

Arborview Boulevard Resurfacing Project

Online Questionnaire Results

Responses collected: January 28 – February 9, 2022

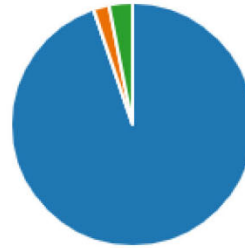
Number of responses submitted: 96

Complete results as of 02/10/2022 at 12:00 a.m.

1. Do you live in the project area?

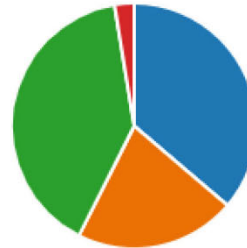
The project area is defined as those properties along Arborview Boulevard and within 500 feet on adjacent side and connecting streets. Project area addresses received a postcard invitation for this engagement effort.

Yes	91
No	2
Other	3



2. How do you **typically use** Arborview Boulevard? (check all that apply)

Walking	85
Bicycling	50
Driving	94
Other	6



3. How would you **like to use** Arborview Boulevard? (check all that apply)

Walking	88
Bicycling	56
Driving	90
Other	8



4. Please note specific concerns along Arborview Boulevard from the perspective of a driver, bicyclist and/or pedestrian, if any:

Responses

Sightlines at the bottom of Doty. Cars pulling away from the stop sign at Doty turning left onto Arborview have difficulty seeing oncoming traffic.

Many people use Arborview Blvd as a cut through. They drive very fast down Arborview Blvd. People turn onto Arborview from Miller and accelerate quickly. It is a bit dangerous for a pedestrian cross the street near this area.

All modes:

(A1) Safety. Cars drive very fast along Arborview. Its massive width, lack of stop signs, and low traffic contribute to speeding. Would be great to reduce the perceived width via painted bike lanes, parking lanes, or other tactics.

(A2) Clarity/RoW. Driver-Driver and Drive-Bicyclist confusion where Arborview has stop signs but Westwood does not (Many drivers stop on Westwood and incorrectly yield to folks waiting at the Arborview stop sign.)

Pedestrian:

(P1) Continuity. There are key sidewalk gaps near Miller Nature Area and between Doty/Bruce, which force walkers to cross uncontrolled or walk in the street.

(P2) Visibility. Foliage and sidewalk design @ Doty intersection makes it difficult to see pedestrians crossing Doty. Cars travel quickly due to Doty elevation change.

(P3) Sidewalk at the corner of Ross and Arborview is subject to frequent flooding. This is a popular walkway for neighbors traveling to Vets Park, Aldi, Bus stops, and Maple Rd shopping, via Lyn Anne Ct. This path is an invaluable pedestrian convenience that makes amenities so much more accessible to the neighborhood by foot.

Bicycling/Micromobility:

(B1) Surface. Arborview is a high potential route for resident cyclists to connect to Miller or 7th efficiently, but the poor road surface quality hinders its comfort/convenience

(B2) Street parking. Many parked cars on both sides of the street, combined with fast drivers and poor surface quality, makes it difficult for cyclists to keep right and ride in a predictable and safe line.

(B3) Scooter parking. SPIN scooters often parked at Miller Nature Area (where pavement ends) but there is no sidewalk or concrete pad - they end up in the grass/mud or in the street. Would be great to have a parklet for them there. Another good SPIN parklet spot could be at the USPS dropbox @ Westwood.

Drivers:

(D1) USPS dropbox at Westwood intersection is a pedestrian oriented / hinge door design. Many cars stop along Westwood or Arborview to get out and drop off mail - this is awkward and usually blocks pedestrians, cyclists, or other drivers.

Arborview is WAY too wide from Bruce to Paul St (particularly in front of the Miller Nature area entrance). Very few cars park on street and it feel like a cut through racetrack...the only thing keeping cars from going even faster is the potholes. The street feels like something constructed in 1950s suburbia and is not in keeping with the City's transportation goals for Vision Zero and more walkable/bikeable neighborhoods.

Responses

The crosswalks are hard to see as well and pedestrians looking to cross are not very visible from the street (bulb outs/bumpout would do wonders).

It is very wide for a residential street and people drive fast. It will be worse when the pavement is in better condition. The sections without sidewalk force extra pedestrian crossings.

deteriorating street, a few properties w/out sidewalks

From the perspective of a driver turning off Miller onto Arborview, especially coming from the direction of Seventh and turning left, the city should NOT put up that "Healthy Streets" sign on the corner, because it obscures cars coming in from the right on Arborview. They are coming quickly, and the car turning in from Miller has all its attention on getting across the traffic lanes. I have seen several near-misses because of that huge sign PLACED RIGHT IN THE ROADWAY and blocking the sight line to the Arborview traffic!

The stop sign at Arborview & Bruce and the stop sign at Arborview & Doty are frequently ignored. Many close calls at those locations occur. The entrance of Doty from west bound Arborview is a poorly designed corner.

- 1) The road is SO WIDE, unnecessarily so. I'd love to see us use all that space better - make it an actual boulevard, with plantings? or parking bump-outs?
 - 2) Maybe 1 out of every 7 cars even pumps their brakes at the stop sign on Arborview at Linda Vista. It's super annoying, occasionally a real nail-biter (I've seen many near-miss collisions when there's someone barreling down Linda Vista at the same time), and it was absolutely terrifying when my kiddo was younger.
-

Many driver's use Arborview as a "cut-through" from Miller to Dexter (via Westwood/Doty). This is particularly noticeable during commuting hours, and vehicle speed is a concern.

Arborview is in desperate need of resurfacing.

Potholes.

I have no concerns

Last Summer, I found that the "Healthy Streets" initiative on Arborview was quite scary. It trained people (and children) to walk down the middle of a street, when there was a sidewalk. Even after dark, people were occasionally walking in the street. They were very difficult to see.

People continued to walk down the middle of the street, after the road closure signs were removed.

Inadvertently, local drivers were being trained to drive around road closure signs.

The street is used as a cut-through between Miller, Jackson and Dexter Roads. Speeding is a regular problem, making walking, biking and driving dangerous if you happen to be in the wrong place at the wrong time. I've seen speed bumps in other neighborhoods (Traverwood area for example) and would prefer those as opposed to narrowing our street. I like the wide boulevard and find it much easier to see people or wildlife crossing the road as opposed to a narrow street where kids or pets could dart out unexpectedly between cars.

There is a section of Arborview on the north side of the street by Miller park where the sidewalk ends.

Responses

Some cars drive extremely fast down Arborview, especially traveling East when the road is angled downwards.

Paving/repaving would be great!!!

Driving, the road is very wide and surface is rough. Intersections requiring a stop are not well marked. Cross-walks added recently are good for walking though more could be added. Some sections of the street lack sidewalks. Intersection at Maple Ridge / Miller is dangerous for pedestrians, cyclists and drivers.

Lack of sidewalk on the West side of Doty and Arborview can make it difficult for pedestrians and potentially dangerous with traffic.

Bad sewer smell - intermittently. Bad pavement. Drivers too fast. Running of stop signs.

Street is in very bad condition-full of holes and difficult to drive, bike or walk

Overly wide road, needs bike lanes, needs road diet

Cars moving too fast for the number of pedestrians and bikers, especially those using the Arbana to Miller stretch as a cut-through. Terrible condition of the roadway.

the road is a disaster currently. Biking is difficult

As a cyclist, I would like to ask that "gentle speed humps" be installed, similar to what is already on King George Boulevard (between Packard and Eisenhower). I believe this would keep motor vehicle traffic at a reasonable speed.

As a longtime bike commuter, I find Arborview almost unrideable, especially when the sunrise obscures your vision. The potholes are so deep and wide and the fissures so numerous, you could easily be thrown from your bike. I have had numerous conversations with neighbors and many of us choose a longer route downtown (Linwood to West Park) to avoid the danger of Arborview.

Potholes very dangerous to cyclists. Cars exceeding speed limit and blowing through stop sign at Linda vista.

No present concerns. The stop signs at Linwood aren't necessary

Bicyclist - potholes!

Pedestrian - for kids walking to school the crossing at the intersection with Maple Ridge can be tricky - odd car paths and some traffic coming fast off Miller.

I think the wideness of the street makes speeding very easy, especially going down hill. Some elements that slow down traffic, especially on a newly paved road, would be important. (Ross Street, again is extremely uneven with lots of potholes. My concerns at this end point of Arborview are drainage issues and damage to cars and danger to bicycles given uneven roadway.

I live on Ross Street, which also needs resurfacing. The street is in horrible condition and every year the plows come around during the snowy season, they take another piece of the road away.

Responses

Right now, it is highly dangerous for me to commute via bicycle or foot down Arborview because of the condition of the road: potholes galore, lack of lane markers, no bicycle lane markers, missing sidewalk, missing street crossings, cars traveling too fast. I honestly fear for my safety: sprained or broken ankle, bike accidents either from involvement w a car or due to falling into/avoiding potholes. I have a neighbor in his 90's who tries to stay active by walking the little that he can. I fear for his safety too! It is absolutely treacherous!

1. Cars sometimes get going very fast on Arborview and makes it feel unsafe when little kids are near the road. We end up walking or running in the road often if sidewalks are full of other pedestrians or if the road is better plowed from snow than the sidewalk ramps.
 2. Westwood not being a 4-way stop can be dangerous because it is unexpected
-

There are no places dedicated for bicycles. There are no sidewalks across the street from our property-Miller Park, which causes people to walk in the street here. Cars are often going too fast.

We live on arborview - it is /huge/ - we would love to see the roadway narrowed significantly to slow drivers down and make them more alert. More stop signs. A boulevard, bike lanes, bump outs... give us everything you got.

When the no left turn sign on Red Oak Street (off Miller) took effect in the morning, there has been a noticeable uptick of drivers cutting through on Arborview. This is reasonable considering their only way of turning around on major streets is to go all the way up to Maple, then left on Dexter. But the cars are speeding (sometimes as much 40 mph) and blowing stop signs. I'm not sure that there is anything that can be done on Arborview, but I wonder if reconsidering that no left turn could be reconsidered (though I know that was probably put in place because the road backs up at school drop off and pickup).

People drive too fast, trucks/cars use as cut through to Huron, lack of high comfort bike lanes

People can drive really fast down it.

Very annoying to have signs up falsely implying the street was "closed" last summer - I do support walking, biking, parks, public transit, etc., but still, people pay taxes to maintain the streets & have a right to drive on them. I've lived here a long time & know these games & how to get around, but some people do not & could be very confused when they have to get somewhere urgently, to see all these signs all over town implying that some streets are "closed."

The city's current agenda to make it harder & harder to drive & park, assuming that'll make people "take the bus," is not reality. Nope, doesn't work that way. Question # 9 below shows this agenda - absurd.

I'd support having less concrete (like on Arborview) as a concept, but if it's going to mean no place to park for the residents, this is non-functional.

Also, note the waste of taxpayers' money when this Survey & Public Mtg. Notice card was sent out, with the wrong street name ("Rose") & the wrong phone # for David Dykman. Yes, proofreading is a lost art, but give us a break. Flakiness in one area doesn't inspire confidence in general.

Large potholes and crumbling road. Very very intense to bike eastward on. Not all N/S crossroads have stop signs, which is pretty terrifying at times. The road it curls into, Ross Street, needs help too.

Responses

On the north side of the street there's a few houses with no sidewalk. When you have to step into the street with a stroller that's not ideal. In general, a bike lane would be great to create a protected corridor to get just about all the way to West Park.

There are GIANT potholes along the whole street and all the way down Ross St too (end of Arborview) and we can't even ride our bikes down the street! It is so dangerous.

People use Arborview as a cut through street coming down Arbana to get to Miller and Mac School. They fly around that corner and there is no stop sign on Arborview there. That should be a 3 way stop to prevent traffic from going 40mph in that stretch from Miller to Wesley or have speed bumps. There's little children all over this street and with the road being wide people go very fast.

The speed of cars.

Speed

Speed limits needed

SPEED CONTROL

Speed on the road

At the intersection of Arbana and Arborview, there isn't a stop sign on Arborview. People come off of Miller going pretty fast, and in addition to quite a bit of foot traffic there are quite a few small children who live right at the intersection. I would like to see a 3 way stop at this intersection.

Cars travel too fast. It's very frustrating for pedestrians, cyclists, and even other drivers.

Since the road is long and straight, people drive VERY fast. I do not feel comfortable with my 11 year old crossing the street or biking along Arborview without me. I often see people hardly stopping at stop-signs, particularly at the Arborview/Revena and Arborview/Westwood intersections.

Width encourages too-fast driving. Stop signs are often ignored.

So wide, cars travel too fast. I don't feel comfortable biking down this road (even though it's a great connector from our neighborhood to downtown area).

it's too wide and encourages speeding; also sidewalks in front of Miller woods would be useful

I use this stretch every day as I walk my children to Ann Arbor Open school and I also use it as an artery to get out of the immediate neighborhood--especially during busier times when it may be hard to take a left onto Huron. I would love to see traffic calming--the long, straight, wide stretch makes one's foot heavy on the gas pedal (despite the odd stop sign here and there)--to make it safer and more enjoyable for non-motorized vehicles.

Also, the potholes make it hard, especially, to bicycle on the street. The street is nice and wide, but it would be much nicer to use it for bicycling with small children if there was a low-stress bicycle lane

As a pedestrian, the main concern is speeding drivers using Arborview as a cut-through, speeding drivers blowing through stop signs, and other issues of safety. As a driver, the primary issue is the road condition, which has many potholes.

Responses

Cut through traffic between dexter and miller via Doty or Westwood. Drivers driftng the stop sign at Arborview and Doty. Drivers driving too fast. Maybe a 4 way stop at Arborview and Westwood. Extended on street parking on Arborview by residents living on Doty.

Just that the condition of the pavement is poor, so bicycling down it isn't very enjoyable -- that, of course, will be taken care of by the resurfacing. As someone who often bikes, I've never felt unsafe on the road, since it's quite wide and there's little traffic. For the same reason, I've always felt safe as a pedestrian, and it's easy to avoid others while driving.

Folks need to use the sidewalks instead of walking in the middle of the road. This is a continuous hazard, especially when there is no daylight. People around here (including my family) work very hard to keep the sidewalks clear - yet people insist on walking in the street, often without any safety gear - ie., reflective vests, headlamp/flashlights, or even as much as an LED safety light. It's terrible for anyone who drives.

Streets are for cars and rules-of-the-road abiding bicyclists. Sidewalks are for pedestrians, strollers and dog walkers.

Traffic speed, especially when turning from Miller onto Arborview, or using Arborview and Arbana to cut to/from Miller to Huron.

Pedstrian traffic crossing Arborview on way to bus or school...especially in areas that lack sidewalks (e.g. by Miller Park and Doty to Rose.

Drivers go too fast on it being straight shot.

Wide streets inevitably encourage higher driving speeds. Paradoxically, resurfacing the street will increase speeds rather than reduce them. Probably impractical, but more than any so-called "Healthy Streets" signage (which in my frequent observation had little or no impact on driving habits), narrowing the street would help. A dedicated bike lane might do that, too.

the gap of sidewalk between 1510 Arborview and Brierwood Ct.

Incomplete sidewalk on north side of Arborview at Miller Park. I wish it were continuous. Also, there is incomplete sidewalk at Doty and Arborview, should be completed to facilitate safe pedestrian paths.

When we first drove into the neighborhood to check out a house for sale, the width of Arborview made a lasting (and desirable) impression. It feels unique and beautiful. I would hate to see those aesthetics compromised. That said, I do think the abundance of pot holes manage traffic speed. A freshly paved street could lead to increased traffic. I'd prefer to see speed bumps rather than street narrowing.

I feel comfortable driving, biking and running on Arborview. But with children who will hopefully start biking to Ann Arbor Open soon, and do see value to a bike lane from a parents view.

A four way stop at. Arborview and Westwood would be much appreciated.

Cars and trucks speed through this neighborhood. We live on the corner of Arborview and Arbana. This is a notorious cut through between Miller and Huron. This route avoids the traffic light at Seventh and Huron. They come around the corner so fast and then accelerate up Arbana.

Responses

We need some sort of traffic calming. We suggest a three-way stop at the corner of Arborview and Arbana. All of Arborview needs traffic calming; more stop signs all the way up Arborview.

As a driver, potholes. As a pedestrian, in the winter many of the sidewalk ramps are not cleared well, or are cleared but then plowed over with more snow/ice.

Just the foul smell down near the Miller end of Arborview

There is a stop sign at Linda Vista that is not always visible in the summer when branches obscure it.

Broken pavement and potholes. Sometimes vehicles traveling north on Maple Ridge to turn west (left) on Arborview don't keep to the right at their stop sign, crowding vehicles going the opposite direction.

Even though it is a long, straight road, there is rarely traffic here. I've never seen anything like speeding. One can cross or walk in the street safely. We don't need any changes (signs, traffic diversion, etc.). The Healthy Streets initiative was poorly thought out: ugly signs and increased traffic in the neighboring side streets by cut through drivers. Please don't change anything because you think you should because you probably shouldn't.

The stop signs at Linda Vista are ineffective. Since I received the postcard, I've seen at least a half dozen vehicles go through without slowing down, as if the stop signs weren't even there. The majority of other vehicles slow down but do not stop.

The Maple Ridge intersection is confusing for drivers and dangerous for pedestrians. The island at the intersection leaves too little room for vehicles turning north from Maple Ridge to Arborview or turning south from Arborview to Maple Ridge.

I live at the corner of Arborview and Arbana. From the perspective of a driver, the width of Arborview encourages people to drive faster than they should. Traffic calming efforts are urgently needed. I would be open to stop signs or anything that will make the road feel smaller to drivers. Additionally, at our intersection, you have to pull very far forward into the intersection from Arbana to see if there is traffic coming on Arborview. You can't see it (especially at the speed people are coming) from the stop sign. People are often getting honked at when turning from Arbana onto Arborview. I don't know if it is that they didn't see the cross traffic on Arborview or that they thought it was a 3 way stop. Finally, in icy road conditions, people often have a difficult time stopping at the bottom of the hill on Arbana. From the perspective of a bicyclist, the condition of the road is poor, so that makes it difficult, but the width helps keep cyclists safe. From the perspective of a pedestrian, the width of the road makes it popular for runners and walkers to use the street. It is pedestrian friendly for adults, but it needs traffic calming and more well-marked crosswalks to make it safer for kids. I have 4 children and the kids have friends across the street and we always have to watch them cross the street because drivers are coming so fast. Other parents won't let their kids come over on their own if they have to cross Arborview. The width of the street and the speed of traffic causes division in the neighborhood.

The curb to curb dimension is very wide, and as a result encourages automobile speeding. In addition, the pedestrian crossing distances (at crosswalks) are among the widest in the city for this road typology. Consider a center median and narrowing pedestrian crossing points.

Responses

Arborview and Arbana are used as a cut through between Miller and Huron. Some people speed down Arborview and then do a quick left up Arbana. Others coming down Arbana are exceeding the speed limit, too. Some people drive too fast down the length of Arborview.

There are many children in the area. I think anything to slow traffic down is desirable to those who live on and near both Arborview and Arbana

The pavement is uneven with lots of ruts and difficult to bike on, and the cars go very fast in places, especially those coming from Miller around the bend to Arbana and coming from the stop sign at Linda Vista toward Arbana.

If speed bumps were to be installed between Paul and Arbana, it would be possible to make drivers slow down as they gain speed roaring down Arborview in either direction. And cars take the corner to turn up Arbana at high rates of speed, especially heading west from Miller. There is too much distance between the stop sign at Linda Vista and Miller and cars drive excessively fast, all the time. Speed bumps are safer than adding a stop sign at Arbana, because people would not necessarily obey it.

Other: tenants have complained (and I have noticed too) at certain times during the summer a sometimes strong sewer order coming from the man hole covers or drains.

It's very uneven and difficult for walking, biking or driving.

I am concerned about the speed and behavior of vehicle traffic coming northbound along Revena from the Jackson / Dexter split then east on Arborview and north on Linda Vista to get to Miller. This route is frequently used by vehicles cutting through the neighborhood.

In particular I am concerned that vehicles along this route are often moving too fast for a residential neighborhood and frequently roll through or completely miss the stop sign at the offset Arborview / Linda Vista intersection. Occasionally I see traffic not stopping at the stop sign coming from the other direction on Arborview as well.

I would be supportive of traffic calming measures in this area such as speed bumps, raised intersections, curb bump outs at crosswalks, or increased visibility of stop signs and crosswalks, along with improved street lighting.

Speed limit needs to be reduced to 20 miles per hour. Cars routinely speed on this road at all hours of the day. A lot of cut-through traffic as well from Miller to Huron (and vice versa), especially down Wesley to Arborview to Arbana means there is a lot of non-local traffic. Bicyclists also routinely fail to observe stop signs at the bottoms of hills to not close speed to go up the other side creating dangerous situations. Arborview is a heavily walked road (with dogs and children), but given its width, motorists (especially those that don't live here) treat it as a major arterial route rather than a residential road. If the area include within 500 feet, Wesley south of Arborview allows for parking on both sides of the street which leads to a road only wide enough for one car and creating a danger of head on collisions.

Pavement surface quality has been allowed to continue to deteriorate far past what was a reasonable replacement window. Bicycling on Arborview, even when it is completely devoid of traffic, is at this point simply dangerous unless your speed is held to a fast walk.

5. Where are important pedestrian crossings located within the project area, including those with high volume or use by vulnerable populations (e.g., children, the elderly, the disabled)?

Responses

Westwood (all directions) and base of Doty. Also the curve onto Maple Ridge.

At the intersection of Arborview and Maple Ridge, the students cross at this intersection to get to Open. At the intersection of Arbana and Arborview, many people cross, there is a crosswalk but many cars do not stop. My neighbors children often cross here to visit their friends on the other side of the street.

(1) Lots of walkers at Doty intersection who go to/from the Bruce St direction (Wellington Playground & Haisley Elementary). However the sidewalk ends awkwardly on the west side of Doty with only an eastbound ramp to cross Doty - there's no connection towards Bruce.

(2) At Miller Nature Area south entrance - having no sidewalk infrastructure or marked crossing at a park is strange. Forced to walk in street right where cars are picking up speed.

(3) Need a crosswalk across Arborview between Paul St and Maple Ridge. This is where pedestrians often switch sides to go north (up to Miller / Mack School) or south (down Maple Ridge). There are often fast cars whipping in from Miller.

Doty (wide turning radius for cars), Westwood (particularly vulnerable because cross traffic does not stop), and the remaining cross streets (Wilton, Brierwood, etc).

Westwood, wildwood, reveena, Maple Ridge

Bruce, Doty, Westwood, Linda Vista, Maple Ridge

Each crossing is important for pedestrians, the one at Arbana, and several more further up Arborview. I do worry about people crossing Westwood at Arborview, because Westwood has NO STOP SIGN when it crosses Arborview, and the signage doesn't warn pedestrians about that. Should that be re-thought? My husband thinks stop signs shouldn't be added because Westwood is so steep that it's very difficult to stop at the bottom of the hill in icy weather, so cars should be allowed to go straight through.

Doty & Arborview, and Bruce & Arborview are both used by kids walking to and from school, to and from the skate park at Vets park.

We have tons of school-age (and younger) kiddos in the neighborhood, and they're reasonably good about crossing Arborview at crosswalks, but people drive SO FAST down Arborview (especially heading east - it's actually a pretty steep hill, just long) that I worry someone's really gonna get hurt one of these days. We also have at least one wheelchair user, and a fair number of seniors in the neighborhood as well. Tons of cyclists!

Wesley, Linda Vista, N. Ravena, Brierwood, Wilton, Westwood

Wildwood; Westwood

Arborview at Linda Vista and Wesley Streets

Responses

I have found the street narrowing makes riding on a bicycle more dangerous. Brooks Street use to be quite easy to ride on until it was narrowed about 10 or more years ago.

There are marked walkways near Arbana and Wesley and at the stop sign at Westwood. These seem adequate.

The Arborview entrance to Miller Park.
The Arborview/Miller area across from the school.

There are sidewalks on both sides of the street, so I don't think it's necessary to provide for walking on Arborview.

Intersection of Arborview and Maple Ridge / Miller.

Arborview and Arbana

Arborview and Westfield; Arborview and Linda Vista

In front of miller nature area entrance, Bruce street, westwood

Arborview to Mapleridge; all Arborview crossings along Miller

highly walkable neighborhood. nearly ever intersection at arborview is consistently used as a cross walk. would be nice to have a more formal crosswalk at miller park as well where one currently doesn't exist.

My children walk to their Bach School Bus stop along Arborview's South-side, but there are children that cross from the North-side of Arborview, as well. The bus stop is located at Linda Vista and Harbrooke, which should aid in understanding pedestrian traffic to that bus stop, though I believe bus stops might change each year. KEY POINT is that children are often crossing Arborview (both North/South and East/West) for school bus pick-up / drop-off.

Revena is a four-way that Arborview drivers typically blow through. There are crosswalks up and down the street and most are ignored. I would love any and all speed reduction strategies to be employed (and I say this as someone who drives Arborview multiple times each day--I work in Kerrytown). There is no difference in your arrival time if you go down Arborview at 15mph or 30mph.

All of them.

There needs to be a crosswalk directly across the street from the Miller Woods trail.

At Maple Ridge, Wesley, Linda Vista, Bruce.

The stop signs and crossings along the street are hard to notice, partly because the street is so wide and partly because they aren't at every intersection. I don't think they should be at every intersection, but given that when there is a stop sign telling Arborview traffic to stop, the signage could be clearer.

Arborview and Bruce
Arborview and Westwood
Arborview and MapleRidge
Each street that junctions w Arborview, especially when traveling north on those streets towards

Responses

Arborview (ie Ravenna, Westwood)
Arborview and Miller

All intersections have frequent pedestrian crossing. Westwood should be a 4-way stop for cars.

Need pedestrian crossing at Westwood, Miller Park, and Linda Vista or Wesley

Everywhere. Arborview is a neighborhood street with tons of kids. We are 100% OK with folks using it as a cut through, ESPECIALLY on bikes and on foot - but even driving is OK. We just want it slowed way down, and made more attentive.

Currently there is no stop sign on Arborview and Westwood (for those traveling north or south on Westwood). This is sometimes confusing for drivers who stop, but is also concerning for pedestrians because cars tend to go faster than 25 mph through that intersection.

Miller and arborview

Intersection of Westwood and Arborview. There really needs to be a 4 way stop there.

No area is different from another.

We live at the very western end of Arborview, where it becomes a tiny little street with a cul-de-sac called Ross St. I implore the city to include this small additional area in this project as our street is literally falling apart in asphalt crumbles and potholes but is a key piece of connective tissue for the area. We have a beautiful row of homes full of young families with small children, elderly folks, and diverse professionals who give back to the community every day — we have a doctor, therapist, fine arts advocate, business school professor, librarian, and local business leader just on our 5-house street. There is tons of daily foot traffic to an access pathway that leads through the southern apartment complex to Dexter bus stops and Veterans Park, a feature that (almost) single-handedly makes our neighborhood “walkable.”

Westwood and Arborview corner gets a fair amount of cross traffic from Dexter and Miller cars cutting through, and a lot of foot traffic from ppl going to Wildwood Park and Wellington Park. I live on Westwood (which badly needs resurfacing).

Corner of Bruce and Arborview is a cut through and very busy and full of pot holes.

Westwood and Arborview is super dangerous with Westwood traffic not having to stop. Corner of Doty and Arborview is always very busy as a cut through from Dexter.

At the corner of Arbana and Arborview there are cross walk lines on the ground but no indication for people to stop. They fly by when trying to cost and there are children located all over here. At this corner there 10 children under 10! 7 are 5 and under.

At the corner of Miller and Arborview there is the cross walk across Arborview but it's very concerning with so many people crossing there and people flying around that corner.

There are a lot bicyclists and would be nice to narrow the street with a designated bike lane. People often walk in the street as well.

Responses

Arbana and Arborview. Lots of cars use this route as a cut through between Huron and Miller, and there are a lot of children and pedestrian foot traffic at this intersection. There is a crosswalk but no stop or yield signs, speed bumps, larger signs giving pedestrians the right of way, etc.

The crossing at Arbana is the one we use the most.

Arborview & Revena - people use Revena as a cut-through between Huron and Miller and drive very fast.

Arborview & Westwood - I see people roll through these stops daily. Also, low visibility in both directions along Westwood because of the hills make this crossing dangerous. I'd love to see it as a 4-way stop.

Intersection of Westwood and Arborview

Westwood Ave.

a crosswalk at arborview and linda vista would be helpful for kids who meet the bus at Linda Vista and Harbrooke

The most complicated set of intersections is right where Arborview, Miller and Maple Ridge meet. Lots of school children coming from multiple directions right around the same time that morning commuters are getting anxious to be on the open road. The big open triangle of space practically begs walkers, bicyclists, drivers, and parkers to cut corners into each others' way.

I'd also love to see better pedestrian and non-motorized vehicle access to Open School--perhaps a crossing directly across Miller at Arborview (instead of at 7th). Many people cross there right now, as it is, without the cautionary markings for people driving in cars

The pedestrian crossings I see with the most use are at Wesley and Arborview, Arbana and Arborview, Wildwood and Arborview, and Westwood and Arborview.

Doty and Arborview. Westwood and Arborview.

The main crossing near me is at Westwood. It's not a busy intersection, but the way the stop signs are set up feels a little risky. Arborview traffic has a stop sign at that intersection, but there's no stop for Westwood traffic, despite other intersections in the neighborhood being 4-ways. Since cars coming down Westwood are going down a steep hill, it's always seemed dicey to me if drivers coming up Arborview assume there's a stop. While the intersection is labeled with a warning (cross-traffic doesn't stop), it's easy to miss if you are not 100% aware. Kids would be walking that intersection to Haisley elementary, so I've occasionally worried about it.

crossings should be limited to where streets intersect. Mid-road crossings are ALWAYS improper and unsafe.

Everyone crossing the street should look both ways before crossing safely. The pedestrian is the most vulnerable and should be the most vigilant for everyone's sake. To dumb down the pedestrian is a safety hazard for all.

Arbana, Mapleridge, Linda Vista, Doty

Responses

I'd enhance the Miller Nature gateway, there isn't even sidewalk facility in the ROW around it. That's probably lowest hanging fruit in terms of specific improvements. It would be great to put a shared-use path on one side of the street too. Just combine the sidewalk with any type of bicycle infrastructure so it creates a broader pedestrian artery. As a year-round cyclist niche infrastructure for bikes is not the maximum potential treatment for our streets.

All pedestrian crossings are important and should be treated as such.

Please come repave Ross St!

Arborview and Westwood would benefit from a 4 way stop.

Our kids need to cross traffic at either at LindaVista, Wesley, or the eastern bend of Arborview to reach Ann Arbor Open.

There is a pedestrian crossing across the street from the other house on the corner of Arborview and Arbana. This crossing gets heavily used by kids walking to Mack School and to the bus stop for the school bus to Bach. We think there should be pedestrian crossings at every intersection. There is a woman in a wheelchair who walks her dog on most good weather days. She lives on Revena Ct. and she would probably appreciate more crossings.

Frankly, every intersection is important. Lots of people walk the neighborhood for recreation or on their way to work etc, and they often have children or dogs with them. As this is a purely residential neighborhood, I think every intersection is considered important for pedestrians.

1) Where Miller meets Arborview -- many people travelling west on Miller and turning left onto Arborview do not look carefully before turning to make sure pedestrians are not crossing Arborview; making sure the pedestrian crossing is painted and lit would be useful.

2) Where Arborview crosses Westwood, there often seems to be confusion about whether traffic on Westwood has to stop or not, leading to near accidents with cars or pedestrians. It might be better as a 4-way stop.

At Westwood, the entrance to Miller Woods, Linda Vista, and Wesley.

The only crossing that stands out is the one at Miller. PLEASE don't put in crossing markings at the other streets. For example, there is zero need for a delineated bike lane or the crossing signs. It is not necessary, it is really annoying, and there are so many better ways to spend money. Try resurfacing other streets if there is money in the account. Don't create problems where there are none. We like our neighborhood the way it is. Thank you.

Arborview/Miller/Maple Ridge

Maple Ridge, Linda Vista, and Westwood for sure.

Where Wildwood Avenue intersects from the south, pedestrians often cross to enter or leave Miller Nature Area.

I would love to see a stop sign or at a minimum a pedestrian crossing sign at the crosswalk at Arborview and Arbana in front of my house. I have 4 children and there are many families around us who either have young children or are elderly. I would also like to see a stop sign or a marked pedestrian crosswalk with a sign at Arborview and Wesley.

Responses

The Bach bus stop is at Harbrooke and Linda Vista and many people cross at Arborview and Wesley. Right now, that intersection only has 2 painted lines indicating a crosswalk. It is not visible in the snow. I have witnessed children almost hit by cars when walking home from school there because the drivers didn't think it was a crosswalk. Also, I don't know what the solution would be, but it would be nice if there were a crosswalk to get into Miller Nature Area. There is no sidewalk on the park side of the street in the house or two before or after the park, so you can either cross at a crosswalk and then walk over people's lawns or cross in the middle of the road. There may not be an easy solution to this, though.

Analysis is required to determine key pedestrian crossing patterns and volume. Priorities should include crossing routes to bus stops along Miller, City Parks (Miller Park), and other public destinations.

The corner of Arborview and Arbana is the one we live closest to. It is also along the cut thru between Miller and Huron. Traffic is worse at that intersection at the beginning and ending of the work day.

Arbana and Arborview, lots of school age kids from Slauson and from Mack Open.

Arbana and Arborview is very busy.

Arborview and Arbana (among others)

- Intersection of Arborview and Linda Vista (somewhat unusual offset 4-way stop intersection, lots of kids crossing on the way to the Bach bus stop at Linda Vista and Harbrooke)
 - Intersection of Arborview and Miller (near Ann Arbor Open)
-

The bottoms of the hill all along Arborview all present danger areas (including blind hills).

6. Some street narrowing options could delay the Arborview street resurfacing project, due to the need to secure additional funding for changes that are beyond the scope of typical street resurfacing work. To what extent are you willing to consider changes that could delay the Arborview resurfacing timeline?

● 1 – Not at all willing to delay t...	37
● 2	5
● 3 – Neutral	18
● 4	11
● 5 – Very much willing to delay...	25



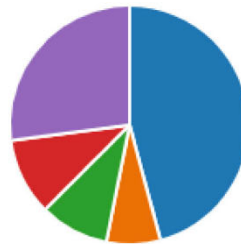
7. Some street narrowing options could reduce the availability of on-street parking in certain locations along the corridor, or even along the entire north or south side of the street. To what extent are you willing to consider changes that could reduce on-street parking availability?

● 1 – Not at all willing to reduce...	39
● 2	8
● 3 – Neutral	9
● 4	12
● 5 – Very much willing to reduc...	28



8. To what extent do you think changes are needed to narrow Arborview Boulevard between Doty Avenue and Miller Avenue?

● 1 – Not needed at all	44
● 2	7
● 3 – Neutral	9
● 4	10
● 5 – Very much needed	26



9. Would you be more likely to use an active transportation option (e.g. walking, bicycling) if the street were narrowed?

● Yes	31
● No	45
● Other	20



10. Please provide contact information for follow-up (as needed). Email addresses will be subscribed to receive project updates. (Optional)