Meeting Norms

- Commit to learning and avoid speculation.
- Remember the importance of rights and the dignity of others.
  - Critique ideas, not people.
  - Use thoughtful language to create a comfortable forum for everyone.
- Inappropriate language will result in removal from the meeting.
Project Staff – City of Ann Arbor

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Agenda

Project Overview
Proposed Designs
Exercise and Sharing
Questions
Next Steps
Construction Project Boundaries

- S. 7th Street – Scio Church Rd to Delaware Dr
- Greenview – Stadium Blvd to S. 7th St
Project Boundaries: S. 7th Street Reconfiguration

S. 7th Street reconfiguration: Scio Church Rd to Delaware Dr
- Residential road
- 0.3 miles

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Project Overview

• Replace aging water main
• Install stormwater management system
• Repave the street
• Improve transportation safety
Develop new designs for South Seventh between Scio Church and Delaware that **narrow the road** using speed management tools such as, but not limited to, chicanes, pinch points, and/or mini roundabouts to slow traffic to safe neighborhood speeds, and then integrate an **appropriate all ages and abilities bike route** for a neighborhood street.

**Additional public engagement shall be conducted** to present the new designs to the public for feedback, then the designs will go to the Transportation Commission, then to City Council if necessary.
Transportation Plan: Mobility Values

**Vision Zero**

“By 2025, no one dies or is seriously injured in crashes on Ann Arbor’s streets.”

**Carbon Neutrality**

“By 2030, our transportation system contributes zero emissions towards climate change.”
Traffic Calming Program vs Capital Projects

Traffic Calming Program
- Council program
- Driven by resident petition
- First come, first serve
- Multi-year wait list
- Includes devices that you drive over (i.e., speed humps)
- Can be installed after a capital project

Capital Projects
- Projects come from the Capital Improvement Program (CIP)
- Includes devices you drive around (i.e. bump outs)
Design Limitations

Stop Signs
• Must meet strict federal criteria to be installed

Parking
• Parking in or near intersections and at crosswalks is illegal

Crosswalk Lighting
• Crosswalk design will be determined by city guidelines

Flashing Lights and Speed Feedback Signs
• Used for higher speeds and traffic volumes
Road Reconfiguration

Purpose
• Improve public safety for all users
• Make All Ages and Abilities Route

Impacts
• Slow down vehicular speeds
• Improve comfort levels for nonmotorized users
• Improve driver’s comfort levels for sharing the road
All Ages and Abilities Route: Examples

hit by a car driving at...

- 20 MPH: 9.5 out of 10 pedestrians survive.
- 30 MPH: 5 out of 10 pedestrians survive.
- 40 MPH: 1 out of 10 pedestrians survive.

Residential

Downtown

www.a2gov.org/seventhgreenview
Perceived Problems – Public Comment from April 2023

- 3-way intersection can be dangerous (cars drive through it)
- Speeding
- Lack of bicycle infrastructure (because of the school there are a lot of learning cyclists)
- Road is too wide
- Sidewalks are too narrow (don’t accommodate bicyclists)

- Maintain residential parking (use our driveways for children to play)
- School pick up and drop off
- Maintain the traffic flow
- Football parking
- Lack of signage
- U-turns on the street
- No road markings
- Annual maintenance
Proposed Designs

City of Ann Arbor – Public Services Area – Engineering

www.a2gov.org/seventhgreenview
## Summary of Public Input (April 25, 2023)

<table>
<thead>
<tr>
<th>Potential Solution(s)</th>
<th>Total Votes*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mini roundabout</td>
<td>3</td>
</tr>
<tr>
<td>Curb Bump out</td>
<td>0</td>
</tr>
<tr>
<td>Additional mid-block crossing</td>
<td>2</td>
</tr>
<tr>
<td>Chicanes</td>
<td>0</td>
</tr>
<tr>
<td>Widen sidewalk</td>
<td>7</td>
</tr>
<tr>
<td>Narrow width of S. 7th</td>
<td>7</td>
</tr>
</tbody>
</table>

* Total among 9 groups
Proposed Elements Applied to Each Option

Bump out on Greenview

Pedestrian island
## Proposed Elements Applied to Each Option

<table>
<thead>
<tr>
<th>Features</th>
<th>Problems Addressed</th>
<th>Other Considerations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Narrow road</td>
<td>• Speeding</td>
<td>• Entire street is narrowed to 30 feet</td>
</tr>
<tr>
<td></td>
<td>• Road is too wide</td>
<td>• Road width consistent with adjacent roads</td>
</tr>
<tr>
<td></td>
<td>• U-turns</td>
<td>• Gives more residential feel to road</td>
</tr>
<tr>
<td></td>
<td>• Annual maintenance</td>
<td>• Lawn and/or driveway extensions are homeowner’s responsibility to maintain</td>
</tr>
<tr>
<td></td>
<td>• Maintain residential parking</td>
<td>• Parking is maintained</td>
</tr>
<tr>
<td></td>
<td>• Maintain traffic flow</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• All Ages and Abilities Route</td>
<td></td>
</tr>
<tr>
<td>Pedestrian crossings at Braeside Place and Lans Way</td>
<td>• Lack of signage</td>
<td>Not removing legal parking spaces</td>
</tr>
<tr>
<td></td>
<td>• All Ages and Abilities route</td>
<td></td>
</tr>
<tr>
<td>Sharrow bike symbol</td>
<td>• Lack of bicycle infrastructure</td>
<td>Brings attention to cyclists using the road</td>
</tr>
<tr>
<td></td>
<td>• All Ages and Abilities route</td>
<td></td>
</tr>
<tr>
<td>Not replacing center line</td>
<td>• Speeding</td>
<td>• Road is consistent with adjacent roads</td>
</tr>
<tr>
<td></td>
<td>• Annual maintenance</td>
<td>• Gives more residential feel to road</td>
</tr>
<tr>
<td>Scio Church island NOT removed</td>
<td>• Speeding</td>
<td>• This cannot be removed, federal funding</td>
</tr>
<tr>
<td></td>
<td>• Maintain traffic flow</td>
<td>• Outside project limits</td>
</tr>
<tr>
<td>Pedestrian crossing with bump out at school path on Greenview</td>
<td>School pick up and drop off</td>
<td>Helps to take pressure off S. Seventh Street</td>
</tr>
</tbody>
</table>

[www.a2gov.org/seventhgreenview](http://www.a2gov.org/seventhgreenview)
Option 1: Narrow East Side, Widen Sidewalk
Most Expensive

www.a2gov.org/seventhgreenview
## Option 1: Narrow East Side, Widen Sidewalk
*Most Expensive*

<table>
<thead>
<tr>
<th>Features</th>
<th>Problems Addressed</th>
<th>Other Considerations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Narrow east side</td>
<td>• Speeding&lt;br&gt;• Road is too wide&lt;br&gt;• U-turns&lt;br&gt;• Annual maintenance&lt;br&gt;• Maintain residential parking&lt;br&gt;• Maintain traffic flow&lt;br&gt;• All Ages and Abilities route</td>
<td>• Entire street is narrowed to 30 feet&lt;br&gt;• East side moved in ~13 feet&lt;br&gt;• Greenview intersection bump out removed</td>
</tr>
<tr>
<td>Widen east sidewalk and west sidewalk near school</td>
<td>• Lack of bicycle infrastructure&lt;br&gt;• Sidewalks too narrow&lt;br&gt;• School pick up and drop off&lt;br&gt;• All Ages and Abilities route</td>
<td>• Some trees removed&lt;br&gt;• Sidewalks are homeowner’s responsibility to maintain&lt;br&gt;• Sidewalk placed in existing road footprint to avoid utility poles and trees</td>
</tr>
<tr>
<td>Additional midblock crossing near school</td>
<td>• Lack of bicycle infrastructure&lt;br&gt;• School pick up and drop off</td>
<td>Additional connection to widened sidewalk</td>
</tr>
</tbody>
</table>
Option 2: Narrow Both Sides of Road
10% Less Expensive than Option 1
Proposed Option 2: Narrow Both Sides of Road
10% Less Expensive than Option 1

<table>
<thead>
<tr>
<th>Features</th>
<th>Problems Addressed</th>
<th>Other Considerations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Narrow both sides</td>
<td>• Speeding</td>
<td>• Both sides moved in ~6 feet</td>
</tr>
<tr>
<td></td>
<td>• Road is too wide</td>
<td>• Greenview intersection bump out removed</td>
</tr>
<tr>
<td></td>
<td>• U-turns</td>
<td>• Delaware intersection bump out removed</td>
</tr>
<tr>
<td></td>
<td>• Annual maintenance</td>
<td>• Every driveway on road is extended</td>
</tr>
<tr>
<td></td>
<td>• Maintain residential parking</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Maintain traffic flow</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• All Ages and Abilities route</td>
<td></td>
</tr>
</tbody>
</table>
Option 3: Meander Road
20% Less Expensive Than Option 1
**Option 3: Meander Road**
20% Less Expensive Than Option 1

<table>
<thead>
<tr>
<th>Features</th>
<th>Problems Addressed</th>
<th>Other Considerations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Narrow alternating sides</td>
<td>• Speeding</td>
<td>• Accentuates curves of road to naturally slow traffic</td>
</tr>
<tr>
<td></td>
<td>• Road is too wide</td>
<td>• Alternating sides moved in ~13 feet</td>
</tr>
<tr>
<td></td>
<td>• U-turns</td>
<td>• Greenview intersection bump out removed</td>
</tr>
<tr>
<td></td>
<td>• Annual maintenance</td>
<td>• Delaware intersection bump out removed</td>
</tr>
<tr>
<td></td>
<td>• Maintain residential parking</td>
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<tr>
<td></td>
<td>• Maintain traffic flow</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• All Ages and Abilities route</td>
<td></td>
</tr>
</tbody>
</table>
Option 4: Meander Road with Pinch Points
20% Less Expensive Than Option 1
### Option 4: Meander Road with Pinch Points
20% Less Expensive Than Option 1

<table>
<thead>
<tr>
<th>Features</th>
<th>Problems Addressed</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Narrow alternating sides</td>
<td>• Speeding</td>
<td>• Accentuates curves of road to naturally slow traffic</td>
</tr>
<tr>
<td></td>
<td>• Road is too wide</td>
<td>• Alternating sides moved in ~13 feet</td>
</tr>
<tr>
<td></td>
<td>• U-turns</td>
<td>• Greenview intersection bump out removed</td>
</tr>
<tr>
<td></td>
<td>• Annual maintenance</td>
<td>• Delaware intersection bump out removed</td>
</tr>
<tr>
<td></td>
<td>• Maintain residential parking</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Maintain traffic flow</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• All Ages and Abilities route</td>
<td></td>
</tr>
<tr>
<td>Pinch points at intersections</td>
<td>• Speeding</td>
<td>• Road narrows to 20 feet wide</td>
</tr>
<tr>
<td></td>
<td>• Road is too wide</td>
<td>• Alternating sides moved in ~13-20 feet</td>
</tr>
<tr>
<td></td>
<td>• U-turns</td>
<td>• Meets City Council resolution</td>
</tr>
<tr>
<td></td>
<td>• All Ages and Abilities route</td>
<td></td>
</tr>
</tbody>
</table>
Exercise
1. The proposed designs are on tables.

2. Attendees circulate around the tables to review the designs and fill out an individual evaluation sheet.

3. Meet back at a table and discuss evaluations with the group.
Next Steps

Public input on potential solutions

April 25

Submit evaluation form by

July 11

Information session this winter

Meeting **June 27**

to present design options

Final design option shared with public this summer

Construction **Spring – Fall 2024**

www.a2gov.org/seventhgreenview
Contact Information

• Stay tuned at A2gov.org/seventhgreenview.
  o Subscribe to receive updates.

• Contact Tracy with any questions or comments
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    (734) 794-6410 ext. 43639

• Contact Michelle with any questions or comments about engagement by July 11
  o mbennett@a2gov.org
Thank You!

City of Ann Arbor – Public Services Area – Engineering

www.a2gov.org/seventhgreenview