June 8, 2016 Feedback Form Results  
Dhu Varren/Nixon/Green Road Roundabout & Nixon Corridor Traffic Study

Is there any additional feedback that you would like to share related to the Dhu Varren/Nixon/Green Road Roundabout?

- I do not believe that the roundabout proposal at Dhu Varren/Nixon/Green appropriately addresses the traffic volume that this intersection needs to accommodate at this time or in the near future as a result of all the new housing that is being built.
- I am concerned about the huge increase in traffic when the proposed housing is built.
- I support allowing the additional homes as proposed so that new families can move into Ann Arbor and have the same benefits that I enjoy.
- Toll Brothers Builders have built in very busy areas. In their Haymarket, VA area, they built a road for the community. It seems you need their expertise and experience in these questions/issues.
- This study needs to include traffic from future large developments north on Nixon in Ann Arbor Township, there could be thousands of additional homes there.
- The safety of residents and pedestrians at the proposed roundabout is a concern.
- Safety at the roundabout is the first concern. The high volume of traffic in both the morning and afternoon will cause traffic jams. The roundabout is not safe. The Ellsworth and State Street roundabout is quite dangerous and there is a huge traffic backup in the afternoon and morning. Roundabouts slow traffic, a driver has to wait and be certain it is safe to go. When traffic is heavy, people just take chances. It is not safe and there is a larger chance to have accidents for all the drivers.
- I still do not believe the proposed traffic will be able to move safely and smoothly in the Nixon corridor.
- Pave Traver!!!
- Pave Traver.
- In the original Opus study, there was a bypass for the roundabout. Having the bypass is very important and I hope you will not eliminate the bypass. The roundabout design should not consider just 2017.
- Make the Roundabout study public. Take a look at other options AND provide the pros and cons of each.
- This MAKES NO SENSE to move forward with this proposed design WITHOUT the results from the Corridor Study.
- How much are these studies costing us? Why are the results are not shared prior to decision making?
- I believe you should do the corridor study first before committing to a roundabout.
- I hope that there is a solution for minimizing the traffic challenges however, I do not believe that we have yet reached one. Thank you for your good work on this problem and for your time.
- I am also concerned about the accuracy of the traffic studies given that the timeframe it is being completed within is during a time in which many classes are out at the University of Michigan. This means that the traffic volume is even less during the timeframe that the traffic study is being completed which would not adequately address current average traffic flow or future flow after construction.
- Can VISSIM (traffic modeling software used for the study) model the current stop sign Dhu Varren/Nixon/Green intersection with the current traffic flow data and compare to your videos of the Dhu Varren/Nixon/Green intersection? This would be a test of VISSIM and help us believe future VISSIM roundabout modeling. How well does VISSIM model pedestrians and bicyclists? Is there any verification of the model?
- Traffic lights are better than roundabout.
- There seems to be concerns about whether the roundabout/signal decision would have been different with the “new” traffic data. It would be helpful to describe whether it would have been affected, and also talk about the reduction in travel delays at peak times with each method.
- I would like to know the projected costs for the roundabout versus the traffic light at this intersection. I would like to know if cost was the factor in choosing the roundabout over the other.
- I prefer the roundabout. It is safer for pedestrians. At times of low traffic flow, autos can save time by not being required to wait for the signal cycle.
- I support having a roundabout and I am tired of people being angry about the results.
- Because of the large number of residential developments that have only egress on Green Rd., it would be prudent to provide a pause in traffic to accommodate this local traffic. The roundabout will slow the flow, but not enough to allow residents to enter and leave their neighborhoods.
- It appears that the stop signs at the Green, Dhu Varren, Nixon intersections seriously slow traffic going north on Nixon in late afternoon and cause “impatient” drivers to rush south in AM rush.
- The Nixon and DuhVarren/ Green intersection is way too busy for a RAB to work.
- This roundabout will be dangerous for pedestrians as drivers are too busy to see pedestrians and stop for them.
- Please provide a bypass lane for the EB to SB movement. The queue in the AM rush hour is extremely long. My kids are always late for school. Nixon is the only route that Dhu Varren traffic can take to go south. Without the bypass lane, there will not be enough gaps because of the flow of cars from the north and the roundabout will not solve the problem.
- The roundabout needs to be two lanes.
- The roundabout at Huron Parkway and Nixon has eased congestion tremendously. I would hope same would be true for proposed roundabout.
- When Nixon Huron Parkway roundabout was proposed, I hated it. Now that it has been in place, I love it. The roundabout really seems more efficient.
- Use roundabout option 3 and if does not work easily to change to traffic light in the future.
- Like roundabout option 2 times 3 people. I want the bypass lane, very high volumes in morning.
- Align (i.e. “square up”) Green and Dhu Varren such that it can be converted into a signalized intersection in the future.
- I prefer option 2. The design should shift Dhu Varren to the south to avoid impacts to wetland and pond.
- I am concerned that pedestrians would fall into the pond. Move the proposed sidewalk further south of the pond and/or put up a ped fence.
- I am concerned that vehicles would drive into the pond. I have witnessed this in the existing condition in winter. Re-align Dhu Varren or move it south so vehicles don’t go into the pond.
- As a bicyclist and runner, there have been a number of times that traffic has not stopped or allowed me to cross/access the roundabout at Huron and Nixon. I have strong concerns regarding children and disabled individuals and safety if it is decided to proceed with the roundabout at Nixon and Green. If eye contact isn’t made, it seems that most drivers will not stop for pedestrians.
- At the existing Nixon/Huron Pkwy roundabout, cars are still very much in the roundabout when they stop for pedestrians crossing. When they stop inside the roundabout, other cars back up behind them. If they stop abruptly for the pedestrian, I'm always afraid the cars behind the first one will rear-end the first one, pushing it into ME as I cross. I stand there in the "median" hoping the cars will just go on through, leaving it clear for me to cross. But... no. They typically don't. Instead, they are VERY polite -- perhaps because Ann Arbor drivers are taught to give the right of way to pedestrians, they stop well short of the pedestrian crossing, still inside the roundabout proper. As a pedestrian trying to get across safely, I HATE IT! It makes me very nervous about crossing!
  - Solving this issue will be especially important at the new roundabout because of the number of schoolchildren crossing there, to get to and from Logan Elementary School and Clague Middle School -- especially on dark winter mornings.
  - Would one solution be to move the pedestrian crossings several feet further away from the roundabout itself -- deeper into the "arms" of the roundabout?
- Some of the roundabout options have sidewalks that seem isolated from view from the road. Will I, a small older adult, feel safe walking on them? Will children?
- The bus stop at Nixon/Green needs to be maintained. (A lot of busses in this area)
- How will you accommodate the bus stop in the SE corner?
- Consider a Park & Ride above (north) of roundabout.
- Will there be lighting/lampposts for cyclists/pedestrians?
- Lanes NEED reflective paint or markers as it is a dark area if lighting is not in the plan for this intersection.
- Please make sure the roundabout is well lit, for safety's sake -- especially so that children crossing can be easily seen.
- I would like to see the City take aesthetics into consideration – namely how to retain the rural and agricultural qualities of this area – in both the design of the roundabout and the corridor. This is an important gateway to northeast Ann Arbor, one with a very interesting and valuable visual quality. It would be a shame to lose this, as so much of the area is beginning to have an anonymous suburban sprawl kind
of character. I’d like to see a design firm hired to create design guidelines for the roundabout and the corridor that are used and implemented.

- I am concerned about the maintenance of the integrity of my homes surrounding land. This construction may result in me living off of a four lane highway vs. a two lane “country” road off of Nixon (north of roundabout).
- Will there be any landscaping in this project?

Is there any additional feedback that you would like to share related to the Nixon Rd Corridor Traffic Study?

- I believe that the new housing developments along Nixon Rd will add 1,000 to 1,500 new cars to traffic along Nixon during rush hours. It is a real problem with today’s traffic loads to move along Nixon and I cannot see how all this new traffic could be handled by the existing two lanes on Nixon.
- It is important to study traffic during the school year, not when AAPS’s have summer break. Many, many cars drop off and pick up students twice a day at Logan and Clague as well as parents driving children to/from Gretchen’s House Day Care on Traver.
- The Nixon Rd traffic is relentless at rush hour, even now - before the new housing developments are built.
- Will there be an interchange on Nixon?
- I have concerns about the speed of traffic along the whole length of the Nixon to Plymouth corridor and would like to see the traffic effectively slowed down for the benefit of pedestrians and bicyclists.
- There should be speed humps on roundabout exits in advance of crossing.
- I have concerns with speeds exiting the roundabout.
- Provide rectangular rapid flashing beacons at each pedestrian crossing.
- Is there space to add center turn lanes along Nixon?
- In the next meeting (July), please show a simulation how exiting into the corridor, turning left during rush hours (AM, PM) looks. Specifically, Traver Apartments in the morning, Kroger’s Mall in the afternoon and Green Road in the morning. Please simulate service level in 2017 and after developments are complete.
- The two roundabouts are close enough to interact. Does your roundabout tool take two roundabout interactions into account?
- A traffic light is much safer. People don’t need to watch all the directions and make judgement.
- A roundabout is quite slippery in winter also.
- Traffic light control is the solution for safe and efficient driving. It will significantly reduce the traffic jams in the rush hours.
- Traffic lights should be much safer.
- Consider the number of opportunities during 8AM-9:30AM, 3:30PM-7:15PM that cars yield to bikes. The model DOES NOT depict traffic yielding to pedestrians BUT does represent the behavior of continuous flow. Volume is NOT depicted in the model. Show a model of the above timeframes in 15 minute increments.
- Pedestrian and bike infrastructure along Nixon Rd. are insufficient or absent and should be a primary point of focus for the corridor improvements.
- Despite laws about vehicles stopping for pedestrians who are in crosswalks, cars do not reliably stop. I hold my breath crossing the street as a pedestrian in roundabouts – I never know who sees me and slows to stop and who doesn’t.
- I don’t know what algorithm you use to suggest roundabout is better. My experience with the Huron and Nixon roundabout is dangerous. I have to put myself into danger (4 out of 10 times) to cross the roundabout. Otherwise the car flow will not stop for you. The new suggested roundabout at Dhu Varren/Green and increasing traffic flow (for coming new homes) will make the roundabout more dangerous. Please don’t let blood teach us a lesson.
- Flashing warning lights should be added to roundabout crossings (pedestrians).
- Connect the sidewalk throughout the entire corridor. Fill in the gap on east side from Clague to Haverhill.
- At the existing roundabout, northwest corner, I have concerns with pedestrian safety.
- Please make sure there is at least one pedestrian crossing with push-button lights that kids can use to cross Nixon Rd to get to school, especially on dark winter mornings. I’m not talking about at the roundabout, but at other locations along Nixon Rd.
- It sounded at the meeting like you're already aware of where sidewalks do not currently exist along Nixon Rd and where they would be needed. I think it's important to have sidewalks available all along Nixon Rd.
- At the Aurora and Bluett pedestrian crossings drivers are not seeing and stopping for pedestrians
- Existing ped crossing concern at the Huron Nixon RAB, especially crossings of north leg
- Bus stops: east side of Nixon Rd across from Parkway Meadows and Sandlewood Dr. We need sidewalks and pedestrians' crossings to get to bus stops.
- I ask that AAATA be involved early and throughout the corridor traffic study. It currently seemed that AAATA and bus stop locations will be a later discussion. I would hope that they would be at the planning process throughout.
- I am concerned that there is no accommodation for Park and Ride north of Green.
- There is a bus stop across from the entrance to Westbury Court. It is frequently difficult to cross Nixon to get to it. This is especially difficult / dangerous in bad weather. Also, because of the hills it is often difficult during peak times to make a turn off of Westbury and this is with the current traffic volume. Both situations will worsen with additional volume.
- I suggest thinking bigger. I suggest the AAATA work with Ann Arbor Township to place a park-and-ride lot at Pontiac Trail and, say, Nixon Rd. -- or before Nixon Rd -- so SOME incoming cars can park there and never even need to go down Nixon Rd. The #22 bus route can be split into 22A and 22B -- one of those can make the loop through the Park-and-Ride lot; the other can drive the current #22 route.
- There is a bus stop near Aurora with no paved way to get there.
- Why isn't ATTA involved right now?
- I have Concerns with bikes at ramps at entry.
- Please make sure there is good street lighting all along Nixon Rd. On dark mornings, I have to use a flashlight to flag down the northbound bus so it stops at the NE corner of Nixon Rd and Westbury Ct.; it's so dark the drivers cannot see me there. I shudder to think about schoolchildren walking along that stretch, especially on icy sidewalks.
- Recognize that the sight distance at Nixon and Westbury court is only adequate when traffic is doing the speed limit and there are breaks in the traffic from both directions simultaneously. There are hills north and south that limit the sight distance, especially when north bound lane is stopped. This will also be a problem on the Toll Brothers exit!
- Can additional mini-roundabouts be put in at Bluett and other side streets?
- Concerned about traffic flow southbound Nixon – it is currently very difficult to turn off Argonne onto Nixon.
- Turning onto Nixon Southbound from Argonne is often impossible. It can only get worse as new housing shows up.
- The key problem for the local residents is left turn access from cul-de-sacs onto Nixon. No traffic study outcome will be locally acceptable unless at least a partial solution of left turn access is included.
- I live on Traver Blvd. and with the hill (coming south on Nixon), it's very difficult to get out on Nixon turning south. Those turning north don't have time to turn.
- Drivers on Green can't see cars waiting on Burbank.

Additional Comments:
- The facilitator should NEVER tell community members that we are here to hear what you have to say AND then "divide and conquer". Absolutely unreal, the level of disrespect to the community. The city employee in the floral shirt MUST REFRAIN from showing emotions of discourse during these meetings. This is the third meeting that I have attended AND the disposition that is displayed by this particular employee is just unprofessional. (Share THESE comments before the next meeting.)
- Release your traffic study data and future estimated traffic ASAP. Previous estimates were regarded as unrealistic. You need to gain the confidence of the local crowd! Will you, before July 13, release a document with a summary of tonight’s audience’s questions with your best effort answers? Otherwise, the audience feels that public meetings are a sham with you listening, but then ignoring us.
- Need to include new sidewalks in analysis. They are planned for Nixon.
- The exhibit presented included a mislabeled condo.

How did you hear about this meeting?
13 - Direct mailing (i.e. postcard notification)
8 - Communication from Neighborhood Association
4 - Communication from Council member
2 - Word of mouth
1 - Other: E-mail