

A2 Open City Hall Nixon Corridor Improvement Project Feedback Summarized Comments

The following is a summary of the second online survey based on feedback forms from the October 24th, 2018 Public Meeting #2. The following is not a direct transcription of the online survey. The feedback was divided by project area and summarizes comments. Multiple similar comments are denoted by (#). The online survey had 141 total participants that filled out the online survey. Access to the A2 Open City Hall survey responses can viewed via the link on the project webpage.

Project Area 1 - Huron Parkway Sandalwood Circle (north)

Restricting left turn will reduce delay for all drivers and improve safety by providing fewer conflict points.

What do you think about restricting left turns from Aurora Street onto Nixon Road?

Response Count	Comments
Good (70)	<ul style="list-style-type: none"> • Agreed, The Huron Parkway Roundabout is right next to it, that can be used to turn left (1)
Neutral (15)	
Bad (42)	<ul style="list-style-type: none"> • It's very hard to turn south from Aurora street on to Nixon during rush hour (2)

The design shows two lanes of traffic separated by a landscaped center median, i.e. a boulevard.

What do you think about the proposed boulevard on Nixon Road in this area?

Response Count	Comments
Good (80)	<ul style="list-style-type: none"> • Support the median only if it does not require any intrusion into the proposed bike lane buffer to accommodate a safe bike path, if the median is landscaped rather than concrete and if the existing treed buffer that separates and protects the Bromley homes from Nixon traffic (1) • Nixon Service drive and Nixon Road could be utilized to make the boulevard work better (1)
Neutral (9)	<ul style="list-style-type: none"> • Demo trees for better visibility (1)
Bad (39)	<ul style="list-style-type: none"> • A boulevard is not needed on Nixon (4) • Having a boulevard on Nixon is inefficient for traffic flow and more lanes are needed (1) • Nixon road not wide enough (1)

Removing the crosswalk at Aurora Street and adding a new crosswalk at Sandalwood Circle (north) will improve safety by reducing potential conflict points between vehicles and pedestrians and locating it in an area with lower speeds. What do you think about this proposed change?

Response Count	Comments
Good (83)	<ul style="list-style-type: none"> • Having a marked crosswalk at Aurora would be a safer choice (1)
Neutral (14)	<ul style="list-style-type: none"> • If people are using it now, I think people will continue to cross there even if removed (1) • Many people with disabilities who live in Sandalwood and take the bus. Will moving crosswalk affect them?(1)
Bad (31)	

A painted cross-hatch marking on the street is referred to as a buffer. Providing a buffer between vehicle lanes and bike lanes can improve bicyclist safety. What do you think about the 4-foot buffer between the vehicle lanes and bike lanes on Nixon Road in this area?

Response Count	Comments
Good (85)	<ul style="list-style-type: none"> • I support buffering bike lanes where space is available (1)
Neutral (7)	<ul style="list-style-type: none"> • Buffer should be more than just cross hatched paint which causes sight disturbances (1) • concern is maintenance of bike lane (1)
Bad (35)	<ul style="list-style-type: none"> •Prefer 4-lane road (1) •Weaving between sidewalk and road, extend sidewalk width (1) •Protected bike lanes, separate bike lane from cars (Putting greenspace between cars and bikes would be a much better use than a green median in the middle of the road.) (1)

The design for the Sandalwood roundabout has been updated to reduce impacts to natural features. What do you think about the updated layout of the Sandalwood roundabout?

Response Count	Comments
Good (74)	<ul style="list-style-type: none"> •Adding roundabout will make it easy to go left on Nixon/ease congestion (2)
Neutral (27)	
Bad (25)	<ul style="list-style-type: none"> •If the median is in place on Nixon, no left turns could be made South Bound (1) • This opening should not be closed if it is needed for Fire access (1) • I almost never see cars turning into Sandalwood or exiting it. There is NO need for a roundabout. (6) •Adding another roundabout will affect traffic flow during rush hour (1) •Instead of roundabouts want traffic lights on terminal ends (1)

Please provide additional feedback specific to this segment of the corridor below.

Comments
<ul style="list-style-type: none"> • Concerned about elderly bus riders accessing bus stop and crossing Nixon (1) • Not sure if roundabout is needed here - not much traffic from sandalwood and it's very close to Bluett roundabout (1) • Wouldn't be opposed to speed bumps to slow traffic (1) • This is a general comment about the Nixon Corridor Improvement Project. I think first we have to hear the answers to the questions, what is the evidence that roundabouts increase safety for pedestrians, bicyclists, and vehicles and improve traffic flow. Certainly, there has been enough experience and research in Ann Arbor and elsewhere that you can answer these questions. What is the data and what are the conclusions? (1) • roundabout education (2) • The small circles give through-traffic no time to react to opposing traffic who suddenly make a left turn in front of them at speed (1)

Project Area 2 - Bluett Drive to Traver Boulevard

Restricting left turn will reduce delay for all drivers and improve safety by providing fewer conflict points. What do you think about restricting left turns at Nadia Court and the Clague School driveway?

Response Count	Comments
Good (90)	<ul style="list-style-type: none"> • I like this, but concerned about rush hour impact (1)
Neutral (9)	
Bad (31)	<ul style="list-style-type: none"> • Restricting left turns will increase congestion, especially during peak hours (1) • Left turns create more traffic for Bluett as the left turn busses from Clague will have to now go down Bluett and give more traffic down the line. (2) • Preventing left turns will dramatically increase congestion at the roundabouts as people circle back to travel south and when mixed with pedestrians at the crosswalks may create greater delays (1)

The design for the sidewalk layout has been updated to reduce impacts to natural features and adjacent properties. What do you think about the revised sidewalk layout?

Response Count	Comments
Good (92)	<ul style="list-style-type: none"> • I strongly support saving natural features (1)
Neutral (20)	
Bad (18)	<ul style="list-style-type: none"> • The previous layout was better, hard to distinguish the changes (1) • Presence of privately-owned trees and shrubs that obscure oncoming traffic (1)

The design shows two lanes of traffic separated by a landscaped center median, i.e. a boulevard. What do you think about the proposed boulevard on Nixon Road in this area?

Response Count	Comments
Good (90)	
Neutral (9)	
Bad (33)	<ul style="list-style-type: none"> • No Blvd. needed on Nixon, bike lane would not fit with Blvd. in this space (2)

A painted cross-hatch marking on the street is referred to as a buffer. Providing a buffer between vehicle lanes and bike lanes can improve bicyclist safety. What do you think about the 4-foot buffer between the vehicle lanes and bike lanes on Nixon Road in this area?

Response Count	Comments
Good (90)	
Neutral (8)	
Bad (31)	<ul style="list-style-type: none"> • There is already a bike lane here; an additional buffer isn't needed (1) • In general, I do not see how bikes especially bikes ridden by children, are supposed to safely execute their way through the roundabouts (1)

What do you think about the locations of the 5-foot-wide crosswalks at the Bluett Drive roundabout?

Response Count	Comments
Good (94)	<ul style="list-style-type: none"> • I love in this area and a roundabout at Bluett is absolutely necessary for school children and neighborhood safety as well as increasing ease of people driving cars into Nixon from Bluett (1)
Neutral (20)	
Bad (16)	<ul style="list-style-type: none"> • Having roundabouts at the crosswalks will endanger the pedestrians, especially the school children (1)

The crosswalk at Traver Boulevard is anticipated to be heavily used during school and therefore is shown as 10 feet wide and located on the south side of the Traver Boulevard roundabout. What do you think about the width and location of this crosswalk?

Response Count	Comments
Good (106)	<ul style="list-style-type: none"> • I like 10' crosswalk, want all sidewalks to be 10' for ped crossing, should specify on plan, where its 10' and where 5' (1)
Neutral (7)	<ul style="list-style-type: none"> • Consider a pedestrian activated lighted crosswalk at Traver (6) • Crosswalks too close to roundabouts, need extra distance to allow drivers to see peds (1)
Bad (16)	

Please provide additional feedback specific to this segment of the corridor below.

Comments
<ul style="list-style-type: none"> • This plan is excellent for bike safety (1) • Install speed bumps leading to roundabout to reduce speed (1) • Need to consider winter/icy conditions (1) • Traffic circle diameter is too small (2) • Please build the roundabout but also consider helping American drivers with an educational campaign focused on roundabouts including proper lane directions and the issues caused by stopping for no reason when there is no stop sign and no traffic (1) • Dislike roundabouts (7) • Would it be possible to configure the circle at Traver wood to also include the Clague Driveway by curving Traver wood around to the south as it enters the circle? That way all turns could be accommodated (1) • I am concerned about the close proximity of these crosswalks and the need for cyclists to exit the roadway, cross at the crosswalks around the roundabouts, and then re-enter the roadway (1) • Also, I think the Bluett roundabout is the only worthwhile additional roundabout for all project areas (1)

Project Area 3 -Argonne Drive to Dhu Varren Road

The design for the Argonne Drive intersection has been updated to reduce impacts to natural features. What do you think about removing the previously proposed roundabout at Argonne Drive?

Response Count	Comments
Good (84)	<ul style="list-style-type: none"> • Vast improvement removing this roundabout, protect trees at Argonne drive (2)
Neutral (16)	<ul style="list-style-type: none"> • Remove trees to improve sight lines (1)
Bad (21)	<ul style="list-style-type: none"> • Roundabout is included at Westbury Court (1)

Eliminating left turns will reduce the road width, minimize impacts to natural features, and improve safety by reducing conflict points. What do you think about restricting all left turns at Argonne Drive?

Response Count	Comments
Good (61)	
Neutral (17)	<ul style="list-style-type: none"> • To do this, a roundabout will need to be added in this segment (1) • The left turn from Argonne to Nixon is a completely blind turn currently. Something needs to be done to improve driver safety of cars and pedestrians using this intersection (1)
Bad (43)	<ul style="list-style-type: none"> • Major inconvenience for heading south Argonne and Nixon, This would mean that all of the traffic in that area would have to drive through the neighborhood (1) • Left turns should be allowed on all streets emptying into Nixon, Nixon is not wide enough to allow a median (4)

What do you think about maintaining the existing sidewalk along the east side and portions of the west side of Nixon Road?

Response Count	Comments
Good (111)	
Neutral (5)	
Bad (5)	<ul style="list-style-type: none"> • Sidewalks too curvy for bike lanes, they need to be replaced (1)

The design connects many gaps in the sidewalk system. What do you think about having connected sidewalks along the west side of Nixon Road?

Response Count	Comments
Good (111)	<ul style="list-style-type: none"> • I like the idea (1)
Neutral (5)	
Bad (5)	<ul style="list-style-type: none"> • The sidewalk is very twisted which makes it difficult to bike, especially when pedestrians are walking (1)

The design shows a narrow median to reduce road width and minimize impacts to natural features. What do you think about a narrow median on Nixon Road in this area?

Response Count	Comments
Good (72)	<ul style="list-style-type: none"> • Having a wider median might be advantageous for the safety of those who walk slower (1) • Good plan, prohibits illegal left turns (1)
Neutral (13)	<ul style="list-style-type: none"> • Concern about maintenance in winter (1) • I am concerned with folks on Argonne, Spurway and Westbury adhering to this rule (1)
Bad (35)	<ul style="list-style-type: none"> • Narrow median not desirable, wider median design should be extended for entire project area (1)

Eliminating left turns at Westbury Court, Haverhill Court, and South Spurway Drive will reduce driver delays, improve safety, and reduce impacts to natural features. What do you think about restricting these left turns?

Response Count	Comments
Good (70)	<ul style="list-style-type: none"> • I would support a physical median in the roadway to prohibit folks from making illegal left hand turns (1)
Neutral (14)	<ul style="list-style-type: none"> • I only agree to eliminate the Argonne roundabout and restrict left turns there if a roundabout is included at Westbury Court (1)
Bad (36)	<ul style="list-style-type: none"> • I don't think restricting left turns without a median barrier is going to work (3)

What do you think about the crosswalk location proposed in this segment?

Response Count	Comments
Good (75)	<ul style="list-style-type: none"> •The crosswalk is desperately needed, there needs to be a crosswalk at the bus stops at Westbury (1) •The crosswalks on this plan are too far apart with the divider in the center (2)
Neutral (22)	<ul style="list-style-type: none"> •Crosswalk will need lights/warnings, as this section is unobstructed by stop signs or roundabouts (1) •Cross walks need to be coordinated with AAATA stops (1) •Maybe crosswalk should be at Westbury instead of Haverhill to put it closer to halfway between Traver to Green crosswalks (1)
Bad (20)	

A painted cross-hatch marking on the street is referred to as a buffer. Providing a buffer between vehicle lanes and bike lanes can improve bicyclist safety. What do you think about the 4-foot buffer between the vehicle lanes and bike lanes on Nixon Road in this area?

Response Count	Comments
Good (83)	<ul style="list-style-type: none"> • Agrees, as long as protect trees (1)
Neutral (10)	<ul style="list-style-type: none"> • Needs physical barriers to make a protected bike lane (1) • Would like 4' buffer but believes Nixon is not wide enough (1)
Bad (27)	<ul style="list-style-type: none"> • Road can't accommodate everything you are proposing do to in this corridor "buffer" is that it cannot fit along with a meaningful, safe median and sidewalks and that it causes some people visual disturbances as they drive by (1) •Bikers should use the sidewalks it is safer in this area. The roads are too narrow and not in very good condition (2)

Please provide additional feedback specific to this segment of the corridor below.

Comments
<ul style="list-style-type: none"> •Concerned about ped safety, want light placed at ped crossings (1) •Better bike lanes, with less interruption between sidewalk and road (1) •Concern about left turn with median and traffic creep in rush hours (1) •You will need a traffic circle at S. Spurway and Haverhill (1) •If you restrict peoples' ability to turn left, you have to give them a way to travel in that direction. If there is a roundabout added to this segment, they could use it to turn around (1) •Traffic is not that bad once the Nixon/Dhu Varren roundabout was installed (1) •Needs to be a crosswalk at the bus stops at Westbury (1) •Without a roundabout, this stretch will increase speeding and difficulty turning onto Nixon. If you're not going to have a roundabout, you need a series of horizontal devices to slow people down (1) •I think the additional roundabout off of Bluett in Project Area #2 is the only necessary new roundabout (1) •The drivers at Haverhill and Westbury would probably be okay going to the roundabout at Dhu Varren, but S. Spurway drivers would have an inconveniently longer way to go to the Dhu Varren roundabout in order to head north on Nixon (1)

Project Area 4 - Dhu Varren Road to north of Barclay Way

AAATA manages bus service in the City. Do you think AAATA bus service should be extended from Dhu Varren Road to Barclay Way?

Response Count	Comments
Good (72)	<ul style="list-style-type: none"> In support of bus service in this area (1)
Neutral (29)	<ul style="list-style-type: none"> If bus service extended not, roundabout should remain as shown (1)
Bad (13)	<ul style="list-style-type: none"> AATA should not extend to Barclay -This would increase travel time for all riders; Riders from Barclay can walk to Duh Varren (1)

The roundabout at Barclay Way is intended to improve traffic flow based on the engineering analysis and traffic model completed. Some community feedback has indicated interest in fewer roundabouts for the proposed design. This roundabout would be the most logical to eliminate from the design, as it is at a terminal end of the study corridor. What do you think about eliminating this roundabout from the design?

Response Count	Comments
Good (53)	<ul style="list-style-type: none"> Remove roundabout in this location and add traffic light (3) Agreed, too much traffic on Nixon, no need for roundabout (1)
Neutral (12)	
Bad (46)	<ul style="list-style-type: none"> By having 2 roundabouts within close proximity, driver velocity is reduced (1) Having a roundabout at Barclay will make a huge improvement, especially with all the construction (3)

A painted cross-hatch marking on the street is referred to as a buffer. Providing a buffer between vehicle lanes and bike lanes can improve bicyclist safety. What do you think about the 4-foot buffer between the vehicle lanes and bike lanes on Nixon Road in this area?

Response Count	Comments
Good (82)	<ul style="list-style-type: none"> Buffers Important to bike safety (2) Need buffer between bikes and cars (1) Easier to pass bikes if median is extended for entire length of project area (1)
Neutral (6)	<ul style="list-style-type: none"> Keep bike lanes for sure; not so sure about 4 ft buffer - seems like a lot of paving. (1)
Bad (23)	<ul style="list-style-type: none"> Bike lanes should be physically separated not by buffer (1) Bollards should be added (1) Crosswalk should be added in this area as well (1) Bikers can bike on sidewalk, cheaper than roads (1)

The design shows two lanes of traffic separated by a landscaped center median, i.e. a boulevard. What do you think about the proposed boulevard on Nixon Road in the Barclay Way area?

Response Count	Comments
Good (65)	<ul style="list-style-type: none"> •Reasonable to start Blvd. south of Barclay way, (1) •2-way lane road north seems logical but not south (1) •Like boulevard to have nice aesthetics feel (1)
Neutral (10)	
Bad (36)	<ul style="list-style-type: none"> •Additional buildings may cause increase in traffic, left turn lane will be necessary (1)

What do you think about the 2-lane section on Nixon Road north and south of the Barclay Way roundabout?

Response Count	Comments
Good (69)	<ul style="list-style-type: none"> •Reduce velocity of commuter traffic (2) •Having a roundabout at Barclay will make a huge improvement, especially with all the construction (3)
Neutral (19)	<ul style="list-style-type: none"> •Area not bad with traffic now that dhu varren roundabout is done, don't need one here, readdress in a few years after projects completed (1)
Bad (21)	<ul style="list-style-type: none"> • Disagree with 2 lane road, don't want roundabout (3) •Nixon road needs to be widened to 4 lanes in order to handle the additional traffic resulting from the massive Toll Brothers housing development. (1)

Please provide additional feedback specific to this segment of the corridor below or on the back of this sheet.

Comments
<ul style="list-style-type: none"> •It's hard to comment on area where traffic pattern is yet to be established - will be easier to tell as new people move into newly constructed homes (1) •Many responders did not understand question 32 (6) •Plans for traffic flow during construction should be added (2) •As well as plan for first responders and snow plowing should be added (1) •Dislike roundabouts (2) •I think the roundabout in Project 2 is the only necessary new roundabout (off of Bluett) (1)