July 13, 2016 Public Comments  
Dhu Varren/Nixon/Green Road Roundabout & Nixon Corridor Traffic Study

South Nixon Road Segment (Plymouth to Bluett)  
- Create a break at Aurora and Nixon to give those trying to turn left from Aurora a chance without having to wait 30+ minutes. (9)  
- The exit from Aurora onto Nixon is difficult during high traffic times. (1)  
- There is no bike access route within the existing roundabout. Need to extend the bike lane into the roundabout. (1)  
- Trucks have a hard time navigating the roundabout.  
- At 4 pm it is very difficult to make a left turn from Aurora into Nixon due to Thurston Elementary letting out.  
- As people become comfortable with roundabouts speeds increase over time.  
- 23/14 It is a well-known fact that 23 is backed up from 94 into M14 from 3:30 on for the afternoon rush hour. This has been for 9 months+. We go through the city streets as its taking 30 minutes to get from Green/Burbank to Scio Church. It’s the same in the morning. It’s a fact now and it is not intermittent through the year.  
- There should be the bypass included in roundabout. It should be done now not later.  
- Need to slow traffic.  
- We were originally presented with the roundabout with a bypass was decided on. It’s a mistake to not have a bypass now.  
- At least a three-lane road with bike lanes. Mid-block pedestrian crossings.

Middle Nixon Road Segment (Bluett to Green)  
- Westbury at Nixon there are no sidewalks on the west side and it is nearly impossible to cross over to the bus stop on the west side. Traffic is too fast to cross to other stop. (5)  
- A lot of grade and bumps on Nixon near Argonne. This creates problems for moderately paces traffic, speed limit is 30 but most people are going 45+. There are sight distance issues due to excessive speeds and terrain. (3)  
- Mini-roundabouts could be used at side streets to help people get out. They do not have to take up much space. (3)  
- Near Traver there are 2 schools in the AM after dropping off it is hard to get back out onto Nixon. The number of kids who are driven to school adds to the traffic flow. (1)  
- As another way to introduce "break points" in the peak-hour traffic flows to enable left turns from streets in the Nixon corridor, you should evaluate putting a traffic light at Nixon and Bluett, roughly half-way between the two big roundabouts on Nixon. This (via Bluett) would create a nice egress possibility for many neighborhoods east of Nixon. It would also help with the traffic flow of Clague parents.  
- Concern that the study will prioritize out of town traffic over local needs.  
- There are not good options for crossing Nixon.  
- The study is not properly counting all the new traffic.  
- Near Argonne there are no sidewalks on the west side of the road. I would like sidewalk and bus stops on both sides.  
- It is difficult to turn right onto Nixon from Bluett.  
- Green Road is the emergency road for the Ann Arbor Township Fire Department. Their calls for M14 average 4 or so through the morning rush and evening rush. These roads simply cannot manage the ↑ in residents and those coming into A2 to work.  
- Need mini-roundabouts at all intersections that are dead ends.  
- Please install left turn lanes for those streets that have problems turning left.  
- Some response to the idea of maintaining bike lanes throughout the roundabout would be nice. Cyclists don’t want to go on and off sidewalk.  
- At least a three-lane (middle turning lane) with bike lanes! for this segment!  
- Also line up the Traver Road and Clague School entry and create a mini-roundabout so that the turning problem in school hours is alleviated.
North Nixon Road Segment (Dhu Varren to City Limits)

- Buss access up here is needed, the walk to the stop at the Dhu Varren/Green intersection is too long. Need plans to accommodate large buses that need to turn around. Potential turn around locations are Barclay Park Condo or Woodberry Apartments. (6)
- There seems to be no discussion about a park and ride in this area. (4)
- Are you able to be in touch with AAATA about bus plans with the additional developments being built? (2)
  - A meeting is scheduled in the next few weeks.
- Speed reduction heading southbound on Nixon is important with the addition of more cars from the new developments. (2)
- Save the Tree at the intersection of Dhu Varren/Nixon/Green (1)
- Concerned with the new development proposed north of Barclay Way. There are two new curb cuts proposed, it will be difficult to turn onto Nixon from this development and it will be harder to turn from Barclay Way. (1)
- Concerned about single-lane roundabouts with more traffic coming from the North.
- Walkway on the East side doesn’t go all the way to M-14.
  - It will be extended to M-14 as the property develops
- Barclay Park – issues turning south constant traffic coming from outside the city. Cars traveling south use the oncoming lane and cut through Windemere condos in order to access Green.
- Just wondering was there ever any thought to make flashing yellow crossing locations flashing red? It seems people are speeding up to get through the yellow. My honking at them doesn’t seem to work!!
- Green Road ↑traffic.
- Need bus turnaround.
- There have been many complaints about the speed of the incoming cars. Suggested solution – Do what Singaporean’s do- Install cameras & speed monitors. Any over speed cars will have their license plates photographed & fines will be assessed (both directions.) This is how we can change behaviors & more revenue!
- Intriguing idea about “mini-roundabouts” … I do think the bus turnaround may eventually be a great thing and necessary.

Roundabout and Additional Concerns

- Previously there was lots of talk on By-pass lane on Dhu Varren. I think this is very important and needs to be included for safe merging. (9)
- Can Nixon be widened to a 3 or 4 lane road? Has this been considered? (3)
- There needs to be an officer to direct traffic on Nixon. Cameras could be used to note license plates and issue fines when necessary. (3)
- Need bus turnaround north of Dhu Varren/Green. (2)
- A pedestrian overpass should be added to the Dhu Varren/Nixon/Green roundabout. I don’t know what the plan would be to separate pedestrians other than an overpass. If islands are used, they need to have a barrier around them. (2)
- When will construction start? How long will it be closed? (2)
  - 2017 construction season
  - Staging concepts have not been reviewed yet. We do not plan on closing it completely, however leaving the intersection fully open will make construction stretch longer.
- Concerned about the disruption during construction and being able to access the road network from Barclay. Concerned getting out from Barclay will be even harder. (1)
- Pedestrian crossing laws in the city are in place to require vehicles to stop for the pedestrians. How does that reconcile with the implication that pedestrians can stop mid-way in the refuge island? (1)
- The roundabout design should include separate pedestrian overpasses which have been successful in other areas. The design needs to insure the safety of those who can’t cross as fast. The pedestrian crossings at the roundabout could also be signalized. (1)
- The refuge islands are too small for disabled individuals. They need to be raised from the pavement to prevent cars from driving on them. They must be ADA compliant. (1)
Survey Pontiac Trail and beyond. Get more information on where people are going. Information about those traveling thru (non-residents). (1)

Is the bus stop on Green affected by this roundabout? Bus pull offs are really important. (1)

Are you reserving space for roundabout expansion in the future? (1)

The traffic on Green Road has dramatically increased. Speeds on Green are as high as 60 mph. (1)

Storm water should be mitigated with permeable surface. (1)

Could mini-roundabouts be used to help people get out. (1)

The problem today is there is not enough breaks in the traffic. How will this create breaks in the traffic?

There is a need for public education on the mean of flashing yellow lights at pedestrian crossings.

Construction will require wetland mitigation, especially for the bypass lane. Is there really space to mitigate?

When I try to make a left onto Nixon between 4:30 and 6:00 it is hard because everyone is at a dead stop. This is dangerous because you cannot see. A roundabout may be safer but extra traffic should be considered.

Were you able to incorporate the traffic growth from the 950 new homes? Traffic coming over from 23? Issues with line of sight and increased speeds. Need to put public bus turnaround. Not feeling heard. Need signal crossings for safety.

The Chapel Hill area (Green and Burbank) has seen a large increase in traffic and at times waits 5+ minutes to get out. Pedestrian crossing flashing lights are being ignored in the area.

Will there be any flashing lights for pedestrians at the new roundabout once the stop sign is removed?

The roundabout design removes the 5’ bike lane right at the intersection. The bike lane should extend to the roundabout by providing room either inside or outside the curb for bikes.

There is no bike path on EB Green Road.

The proposed developments will total 900+ units. This will increase the difficulty of turning onto Nixon from many locations.

The roundabout design has a bend coming in for southbound traffic. Dhu Varren has a sharper bend causing traffic backups without a bypass lane. This will make it difficult to go south. A bypass lane is needed.

- There is room for future expansion for increased traffic in the future. We must make sure it doesn’t create a free-flow entrance to Nixon which will add to increased speed.

- Need to look at the heavy traffic coming from the north causing tailback issues on Dhu Varren.

- More traffic and congestion down 23 than I can remember. Are traffic studies negating bypasses based on 2015 or 2016 numbers? We need to overbuild to handle construction detour traffic.

- We design for the average condition not the worst case.

- In deed a roundabout for Nixon +Dhu Varren +Green – good design.

- Please do not even consider a four-lane road. We are converting those to three. Please take that off the table + don’t lead the public to believe it’s an option.

- Prioritize locals, walkers, cyclists.

- The city is adding – 950 new housing units in this area – new units coming on line with the approval of the Nixon Farms, Woodbury Club & North Sky Developments. At such developments city council public hearing, substantial numbers of residents came out/emailed council to share concerns about difficulties accessing Nixon corridor from the adjacent neighborhoods intersecting/cross streets. After hearing all this feedback, several councilmembers, felt a turning lane or adding lanes if feasible throughout the Nixon corridor is a needed engineering improvement.

- Like that all options are on the table – e.g. widening, adding turn lanes, adding mini-roundabouts etc.

- Thank you for looking forward w/an open not pre-disposed/pre-determined road design recommendation! Great job tonight!