desirable, should not displace event parking along the street unless grass parking is again allowed.
- I find parking critical to an extensive and more inclusive use of the park. The main purpose of this park is being a public space. Concerts, plays, urban gardens, playground, etc. are meant to be used and accessible to everyone. If we eliminate the few parking spaces, we close their use to older people, people with disabilities, people who live in other areas but may be drawn to the events or to a different space. Pedestrian traffic in both sidewalks is minimal so the potential to use the west side if bikers are uncomfortable with cars parked there (I am a biker and know that parked cars always require special attention). I am in favor of solutions that do not restrict but rather expand on the options to use our streets and public spaces, and encourage different groups of different abilities and needs to mingle and share.
- I don't feel a bike lane there is a priority as there is a full sidewalk along the edge of West Park if needed.
- Removing the parking along 7th St. would be disastrous to users of West Park and the residents who live along 7th St. Many elderly people drive to events at the bandstand and use parking along the street. Removing the left turn lanes would inconvenience drivers and bus riders due to the increase in traffic back-up on 7th Street. This back-up would be particularly bad during Ann Arbor Open drop-off and pick-up times.
- Daily I use Seventh and see lots of pedestrians, cars, people in the park and some cyclists, but not many. Lots of hoopla over a couple blocks of bike lane. Come on Ann Arbor, you can't even keep crosswalks painted or current bike lanes in good shape. In this is about road safety, it's better to lose this idea and keep what we already have in better condition. Also, myself and friends regularly park on Seventh. Crazy to think residents don't need places to park.
- While I support having bike lanes, it is CRITICAL to keep street side parking for the park. The adjacent neighborhood does not have enough parking, and, importantly, it is far away and requires crossing 7th street. While I personally usually walk to, and through, West Park, I feel it is important to maintain access for those who can't walk to the park to still be able to use the park. Further, when there are events in the park (which I would like to see more events using the bandshell), parking is even more critical. There is NO need to remove the parking, as concepts 1 (and to a lesser extent 2) show, we can have bike lanes and still preserve parking for the park (and the folks who live on 7th.)
- Living across the street from West Park I know how essential street parking is on the park side. Concerts, theater events, and everyday dog walkers fill the on-street parking. Without immediate parking on the west side of the park it leaves access only from the east side parking lot - making the west side of the park much more inaccessible. Also, this will divert the usual Seventh St parking to the side streets of Willow, Maple Ridge, and Bath streets -- small, narrow streets that can't accommodate extra parking. Keep the Seventh St. parking!
- Although I love the idea of no parking along seventh, it would limit visitors to the park and special events. Probably wouldn't get much support from the residents either.
- While I rarely park on Seventh St, I do know that driving along there is always tight.
- None of these are my top priority. Keep parking on both sides. Have sharrows on both sides. Lower the speed limit to 20 miles per hour. Or better yet 15 miles per hour. Bikes and cars can share the road in this section of 7th. No need to over think this.
- I use West Park to commute from downtown everyday. Cars parked on the east side of Seventh always made it hard for me to cross the street because of traffic visibility and faster northbound traffic going down the hill on 7th. It is hard to see cars going north on Seventh from either of the two paths out of



the park. The problem with allowing any parking on 7th is the real chance that a cyclist riding next to parked cars gets hit by a car door flung open in the parking lane. I have been doored 3 times on Washington. Luckily I was never knocked into the oncoming lane.

- The nightmare left turn from S. Seventh into Huron at the entrance to this corridor makes the addition of bike lanes and traffic complications even more problematic. I think a turn signal has to be added there before any other changes should be made.
- I bike all over town, so cyclist safety is a top priority. North 7th St is not a priority for new bike lanes, however. I have never felt a need for another bike lane when riding on this street. My honest opinion is that, on this particular stretch of road, having a row of parked cars does more to calm traffic than extra bike lanes possibly could.
- IS it really necessary to install dedicated bike lanes? I doubt usage necessitates this. Just paint 'sharrow' lines on the road and be done with it and let local people park in front of their houses like they currently do.
- Have you interviewed the residents? If I'm not mistaken, some don't have driveways. The parked cars slow down traffic. It will speed up once parking is gone. I drive this road often and am always looking for car doors opening, people in the street, etc. Once those cars are gone, this becomes a bit of a thru-way.
- N 7th is already a speedway for cars with the 30 MPH speed limit seeming to only be a recommendation. If you remove parking on the street, it will become even more of a speedway for cars making it unsafe for bikers (who can use West Park already to travel safely north / south), unsafe for the pedestrian traffic and dog walkers entering the park, the kids who catch the bus on the corner of Willow and 7th. Moreover, any of the options that take away the left turn lane onto Huron would cause major traffic backups on N 7th, especially in the winter when cars already struggle to make it up the hill in bad conditions. Please maintain parking to maintain the neighborhood feel of N 7th.
- As someone who has lived on N 7th for over 20 years, My opinion is that the need for parking far outweighs any benefit from adding bicycle lanes. I am an avid cyclist and have never had an issue navigating this stretch of road in either direction. The biggest improvement that could be made to improve safety would be to reduce the speed limit to 25MPH. The park improvements over the years had attracted many more pedestrians, and it is dangerous enough as it is to cross by foot. The street parking not only is essential for the residents, but it also provides a calming measure. Replacing the parking with bike lanes would effectively widen the street and increase traffic speeds even further. Please consider input from the residents of this neighborhood over the wishes of cyclists.
- Parking along N. 7th street needs to be preserved and prioritized for residents and park use. Parking is essential for West Park Events and everyday enjoyment of this multi use park. There is very little street parking on Willow and Bath and this is used by residents. I favor slowing the traffic down on N 7th to make the roadway safe for bicycles and cars sharing the current lanes, for pedestrians crossing the street and children walking to school/boarding the bus.
- I favor Concept 1 for the following reasons: (1) removing parking will result in increased vehicle speeds on the street, making it more dangerous for pedestrians and cyclists; (2) removing parking along N Seventh will simply divert cars onto Bath, Bucholz, and other side streets; (3) on-street parking near the West Park Band Shell makes it easier for people to attend the concerts and shows staged there, and the Chapin Street lot is too small to accomodate all vehicles for these events; (4) any change that would make West Park less accessible to potential users, and removing this parking would do that, makes the park less safe for those *who are able to use it; (5) there already is a bike route through West Park which allows cyclists to avoid using N Seventh; and (6) finally, and most important to me and my neighbors, the removal of on-street parking will unavoidably make ours much less of a neighborhood and that would be a shame.
- I live on N 7th. I am an avid cyclist — commute to work by bicycle and ride 100-150 miles a week recreationally. Speaking as a cyclist I am not one who believes that any modification of parking on North 7th is needed to improve the safety and comfort of bicyclists. The only place I don't feel safe is at the intersection with Huron & that spot is already parking free. If any bike lanes at all are to be put in, then



I'd go with option 1 as having the least impact on the neighborhood. But what I'd really like to see instead of bike lanes is a reduction (and enforcement) of the speed limit to 25MPH and such traffic calming measures as speed bumps. In fact, one reason I like the existing on-street parking is that it serves to calm traffic a bit — I believe that getting rid of it would encourage more speeding than is currently the case. I think it would be unfortunate to get rid of the on street parking, too, because N 7th is a distinctly different sort of neighborhood than South 7th — those familiar with Ann Arbor history will know that N 7th used to be known as Mann Street — maybe changing the name back would encourage people to think of that distinctiveness (in addition to a lower speed limit). In any case, I'd prefer solutions that are minimalist and that would leave the character of the neighborhood intact.

- I'd be happy with a paint-only implementation at the beginning to try this on, but if we decide to stick with a no-parking, buffered lane configuration, I'd eventually like to see hard fixtures near intersections to protect pedestrians & cyclists and to make the lanes feel constrained to drivers to help influence slower speeds.
- I live on N. 7th St. In my opinion the problem you ought to address is car speed and failure to honor crosswalks. If you moderate car speed, cyclists in sharrows/trying to cross 7th into/out of the park, pedestrians, and children waiting for school buses will all be safer. Many residents need on-street parking--not to mention people coming for games or concerts in West Park. It would be terrible to remove on-street parking if that loss then requires turning part of the park into another parking lot.
- 20% of one mile. All this study, survey, time, money & energy over the idea of bike lanes for 2 tenths of one mile.

Please consider this instead:

* There are 42 homes on N Seventh St. We rely on parking for ourselves, family, friends, contractors and delivery vehicles.

* Also, while we realize many more people use N Seventh than live on it, it is still our neighborhood. 30 mph is merely a suggestion for most drivers and if a lane is widened because parking is eliminated, this will increase drivers' speeds. You know that as well as I do.

* Activities in West Park rely on N Seventh parking; concerts, plays, ball games, picnickers, etc.

* Virtually no other parking is available - Miller, No Parking; Huron, No Parking, Bucholz, No Parking, S Seventh, No Parking.

* There are 67 homes on N Seventh, Willow, Bucholz & Bath streets. Proposals 3 & 4 would limit this area's on-street parking to Bath & Willow, which total about 16 spaces.

* Please tell me you're not seriously considering eliminating N Seventh parking, and reducing safety for myself and neighbors with increased speeds, all for 2 tenths of one mile of bike lane.

Thanks for listening.

- Lots of non-residents seem to want to voice opinions about this because biking is a political issue. People that live here know it's a bad idea to constrict traffic flow and eliminate parking.
- I visited Germany this summer and was surprised to see pedestrians and cyclists sharing space: pedestrians walk on gray stones/paths, while cyclists use the red stones/path but both are separated from vehicles.. In the US we assume cyclists should ride in the road. Also surprising to me was that in Germany the order of hierarchy / right-of-way is trains/trams, busses/cars, cyclists, pedestrians. Having experienced that, it made a lot more sense to me than the right-of-way hierarchy in the US, but it also was dependent on and integrated with the road design.
- Get the bikes Out of the Street! There's a Lot of Traffic there several times a day--they endanger everyone's safety. Put bike lanes next to the sidewalks, or have one side of the street for bikes and one side for walkers (even better). Let's keep All people Safe.
- I am not comfortable riding on bike lanes in the street, especially when the bicycle lane disappears at intersections. I prefer to ride (slowly) on the sidewalk, yielding to pedestrians and to cars using driveways. Bike lanes in the street are OK for athletic riders, but not for me. A better solution would be separate sidewalks for bicycles and pedestrians, both separated from the street and each other with



curbs, like the bike lanes in Copenhagen in Denmark. I would be especially uncomfortable with a bike lane between the car traffic and the parked cars. I also think that a two way bike lane on one side of the street is a bad idea because it confuses drivers and bicyclist about the direction bicyclists are supposed to be riding on streets. It also seems more likely to result in accidents. I would be especially uncomfortable in the bike lane between the traffic and the opposite direction bike lane. A mistake by either the other bicyclist or the car driver could kill me, and I'd have to be watching both of them. Yipes!

- Is it possible to keep bicycles off the road and discontinue trying to mix vehicles and bikes, which is unsafe for both? Instead use up some of the city owned easement area, widen the sidewalks and make a portion of the wider sidewalk a bike lane completely away from vehicles with a potential for greater safety for bikes?
- I would prefer no more bike lanes in Ann Arbor unless they are totally separate from the road. The bike lanes are not safe and they greatly disrupt traffic flow.
- As a cyclist I don't support /any/ of these concepts. I use this corridor every day on my bike, and bike lanes will make this MORE dangerous for me. I do support removing parking and replacing it with some other form of traffic calming. The crosswalk bollards help a lot, or anything else that narrows the street. The problem with narrowing the street with parking is riding a bike close to parked cars is dangerous (doors). The problem with bike lanes are, well, there are a ton of problems. First, they don't actually narrow the street, so traffic isn't as "calm" as we'd like. Second, they force merging back and forth into traffic at intersections or at beginning/end of bike lane. Third, they make left turns (especially on this stretch) nearly impossible and confusing for drivers and cyclists. Finally, this stretch of road is short, and has a low speed limit already. Cyclists are fully safer IN the flow of traffic here. tl/dr: Bike lanes on this stretch will make it MORE dangerous for me to ride my bike.
- I think concepts 1 and 2 are dangerous to bicyclists who ride along the parked cars on the east side of the street from car doors opening and cars entering and exiting the parking spaces. I don't live on Seventh, but feel that parking should be maintained for those who do live on the street and also for those who wish to use West Park.
- Concepts 1 and 2 show a motorist passing a bicyclist illegally closely and a cyclist biking unsafely close to parked cars. The city should make a practice to never depict unsafe and illegal activity as part of a plan. I would prefer modifying concepts 1 and 2 to get rid of the buffer, and make the opposite lane wider by that two feet, to give the cyclists a safe distance from parked cars, and move the sharrows farther into the lane, since no cyclist should be biking next to parked cars. If you don't increase that lane to 12', the sharrows should go in the *middle* of that 10' lane, since cyclists should be using the full lane in that situation.
- Parking and bike lanes don't mix well. I'm beginning to bike-commute to work. Am looking for routes that avoid bike lanes with parking.
- Concept #4 would seem alien to both auto drivers and cyclists and make maneuvering hazardous. This would make N. Seventh consistent with S. Seventh with regard to street parking.
- Sharrows are little more than wishful thinking; they are not a useful part of a complete bicycle transportation network. Option 4 will create more awkward transitions for cyclists: at the intersection of Huron and 7th; entering 7th from side streets on the east. The final solution should be a complete street with bike lanes the entire length, including in the intersections.
- If I'm biking on a shared lane, I'm going to take the lane (ride in the middle) rather than risk being sideswiped or "doored." Option 4 dropped on my list for safety concerns: cars turning mostly; because it's a new and unique set up and bicyclists may not know what to do. Also because it's less likely to be approved.
- Concept 4 creates a problem for southbound bicyclists. When they reach Huron Street, they would need to cross over to the West side of the road somehow to continue southbound on Seventh.



- Yes. I do not think that adding two-directional bike lanes on the east side of 7th is a good idea. Drivers are accustomed to seeing bikes ride with the traffic. The #4 configuration could present a serious potential hazard, esp. for those on bikes. And since you asked :> I do think some parking needs to be made available for those visiting West Park or for visitors of folks living on 7th. Chapin St. offers parking, but it is too much of a hike.
- Concept 4 should be ruled out unless there is a bicycle specific signal because it would be dangerous for bicycles heading west or coming from the west on Miller: they will have to cross in front of motor vehicle traffic. Even with a light it would be very confusing and hazardous.
- I think bike lanes should be consistent throughout the city for both cyclists and drivers sakes. Concept 4 is asking for trouble.
- Concept 4 could be confusing for both bikers and drivers, since bikers going south on 7th would have to switch from the east to the west side of the street after crossing Huron.
- I think Concept 4 is a dangerous idea. Drivers and cyclists in A2 are not used to that format, and the width of the cycling lane may be tempting to drivers who are in a hurry when traveling north. That coupled with the hills on 7th and I fear there will be head-on car-bike crashes. Concept 4 will also be difficult for cyclists to turn safely, which will create car-bike conflict. for example, the bike lanes near Kerrytown cross a traffic lane, which results in major conflicts.
- Whichever plan is chosen, please don't design bike lanes that either cross lanes of traffic or disappear and reappear due to intersections. The loss of dedicated lanes at intersections puts cyclists into an even more vulnerable position.
- I might rank 4 as #1 except I worry about turning options for bikes travelling eastbound on Willow, given that the crosswalk is on the north side of each intersection, which may make right turns for bikes (on the south side, away from the crosswalk) onto the far southbound lane risky. If there was a crosswalk at the south end of this intersection, this might not be less of an issue as drivers will be looking for pedestrian crossers as well as cyclists in that location. Otherwise, a crossing bike making a right turn across travel lanes would be unexpected.
- My main concern with Concept 4 is how will the bicyclists get to the appropriate bike lanes after Huron? This seems like it could be a dangerous situation at a difficult intersection that is particularly confusing to people who don't drive it often.
- If Detroit can have real buffered bike lanes, certainly Ann Arbor can too. Its time Ann Arbor start living up to its progressive ideals. What makes Ann Arbor special is the walkability--a fortunate by product of having lots of students in town. Yet the city seems determined to cater to the drivers that come in from other places.
- I bike often and ride this street several times a month. I don't really see the benefit of a bike lane when it runs for only a 1 and 1/2 blocks. The large bike lane on the east side of the street in the fourth option I believe would be confusing for motorists and would present a dangerous situation for southbound bikes to get back to the west side of the street for proper traffic flow after this block.
- Speaking as both pedestrian, cyclist and driver:
All other proposed draft concepts, including the current road configuration, are preferable to draft concept #2. Draft concept #2 will prove most detrimental to the safety of non-motorized traffic. As proposed, the transition between dedicated bicycle lane space and shared lane space at Willow St will create vehicle/cycle conflict when traveling Northbound along 7th St. This specific point of conflict will prove more dangerous to cyclists than the current configuration; vehicles expecting to pass with no conflict, after having traveled along 1 1/2 blocks of buffered bike lane, will abruptly find cyclists in their direction of travel. The severity of this conflict is further compounded by the location of the Willow st



crosswalk; cyclists yielding to crossing pedestrians will be at further risk of vehicular conflict given the 'bottleneck' nature of this design. Draft concept #4 successfully separates vehicular and non-motorized traffic along the length of 7th St. However, transitions to and from 'cycle tracks' and other non-standard road configurations without appropriate 'transitional elements' lead to more conflict at abutting intersections. Without dedicated traffic controls for the cycle track (i.e. bike signals and 'bike boxes') the Huron and Miller intersections in this instance will only prove more dangerous to both cyclists and pedestrians. Also, considering the short length of the proposed cycle track (>1/3 mile) many southbound traveling cyclists may prefer not to use the cycle track at all given it would require crossing bi-directional traffic twice. It is of my judgment that draft concept #3, when paired with 'bike lane tapers as shown in draft concept 1 and 2' will provide the safest and most equitable road user experience. Thank you for your time and consideration

- As a cyclist, concept 4 would be horrendous. Moving separately from the flow of traffic like that is incredibly uncomfortable as a cyclist, and makes merging and entrances at the ends of the roadway unsafe and confusing. Having distinct bike lanes on either side of the road (concept 3) is preferable - it is common practice throughout the city and gives us the space we need to safely and comfortably navigate - but I think some parking availability is fairly important to the residents and so a single bike lane and a shared lane would be a fair compromise (concepts 1 and 2). Thank you!
- Make sure there are turn lanes on 7th at all current intersections where turn lanes exist.
- Please keep the left turn lanes to maintain flow of traffic. It's already a busy flow through so removing the left turn would cause congestion in a route used for traffic to and from local schools.
- My primary concern is maintaining a dedicated left hand turn lane going north from Seventh onto Huron. The intersection is crowded and dangerous, and could actually use a dedicated left hand turn arrow light. I imagine abolishing this lane entirely will lead to significant traffic slowdowns.
- 1) Parking needed for events in West Park. 2) Steep grades at both ends can make it difficult to restart after stopping when roads are slippery in winter; removing the left turn lane at intersection with Huron will require more vehicles to come to full stop.
- None of the options maintain a left turn lane which is important to traffic flow. When car traffic is continually restrained to uncomfortable rates it causes impatient behavior and dangerous situations. Unless there will be no left turns, there needs to be a left turn lane. The weirdly aligned intersection creates issues for concept 4 and having drivers keep in their lane. As I understand them, I do not like any of them because they do not fully deal with the reality of that area
- I am very concerned that losing left turn lanes at Huron or Miller would create serious traffic bottlenecks and hazards. Especially with heavy traffic at Huron and the hill at Miller.
- If left turn lanes are eliminated, traffic will be a nightmare. You have two schools close to that corridor, Slauson and Mack, which will undoubtedly cause problems.
- My sister lives on N. Seventh and we love to visit and parking is always an issue. If you take away the existing parking it will be very difficult to visit.
- I visit friends on 7th so having NO (or almost no) parking would mean I couldn't do that anymore. Seems very unfair to residents.
- I often visit family members on 7th Street. Parking currently is often insufficient for residents and guests. Eliminating parking on 7th Street would push would-be parkers into already-congested, narrow side streets. Please maintain parking opportunities along 7th St. Encourage bicyclists to utilize traffic-free paths through West Park.
- The parking on N. 7th between Miller and Huron is already limited, please don't eliminate it ALL for the sake of one tenth of a mile of dedicated bike lane. It's a poor trade-off for any visitors to homes along that route of so many long-time home owners who have maintained lovely properties that generously contribute to the beauty of Ann Arbor neighborhoods. We visit friends often in that area of town, please don't remove existing parking spaces.



- Parking spaces are usually full or almost full in that area along 7th street, so there is a definite need for parking. People like to visit the part and most residents have very limited parking available for visitors. Even with bike lanes, I would hesitate to ride my bike along there; the hills make it difficult for drivers and bikers to see each other. There are near by parallel streets that are much safer for bicyclists.
- I live on Bath street and our street is already maxed with cars parked on it from folks who live on 7th. If you remove the parking along this route, I can't even imagine what a nightmare our street will become in respect to parking. We are challenged already to find parking for when visitors come, even on nights when there is nothing happening at West Park. Please DO NOT remove any parking along 7th!
- I live on Willow Street and am a bicyclist. I have long been concerned that there are no bike lanes on N. Seventh. The cars seem to go much faster than on S. Seventh. It is dangerous in its present configuration. I understand that the people living on N. Seventh want to maintain some street parking for their guests. Also, people park north of Willow Street for park access even though there is a parking lot on Chapin. While I would rather that all parking be removed on N. Seventh, to appease residents, I compromise and maintain it on the east side north of Willow. Also, something needs to be done to the designated pedestrian crossing similar to what was done on S. Seventh at Washington Street (push buttons for pedestrians to activate crossing signal). Willow Street is also a mess. The Street is failing and the intersection keeps caving in. It is very dangerous.
- I have lived on Bath St for almost 40 years. Houses on Bath were built (circa 1910) way before cars were common in our city and very few houses on Bath have room for more than one car in their very short (added in the 1920s or '30s) driveways--hence there's a great need for on-street parking for Bath St. residents. Bucholz has *no* on-street parking, nor is there much on-street parking on Willow. Eliminating the currently allowed parking on N. 7th would make an absolute parking nightmare for the residents of Bath St. (We already see that happen every time there is a "snow emergency" that eliminates parking on N. 7th.) That's my main concern, but also, eliminating the southbound left turn lane from N. 7th to Huron seems like a really bad idea. I fear that backups would be very severe at an already awkward intersection where traffic in the last year or so seems heavier (and less civil) due to an increase of traffic in Ann Arbor, perhaps because of added multiple-unit downtown residences. Please consider the very negative effects of the proposed changes to current residents of our near-downtown neighborhood. And thank you for doing so.
- Please do not eliminate the left turn lanes at N. Seventh and Huron an at N. Seventh and Miller. Please do not remove parking. My neighborhood is already over parked whenever there is a concert or event in West Park. The parking along N. Seventh is needed by residents and visitors to the park. If parking is eliminated cars will only go faster making it more dangerous for pedestrians and children living on the street.
- I'm a big supporter of bike lanes. However, if parking is removed from N. Seventh St., the only available parking for West Park will be on Chapin & the tiny parking lot off of it. There is insufficient room in the western neighborhood to absorb the loss & residents along N. Seventh will be impacted pretty severely. Thus, my 1st priority is to keep the parking. If the majority of responders say eliminate it, then I would support #3. It's the most straightforward for both bikes and cars along this short road segment.
- As a Bath st resident parking can be a problem due to overflow from apartments on 7th and Huron street eliminating parking on 7th would not help this situation. At peak traffic times giving space to bicyclists is at a premium. Allow bikes on the side walk on 7th during high traffic instead of taking up a lane. Just as cars are expected to watch for bikes bikes can watch out for pedestrians. I vote no on designated bike lane/s.
- As a resident who sees the daily usage of N 7th, and a bicyclist and supporter of non-auto transportation, I don't think changing the infrastructure on north 7th is a good use of city resources, and I would be concerned about the negative consequences of removing parking. 7Th street residents need and use the parking (our household shares 1 driveway among 3 households with 6 drivers, and others



along the street have similar setups, so alternative parking is necessary) as well as residents of the smaller side streets and importantly, users of the great public resource that is west park. During weekly summer events, north 7th is packed full with concert and playgoers, families, and others who would not be able to access the park otherwise, as the chapin side is always full as well. Additionally, N 7th is much more of a neighborhood than south 7th, and parking maintains that integrity by slowing down drivers and making people more aware of pedestrians and bikers alike (which sharrows will help with). Personally, I bike through the park rather than along the street where possible. Although bike lanes are nice, with the faster speeds they aren't necessarily safer (although s 7th has a bike lane, the wide road and fast traffic means I choose to bike on slower side streets wherever possible). I think a bigger barrier to biking in town is the poor quality of the roads and lack of bike infrastructure downtown. To support bike commuting in a2, I would rather see completely separate bike paths (I.e. not on the roads), bike lanes on downtown streets, and improved surfaces. Adding a couple blocks of bike line on 7Th street isn't going to change any behavior for the better and is not worth screwing up the traffic patterns and everyone's commute (removing the turn lanes would cause rush hour chaos), not to mention enjoyment of the park and the neighborhood feel

- Shared lanes are most problematic when they are going up hill; cyclists can't keep up with traffic in their own lane and cars going around them go into unseen oncoming traffic. This stretch of road has inclines at both major intersections, Miller and Huron. I think it would be most ideal if dedicated bike lanes could be installed on both sides of the road on the inclines and perhaps merge to one shared lane in the middle of this section in order to preserve some parking.
- Concept 3 is easy for people to understand. "Sharrows" are terrible, - confusing and difficult to process in actual driving situations.
- The choice selections available pretty much indicate that the city is committed to eliminating parking on this street.

The bike lanes, as depicted, between the parking lane and traffic lane are not wide enough.

Where's the opportunity to suggest other options? Has there been consideration to look at changing streets to one way streets?

Really, none of these are great because while bike lane area needed, parking is ALSO needed for residents and guests there.

Go back and revisit this. The forced choice concept scenarios as presented here aren't great options.

Where was the resident input opportunity? These are presented options before residents could weigh in? We do NOT live along this corridor but have friends who live there. Their response is that they were NOT consulted.

Go back. Get other inputs.

- I am not a bicyclist, but I think bicyclists would prefer Concept 4. if not, Concept 4 would be my 4th priority and Concept 3 m 2nd priority.
- I feel that road surface is the biggest impediment to current cycling on 7th. Because of the grade change between 7th and Miller, it's quite easy to get to speed and share the road with cars AS IS, and would be even easier with improved surface.
- For bike transportation to be viable it must be convenient and consistent. Option 3 is the only one that is.
- Ann Arbor is a car town no matter how certain minority factions wish it was otherwise. Please, keep the roads for cars and all things convenient for cars.
- As 7th is a major cross thoroughfare, you should move bike lanes to a parallel and less traveled road and not have bike lanes on 7th.
- We need more dedicated bike lanes.
- Hard to imagine living there and losing street parking, esp as you go North. But it happens
- Concept 5 – Move bike lane to expanded sidewalk on East side.
- Concept 6 – Prove AA is getting real by buying eminent domain right of way and putting true access for



bikes, cars, buses and Trucks. (Think of the poor FedEx guys).

#6 is what I actually favor. No bike kill zones as on south 7th

- Your bike paths and road diets are making it very difficult to drive around Ann Arbor. The needs of a few dictating is not good. Whoever designs traffic flow in AA should be fired.
- Why wouldn't you maintain parking on the west side of the street instead of the east? There are more houses there.
- Our city's drivers are notoriously careless about respecting road space for bicycles. The bike lanes in Concept 4 seem the least likely to be treated by drivers as their extended shoulder.
- Given the existing bike corridor on 7th to the south, this is an important project to prove connectivity with Miller for N S cyclists.
- I think keeping bicyclists together is the #1 priority for safety. N. Seventh dips and it may not be easy to see cars coming out of homes.
- One lane for all bikes seems best. They can just crash into other bikes if they are not paying attention, instead of cars or people.
- If you are making improvements to the Huron/7th intersection, you should also add a left turn arrow.
- Thank you for soliciting citizen input. Any change here is welcome, as I've already suffered a bicycle accident in this stretch.
- This would be a long overdue improvement for bike safety through this critical and cramped thoroughfare.
- No
- I've been biking in A2 for many years, and believe everyone needs to share the roads. I think the main issue is the quality of the road surface. This particular section is so rough the bikes trying to avoid holes and bumps often have to swerve around them causing issues for motor traffic. You still want parking for access to West Park. Bikes should always move with traffic. Lanes should be wide enough for cars to get by them without going into on-coming lanes. Thanks!
- While I agree that improving bike safety is important, the recent changes to parking in the downtown area including but not limited to the "taxi areas" and increased rates is making it more difficult not only to live in downtown but for those who work, dine and shop downtown as well. In addition, the recent burden placed on residents of this town from tax increases to the water rate increases make us second guess our decision to live in the downtown area with our family is it requires two adults with full-time jobs to afford our city tax escrow on our mortgage which is almost half our monthly payment. Perhaps the focus should be less on spending more money on bike lanes (where I see more often than not bikers NOT following the rules of the road) and focus those funds towards making this city more affordable for its current family residents and improving the quality of life in the form of road improvements, park maintenance, and safety (police force).
- I support the City's efforts to improve the connectivity of its somewhat disparate arrangement of bicycle lanes. Please also consider making maintenance of existing lanes a higher priority, in particular S. Seventh where debris are a problem (and, sadly, exacerbated by the pedestrian crossing bollards).
- In this town are we really ready to give up parking for more bike lanes? And can we afford all this needless reconfiguration without endless tax increases?
- I would like to see whatever contributes the most to Ann Arbor's safe bicycle facilities and continues to build/reinforce a citywide bicycle network that is safe and inviting to vulnerable bicycle users (children, the elderly, slow riders), with a concurrent information campaign for folks sensitive to changes in parking.
- The breakdown of different concepts here seems somewhat arbitrary. From what I understand, the requirement for MDOT approval has nothing to do with whether parking spaces are preserved or removed, and everything to do with the elimination of turn lanes at the intersection with Huron St. I would actually prefer not to see the turn lanes eliminated. Removing turn lanes, and leaving bike lanes at the outside edge of the roadway, would subject cyclists to "right-hooks". What I would most prefer is



closest to Concept 2, but with:

- all parking along 7th street removed, and
- shared turn-lane markings at intersections, as was recently done with the new Maple Rd. bike lanes (<https://nacto.org/publication/urban-bikeway-design-guide/intersection-treatments/combined-bike-laneturn-lane/>)

- Talking about this at a time when the road surface is in its present appalling condition, especially headed south from Miller, is bizarre. In a couple of places it's dangerous in cars, so much worse for bicycles. I don't usually park on 7th, but a couple of times per year I can't use the driveway. Where am I supposed to park? What about attendees at concerts in the park?
- None
- We need to start planning infrastructure for a single car per family or less model of ownership that promotes other modes of transit which helps reduce housing costs at the same time rather than an antique notion of what we always had which hasn't really worked for our diverse population.
- Why didn't you have a similar process for N Maple Rd project completed June 2018? Road diet there is extremely unhelpful to residents near it. Traffic now backs up far on Maple south of the lane reduction and will cause delays to school buses headed to Abbot, Skyline, Haisley & Open. Beginning of bike lane isn't safe as it begins near Aldi driveway & where cars frantically trying to merge in too short of space. Merge area should end at Carbeck Dr & bike lane should begin there. Sick of this city squandering my tax dollars. Fix the roads properly, not reduce them!
- Eliminating parking along 7th in this busy neighborhood seems totally misguided given the current lack of street parking in the area.
- Concept #1 is the only one I care to vote on.
- I like the idea of one bike lane shared by both north & south bound cycles. Would not want to lose the auto turning lanes.
- Parking is necessary on N. Seventh. It is very important for the park and residents! Making a bike path safe is also important. Please plan for both!
- I've had bikes pass me on the right when I'm making a right turn. There needs to be road signs for the bikes.
- No left turn onto Miller from N bound N Seventh will cause traffic to cut through Willow to Maple ridge north to Miller.
- I bike this stretch often, especially from willow to Huron and I don't have issues with the shared lanes. I strongly dislike crossing Huron, especially southbound, due to conflicts with left turning vehicles. I would suggest adding a cycle to the lights so that all southbound travel occurs separately from northbound traffic.
- I hope the city doesn't just listen to those citizens who make the loudest or most outrageous statements, but instead takes into consideration the concerns of citizens who value science-based solutions to issues in our city. Thank you!
- The problem of "disappearing bike lanes" is one of the primary reasons less adept cyclists choose not to use the bicycling infrastructure in town. This has been mentioned repeatedly over the years as a criticism of the existing network. The situation where a cycling lane disappears and a rider is forced to merge into the road with automobile traffic is scary. The options with on-street parking place cyclists in either the door zone or the middle of the automobile lane are not friendly or safe for cyclists. For these reasons, Option #3 is best for cycling. Trying to balance parking and automobile throughput inevitably leave cyclists with the short end of the stick. Either implement a full cycling solution or leave the status quo in place.
- The sidewalks are not heavily traveled on Seventh. I fail to see why bikers cannot use the sidewalks if they are unhappy with current bike lanes.



- 4 is by far the best. The visual clutter of the other options detracts from safety. Parking will be an issue, for residents and the park -- especially on Wednesday band nights. But I live with no on-street parking road and we work it out.
- My kids could have used safe bike lanes to get to Mack when they went there. I'm all for the current kids having that option! People who want to drive to West Park can park in the lot on the other side.
- Ideally there would be a buffer for bike travel going north or south. I recognize the importance of parking as well however I believe that there's certainly needs to be a buffer for bike lanes and moving traffic
- I am in favor of complete streets with bicycle lanes on both sides for the entire length of the street. Transitions between different styles of bike lanes on the same street are confusing for both cyclists and drivers. I would also like to see us move away from on-street parking as much as possible in order to keep streets clear for transportation uses and clean of snow in winter.
- If bicycle lanes were added along seventh it would become an extremely frequently used commuting route to/from work for me. As it is, the constant disappearing bike lane makes that route very unsafe as a cyclist and oftentimes puts me at serious risk from distracted and aggressive drivers. Please continue to prioritize the safety of your residents over the convenience of a parking spot!
- Removing parking makes accessibility difficult for those who use a cane or walker, like myself. ARide is an option but there are many times I prefer to drive and can only walk short distances.
- A Ride requires much more travel time and limited times available. You also cannot take along more than you can carry in your lap.
- This area is heavily used by children, some on bikes on the sidewalk presently, due to nearby schools. We have had close calls with children shooting into the street without pausing at the curb after being hidden by low hanging trees or high hedges. The visibility of the bikers and the low skill level of many of the probable bikers is key to me. We travel this route regularly to pick up grandkids at A2 Open School. My daughter often commutes to U Hospital from Scio Church Rd near Wagner and may use Seventh St occasionally. A large single bike lane seems the most visible and least confusing - but unfamiliar. Cars in this area are coping with an extra room already narrow street surface and lots of hilly terrain and short sight lines and heavy pedestrian use during the hours we travel. I really, really think sharrows are scary.
- The addition of more bicycle lanes across the city of Ann Arbor is not necessary, needed, nor wanted by the residents. The bike lanes have made driving in Ann Arbor much more difficult and a further hassle. The bike lanes are used by few in the city making the fast growing city and busy streets frustrating to drive and park on. We should make it easy to access the parks and houses along this stretch of road instead of limiting the access to it by car. The homeowners and park-goers should have priority over the few and far between bikers that pass that stretch of road.
- Seventh St is important corridor to bike down to shopping around the Briarwood area, so looking forward to more consistent bike lanes. Parking is a concern because of drivers opening their doors into cyclists.
- Parking is highly utilized for residents and visitors everyday. Without alternatives for parking, this is an incomplete study. I will attend the review sessions and hope the concerns I have are addressed. I know there are good intentions for each concept, I just don't agree with removing parking at all. Thank you for your hard work on the presentation of each concept.
- With 2 travel lanes and no parking bike lanes not needed. With 5' clearance of cyclist required bike lanes do no good, cars still must cross center line to comply. Wider lanes needed.
- I lived at the corner of Miller and Seventh from 2014-2016, and was mainly a bike commuter/pedestrian for most of that time. A dedicated bike lane with a buffer would have been so nice to have when I was living here. I found that the street parking near West Park was consistently underutilized. There is sufficient street parking elsewhere in the area. Given the hills on this stretch of road, I feel it is important for slower-than-usual bikers to have extra protection.



- Extremely dangerous for cyclists to have an unprotected lane between traffic and parked cars. Best to segregate cyclists as much as possible from opening doors from parked cars and active traffic.
- If the parking is removed from Seventh, then the side streets of Bath and Willow will be used even more than they already are for parking by Seventh St. residents. These streets will become very congested (cars parked on both sides do not leave enough space for traffic in both directions, cars constantly turning around, cars zipping up the street thinking it's a cut-through alternative to Huron, etc.) and will have poor visibility, which could pose a danger to the adults and children who live there and/or use the streets as pass throughs to West Park and downtown. The residents of Bath and Willow should have priority for parking on their streets. If any of the no parking on Seventh options are chosen, please pair that with a resident parking permit system on Bath and Willow so the residents of these streets don't end up like the poor folks on Washington St. who have to contend with all of their on-street parking being used by YMCA folks.
- I understand that there are complicated issues. I lived for one year on 7th Street between Huron and Miller. I think it would compromise the quality of living very dramatically if all street parking were taken away. I do also agree, however, that a bike lane should be a high priority.
- West Park is not what I call a neighborhood park, generally only used by local residents. The band shell, ballfields, and tennis courts attract a wider clientele. For civic band concerts and the plays in the summer at the shell, the only parking is local street parking. (I consider the lot off Chapin to be too far away). There are generally no spots available on Seventh or the side streets off Willow those evenings. Removing the parking along 7th would seriously diminish parking for those events.

On the other hand, if there is a need for separate bike lanes along this stretch of Seventh, the only acceptable option from the cyclist standpoint is Concept 3. One and Two are worse than the current situation; a 10' wide lane with parking adjacent is inadequate for safety of the cyclist. Concept 4, putting all the cyclists on the east side of the street should not even be an option. If Concept 4 were implemented, three concerns immediately come to mind:

- 1) How would the southbound cyclist transition from the left side of the road to the right side as they cross Huron St. How would cyclists on Miller turning to travel south on 7th do so safely?
- 2) Most car-bike accidents are already side or head on collisions; this would increase that likelihood.
- 3) Cars backing out of driveways on the east side would now have to look in directions that are totally contrary to normal patterns.

So from my perspective, to satisfy both parking needs and bike lanes, an off street parking lot at the west end of West Park accessed from 7th St would be the best solution. I realize that may not be possible because of the drainage water retention system underground. An alternate idea would be to install angle parking spots along the edge of West Park. I looked last time I was there and it seems there is room for a number of angle spots to the east of the curb, which would require greater engineering and cost than the options under consideration. It would also put cyclist at slightly more risk of cars backing out of the parking spots, but I don't think that is much greater than cars pulling out of parallel parking spots.

- Concept 1. Bike lane only 5 feet wide on one side of the street with only a 2 foot buffer. This is the minimum necessary. Generally it is recommended to have 7-8 feet wide for single lanes and 3 foot buffer. 5 feet is barely enough for one bike and may not be wide enough for those riding 3 wheelers. Sharrows on the other side is not great. Worst option. Narrower car lanes would calm traffic more. Concept 2. Bike lanes again are 5 feet wide and 2 foot buffer. One side of the street transitions into sharrows with parked cars to the right of traffic and bikes, which creates a door zone hazard for bikes. Not a good option. Concept 3. Bike lanes (again 5 feet and 2 feet). This concept eliminates the door zone and eliminates bikes swerving into front of cars into sharrows, but bikes on one side of street will have to deal with intersections. This is a better option. Concept 4. The 5 feet for one lane actually contains a gutter and should not be counted as part of the lane (see other side of the street that they don't have car lanes as part of the gutter). If the bike lanes could be widened by 1 foot to include the gutter, this would be best. Narrower lane for car traffic will make it safer, too. Also, why not put planters or curbs



and make this a separated two way bike lane? Without the barriers there definitely will be cars and trucks parking in the lanes and this means bikes have to again swerve out in front of cars.

- First off, can you please stop measuring bike lane widths from the curb when auto lane widths are measured from the gutter pan. If you are going to measure from the curb, please make 6'-0" your minimum bike lane width adjacent to a curb. Concept 3 is certainly the best not because of parking removal, but because the bike lanes continue through the intersection--similar designs at Liberty and Pauline would do wonders for the bikeability along 7th. Concept 4 might be something to aspire to, but let's see how the William St. design plays out as the Huron/7th is already confusing. If parking for West Park is needed, there is plenty of space in the park to put it. Our public transportation corridors should be prioritized for transportation, and not private vehicle storage.
- Bicycle lanes should not be dictating Ann Arbor road policy. Bicyclists can ride on the sidewalk. It is safe, there is plenty of room, and there are a minuscule number of pedestrians on N. Seventh. The city altered N. Maple between Dexter and Miller just to add bike lanes, which are not needed and not used. Now N. Maple is more dangerous and traffic is often backed up. Let's not do that to N. Seventh.
- Where will parking be redirected if eliminated on 7th? The surrounding neighborhood? There are already lots of cars on Arborview, Willow, Bath and Maple Ridge. In addition, there is too much traffic on 7th to eliminate dedicated left turn lanes. How would this affect traffic on nearby streets? I live on Arborview which is already busy with cars short-cutting (and speeding) through the neighborhood. Eliminating left turn lanes in an already congested area would most likely exacerbate this problem.
- I live on Willow St. and use 7th all the time, often on foot. I avoid 7th, though, when I'm on my bike, which I am frequently. It is dangerous for biking as vehicles typically exceed the speed limit, whether heading north or south. I have never observed parking lanes to have a traffic-calming effect. Shall we make Ann Arbor more bike-friendly or continue to accommodate impatient, often aggressive, drivers who think roads are exclusively for vehicles?
- Very concerned about eliminating the turn lane onto Huron. This would make this already difficult intersection, more difficult. People would use Bath St. as a bypass. Taking away parking will make this feel less like a neighborhood and make it more of a connector street for cars. Additionally, people use this parking to the max for events. Taking away parking will limit attendance at summer plays and concerts. It's a fabulous park, keep it easy for people to use it (and more than just the 20 near the playground)! Excited about a 1 lane bike path! People use the park as a connector E/West.

Email Feedback Responses

- I'm not able to come to the public comments regarding the proposal. I'm very upset about this. Is anyone thinking about the senior citizens in this town? You are eliminating parking that makes it doable for them to participate in community activities. If those spaces are eliminated, people are going to have to search the neighborhood only to park 4 blocks away. I am past the age that I can bike everywhere. The stretch of parking on 7th is used by many who go to West Park day and evening. It is a wonderful park used by many but the parking lot is small and often full. The amphitheater is used for band concerts and plays by Penny Seats in the eve. I park there regularly and see seniors, families and couples using those spaces. Please save those parking spaces!
- I just read the short story on MLive about the proposal to end on-street parking on S. 7th between Huron and Miller. You're going to get a lot of "I ride a lot of [streets | miles | days] miles from cyclists", so I apologize in advance, but I do a fair amount of cycling, and this is one my main routes in and out of town. (I live across from Allmendinger.)



On a list of problems for cyclists in the city, or even just on S. 7th, this is a ways down the list in my eyes. Have you seen the pavement on southbound S. 7th at the Huron light? It's like a minefield. It's dangerous to ride over, and even worse to stop on -- getting going again with the potholes is a nightmare. The parked cars next to West Park pale in comparison in my mind.

- I do not live in the two or three block area on 7th between Huron and Miller, but I have used the area for both parking and biking. I suspect that the needs of both cyclists and car parkers can be met easily. I suspect that my proposed solution will enhance the safety of children in the park, as well. Here are my observations.

Parking: 7th Street is a primary north-south corridor in Ann Arbor with no parking between Scio Church and Huron. The three block area between Huron and Miller is exceptional in having some parking. Much of the street between Huron and Miller is bordered by a wonderful city Park: West Park, with a band shell and interesting geography and children's play equipment. The park is a wonderful resource that will become even more valuable once the city develops the future greenway (north-south) trail corridor. The delightful annual Water Hill music festival also leads to parking needs in the area. If parking is an issue, it is due to festivals and the presence of the park, and not because of the needs of the local residents, who should be able to provide their own parking needs on their own property, as do the residents on all other parts of 7th Street. I believe that the parking needs of 7th Street Park are best met by the parking areas on the south side of West Park off of Chapin Street. This parking area should be expanded, if more parking is needed for festivals and the City park.

Biking: I do not use the 7th Street north-south corridor for biking. It is too dangerous for me (I am 71 years old, but I still have the reflexes of a cat and the wisdom of a road-warrior). Ann Arbor has few good North-South biking corridors. Those of you who comment that bicycles should not be on streets designed for cars should consider how you would feel if there were no north-south streets that were safe for cars. The area around West Park should be safe not only for cyclists and drivers, but also for children playing in the park. If this were only a residential area, then parking on the street might work well with the park, as shown by the parking allowed around Almendinger Park. However, this is not a residential-only area. It is a major north-south corridor with substantial car and bike traffic. Parked cars on a street increase the danger to both drivers and cyclists because drivers getting out of cars on the street side are prone to errors (my politically correct way of saying that parkers turn into stupid, immoral, criminals when they open their car doors without first looking in their side-mirror. You can choose to be a saint, instead of a stupid, immoral criminal, by simply looking in your side mirror before opening your door. Please make this a habit! Do it every single time!).

- Is there a master bike route development plan? When can bicyclists expect barrier-protected bike lane construction on Packard Road? Carpenter Road? On Washtenaw? On Liberty? On 7th? on Main St? On Ashley? On First? On Scio-Church? What's the plan? Which roads will get barrier protection first? When will the existent black-top lanes next to our roads get re-surfaced? What's the schedule of pot-hole and crack repair road-by-road, stretch-by-stretch for the lanes separated from traffic by a white stripe? Is there a current survey of existent pot-holes? Cracks? for our current bike paths? What are the names of the departments and names of officials specifically responsible for bicycle path maintenance and development? Where is the plan, if it exists, published? Is there an ombudsman assigned to bicycling and bicyclists concerns? Who is this person and how can this person be contacted. What sort of outreach is there to the bicycling community? What's been the feedback?
- I think removing the small amount of free parking in the city is a terrible idea. People still have to work in the city, and there is no reason they should have to take \$1+ less an hour just to come to work.



Removing free parking which is already almost impossible to find, effectively makes it not worth it to work in this city. And it IS a city, not a small town, although there seems to be a lot of denial about that fact. The traffic/pedestrian/bike laws need to reflect that. I think that the bike lane infrastructure needs a serious overhaul to keep them out of traffic. Don't punish working people just to make the city more palatable for people looking for the small town vibe. We are way past that point.

- I am unable to make either of the open houses to discuss the addition of on-street bicycle improvements and potential removal of on-street parking along N. Seventh St. between W. Huron St. and Miller Ave. However, I wanted to voice my opinion that I am in favor of the addition of on-street bike lanes and removal of on-street parking. Thank you.
- Sorry to have missed the meet and greet you held at the west end of West Park, but I wanted to offer my input as one who bike commutes this route every day- I live up near the Water Treatment Plant and ride the full length of 7th to work every day. The parked cars are not a problem!

Returning to Ann Arbor from 28 years in Washington, DC I can tell you that the way they do it in many places is to move the parking spots out 6' into the road leaving the space between the parked cars and curb as the bike lane. This works well once people get used to it.

It's better than having the bike lane between the parked cars and the traffic for the obvious reason- bikes further from moving cars- but also the fact that every car has a driver so if the driver opens his door into the bike lane, that could be a problem. NOT every car has a passenger, though, so having the bike lane on the passenger side of the parked cars makes it MUCH less likely that a door will open into a passing bike.

There's also the protection of the parked cars between the traffic and the bikes.

That said, if a bike lane were added between the parked cars and the traffic, that would be fine. The parked cars are NOT a problem, though, and lots of park users and people visiting residents depend on those spots.

- I understand (from the AA News article www.mlive.com/news/ann-arbor/index.ssf/2018/07/seventh_street.html) that the City is considering enhancing bicycle traffic by removing free on-street parking on a portion of Seventh St. As a bicyclist who frequently commutes along Seventh St. I'm very much in favor of any changes that will make bicycling safer and more convenient. Unfortunately I missed the July 25 and Aug. 1 open houses, and would like to get more information about the concept. Is there a web page or pdf that you could send me?



Appendix A: Sign-In Sheet

Pop-up Meeting 1: 07/25/2018

1.	David Swain
2.	Christine Stier
3.	Sandrine Martin
4.	James Mazak
5.	LUKE RODEHORST
6.	TOM FRICKL
7.	Eric Briggs
8.	Patricia Marcus Miller
9.	Iman Waltsdorf
10.	Zach Waas Smith
11.	Kyle Miller
12.	Pattie Smith
13.	ALI RANLAUT

1.	Diana Bach
2.	MARY LOUISE O'CONNELL
3.	Karla Taylor
4.	VICTOR LACCA
5.	Lilly CONNETT
6.	Trevor Mays
7.	STEVE BUSCH



Pop- Up Meeting 2: 08/01/2018

1. Pat Johnston
2. Rich Kato
3. Kevin McGovern
4. Laurie Moore
5. Wendy Valtadoros
6. Christopher Becker

Open House Meeting: 8/01/2018

1. Andy Burkhardt
2. Eric Boyd

1. John Beeson
2. Robert Gordon
3. Judith Connert
4. Tom Ege
5. STEVE BUSA
6. Tracy Beeson

1. Emily Vincent
2. Vivian Caruso
3. Suzette Wanninkhof
4. Steven Kronenberg
5. Scott TenBrink
6. Adam Goodman
7. Mike Brass Burns