



### Ann Arbor Primary Election Candidate Survey 2018

The WBWC asked each candidate of the Ann Arbor August 7th Primary Election to fill out an online survey by June 30th. Our goal was to provide a set of questions which highlights each candidate's perspective on important aspects of bicycling and walking in the Ann Arbor community. For more information about the survey and the Washtenaw Bicycling & Walking Coalition, please visit us at <a href="https://www.wbwc.org">https://www.wbwc.org</a> .											
Position	Name	What proportion of your weekly trips, on average, are done by car, transit, walking, or bicycle? Explain	What is your impression of the current bicycle and pedestrian infrastructure, connectivity, and safety in our community?	What is your impression of the current traffic calming tools the City is using? Current traffic calming efforts are budgeted for \$30,000 per year. Is this adequate, or would you propose to adjust this budget item?	Other communities factor cut-through traffic into their rubric for Traffic Calming qualification. Would you support addressing cut-through traffic by adding diverters and bicycle boulevard treatments to problem locations?	Do you support removal of vehicle lanes for a low-stress bicycle and pedestrian network, even if it impacts vehicle travel time?	Do you support eliminating or reducing current parking minimums for new development? Why or why not?	Do you support Vision Zero (striving towards zero fatalities or serious injuries), even if it impacts vehicular travel times? Why or why not?	Should a portion of road millage money be allocated towards crosswalks, pedestrian infrastructure, and a bicycle network? Why or why not?	Should Ann Arbor have a specialist staff member devoted to bicycle and pedestrian infrastructure?	What makes you a strong candidate in regards to walking and bicycling in our community?
<b>Mayor</b>											
	<b>Christopher Taylor (Incumbent)</b>	I drive to work most days and use the car to ferry children. On weekends my wife and I will often walk downtown for dinner and events.	Improving. Our received infrastructure has been designed by in large for auto traffic. Vehicle transit is a necessary component of transportation in Ann Arbor, but the roads, sidewalks, and crosswalks need to be for everyone.	Traffic speed is a leading resident concern, and traffic calming is an important speed-reduction tool. I would like to see reforms to our traffic calming process (in increase resident engagement) as well as a budget increase.	Diverters and bicycle boulevard treatments are useful traffic calming and bicycle-use-enhancing tools. We should include them where they are consistent with engineering advice and resident request.	It's a balancing, of course, but the short answer is "yes". Our transportation system must work for everyone. Lane reduction, where appropriate, can play an important role in enhancing the pedestrian/bicycle experience without substantial adverse impacts on car-travel time.	I'll need to have more input on a specific proposal to provide a definitive answer, but I look to achieve reductions. We need to recognize the reality of auto transit, but at the same understand that we incentive behavior with our infrastructure and our rules.	Yes. Pedestrian fatalities and serious injuries are tragic for those concerned and we should do everything we can to prevent them. They also further harm our community as a whole because they result from a built environment that privileges cars over people. This preference reduces folks' willingness to walk and bike, and thereby harms quality of life.	Yes. This is already the case, consistent with Council's Use Resolution, passed prior to the millage renewal. Streets are for everyone.	We have recently hired a new transportation engineer who has an expertise in pedestrian/bicycling infrastructure and systems. I'm incredibly excited about the improvements that should accrue due to this in-house resource. So "yes!"	Pedestrian and cyclist safety improvements are of crucial importance for absolutely everyone in our community, from pre-K to seniors. I have, at some political risk, consistently supported pedestrian/bicycling funding and "all user" road and right-of-way design choices. I will continue to do so.
	Jack Eaton did not complete the survey										
<b>Ward 1</b>											
	<b>Jeff Hayner</b>	Almost no work trips because I have a tool truck. Social trips can be by bike or scooter. My son uses public transit and bikes every day, and my wife rides her bike to work or walks occasionally.	Gaining traction, still a ways to go, pedestrian signage is terrible and inconsistent, lots of gaps in safe biking route that need to be addressed, also lots of missing crosswalk opportunities - not happy with our spending vs. outcomes	Budget is too low and we also need better education on what tools are available to residents and neighborhood groups. Need better outreach and need to streamline application process	We have big problems in my area with cut through traffic. I'm not sure how bicycle boulevards would help reduce auto cut-throughs though.	It depends on the location and traffic and usage data, in some cases it is advisable, but we also need to find a balance, not every road lends itself to safe sharing	Very site specific question, if we are transferring parking space demand to city structures, and increasing developers profit, this makes no sense. Some minimums make no sense, others are beneficial. In some areas it is a quality of life issue - people still have and use cars, and that is not going away overnight - they will simply park in the neighborhoods, we have seen it before. We need to encourage fine-grained development, walkable mixed use, live work.	It's nice to have goals - Vision Zero is aspirational as are other policy goals, it may not be realistic in an environment where there are many different road types, speed limits, restrictions on what can be done. We also have unique educational challenges with a constant stream of new residents	Act 51 requires this already, if you are asking about local millages it would depend on the what and where of it. Well-maintained roads serve all users equally, potholes are dangerous to bikers in more than one way, I know of pedestrians who have broken their ankle in poorly maintained crosswalks, it's about how the dollars are allocated and what the overall plan is - we cannot keep approaching this piecemeal	I thought we did already?	I am unable to ride my bike to work in my current job but I did for 10 years in other jobs I had, my wife rides to work, and my son rides to school and the libraries - I used to work at bike shops and was on the U of M cycling team so I am very aware of bike culture. I encourage biking & walking as part of an overall plan to reduce our city's carbon footprint. I recognize that many people are unable/unwilling to bike and we have to be realistic in our planning and move in right direction.
	Ronald Ginyard did not complete the survey										
<b>Ward 2</b>											
	<b>Kirk Westphal (Incumbent)</b>	I'm a frequent #65 bus commuter to work. I also enjoy bike commuting many (non-winter) days. Averaging across all seasons, I'd estimate I bike 30%, bus 50%, drive 15%, and walk 5% for recreation for groceries with the family.	As a confident rider and able-bodied pedestrian, I personally feel comfortable using the current infrastructure. However, our infrastructure needs to accommodate everyone. We need a network of protected bike lanes so that even insecure cyclists and children can participate safely. We also need to fill sidewalk gaps more quickly. And while we've made major progress on our pedestrian crossings, we have a long way to go toward culture of respect among pedestrians, cyclists, and motorists.	Having safe car, bike and pedestrian interactions in our neighborhoods is critical. I appreciate the city policy of allowing neighborhoods to come together and lobby for improvements. I am encouraged that more streets may become eligible for calming in the coming years. If there is staff capacity to implement safety improvements, I would absolutely support budgeting more money for calming measures.	Having up to 80,000 cars commute in and out of the city each day has created severe cut-through issues for several neighborhoods. I think that - when warranted - neighborhoods should have the option of implementing "local-only traffic" tools on their most problematic streets and designs such as diverters and bike boulevards.	We have lost too many people on our streets. I support any techniques that have been proven to reduce injuries and deaths, including lane removals. Of course, this needs to be an engineering decision that ensures that any proposed design changes do not displace traffic to other streets or create other hazards. The benefits of facilitating and connecting active transportation networks are well documented and should be considered alongside tradeoffs to auto speed.	Yes. I do not see a compelling benefit of forcing anyone to build more parking than they think they need. In fact, too much parking degrades the tax base. This causes all of our services to suffer, because asphalt parking lots do not generate much property tax versus buildings. And the large physical area devoted to parking (along our main arterials, for example) means that this mostly-empty space cannot be used for community goals such as housing.	Yes. Vision Zero by definition means that travel times will increase to some degree. Vehicle speed is the deadly ingredient in crashes, whether between autos or with pedestrians or cyclists. A Vision Zero system means that our transportation network is engineered to allow for inevitable mistakes to happen, and when they do, the consequences are less severe. Even a city like New York was able to reduce pedestrian deaths by 45% in just four years using Vision Zero techniques. We need to do better.	Absolutely. I was pleased to be on the prevailing side of the 2016 council vote that recognized that our streets and sidewalks need to be safe system for all users, and our street and sidewalk millage needs to make sure that staff can improve safety when they recognize deficiencies.	I agree that specific expertise in non-motorized transportation is needed on staff at all times. I trust that the city administrator will make the correct decision, whether this expertise takes the form of a separate position or is part of an existing transportation position.	The culture of Southeast Michigan presents a challenge when it comes to advocating for safe non-motorized transportation, so we need representatives well-versed in data and best practices. Given my background in urban planning, being a frequent cyclist, and my service on the Commission for Disability Issues, I believe I have a holistic view of transportation systems. I am proud of my track record of advocating for the safety of all travel modes, and users of all abilities.
	Kathy Griswold did not complete the survey, but directed WBWC to her website and available interviews.										
<b>Ward 3</b>											
	<b>Julie Grand (Incumbent)</b>	I walk or bike to work daily and feel privileged to be able to do so. My children also both walk to school. My family frequently makes short trips walking or biking for recreational purposes, as well.	I believe that the infrastructure is inadequate but improving, with exciting initiatives on the horizon (protected bike lanes, new connections to the BTB Trail). I am proud of the fact that we completed all of our Tier I and Tier II pedestrian safety improvements around our schools. That said, there is important work ahead to achieve our goal of Vision Zero.	I am pleased that the city if taking a more comprehensive look at our traffic calming efforts. In the past, the threshold for qualifying for traffic calming was a serious impediment to implementation. My hope is that we can add to the budget once this program is revised and expanded.	Yes. This is an interesting idea.	Yes. I think the proposed improvements downtown (First, Ashley, and Huron) are an excellent example of a local effort. I will always prioritize safety for all transit users over vehicle speed within the city.	Yes. Reducing parking minimums could be an important tool in achieving housing affordability. There are a number of locations downtown and along the transit corridors where residents can take advantage of public transit, non-motorized options, and on site car sharing as alternatives to personal vehicle ownership.	Yes. We should always prioritize the health and safety of our community over convenience.	Yes and I supported this when the millage went forward for renewal two years ago. If we are going to start thinking and designing our streets as transportation systems and not for cars only, we need to start funding them in that manner	Ann Arbor does have a staff member dedicated to non-motorized transit. Before committing to another position, I am eager to see what Missy Stults recommends in her new role leading sustainability efforts.	As a pedestrian and bike commuter, I put into practice the goals of the WBWC on a daily basis. I understand the goals in our system as both a user and a policymaker. As a council member and former Chair of the Parks Advisory Commission, I have consistently supported policies, budget items, and initiatives in line with Vision Zero. I believe that we have laid a strong foundation from which to grow our pedestrian and bicycle infrastructure in the years ahead.
	Alice Liberson did not complete the survey										
<b>Ward 4</b>											
	<b>Graydon Krapohl (Incumbent)</b>	Right now the majority of all my trips are done by car. This is primarily due to the fact that I am currently still recovering from cancer and there was damage done to the nerves in my leg which has left me unable to bike safely and limited my balance and ability to move around. Prior to this, during the spring through to the late fall I would bike and or walk to work 3-4 days a week.	Improvements to bicycle and pedestrian infrastructure and safety have been a top priority for most members of Council to include myself. I believe we have made a concerted effort to greatly improve the infrastructure and overall connectivity. I think it has improved over the past four years but it still has a long way to go and I don't think you are ever really done.	Currently, traffic calming involves a very specific set of tools and conditions that have to be met. The City is looking to expand its range of tools and tactics that it has available to neighborhoods that include alternate side parking or using other things to visually narrow a street. Based on the current tool kit, the budget is probably correct. But if we are to change driving behavior and expand options for calming, we will need to look at increasing the budget during the next cycle.	Yes. I think we need to do this as a means to help reduce congestion and to encourage greater alternative means of transportation to use in commuting and also in doing daily activities. I think intuitively most residents are aware of the problem locations in their areas so this should be an easy identify.	Yes, depending on the locations and connectivity with the city's current bicycling network. If we want to encourage more cyclist trips we need to have a comprehensive and safe network of streets and paths for people to move around. I think sacrificing slower vehicle times can make biking more attractive and feasible while investing in bicycle and pedestrian infrastructure provides numerous benefits to residents, including individual and environmental health, safety, and a stronger economy.	I think we really need to have a serious discussion about it as views change. The old way of thinking assumed that parking should be abundant and free; the emerging way of thinking recognizes that too much parking is as harmful as too little, and that parking should be managed and priced for efficiency. Removing zoning requirements does not eliminate parking supply, it simply allows developers to decide how many spaces to build based on market demand. This may lead to spillover parking problems and probably requires more regulation and enforcement, but it leads to a more efficient and equitable parking market.	Yes I do and I will continue to support it. I think that we can do more to help prevent injury and deaths and if it means slowing down cars, I think that is fine. This is a longer-term vision of creating a multi-modal transportation network that is safe and usable formal users. We may never fully get there, but we need to work toward it.	Yes and I supported this when the millage went forward for renewal two years ago. If we are going to start thinking and designing our streets as transportation systems and not for cars only, we need to start funding them in that manner.	I think we need to start at least considering this. We may not need a full time FTE at this time and we might be able to contract the expertise at first, but I think, if we are serious about vision zero and in making Ann Arbor a truly connected city we will need to consider having the expertise full time on staff.	I have and will continue to be a biking and walking advocate. I have supported all actions that have come before Council in the last four years and I anticipate that I will continue to do so into the future. I believe that walking and bicycling should be safe mobility options available to all in our city. I think we can find ways to make walking and biking more enjoyable and attractive to families and individuals in Ann Arbor and the surrounding area.
	<b>Elizabeth Nelson</b>	Seasonally, it would be different. I do not bike in the winter and I don't typically take the bus. In good weather, I typically bike half of my weekly trips and drive the other half (errands that involve carrying stuff, or uncomfortably long distances). In this campaign, all distances across the ward have been comfortable so I have been biking closer to 90% of my trips (I haven't figured out how to haul a yard sign safely on my bike).	I have personally used quite a bit of the biking infrastructure across my ward (4). It feels inconsistent and slightly scary in parts, where bike lanes disappear suddenly or are compromised by crumbling road surface. Re: pedestrian infrastructure, I share the concerns of many residents that the lighting and signaling equipment is inadequate at most crosswalks. Residents have complained to me about sidewalk gaps they would like to see completed. We have an excellent bus system.	I know that speed bumps are effective and residents on Page are already talking about requesting them when that neighborhood gets more congested from residents at "The George." A speed camera with blinking display has been a helpful calming measure on Seventh. I would need to know the cost of both these tools to put in context with the \$30K budget item. Residents have expressed concerns to me about the speed of traffic in neighborhoods.	I would consider diverters in areas where local residents would welcome them. My support of bicycle boulevards would depend on the location. I think our city needs to be thoughtful about how best to keep cyclists safe - the best strategy in some places might be widened pedestrian/cycling paths OFF the roadway.	It very much depends on how much that impact would be. With smart phone GPS apps like WAZE, there could be unintended negative consequences. By slowing traffic too severely, drivers would end up being routed to slower neighborhood streets. As a cyclist, I seek out slower, low traffic side streets when routing my journeys and if major thoroughfares are slowed down drastically, more drivers will be diverted onto these quiet side streets that are safer for cyclists and pedestrians.	I do not support eliminating or reducing current parking minimums for new development because our supply of parking downtown still does not meet the demand. A car-free lifestyle is not yet the easiest, most convenient choice (unlike much larger metropolitan areas). Ann Arbor's downtown is increasingly dominated by businesses (restaurants and niche shopping) that do not easily support a car-less lifestyle. Developments without adequate parking also put pressure on residential streets nearby.	I support elements of the Vision Zero plan recently proposed by the Transportation Commission subcommittee, some of which would impact vehicular travel times. E.g. I very much support resident-driven improvements for traffic-calming and easing the city's criteria for qualifying. I support dedicated funding as a recurring item in the budget. However, I do not support public education and signs at the entrance to the city as a strategy for driver compliance with pedestrian crosswalks as they currently exist. Instead, I believe enhanced lighting and clearer, consistent signaling equipment is needed.	A portion of the road millage money should be allocated to crosswalks, because I would prioritize that issue as one of basic safety. Beyond that, I would not allocate road millage money to anything other than roads, because the need for repairs is so significant. I believe in better communication and coordination of road improvements so that these projects also support our goals for cycling and pedestrian safety. E.g. Improved road surfaces are also improved bike lane surfaces.	No, I'm not convinced that is necessary, particularly since the cost of actually building an maintaining such infrastructure is likely to be significant. I would not support adding a staff member for this, mostly because I feel it would ultimately reduce available funding for the infrastructure itself.	I represent a practical approach to cycling and pedestrian safety, as someone who also, in the winter, drives a car almost exclusively. I think this makes me a stronger advocate because no one can dismiss me as being an outlier, with values or lifestyle wildly different from the average resident. I try to do a lot (enough to notice where and how routes are made safe) and I am exasperated by pedestrian paths and crosswalks that are poorly maintained and badly designed.
<b>Ward 5</b>											
	<b>Chuck Warpehoski (Incumbent)</b>	75% by bike, 25% by car	We have a good start, but we need to work hard to connect bikelines, improve merge areas with traffic, deploy more beacons and intersections, established separated bike facilities, and experiment with cutting-edge treatments like advisory bike lanes.	I am unaware that we have had projects delayed due to lack of funds. I think the revisions to the traffic calming process will help. I think bringing in engineers who are more willing to push the envelope for bike and pedestrian safety on specific projects is important. The engineers from Toole Group suggested raised crosswalks on 7th, for example, something City engineers have been unwilling to do.	Yes. Cut through traffic is a major factor in excessive speed in neighborhoods and traffic calming requires a neighborhood-centric approach rather than looking at just 1 street	Yes, and my initial response to the changes on Maple are positive, though light timing may need to be addressed.	Yes. Surface parking is a poor use of urban land, prioritizes one type of traveler (driver) over others, and parking greater than what is necessary increases the cost of development.	Yes, and I led the effort to move it forward on Council and to establish the Transportation Commission	Yes. Cyclists and pedestrians are as much road users as cars, and more vulnerable, so road funds should attend to their needs as well.	Yes. Traditional traffic engineering focuses on vehicle movement, and a pedestrian and bicycle specialist at the table will ensure that engineering designs meet the needs of all users.	As a bicycle commuter I see the good and the bad as I bike my kids to school, myself to work, and stop by bicycle. I have consistently pushed the City to do better in terms of infrastructure to support all users.
	<b>Ali Ramilawi</b>	30% automobile. I use my car for the grocery store and appointments outside of the downtown area. 70% walking. I purchased my home so that I would be able to easily walk to work as well as other downtown businesses and activities. I walk to the bank, the post office and other appointments within the downtown area.	Our current bicycle and pedestrian infrastructure is dangerous and is the result of poor planning, poor implementation and poor funding. Our city does not adhere to Uniform Traffic Code for pedestrian crosswalks, nor to standards of practice used in other cities in Michigan. There is not enough connectivity within the city and much of it is unsafe for most pedestrians and bicyclists.	The City has a limited number of traffic calming tools presently - speed humps, raised intersections and crosswalks, residential traffic circles, and curb bump outs. The City ought to make the process more streamline for neighbors who request traffic calming measures. We also need to be more creative in our solutions and expand the tools available. This budgeted amount is inadequate for any meaningful traffic calming to be implemented in Ward 5, let alone the city.	I believe that cut-through traffic measures should be added to the City's existing traffic calming tool box and I would support directing the city administrator and staff to add cut-through traffic measures, as recommended by traffic engineers and specialists.	While I support making bicyclists' and pedestrians' experiences safer, I do not believe that Ann Arbor has the existing infrastructure to implement these measures successfully. The recent attempts made by our city to address this issue have failed in making the experiences of the average cyclist and pedestrian safer.	No. We need to build to today's needs and that includes private automobile ownership. We should not build to unproven models of future transportation needs and options.	I support measures that promote and provide safe travel options for all commuters - commercial and private vehicles, bicyclists and pedestrians.	No. This is a road millage. Our roads are unsafe for ALL users. We must keep road millage dollars for road repairs. I believe making our roads and streets safer makes it safer for all modes of transportation in Ann Arbor, especially bicyclists and pedestrians.	A volunteer from our community, or from a group like ours, would be a perfect fit for a bicycle and pedestrian infrastructure specialist. I believe we need to involve citizens and tap into their experience and knowledge base to provide solutions. The City should employ a full-time Traffic Engineer and part of that person's job function would be bicycle and pedestrian infrastructure.	I am an avid cyclist, riding over 6,000 miles a year. I have been riding for more than ten years. I know firsthand the dangers even experienced bicyclists face when navigating our unsafe roads and streets. I am dependent on a commercial vehicle for transportation of goods and services for my restaurant. I can relate to the inherent dangers with mixing bicycle and automobile traffic together.