

2019 WBWC Bicycle Infrastructure Survey Appendix - Raw Survey Answers

Timestamp	For how long have you been biking in Washtenaw County?	What are your main reasons for biking? (check all that apply)	What "type" of cyclist are you? (https://goo.gl/qQpsmb)	On what specific street/road with bicycle infrastructure within Washtenaw County are you most comfortable riding?	Would you ride on the street/road cited above with a child on your bike or with an inexperienced rider? Why or why not?	On what specific street/road with bicycle infrastructure within Washtenaw County are you least comfortable riding? Why?	On what specific street/road (currently without bicycle infrastructure) within Washtenaw County would you like to see bicycle infrastructure added?	What type of bicycle infrastructure would you most like to see on above street/road?	What specific street/road (or section thereof) within Washtenaw County should be of greatest priority for new/additional/upgraded bicycle infrastructure?	Please provide any additional feedback about the bicycle infrastructure of Washtenaw County:	Are you currently a member of the Washtenaw Biking & Walking Coalition?
3/2/2019 17:32:27	10 years +	Transportation , Recreation, Exercise	Enthusied and Confident	Cycle Track or Bike Lanes	With a cycle track I would	South Seventh - Liberty			South Seventh Liberty		No
3/2/2019 17:35:16	1-5 years	Transportation , Recreation, Exercise, Climate change	Enthusied and Confident	Pauline or pontiac Trail	Yes	Huron near downtown	Main Street north of downtown Ann Arbor	Cycle track (https://goo.gl/RLShPm)		Bicycling is one solution that should be paired with aggressive parking pricing and ticketing to create a situation that incentivizes all other modes over non-single occupancy car travel	No
3/2/2019 17:51:44	<1 year					Washtenaw is the worst. The need to make one lane a bike/bus lane all the way from ypsi into AA.	Washtenaw and a continuation of packard	Sharrow (https://goo.gl/EHgZUn)	Packard and washtenaw	Expand bike lanes from ypsi to AA	No
3/2/2019 17:52:25	10 years +	Transportation	Strong and Fearless	Small neighborhood streets with stop signs	Yes because cars drive slowly	Oh, maybe Eisenhower. It has a bike lane but cars drive 40 miles an hour and the snow is never cleared from the bike lane. There is even a separate turning lane for bikes headed west on Eisenhower who want to turn South on Boardwalk. But it is a complete nightmare trying to get over to that lane across two lanes of fast-moving traffic cresting the railroad overpass	Plymouth Road is terrible, especially near 23. Just try turning left into the plum Market	Something to help you turn left	Multi-lane roads		Yes
3/2/2019 17:57:33	10 years +	Transportation , Recreation, Exercise	Enthusied and Confident	1) Separate bike paths, 2) quiet residential streets, 3) The shoulder lane on Whitmore Lake Road feels fairly safe, with good sight lines, and straight.	Yes; because I feel safe	With bicycle infrastructure? First Ave lanes feel somewhat uncomfortable, riding on the left. Riding Scio Church westward is scary when the lane disappears. Catherine feels chancy, too.	Some sort of improvement to North Main, to get to Bandmeier.	Off-street parallel shared-use path	Plymouth as it goes through Dixboro. William will be helpful. North Main.	Right turns at red lights has been very bad for pedestrians and bicyclists.	Yes
3/2/2019 17:59:31	10 years +	Transportation , Exercise	Enthusied and Confident	The protected lanes on Maple and Seventh but only where they are protected. The bike lanes on Liberty. The separated path on plymouth rd	Not on the ones where the bike lanes end. Actually I don't feel comfortable on any of those streets with my child. I prefer to bike with them on residential streets.	Jackson rd. Cars going fast.	Not sure		Not sure		No
3/2/2019 18:07:26	10 years +	Transportation , Recreation, Exercise	Enthusied and Confident	Ones with bicycle lanes like packard	Yes	Plymouth rd because of high traffic and intermittent bike lanes	Washtenaw	Cycle track (https://goo.gl/RLShPm)	The area on Eisenhower around Briarwood		Yes
3/2/2019 18:12:05	10 years +	Recreation, Exercise	Enthusied and Confident	Liberty Ave	No.	Pontiac Trail has almost no shoulder	Pontiac Trail from Dixboro Rd south.	Cycle track (https://goo.gl/RLShPm)	Liberty Ave		Yes
3/2/2019 18:22:03	10 years +	Transportation , Recreation	Strong and Fearless	none, Riding on the street as a part of the regular traffic is the best and safest way to ride	N/A	Any separated sidepath	None	Paved shoulder (applicable to uncurbed county roads)			No
3/2/2019 19:30:31	10 years +	Recreation	Interested but Concerned	Dexter Rd between Maple and Dexter Village	I would because the bike lane is wide and well maintained	7th street from Huron to Madison is too narrow, there are too many confusing crosswalks and drivers are going too fast	Huron River Drive	Off-street parallel shared-use path	Miller from M14 west to Dexter Rd		Yes
3/2/2019 19:36:11	10 years +	Recreation, Exercise	Strong and Fearless	I ride dirt roads borth of ann arbor. Sometimes streets in ann arbor but stay off the busy ones	Hell no	Huron parkway is a prime example of someplace to die	All the big busy ones that are paths from one location to the next	Cycle track (https://goo.gl/RLShPm)	Washtenaw		Yes
3/2/2019 20:05:28	10 years +	Transportation , Recreation, Exercise	Strong and Fearless	Packard road from eisenhower to main street Ann Arbor	Yes	Carpenter	Packard from Hewitt to Eisenhower	Bike lanes (https://goo.gl/JicvKu)	Hamilton/Huron across I94	Infrastructure maintenance especially in the winter is as important as developing new bicycle infrastructure	No
3/2/2019 20:12:13	10 years +	Transportation , Exercise	Enthusied and Confident	Packard - the lanes are too narrow and left turns are difficult, but traffic is slow, and the pavement is ok. Devonshire - it has low traffic, traffic humps to keep speed down, and is wide enough even though sharrows aren't visible	yes, Packard - the lanes are too narrow and left turns are difficult, but traffic is slow, and the pavement is ok. Devonshire - it has low traffic, traffic humps to keep speed down, and is wide enough even though sharrows aren't visible	Miller - lanes are too narrow in places and the pavement is terrible, and traffic is very aggressive.	washtenaw	Cycle track (https://goo.gl/RLShPm)	Washtenaw east of US 23	Ann Arbor gets a lot of attention, but more people "need" to ride bikes in Ypsi. There's a new mayor there - can we have an effect?	Yes

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3/2/2019 20:13:56		Transportation , Recreation, Exercise	Interested but Concerned	The roads are not safe.	No. Crazy motorists.	I ride on the sidewalk, whenever the street looks dangerous. However, I don't ride through pedestrians. Then, I walk my bike. There are times, also, when snow plows pile the snow up in the bike lanes, making it impossible to use the lanes.		Off-street parallel shared-use path			No
3/2/2019 20:17:27	10 years +	Transportation , Recreation, Exercise	Strong and Fearless	Forest Ave. in Ypsilanti between River and EMU Campus	With a child in a trailer, yes. With an inexperienced rider, no, because the asphalt condition is bad.	Michigan Ave in downtown Ypsi has sharrows, but feels way too dangerous due to all the traffic. It's so bad I switch to walking my bike on the sidewalk rather than ride in the street. Or I bike on a parallel street, Ferris, one block south.	Huron Drive bridge over I-94 in south Ypsi (not that I would use it much, but it seems like a chokepoint that needs fixing)	Hard to say because it's a bridge. I don't trust bike lanes because there's no physical barrier between cars and bikes, which is important due to drivers distracted by texting.	Washtenaw Blvd between Ypsi and Ann Arbor. Needs physical separation between bikes and cars, not just bike lanes. Or, create more continuous sidewalks and explicitly allow bikes on them.	Signs on multi-use trails saying "No Winter Maintenance" feel like they are saying "We don't care about you." Find some money for winter maintenance!	No
3/2/2019 20:21:48				Seventh Street, Liberty St., Pauline Street	Too much traffic, speeds of motor vehicles too high. Possibly liberty St.	Stadium near Packard,	N. Main St. All the way to Huron River Road, Also seventh Street between Hearon and Miller.	Cycle track (https://goo.gl/RLShPm)	Washtenaw Avenue between Stadium and EMU campus!	Very difficult to get between Ann Arbor and Ypsilanti, only direct and accessible roads for transportation are Packard and Washtenaw. They are both very difficult to ride for long distances, not safe to ride in the road, and inconsistent and difficult to traverse sidewalks including many intersections that slow cycling way down. Pedestrian travel on Washtenaw(particularly between EMU and US 23) in Ypsilanti is reminiscent of the 1970s or a city suburban in the Detroit area, really horrible. I feel bad for the EMU students.	Yes
3/2/2019 20:50:40	10 years +	Transportation , Recreation, Exercise	Enthusied and Confident	Grove Road (sections w/ bike lanes)	Sure because it has bike lanes but only a small part of it really...	Most all of downtown Ann Arbor, Geddes Rd, Packard, Miller, most main roads, like Washtenaw is a death trap, Wagner, Huron River Drive etc (roads with no shoulders are THE worst!)	ALL OF IT!	Bike lanes (https://goo.gl/JicvKu)	any main roads that connect Ann Arbor to Ypsilanti for commuters etc.	We need way more public education about bicycle rights and how cars should respect them etc.	No
3/2/2019 20:51:10	10 years +	Transportation , Recreation, Exercise	Interested but Concerned	Bike boulevard and cycle track.	Yes!	Bike lanes and shared lanes make me nervous especially in the winter because bike lanes are often full of ice, pot holes, and tree debris. I am comfortable riding with cars most of the time but I am not confident that drivers are always paying attention.	We ride on 7th Street often and the current bike infrastructure does not make me feel comfortable. When I'm with my child, we always ride on the sidewalk. I believe liberty also needs better bike infrastructure. (Thanks for asking!)	Cycle track (https://goo.gl/RLShPm)			No
3/2/2019 20:57:25	10 years +	Transportation , Recreation, Exercise, Traffic reduction; low-impact living.	Enthusied and Confident	4th Ave between Packard and Kerrytown. Slow traffic; narrow road makes it easy to take the lane without significantly interfering with car traffic (nor receiving pressure from drivers).	Yes; as bicycle users are quite free to take the full lane. (The road surface is a bit rough, but given slow automobile traffic, the road surface can be navigated.)	Liberty between Stadium and 7th. This is a fairly major thoroughfare with steady car traffic; bike lanes are present, but the surface is dangerously unrideable. The eastbound direction is more hazardous as it is mostly downhill, requiring a user to ride their brakes to be able to not crash. I believe most bicycle users would consider this stretch non-viable and simply not use it, despite the (deteriorated) infrastructure. Close second: South State between Packard and Stimson for nearly-identical reasons.			Liberty between Stadium and 7th. New infrastructure not necessarily needed, but bike lanes are not usable and have not been for several years. Same comment for South State between Stimson and Packard.	Yes	

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3/2/2019 20:58:25	5-10 years	Transportation , Recreation, Exercise	Strong and Fearless	Does the non-motorized path in West Park count? Otherwise, I honestly can't think of a specific street w bike infrastructure that stands out -- they're all pretty generally sub-par, or are low traffic side roads with no bike infrastructure.	If the path in West Park is an acceptable answer, then yes. Otherwise, in practice I bike with my kid in a trailer mostly on sidewalks, but also (reluctantly) on the streets in Kerrytown on the way to daycare.	Despite being a pretty brazen rider, I still avoid biking on Jackson unless absolutely necessary (and choose the sidewalk where possible).	Along Washington would be great.	Bicycle boulevard (https://goo.gl/3GZDM6)	Along Jackson & Stadium/Maple, to allow for safe biking out to the strip mall stores there.	Even where there is bike infrastructure, it's often poorly maintained. I often have to bike in the road along Miller & elsewhere since the bike lane is crumbling, and most roads are not plowed to the edge. The city seems to think that we're notable for biking infrastructure, but it's barely passable. We also need to have a conversation about parking requirements downtown & in new residential -- reducing for cars and increasing secured bike parking for residents & employees.	Yes
3/2/2019 21:20:38	1-5 years	Transportation , Recreation, Exercise	Enthusied and Confident	B2b trail. Don't feel safe riding on street with cars. That being said bike lanes are better than no bike lanes. Often ride 7th and Miller, but bike lanes are frequently impeded by potholes, trash cans, snow, ice, delivery trucks, cars...	NO. I frequently experience aggressive car drivers, and generally accept each ride could be my last. Not trying to be dramatic. Even if cars pass me safely, it does not feel safe having a car pass me.	Maple and Stadium. Too fast, too much traffic	Would like to see a maintained bike route parallel to 7th with much less car traffic.	Bicycle boulevard (https://goo.gl/3GZDM6)	7th bike lane needs to be maintained in winter. Miller and liberty bike lanes need to be replaced because there are so many potholes they are often unrideable. Overall more paths like b2b would be better overall.		No
3/2/2019 21:21:34	10 years +	Recreation, Exercise	Enthusied and Confident	Stadium	Maybe	Ann arbor saline	Main	Cycle track (https://goo.gl/RLShPm)	Huron		Yes
3/2/2019 21:49:42	10 years +	Transportation , Recreation, Exercise	Enthusied and Confident	No street/road that I know of is currently very safe in my opinion. I feel completely comfortable only on park trails (e.g., Gallup Park).	No. Only on sidewalks.	Packard Ave btw Stadium and Main and 5th St btw Packard and Huron in Ann Arbor.	Washtenaw Ave.1 (btw Stadium and Fletcher).	Cycle track (https://goo.gl/RLShPm)	Same.	I appreciate your efforts, but current infrastructure is woefully inadequate.	Yes
3/2/2019 21:58:27	5-10 years	Transportation , Recreation, Exercise	Strong and Fearless	Packard from Stadium to Downtown	Yes. It's wide enough	Washtenaw	Washtenaw between Ann arbor and ypsilanti	Sharrow (https://goo.gl/EHgZUn)	Washtenaw		Yes
3/2/2019 21:59:15	1-5 years	Recreation, Exercise	Interested but Concerned	I prefer to only use bike paths- i do use the plymouth bike lane occasionally	no- cars often drive on the bike lane portion and the lane ends without notice	Geddes- the bike lane randomly ends	plymouth near to an over us 23, and dixboro road	Cycle track (https://goo.gl/RLShPm)	comprehensive plan to create city wide bike cycle tracks like utilized in Amsterdam		No
3/2/2019 22:02:14	10 years +	Transportation , Recreation, Exercise	Enthusied and Confident	I am not comfortable on any street with bicycle infrastructure, except those with very low traffic volumes. I ride on busier streets but am not comfortable doing so. I commute to work; it is a rare day that there's not a troublesome interaction with a car.	No	1) Plymouth Road and many others like it, where typical traffic speeds are >45 mph, and 2) Seventh/Division streets and others like them, with bicycle lanes that start and stop at every intersection.	Would love to have bike infrastructure along Huron River Drive!!!	Off-street parallel shared-use path	Need a safe route through downtown Ann Arbor & Ypsilanti	Much of the investment to date in Washtenaw County bike infrastructure has amounted to painting a stripe and bike logo on the side of busy roads. I've noticed that the only cyclists who use these on-street bicycle lanes are males between the ages of about 15 and 45. Who knows, maybe they are the only ones who speak out but I'm not part of that demographic and the mixing bikes with fast traffic thing doesn't work for me. Much prefer improvements to sidewalks (wide ones, like along Plymouth Road for example) so bicycles can be separated from traffic.	No
3/2/2019 22:28:23	1-5 years	Transportation , Recreation, Exercise	Interested but Concerned								No
3/2/2019 22:34:44	10 years +	Transportation , Recreation, Exercise	Enthusied and Confident	North Maple Rd. Even though it has high traffic volume, the good road condition and buffered bicycle lanes are very nice.	Yes	Miller Road: While it has bicycle lanes in theory, the condition of the pavement is so bad that one must frequently swerve out of the bike lane into traffic to avoid catastrophic collision with a pothole. This is worse than no bike lane at all, since drivers - with good reason - expect that bicyclists will stay in the bicycle lane if one exists.	S. Main St. from where AA-Saline Rd. ends north to Stadium Blvd. Riding northwest on S. Main southeast of the AA-Saline Rd intersection there is both a bike lane and a sidewalk. After the turn, continuing north on S. Main both the bike lane and the sidewalk disappear and one is forced into high-speed traffic. Rather terrifying!	Bike lanes (https://goo.gl/JicvKu)	South Main, as described above	Unmaintained roads make the question of infrastructure almost superfluous. With a few exceptions (like S. Main above) my concern about biking is more about the condition of the roads than the presence or absence of dedicated bicycle infrastructure.	Yes

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3/2/2019 23:32:21	10 years +	Transportation, Recreation, Exercise	Strong and Fearless	I commute to work on Washington, I think there are some shadows along the way?	Yes, because of the general low traffic flow	Stadium Blvd, because of the changes in road layout going from a bike lane with quite a lot of space, to additional car lanes with no space	I feel like many streets I happen to bike on have a sharrow placed somewhere along it. Rarely are bike lanes clear of snow, ice, debris, pot holes. I wish Liberty would have a revamp to the bike lane. I don't recall if Huron River drive has bike infrastructure but that would be another suggestion.	Cycle track (https://goo.gl/RLShPm)		It has been nice to have upgrades to the B2B and resurfacing to some streets which have provided a better quality bike lane, but in general car traffic is not respectful of cyclists and I do feel I take my life in my hands every day as I set out to work. I enjoy cycling as a commuter and as an enthusiast. I enjoy exploring on my bike and often set out for longer rides, aiming to hit roads with less traffic over roads that have excellent bicycle infrastructure (mostly because the bike lane is probably the best option we see and if a car still doesn't give you much space it doesn't make a difference). More recently I am inclined to take bike paths or do rides that involve state or metro parks for improved safety (mostly because friends I ride with can be fearful of traffic). I have had some near misses, especially on roads such as Wagner heading towards Huron River Drive (trucks passing with zero space), but I continue to take many of these roads to reach my destination or preferred ride. I have started driving my bike elsewhere to start a long ride so I can find preferred roads or just for variety.	No
3/3/2019 0:06:32	5-10 years	Transportation, Recreation, Exercise	Strong and Fearless	Packard	Yes	Ann Arbor-Saline (across bridge over 94)	Eisenhower, North Main	Bike lanes (https://goo.gl/JicvKu)	Huron River Drive	Chipseal/ spray-tar with gravel ruins roads for biking. If you are doing this, they need shoulders rolled and excess gravel removed. Very dangerous. This is just a cheap, bullshit way of fixing a road	No
3/3/2019 0:14:28		Transportation, Recreation, Exercise, Social	Enthusied and Confident	Huron River Drive	Yes but only during specific times of day or on weekends early when traffic is light.	Stadium Blvd, high traffic unprotected without a continuous shoulder or designated bike lane.	Geddes, HRD,	Cycle track (https://goo.gl/RLShPm)	Miller, Liberty, Pauline, Seventh	Road signs indicating 3ft law	Yes
3/3/2019 0:35:49	1-5 years	Transportation, Exercise, Decompression	Strong and Fearless	Downtown area, along Huron parkway	Downtown is tricky, as parked cars together with the heavy traffic creates potentially dangerous conditions.	Never along Washtenaw rd. The street is too narrow for cars that drive at high speed. If I have to ride down Washtenaw, I take exclusively to a sidewalk.	Huron river drive, some neighborhoods in the south East of Ann Arbor city.	Cycle track (https://goo.gl/RLShPm)	Huron river drive		No
3/3/2019 7:09:45	10 years +	Transportation, Recreation, Exercise, Commuting, but perhaps that's included under transportation	Enthusied and Confident	Packard - (both ways) between Independence and town	yes--but I would want to be behind them	There are many--but bike lane on eastbound Stadium between Packard and Trader Joe's is very bad. It's narrow and motorists don't realize how little room they give anyone in the bike lane.	Washtenaw--both directions, between town and where bike path starts at Brockman. This would require a road diet which I doubt would be possible. As a motorist I think the two lanes for drivers in both directions between these points are narrow for the drivers, so I think a road diet would work well, but unlikely to be done.	Bike lanes (https://goo.gl/JicvKu)	As mentioned above--Washtenaw between Brockman and town	It's ok, but I would also like some consistency in the lane markings are where these markings start/stop. Best would be to show someone in person. Happy to do that.	Yes
3/3/2019 7:17:44	10 years +	Transportation, Recreation, Exercise	Enthusied and Confident	Huron River Drive	No, because cars come too close to cyclists.	Washtenaw-too much traffic.	Washtenaw	Off-street parallel shared-use path	Washtenaw		No
3/3/2019 7:39:28	5-10 years	Transportation, Recreation, Exercise	Strong and Fearless	any of the gravel roads	No kids small enough so that's out. i try to ride with new riders whenever possible.	Washtenaw/Stadium	Washtenaw & Stadium	Bicycle boulevard (https://goo.gl/3GZDM6)	i can't pick just one.		Yes
3/3/2019 7:40:14	10 years +	Transportation, Recreation	Strong and Fearless	The new protected bike lane on Maple Road	Only if I alone was in complete control of the bike (e.g., child is a rear carriage)	Plymouth Road, because commuting drivers are selfish and inconsiderate towards cyclists	Huron Street in downtown Ann Arbor	Cycle track (https://goo.gl/RLShPm)	Washtenaw Ave, as it is very long, with multiple retail services throughout its length, and connects Ann Arbor and Ypsilanti	City and County police need to hold drivers accountable for endangering the lives not just of cyclists but pedestrians using pedestrian crosswalks.	No

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3/3/2019 7:51:52	10 years +	Transportation	Interested but Concerned	Huron Parkway	Yes because it is not shared with motor vehicles	So many! Stadium Blvd, Eisenhower, Huron/Jackson, Main (N of Depot), Washtenaw, etc.. The speeds are dangerously fast, no buffer for bikes, aggressive & distracted motorists, extremely loud, endless business driveways with vehicles pulling in and out.. Feels like taking heavy enemy fire from every direction!	First of all, we have zero bicycle infrastructure within Washtenaw County would you like to see bicycle infrastructure added?		Stadium Blvd- the only north-south corridor on the west side of town	We can dance around this until the world burns but we have too many cars and trucks. Even if we magically received billions of dollars for bicycle infrastructure, motorized transportation as we've known it remains environmentally unsustainable, destroys communities and is a public health disaster.	Yes
3/3/2019 8:01:08	1-5 years	Transportation , Recreation	Enthusied and Confident	none. They all suck !! in the winter specially	Not at all. Very risky	Jackson Road bike lane. People do not give any distance and in winter all the snow is dumped on the bike lane	Liberty street	Cycle track (https://goo.gl/RLShPm)	Liberty	Driver education should be mandatory. They should respect the cyclist and give distance	Yes
3/3/2019 8:01:47	10 years +	Transportation , Recreation	Enthusied and Confident	Bike lanes	Yes, we do not have much that is better in town and it is reasonably safe.	shared lanes or no lanes at all. The vehicles do not seem to yield to bikes in these lanes	Huron River Drive	Bike lanes (https://goo.gl/JicvKu)	Huron River Dr.	There is little to no protected bike lanes in and around town for commuters. The progress has been very slow. The current designated bike lanes end at intersections and place the bicycle rider at risk.	No
3/3/2019 8:49:17	10 years +	Transportation , Recreation, Exercise	Enthusied and Confident	Packard between Eisenhower and State in Ann Arbor	Yes. Most importantly, bike lanes are generally clear of debris, clear of potholes (recently paved), speed limit is 35-30, and cars are generally on the lookout for bikes.	This is a good question. I avoid riding on Ann Arbor Saline Road between Main and Oak Valley, as traffic volume is high and cars are entering/exiting the highway, crossing over the bike lane itself. There are also sections of Liberty road in Ann Arbor which I feel uncomfortable on (particularly when the bike lane disappears at Liberty & Seventh road).	William Street in Ann Arbor	Cycle track (https://goo.gl/RLShPm)			No
3/3/2019 9:13:46	10 years +	Transportation , Recreation, Exercise	Enthusied and Confident	packard	yes; good bike lanes	washtenaw, between ypsi & a2: death trap--no bike lane, high speeds, freeway interchange (us-23_	washtenaw--gallup bike path is great, but sometimes you want an efficient route, PLUS, then I could shop at Hua Xing, arborland, etc	Cycle track (https://goo.gl/RLShPm)	Frankly, I think Washtenaw	Better than most, but bike lanes & right turn lanes do not mix real well	Yes
3/3/2019 9:26:11	1-5 years	Recreation	Enthusied and Confident	Platt and Lohr	No, I don't believe its safe to transport a child on your bike	State St. no bike lanes, and busy	State St.	Bike lanes (https://goo.gl/JicvKu)	State St.		No
3/3/2019 9:28:11	10 years +	Transportation , Recreation, Exercise	Enthusied and Confident	Platt	Yes	Liberty; lots of traffic volume and cars in a hurry	Huron/Washtenaw	Cycle track (https://goo.gl/RLShPm)	Huron/Washtenaw		Yes
3/3/2019 9:41:46	1-5 years	Transportation , Recreation	Strong and Fearless	Division from Packard to Washington	Yes - because the traffic is slow enough, the volume is low enough, the surface is relatively smooth, and there are painted lanes.	7th Street - because the road condition is very poor, especially in the bike lanes, the lanes disappear and reappear, and cars tend to drive faster than the stated limit	Packard from Ann Arbor to Ypsilanti	Cycle track (https://goo.gl/RLShPm)	7th Street	Ann Arbor and the county are behind the curve when it comes to current thinking, planning, and implementing bicycle infrastructure. We actually need to greatly accelerate our pace of planning and development in order to not perpetually be a decade behind other cities. This effort needs to be connected to other priorities such as affordable housing, climate change, and retaining talent in the area.	Yes
3/3/2019 9:59:11	10 years +	Transportation , Recreation, Exercise	Enthusied and Confident	7th between Stadium and Liberty	Yes, if they felt comfortable with it. No if they aren't. The vehicle speed is moderate and the bike lanes are sufficiently wide.	The problem isn't often the streets with infrastructure. It's the intersections where vehicles can carry speed or aggression into their turns, or, in the case of Liberty between Virginia and 7th, with unmaintained and crumbling pavement. In this case the bike lanes are useless.	Far too complicated. There are many more factors involved in adding bike infrastructure than a simple add/don't add response can address. For instance, right-sizing is more comprehensive a tool than only adding bike lanes. Washtenaw Ave, for instance, would be a great place to focus on, but the issues are challenging at many levels.	Can't answer with such a simple list. Each road/street has its own needs. Hire an excellent consultant who's skilled in non-motorized transport. Our standard vehicle roadway engineers are clueless and even adversarial in their response to non-motorized users.	Good question within the context of a comprehensive study. See answer above.	Bike infrastrucure needs to be added to every upgraded road in the county. We have far too many roads with little to no attention paid to non-motorized uses.	Yes

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3/3/2019 10:23:43	1-5 years	Transportation	Interested but Concerned	Maple	No, because the bike lane doesn't go all the way to the Westgate center, which is where I bike to	Stadium and Jackson. So many cars going so fast and not expecting bikes.?	The intersection of Jackson and Stadium is super scary. Also the roundabouts at the maple exits to the 14	Bicycle boulevard (https://goo.gl/3GZDM6)	Roundabouts at Maple exits to the 14 so Skyline students can get to school. Drivers don't expect pedestrians and cyclists there because it looks like a freeway on-ramp.	I love the improvements so far on Maple. (Bike lanes and turning lane for cars). It has allowed our family to go down to one car!	No
3/3/2019 10:25:13	10 years +	Transportation, Recreation, Exercise, Commuting	Enthusied and Confident	The traffic calmed streets like W. stadium, North Maple north of Dexter. Wide well marked bike lanes	No, too many places bike lane disappears	It's hard to find bike infrastructure in Washtenaw County. There are so few paved small secondary roads that I am uncomfortable on most paved roads with 55 mile an hour speeds. I still ride them but have had some close calls.	Scio Church, Zeeb. Widen and put in bike lanes.	Paved shoulder (applicable to uncured county roads)	Huron River Drive	It is dismal. I used to ride Scio Church but it is way too busy now. Zeeb, too. Gravel trains, fast cars, it's dangerous. I try to ride paths now, like through Gallup to Ypsilanti, Dixboro path to Botanical etc. can't wait for B to B is done along Huron River Dr.	Yes
3/3/2019 10:27:48		Transportation, Recreation, Exercise	Enthusied and Confident	Platt, Textile, any place with dedicated bike paths	yes		E. university and others. Bike lines passing by parked cars	Bicycle boulevard (https://goo.gl/3GZDM6)	Washtenaw blvd, E. Stadium	Current infrastructure is improving- but overall is totally inadequate to promote biking as a serious option for commuting for potential riders. Bike lanes in main traffic arteries are treacherous. Potholes, debris are everywhere, and car drivers have very little awareness for bicycle maneuverability. Added to this are many student bicyclists with no regard for traffic safety, and now added motorized Birds to the mix. Examples of how to do this correctly abound in some European countries. A few examples of good infrastructure are the dedicated bike paths. However these are limited, and serve recreational riders- but not most commuters.	Yes
3/3/2019 10:43:50	5-10 years	Transportation, Recreation	Enthusied and Confident	Liberty before Maple	Yes, the bike lane is clear and cars do not go fast and have to stop often.	Most others are equally uncomfortable. Bike lanes aren't in good repair, cars ignore them, going through intersections is complicated and drivers don't yield to bikes.	I would love to see a so tiguaous path for cyclists on Plymouth Rd. Riding on the road is unsafe and the sidewalk is incomplete. Many people already use bikes to get to North Campus and more could ride safely with a complete bike route.	Bicycle boulevard (https://goo.gl/3GZDM6)			No
3/3/2019 11:11:15	10 years +	Recreation, Exercise	Strong and Fearless	Seventh, or Liberty east of Seventh, or State south of Packard, or Stadium east of Jackson	yes with a because of the lane demarcation	Washtenaw or South Main/Ann Arbor Saline	Washington from west side to Campus	Bicycle boulevard (https://goo.gl/3GZDM6)	Huron River Drive	Ann Arbor bicycle infrastructure is too fragmented.	Yes
3/3/2019 11:44:41	10 years +	Transportation, Recreation, Exercise	Enthusied and Confident	Packard, Summit	No to Packard. Yes to Summit.	Miller between Newport and Main, Seventh--There is not really space for bicycles and cars to co-exist, and there are regular buses.	Seventh! Washtenaw!	Bike lanes (https://goo.gl/JicvKu)	Washtenaw--it is a key passthrough	We should be looking to Madison for examples of good infrastructure and winter maintenance	No
3/3/2019 12:05:44	10 years +	Transportation, Recreation, Exercise, Utilitarian (Boober Tours, Bike messenger/delivery)	Strong and Fearless	All types.	Yes. Especially pathways.	None.	East/West Huron.	Cycle track (https://goo.gl/RLShPm)	Platt Rpad	It is poorly marked and not bicycle friendly user wise.	Yes
3/3/2019 12:33:28	10 years +	Transportation	Enthusied and Confident	Hewitt / Macauley Drive / Huron River Drive / Dixboro / Geddes (roughly, the B2B segment from EMU to Concordia)	Yes! Clear separation from traffic, (mostly) wide paths in good repair, few intersections. With the notable exception of the WCRC-"maintained" segment (between WCC Rec Center and Concordia), all of this stretch of path is even well maintained during winter months!	Mich Ave in downtown Ypsilanti -- because sharrows aren't real bike infrastructure. (However, the few blocks from Adams to Huron that have sharrows are okay, because traffic speed / volume is low enough to be comfortable regardless of sharrows -- it's what happens at either end of that segment that's a problem.)	Earhart, at minimum from Geddes to Glazier (to connect Glazier/Green bike lanes and UM North Campus to B2B); ideally all the way to Plymouth Road to connect UM East Med Campus).	Bike lanes (https://goo.gl/JicvKu)	Maintenance of existing B2B infrastructure (both capital maintenance / state of good repair and timely, reliable snow removal / sweeping) should be highest priority, over system expansion -- without a commitment to keeping the existing spine in good condition as a usable transportation method in all four seasons, expanding the network has limited value.	Make it harder to drive a car into / within Ann Arbor and Ypsilanti -- add more homes within those cities to reduce need for in-commutes and to support/make use of additional transit service and bike/walk infrastructure, expand park-n-ride options at edges of Ann Arbor, and convert extra general use lanes on streets like Plymouth, Packard, A2-Saline to bus-only lanes.	Yes

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3/3/2019 13:45:30	10 years +	Transportation	Strong and Fearless	Packard	Maybe. Traffic isn't too fast on Packard.		Plymouth Road	Cycle track (https://goo.gl/RLShPm)	State Street south of Eisenhower	Pretty bad, really.	Yes
3/3/2019 13:51:18	10 years +	Transportation , Exercise	Enthusied and Confident	Ashley St (most of the other streets I ride on have sharrows)	Yes	Jackson (too busy)	Huron (but not likely to ever see it)	Bike lanes (https://goo.gl/JicvKu)	Uncertain - my cycling is usually along routes with existing infrastructure.	On the whole it's improving but I'd be happier with better drivers.	Yes
3/3/2019 15:33:43	10 years +	Transportation , Recreation , Exercise	Enthusied and Confident	North Maple, between Dexter Ave and the M-14 interchange. The pavement quality is consistently good, bike lanes have wide buffers, and interactions between bike lanes and intersections / turn lanes are reasonably well-designed.	Probably not. It's a bit too much of a major thoroughfare with high vehicle density / speeds.	There are many contenders, but I'd probably say Jackson (west of Maple) is the winner. It's a high-speed "stroad" with bike lanes seemingly painted on as an afterthought, the idea that this is a reasonable and successful application of the "complete streets" philosophy is laughable. Runner-up: Stadium, for similar reasons.	Packard, between Eisenhower in Ann Arbor and Cross St. in Ypsilanti. While the B2B trail is nice, it's not convenient for everyone; also, as we saw a few summers ago when the Gallup Park trail was being rebuilt, it's a major "single point of failure" for our non-motorized network. We need a second commuting route between Ann Arbor and Ypsilanti (and the townships in between), and we need to provide the communities in the southeast corner of Ann Arbor with better non-motorized transit options. Packard seems the most logical choice to achieve all of these goals, especially since nearly half of its length between Downtown A2 and Downtown Ypsi already has reasonably good bike infrastructure.	buffered or protected bike lanes	Again, Packard.	The fact that we still - for example - don't have any protected bike lanes is ridiculous, although I'm excited that may change this year. In general, we should be deeply embarrassed at how far we've fallen behind not only "peer cities" (e.g. other college towns), but major auto-oriented metropolises like Detroit.	Yes
3/3/2019 15:48:25	10 years +	Transportation , Recreation	Enthusied and Confident	Packard	I would, because the bike lane is wide, there are multiple "zebra stripe" cross walks to keep drivers aware, and the speed limit is (relatively) low.	Division Street, because the bike lane is only on one side, so to turn left you have to cross two or three lanes. Also, drivers are focused on making it through the lights by maintaining a constant 30 mph.	Washtenaw Avenue, all the way to Ypsilanti. Please. I beg you. I'll pay a toll!	Cycle track (https://goo.gl/RLShPm)	Downtown and Campuses (Central, Athletic, Medical, and North), connecting to the surrounding neighborhoods.	Tell the decision makers: Just do it! You don't need to ask everyone the questions if you already know the right answers. The important data shouldn't be public opinion about something that they can only imagine. The relevant data is the data that shows business increasing and greater enjoyment reported by residents and visitors in areas with reduced automobile traffic.	Yes
3/3/2019 19:32:55		Transportation	Interested but Concerned	None, really.		Washington Street. Potholes, not enough room between parked cars and traffic.	Washtenaw Avenue	Bicycle boulevard (https://goo.gl/3GZDM6)	Washtenaw Avenue, Main Street, State Street	I know it's getting better, but it is just not good.	No
3/3/2019 20:08:17	10 years +	Recreation, Exercise	Enthusied and Confident			As-saline rd near I94. Drivers going in and out of I94 ramps	Washtenaw ave	Cycle track (https://goo.gl/RLShPm)	Washtenaw rd		No
3/3/2019 20:32:49	<1 year	Transportation	Strong and Fearless	On Liberty in downtown Ann Arbor - traffic is slow and the lane is shared.	Not with a child because, while it is slow traffic, there is a lot going on (people entering traffic, crossing the street, etc.) and a rider needs a high level of awareness and discretion and ability to act quickly and independently. I would feel nervous placing all that responsibility on a young rider. But with an inexperienced rider? Yes, because I have found that new riders tend to be highly stressed by cars passing them quickly. The sharrows on Liberty give us right to take the lane so cars are not passing, and the traffic moves so slowly (due to lights or crossing pedestrians, etc.) that we are not holding up traffic by taking the lane and we are more easily seen by drivers, and I think it helps show a new rider that we can co-exist with cars and helps ease their discomfort.	N/A		Sharrow (https://goo.gl/EHgZUn)			No
3/4/2019 7:47:44	1-5 years	Transportation , Recreation , Exercise	Enthusied and Confident	Single track	No, no one should ride with out proper skills, and prep	Wastenaw Ave , MI ave	MI ave, wash ave	Off-street parallel shared-use path			Yes
3/4/2019 9:14:33	1-5 years	Transportation , Recreation	Strong and Fearless	parts of Packard north of Stadium and parts of Miller - Maple to spring, Huron River Dr.	Yes, pavement is in decent shape, with bike lane and drivers are expecting you	Jackson west of Wagner, Ann Arbor.	Jackson/maple intersection. Main roads between AA and Ypsi (Packard/Washtenaw), Huron St.	Cycle track (https://goo.gl/RLShPm)	probably the link between ypsi and ann arbor		Yes

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3/4/2019 9:46:04	1-5 years	Transportation , Recreation, Exercise	Enthusied and Confident	4th ave, Packard, Williams, Washington, Miller	Definitely on Washington Street in Ann Arbor. Mainly because the traffic is pretty calm and slow. 4th is fine too.	possibly Stadium in Ann Arbor. There is no bike lane between Industrial and Packard, and the two lanes of traffic move quickly. There is a bike lane east of Packard but with fast-moving traffic and several intersections it feels less safe than, for example, Packard north of Stadium. Also, Division in Ann Arbor is very fast with cars turning often. I use the bike lane but if I can avoid this road I do avoid it.	Stadium between Industrial and Packard;	Bike lanes (https://goo.gl/JicvKu)	Packard south of Stadium;	The road surfaces are terrible, as we all know, and the road surface is part of the bicycle infrastructure. If I am swerving around giant potholes I am less predictable and do not feel as safe. Better road surfaces would make a big difference (e.g. 7th ave, Kingsley street, State Street near campus, parts of Washington, etc. etc.)	No
3/4/2019 10:04:07	10 years +	Transportation , Recreation, Exercise	Interested but Concerned	Huron River Frive	yes, b/c motorists tend to be aware of bicyclists	Packard Rd	Huron Parkway	Bike lanes (https://goo.gl/JicvKu)	North Main St		Yes
3/4/2019 10:05:07	1-5 years	Transportation , Recreation, Exercise	Enthusied and Confident								No
3/4/2019 10:34:48	1-5 years	Transportation , Recreation, Exercise	Enthusied and Confident	Golfside (between Washtenaw and Clark)	Not with a child. Speed limit is too high (45mph), although most traffic travels well under, and too many cars turning into and coming out of apartments/businesses.	Packard (Golfside to Carpenter): cars routinely 10-15mph over 45mph speed limit, bike lane is very narrow with a seam for the gutter dividing it. Ellsworth (Carpenter to Platt): bike lanes end before reaching Carpenter in both directions and debris in the "bike lane" (shoulder) is very bad.	Packard (East of the Eisenhower split, all the way to Ypsilanti)	Bike lanes (https://goo.gl/JicvKu)	Packard from Ypsi to the Eisenhower split. Would be nice to continue infrastructure from Eisenhower to Ann Arbor-Saline (or tie in to paths around Boardwalk).	I would love to see any signage relating to allowing room when passing, also "Bikes May Use Full Lane" signs.	No
3/4/2019 11:41:29	10 years +	Transportation , Recreation, Exercise	Enthusied and Confident	W. Liberty, miller ave, S 7th st	No. Traffic speed is too high		W. Washington St.	Bicycle boulevard (https://goo.gl/3GZDM6)			Yes
3/4/2019 13:44:04	5-10 years	Transportation	Enthusied and Confident	Packard, but only because that is the route that I commute on. Honestly, I'm only actually "comfortable" biking in A2 when I'm on the B2B trail.	No. People do not check bike lines before turning right and lanes are poorly marked. I've experienced a number of aggressive driver incidents.	Any of the downtown streets. There are dangerous potholes, little room for cyclists/bike lanes, lanes that disappear, and drivers that are aggressive and don't check before suddenly opening a door.	Ha. I honestly think the focus should be on improving the existing bike infrastructure vastly before focusing on routes without bicycle infrastructure. Most of the streets with "bike lanes" are poorly marked/painted, offer little protection to cyclists, and feature dangerous potholes. However, adding some infrastructure on Huron before the split and Washtenaw between campus and stadium boulevard would be good, given that that is where we have had recent fatalities.	Cycle track (https://goo.gl/RLShPm)	Washtenaw between Stadium and the UofM seems particularly dangerous for bikers, and is a main commuter thoroughway to campus.	Honestly, it's terrible. I have been a bicycle commuter all my life and I have never felt safe riding here. I have had too many close calls. Given the challenges of aggressive drivers, poor and poorly maintained infrastructure, etc, focusing on infrastructure that is either protected from traffic or very, very clearly marked (like green painted lanes, for example) would be the best thing.	No
3/4/2019 14:18:51	1-5 years	Transportation	Enthusied and Confident	Of those I ride, narrower neighborhood streets on the west side; low traffic volumes, low speeds	Yes	W Stadium -- high speed traffic, no buffer, no protection and not even a soft landing area on the curb in many spots (sidewalk also right on the street)	N Main	Cycle track (https://goo.gl/RLShPm)	Washtenaw	Cycling advocates shouldn't be satisfied til we have protected lanes or sufficiently wide off-street paths for every high speed road; we set speed limits to 20mph on every low speed, shared street; and significantly narrow lanes & add speed-reducing design improvements everywhere.	Yes
3/4/2019 15:00:11	1-5 years	Transportation , Recreation, Exercise	Interested but Concerned	Packard	Yes, because the bike lane is specifically designated and there is plenty of space. Drivers seem to be more cautious on this road too because there are multiple crosswalks where students frequently cross.	Plymouth road - because there are so many business driveways that I don't think people are looking for me. It's a very busy road and people drive fast.	Geddes. I work near U of M north campus and would like to be able to ride my bike to work from Ypsilanti.	Bike lanes (https://goo.gl/JicvKu)	Washtenaw, especially the section leading into campus where it gets really narrow. I usually ride my bike on the sidewalk there because I don't feel safe on the road.	I use my bike mostly for commuting to Ann Arbor from Ypsilanti, so I'd really like to see more options for those main commuting routes. I recently spent a week biking around Fort Collins, CO and really enjoyed the off-road paved routes as well. There were also special lights for bikers at intersections, which were helpful for me and other drivers.	No
3/4/2019 15:19:51	10 years +	Transportation , Recreation, Exercise	Strong and Fearless	Not a single one is comfortable. North Seventh Street gets an OK.	Liberty as little as possible. I often have my kids with me who ride independently but are not "good" riders yet. To nerve wracking to worry about them!	Huron Street.	North Main (to get to BtoB Trail).	Cycle track (https://goo.gl/RLShPm)	West Washington		

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3/4/2019 15:29:41	10 years +	Transportation, Recreation, Exercise	Strong and Fearless	South 7th St; Packard	With a child on the bike, yes. With an inexperienced rider, no.	Division. The bike lanes start and stop between lights and intersections. Moving in and out of traffic with fast-moving vehicles that aren't paying attention. Stone School. While the new paved section from Packard is great, paving stopped at Eisenhower. Stone School is the only way to get over I-94. There is a large gap between Eisenhower and Stone School and the shared path the goes over I-94. The road is narrow for sharing the road.	Huron, Glen, and Broadway.	Cycle track (https://goo.gl/RLShPm)	Huron	Too many stops and starts in bike lanes across intersections. More investment is needed in more protected/buffered lanes on main arteries.	No
3/4/2019 16:02:53		Transportation, Recreation, Exercise	Enthusied and Confident	Packard	Yes but would still depends	Division	Liberty past stadium, State St briarwood and over I-94 and	Bike lanes (https://goo.gl/JicvKu)	Liberty, stone school, state Street briarwood and beyond	Overall road improvement, reduce the speed limits to 20 mi/hour in neighborhoods	Yes
3/4/2019 16:10:11	5-10 years	Transportation	Strong and Fearless	7th South of Pioneer	For me a better question is, would I let my child alone on that road? (I take a kid on the back anywhere). Yes, because of the wide buffer and the single lane of spaced out traffic, even though there's no physical barrier I would feel I could ride between my child and the traffic.	Worst street I've ridden: State Street over I-94. You gotta do it to get to Costco, etc. but wow that is terrifying with many high speed traffic lanes and people changing lanes to get on the highway. No sidewalk option either. Overall scariest road for me, whether or not I've tried it: I don't bike down Washtenaw at all, between Hill all the way west to Ypsi. I have done the sidewalk a few times, that's dangerous enough.	Washtenaw, between A2 and Ypsi. The B-2-B is nice but it adds a lot of miles and doesn't go to any destinations + businesses along the way. In general, A2 has limited ways in and out (b/c of the ring of highway) and most of them are bad on bikes.	Off-street parallel shared-use path	West side bike highway from Maple to downtown. From Ann St downtown: tunnel under the tracks, easement at the church, West Park, Bath, side streets out to Maple. Or, Washington and then connect to Maple via side streets. So many possibilities.	Slow traffic really helps. I don't mind biking on Main St. b/c the traffic goes slow, and even 7th is decently slow when choked during morning rush hour.	Yes
3/5/2019 8:40:55	5-10 years	Transportation, Recreation, Exercise	Enthusied and Confident			roads with no bike infrastructure (i.e. Liberty west of Wagner which is my only through for commuting)	A major street heading further from downtown west, south, and north to encourage commuting	Depending on the road I could see lanes or tracks			No
3/5/2019 12:40:51	5-10 years	Transportation, Recreation, Exercise	Enthusied and Confident	Liberty	Probably not. I don't trust motorists to see us when driving and specifically during turning (right with right hand lanes)	Main St	Main st, washtenaw, stadium, any road that goes into Ypsi. Or Packard with a better protected lane	Cycle track (https://goo.gl/RLShPm)	Washtenaw or Main St		No
3/5/2019 21:50:04	5-10 years	Transportation, Recreation	Interested but Concerned	Congress	Yes, but not for very long. Congress west of Mansfield (well, the Congress/Congress split really) is dangerous for peds/bicyclists due to pavement condition and just lack of infrastructure. Congress east of Normal has a huge downhill which makes visibility tough, and then you join right up with Michigan Ave at Ballard, and Michigan Ave is right out.	Michigan Ave downtown Ypsi. It has worn sharrows, but.	Washtenaw	Off-street parallel shared-use path	Washtenaw	It's getting better! There needs to be better education/enforcement on looking for bikes when turning, and yielding/stopping for peds/bikes when they're using a crossing.	No
3/7/2019 1:49:30	10 years +	Transportation, Recreation, Exercise	Strong and Fearless	4th Ave w sharrows, slow traffic	With child, yes, I'm in control. With inexperienced rider, no, they don't understand their place on road.	Ann Arbor Saline Rd. High speed traffic, no respect from motorists	North Territorial	Off-street parallel shared-use path	Main St north, HRD connections	We are making progress, but really lacking when compared to other mid-size college town cities.	Yes
3/7/2019 21:10:16	10 years +	Transportation	Enthusied and Confident	Packard	Yes - nice wide bike lane	n/a	State Street where it crosses 94. Absolutely impossible to do safely now.	Anything would be better than nothing!	Washtenaw Blvd in Ann Arbor	What's there is good, needs to be considerably expanded	No

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3/8/2019 9:55:02	5-10 years	Transportation , Recreation, Exercise	Enthusied and Confident	Packard (north of Eisenhower except the block between State and Hill)	Yes, though only in good weather and not at rush hour. Packard is a great road to bike on for experienced cyclists, but can still be hazardous/intimidating for the uninitiated. Great bicycle infrastructure is used by people, not just cyclists.	Stadium. Bike lanes (and small ones at that) on roads with more than one lane in each direction are not worth the real estate they take up. It would be a far better use of space (and safer!) to group the bike lanes together create a cycletrack. In general, the folks who would use bike lanes on such busy thoroughfares are cyclists who would bike on the road whether it had bike lanes or not.	Main St. (Stadium to M14)	Cycle track (https://goo.gl/RLShPm)	Packard (from Eisenhower to Ypsi)	A protected on-street connector to Ypsi is sorely needed and would make working in Ann Arbor far more affordable for those who can't afford to live there--cars are expensive!	Yes
3/8/2019 15:19:54	10 years +	Transportation , Recreation	Strong and Fearless	Huron River Drive	Yes, other cyclists/driver awareness	Division/Plymouth Rd - bike lane incomplete, Huron St - lanes are narrow/bike lane incomplete, Liberty Street - bike lane poorly maintained.	I'd like to see missing links resolved - particularly Division and Huron streets downtown.	Bike lanes (https://goo.gl/JicvKu)	Division Street to Plymouth road	Our greatest resource is lightly used roads. I'd like to see bike lanes in the urban core of the city on main streets, but the low hanging fruit could be to designate bike routes with sharrow and signage through the residential neighborhoods. I've been spending a lot of time in Seattle and their residential neighborhoods with narrow roads, lower speed limits (20 mph), chicanes/circles in intersections, and disunited bike routes really help cyclists get around the neighborhoods.	No
3/8/2019 19:50:22	5-10 years	Transportation , Recreation	Enthusied and Confident	Packers from downtown to Stone School	Yes. Well marked bike lanes, cars don't speed and because of the students motorists are used to/familiar with cyclists on the road.	Ann Arbor/Saline	Ellsworth	Cycle track (https://goo.gl/RLShPm)	Textile.		No
3/9/2019 10:14:57	5-10 years	Recreation, Exercise	Enthusied and Confident	B2B	Yes. It's protected from cars.	Roads with no shoulders or designated bike lanes	Too many to list. The rural areas have many roads without shoulders or disnated bike lanes. Shameful and scary to ride in this environment of distracted drivers.	Bike lanes (https://goo.gl/JicvKu)	Too many to be specific. Please focus on rural roads with no shoulders as a starting point. As well as crossing I94 safely on Huron St between Ypsilanti Twp and Ypsilanti.	Please complete B2B East to Wayne County to connect to Metropark trails.	No
3/9/2019 11:00:11		Recreation, Exercise	Enthusied and Confident	Bike lanes	No. Too risky yet.			Bike lanes (https://goo.gl/JicvKu)			Yes
3/9/2019 15:26:19	1-5 years	Transportation , Recreation	Strong and Fearless	Packard	Yes - it's a predictable place with plenty of room for both bikes and cars to go at a variety of speeds, including slow/loading bikes. It would be a good place for someone to learn to become comfortable riding in/near car traffic	Geddes near the Gallup Pk Pathway entrance. I feel great in the bike lane on one side, and also in the traffic lane where there's no bike lane. I am least comfortable going down the hill where it transitions to no bike lane, because it happens right at the bend.					No
3/9/2019 18:43:56	10 years +	Transportation , Recreation, Exercise	Enthusied and Confident	Packard Rd	Yes	Liberty Road from Stadium to the city, Road is in disrepair and bikelane contains hazards	Jackson Blvd at Zeeb Rd	Bike lanes (https://goo.gl/JicvKu)	Main St. from Huron River Drive to downtown		Yes
3/11/2019 16:59:16	5-10 years	Transportation , Exercise	Enthusied and Confident	Border to Border; Packard (east of Carpenter).	No. Perceive it to be too dangerous.		More of Washtenaw, Packard, and Ellsworth.	Bicycle boulevard (https://goo.gl/3GZDM6)	I don't know.		No
3/11/2019 20:07:40	10 years +	Transportation	Enthusied and Confident	Packard between Stone School and Stadium	No. I would not want the responsibility because it still feels somewhat unsafe to me.	Stadium between Packard and Washtenaw. The traffic is too fast and the bike lane is narrow. It also abruptly ends just west of the entrance to St. Francis going east.	between Ann Arbor and Ypsi on Packard (preferred) or Washtenaw	Cycle track (https://goo.gl/RLShPm)	between Ann Arbor and Ypsi on Packard (preferred) or Washtenaw		Yes
3/11/2019 21:21:26		Transportation , Recreation, Exercise	Interested but Concerned	Metro parks	y son is an adult	State Street over I 94	Packard to ypsilanti	Bicycle boulevard (https://goo.gl/3GZDM6)	Any four Lane street	?	Yes
3/11/2019 21:28:51	1-5 years	Exercise	Interested but Concerned	Fifth ave	no too much traffic	W Liberty too many bumps	E Huron	Bike lanes (https://goo.gl/JicvKu)	W Liberty		No
3/11/2019 21:47:41	10 years +	Transportation , Recreation	Enthusied and Confident	none - mostly on the b2b or other related paths off the road	no way	most of it too many potholes, too much traffic and inconsistent lanes -		Off-street parallel shared-use path	maybe creating some complete routes in and out of a2 like Packard	I hate the city's resurface/restripe program it creates lanes that suddenly end	No

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3/11/2019 22:52:15	10 years +	Transportation , Recreation, Exercise	Enthusied and Confident	Bike lanes	No. Too risky/dangerous	Busy streets with fast moving traffic	Trails thru and around city for walking and biking	Bicycle boulevard (https://goo.gl/3GZDM6)	Rural paved roads	Thanks for promoting bicycling in Washtenaw County.	No
3/12/2019 7:50:09	10 years +	Transportation , Recreation, Exercise, I don't like to spend the money for parking, and riding to town is generally faster. I also find prefer warming up on my bike than getting into a cold car (being I'm not one to waste gas idling the car to warm it)	Enthusied and Confident	Cycle track	Yes	Division	Broadway, Huron or Main Street	Cycle track (https://goo.gl/RLShPm)	Entering or exiting Huron River Parkway at Main Street	In Ann Arbor we pride ourselves on being bike friendly, but having traveled to many truly bike friendly cities in the U.S. and internationally, I feel this is undeserved and leads to a sense of complacency.	Yes
3/12/2019 8:13:00	10 years +	Recreation, Exercise	Enthusied and Confident	Border to Border	Yes, it's wide, safe, no cars	Washtenaw Avenue. Speeds, no bike lanes, too many driveways	Washtenaw Avenue	Bike lanes (https://goo.gl/JicvKu)	Washtenaw Ave. - it's the backbone of access within the urbanized area	We need more, better infrastructure, built more quickly.	Yes
3/12/2019 12:47:01	10 years +	Transportation	Enthusied and Confident	liberty	yes, Traffic is slower and there is an older well used bike lane	Jackson - cars aren't used to bikes there, and also tend to speed	Washtenaw	Off-street parallel shared-use path	not sure, but streets that link cities.		Yes
3/12/2019 17:15:43	10 years +	Transportation , Recreation, Exercise	Enthusied and Confident	I commute from Ypsilanti to Ann Arbor on Packard St because of the off-road bike path.	Yes, probably.	Whittaker Rd/Huron St. south of I94 has a bike lane, but it's still nerve-wracking to ride because of the traffic speed and volume.	The Huron St/Whittaker Road bridge over I-94! Walkers and bikers use this daily and it's dangerous!!	Off-street parallel shared-use path	I would think you should prioritize safe bike infrastructure along major east-west and north-south commuting routes - if it were safer, more people might commute by bike.	I really, really appreciate the existing off-road infrastructure for biking and would willingly vote for a millage to build more of it.	Yes
3/12/2019 18:26:52	10 years +	Transportation , Recreation, Exercise	Enthusied and Confident	Huron River Drive	No, too narrow.	Dexter-Chelsea Road-too narrow, shoulder not wide enough, history of serious accidents	Dexter-Chelsea Road	Paved shoulder (applicable to uncurbed county roads)	Dexter-Chelsea Road		Yes
3/14/2019 13:59:26	10 years +	Transportation , Recreation, Exercise	Enthusied and Confident	B2B & Liberty	Yes on the B2B, but not Liberty. Too narrow for comfortable bus passing	Packard. Distracted drivers. Car speed too fast. Almost run over there	Packard from A2 to Ypsi. The entire road, not just sections.	Cycle track (https://goo.gl/RLShPm)	Packard or Washtenaw (what happened to ReImagined Washtenaw?)	Over the bike infrastructure in the County is poor. The condition, maintenance and connectivity are sorely lacking for a progressive County like ours. Improved bike infrastructure would help reduce the number of cars on the terrible roads. Time to stop talking and get this done! The B2B is amazing.	Yes
3/14/2019 15:40:48	10 years +	Transportation , Exercise, GHG emissions, cost savings - we bike recreationally elsewhere, but not really around here	Enthusied and Confident	Pontiac Trail. I and my wife take it to work most days. Except for people illegally putting their trash cans in the bike lane, it's not bad.	Yes, and we did in the past. Speed limits are relatively safe (and roundly ignored, but that's a different issue), the pavement is in good shape, and except for a few places, motorists don't drive in them that much, unlike other parts of town.	Plymouth, which I take (by bike) every day to work. But lots of motorists drive in the bike lanes.	Washtenaw. Should have happened there ages ago. I don't bike on Washtenaw, because I'm never on that side of town. But all of the major arterials should have FHWA recommended bike lanes, and Washtenaw strikes me as the worst problem/example.	Bike lanes as recommended by the FHWA over a decade ago - not just the minimum 5' per AASHTO.	Probably still Washtenaw, but the road surface on Liberty is so bad that the bike lanes are almost dangerous to use.	Every road in the county should be evaluated with the FHWA guidance, particularly the major arterials. But we also really need the police to actually enforce the ordinances against driving in bike lanes, and we need to get rid of Ann Arbor's anti-bicyclist bike lane ordinance.	Yes
3/14/2019 16:27:20	<1 year	Recreation	Interested but Concerned	None	No	Any non-protected lane, as I do not trust local drivers to respect the space	Stadium from Pioneer High School to Tappan Middle School	Cycle track (https://goo.gl/RLShPm)	Washtenaw Avenue/Huron Parkway/Jackson Road	Good enough for confident bicyclists, not great for less confident bicyclists. But also it is missing a full enough street grid to allow for alternative routes with less traffic.	No
3/14/2019 20:17:39	1-5 years	Transportation , Recreation, Exercise	Strong and Fearless	S Division	NO way, too much traffic	Fuller Road- it's downhill and curved and doesn't have bike lanes	Fuller road	Cycle track (https://goo.gl/RLShPm)			No

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3/24/2019 3:51:42	10 years +	Transportation , Recreation, Exercise	Enthused and Confident	Green Road south of Plymouth Rd	No - I think only an experienced cyclist would have the reflexes to deal with potential problems and just the ability to ride in a straight line.	Plymouth Rd - the bike and motorized lanes are too narrow. Vehicles drive over the line into the bike lane all the time. Combined with narrow lanes, speed limit is too fast to be comfortable	Glen between Catherine and Huron then Huron to Fletcher. There is no safe way to ride to Central Campus for those 3 blocks. It's ridiculous.	Cycle track (https://goo.gl/RLShPm)	There need to be safe routes to Central Campus from all directions. For me it's getting from Fuller Rd to the Diag. There are no bike lanes to get from the Diag to State St to get to Brianwood/UM Medical facilities	Sidewalk bike paths like along Fuller Rd and the Border to Border trail need lane marking like at Kensington metro park. Also need to be wider. Pedestrians are really stupid and don't know what to do when they hear a bike bell. 90% of the time they turn left and lurch into my path. Also training pedestrians to keep to the right on a shared path. They are really stupid. It's common sense.	No
3/26/2019 8:35:33	1-5 years	Transportation , Recreation, Exercise	Enthused and Confident	Plymouth road's bike path in ann arbor	Yes-- it's wide enough to be next to each other and wide enough for other cyclists to pass/us to pass pedestrians. There are no cars on it. The driveways can be a bit sketchy though!	Washtenaw Ave, Ann Arbor	W. Liberty in Ann Arbor	Cycle track (https://goo.gl/RLShPm)	Washtenaw between Ann Arbor and Ypsi		Yes
3/28/2019 12:50:16	10 years +	Transportation , Recreation, Exercise	Enthused and Confident	Platt (part of it anyway)	Yes, because it's very clearly marked and there's only one lane of car traffic.	Washtenaw...sidewalks are awful or nonexistent in parts.	Washtenaw	Cycle track (https://goo.gl/RLShPm)	Washtenaw		Yes
3/28/2019 13:13:08	10 years +	Transportation	Strong and Fearless	Packard	Yes, it's a well marked bike lane which is NOT in a door zone and doesn't get sporadic blockages like garbage cans on a road with a decent automotive speed	However, on Packard between state and hill the bike lane disappears For a single block before reappearing again. This just causes confusion for everyone involved	Washtenaw between Stadium and Huron, both lanes of traffic are too narrow for the posted speeds, and this section of road is this site of the most road rage I see directed at myself and other cyclists. Drivers honking, swerving into my path and screaming some variation of "get on the sidewalk" is a monthly occurrence. I know the law and know that Michigan law is written such that bicycling on the sidewalk in urban areas is actually discouraged, however many people do not.	Bike lanes (https://goo.gl/JicvKu)	Washtenaw road	I prefer on-street facilities to multi use paths. Michigan drivers pull into the mup/sidewalk crosswalks without looking. The four times I've nearly been hit in the past ten years were all cases where I was at a multi use pathway along a main road, had the right of way, was going at reasonable speeds and had a car from a feeder road blow through a stop sign to get closer to the main road without looking to see if any pedestrians or bicyclists were entering the crosswalk. Therefore, I will no longer use multi use pathways or sidewalks when riding. I only use streets.	Yes
3/28/2019 15:09:56	10 years +	Transportation , Recreation, Exercise, Social	Enthused and Confident	Any	Cycle track or boulevard. Cars too inattentive	North territorial cars drive fast and it's busy	Way to cross north territorial. Way to cross rr tracks Ann Arbor main st and bandemer	Off-street parallel shared-use path	North territorial		Yes
3/28/2019 15:57:43		Transportation , Recreation	Strong and Fearless	Pacard	Yes. The lane is wider and traffic speeds are low.	Plymouth. Its not a real bike lane. The road was restriped to add a bike lane, but the pavement seems don't match up. Drive regularly disregard the bike lane and drive in it to avoid the pavement seems.	Packard to Ypsilanti. Washtenaw will never be a good road for cyclists. Packard is the next best option.	Cycle track (https://goo.gl/RLShPm)	Dexter Chealsea. Its a widely used road for cyclist, and there has already been a senseless death due to driver negligence.	Not as good as Detroit. Cass and Michigan avenue have great infrastructure examples. There isn't anywhere in Ann Arbor that comes close.	No
3/28/2019 17:09:42	10 years +	Transportation , Recreation, Exercise, environment	Strong and Fearless	5th street	not with a child - too much traffic not looking for riders	washtenaw ave; ann arbor saline; jackson, etc.	william	Bicycle boulevard (https://goo.gl/3GZDM6)	main street ann arbor		Yes
3/28/2019 22:00:30	10 years +	Transportation , Exercise	Strong and Fearless	Green Road south of Plymouth.	Not comfortable but I do it.	All of them. Need separate facilities.	Remove a lane on Fuller Rd or Washtenaw north of Stadium.	Cycle track (https://goo.gl/RLShPm)	Upper Washtenaw or completing border to border trail!	How much do we spend on car pavement vs bike facilities?	Yes
3/29/2019 8:30:15	10 years +	Transportation , Recreation, Exercise, teaching	Enthused and Confident	Platt Road	Yes	Sharrows on Saline Ann Arbor rd		Cycle track (https://goo.gl/RLShPm)	Huron and I94 -	rumble strips make shoulders impossible to ride with Trikes and handcycles	Yes
3/29/2019 10:21:50	<1 year	Transportation , Recreation	Enthused and Confident	Packard	Yes, well marked lanes and lower speeds	Washtenaw. No way to safely cross 23 towards Ypsi	Eisenhower	Bike lanes (https://goo.gl/JicvKu)	Downtown Ann Arbor- upgrade existing infrastructure		No
3/29/2019 11:08:51	1-5 years	Transportation , Recreation, Exercise	Strong and Fearless	Bicycle Boulevard, of course!	Yes	Plymouth - the path has so many cars pulling in and out. Ideally they could pave all of Traver so one could get north and avoid Plymouth.	Washtenaw	Bicycle boulevard (https://goo.gl/3GZDM6)	Plymouth		No
3/29/2019 13:35:28	5-10 years	Transportation , Recreation, Exercise	Enthused and Confident	Packard Road	Yes, traffic speeds seem slower, and there is adequate room for cars and bikes.		Plymouth Road from Huron to Cherry Hill	Bike lanes (https://goo.gl/JicvKu)	Plymouth Road from Huron to Cherry Hill	Dixboro road seems very dangerous for cyclists	No
3/29/2019 13:50:53	1-5 years	Transportation , Recreation	Enthused and Confident	Packard	Yes--the bike lane is wide and in fairly good condition and I feel like people expect cyclists on this road.	Stadium--people just drive too fast and it gets sketchy as you approach Liberty	Packard/Eisenhower	Bike lanes (https://goo.gl/JicvKu)			Yes
3/30/2019 9:00:12		Transportation , Recreation	Enthused and Confident	Pontiac Rd	No, since it is quite busy at times.	Division Street heading to Plymouth Rd. The bike lanes are very intermittent.	Plymouth Rd	Bike lanes (https://goo.gl/JicvKu)	Kerrytown	I'd love to see bike boulevards in downtown Ann Arbor.	No