



Frequently Asked Questions

September 21, 2023

General FAQs

1. Why is the City making transportation safety improvements when there haven't been any instances of crashes? How does the City know we need to do this?

Both S. Seventh St and Greenview Dr (Scio Church to Stadium) are identified in the Ann Arbor Moving Together Towards Vision Zero Transportation Plan as an All Ages and Abilities bike route. This approach means that rather than reacting to past crashes, projects should proactively try to slow traffic on the road. Slower traffic speeds help reduce the likelihood of a serious crash and increase access to the street for all users, including pedestrians and bicyclists. As roads are being resurfaced as part of a capital project, this is an opportune time to take measures that manage speed, like reconfiguring the road.

2. Can the City add speed humps?

Speed humps would need to be added through the Traffic Calming Program. This is a separate, petition-based effort that could take place after this project is completed. More information regarding the program can be found at www.a2gov.org/TrafficCalming.

3. Can the City add or remove stop signs?

To add or remove a stop sign, an intersection must meet fairly strict criteria, or “warrants”, established by the Federal Highway Administration. The amount of vehicle and pedestrian activity on most local streets, including those within the project area, do not meet these warrants to add a stop sign. By law, the purpose of a stop sign is to assign who has the right to go first, not to slow vehicles. The Michigan Manual of Uniform Traffic Control Devices (MMUTCD) prohibits the use of stop signs as a traffic calming device.

4. Did you collect speed data?

Speed data was collected on S. Seventh Street in November of 2022 and will be collected on Greenview Dr this year. Data will be collected again after construction is complete and compared to the data before construction.

5. Do these designs show the entire construction project?

These designs only show the road reconfiguration. The project also includes water main replacement, storm sewer system replacement, and underground stormwater detention (oversized pipes) which are not shown on these designs. Therefore, the project will be more involved than street resurfacing.

6. When will we know about the additional impacts from construction?

Postcards will be mailed to nearby residents and the information will be posted on the website.

7. When is construction?

Construction is planned between April and November of 2024. Exact dates have not yet been determined.



Greenview (Scio Church to Stadium) FAQs

1. How is this safer for bicyclists?

The reconfiguration of the road is intended to naturally slow traffic to create a safer environment for bikes and pedestrians. The road will look and feel more like the adjacent neighborhood streets since it will be the same width (30 feet) and have no marked center line. The road width at the bump outs was widened to 24 feet to accommodate a bicycle and a vehicle simultaneously and to make cyclists more comfortable through intersections. The sharrow bike symbols will remind drivers to share the road bicyclists.

2. Will the design retain on-street parking?

Yes. No legal parking spaces will be removed due to the road design. As a reminder, the parking ordinance states that parking is prohibited within:

- 4 feet of a driveway
- 20 feet of a crosswalk
- 15 feet of an intersection
- 15 feet of a fire hydrant – the water main plan and fire hydrant locations have not been finalized at this time.

3. How will the snowplows deal with the bump outs?

Detailed records of the bump outs will be recorded and shared with the Department of Public Works so snowplow routes can be updated accordingly. This information will be stored in the City's GIS (mapping) database that is equipped in all snowplows. Markers will also be placed near the bump outs to help mark them for drivers and snowplows.

4. Which design was the most popular at the June 7th meeting?

- Option 1 (add bump outs) was chosen by 15 participants.
- Option 2 (narrow west side of road and add bump outs) was chosen by 3 participants.
- Option 3 (narrow both sides and add bump outs) was chosen by 15 participants.

The evaluation forms provided at the meeting were reviewed and some changes were made to Option 3 for the final design. All the proposed options presented at the June 7th meeting are available to view on the project website www.a2gov.org/Greenview.