

SCIO CHURCH ROAD IMPROVEMENTS

A map of the project area was provided at the January 29, 2020 meeting; meeting participants were asked to provide feedback on each topic identified below. Comments from the map are recorded with staff responses/answers (marked as an 'a'). Comments are grouped into applicable categories, to the extent possible; we recognize that some comments cover multiple topics.

Bike Lanes

1. Westbound, S Maple to Greenview
2. Eastbound, S Maple to east of Covington

Sidewalk Gaps

1. Zone 1 – 1740-1780 Scio Church
2. Zone 2 – Greenview to S Seventh

Crosswalk Locations

1. Covington
2. Churchill
3. Mershon
4. Other – Use Aerial Map to Select

Comments:

Bike Lanes

1. I am very much in favor of bike lanes on both sides of the road instead of parking along the road.
2. Is it possible to widen the street between Maple and Waltham to accommodate a full bike lane?
 - a. Space is currently available for an advisory bike lane. An advisory bike lane uses a dashed line to indicate where bicyclists are expected in a shared lane with other vehicles. Advisory bike lanes are used on N. Seventh Street from Stadium to Huron at many of the cross-street intersections. Alternatively, additional pavement could be added to allow for a dedicated bike lane.
3. Are you removing parking with the installation of bike lanes? Will there be vision issues if you do?
 - a. Parking removal for bike lane installation has not yet been determined. This will include further public input, and City Council action.
 - b. There are no anticipated sight distance, or vision, concerns with the removal of parking spaces.

Sidewalk Gaps

1. Can the sidewalk between Scio church and Rugby be connected?

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- a. The sidewalk between Scio Church and Rugby cannot be connected because there is no right-of-way and the change in elevation (also known as “grade separation”) prohibits this from happening.
2. Can a connection sidewalk be added behind Yeoman?
 - a. Yes, this connection will be pursued as part of this project.
3. Sidewalk gap needs filling my kid got stranded here
 - a. As part of the project, we are planning to fill sidewalk gaps at two locations: Zone 1 from 1740 to 1780 Scio Church, and Zone 2 from Greenview to S Seventh.

Crosswalks

1. What type of crosswalk is being placed – what standard is being implemented?
 - a. “Standard plus” is being implemented with streetlighting, see [Crosswalk Design Guidelines](#) and slide 19 from the [January 29 meeting presentation](#) for additional detail.
2. Can a crosswalk be added East of Covington to support the use of the bus stop?
 - a. Yes.
3. Can a crosswalk be added from Churchill to Landmark?
 - a. A crosswalk is proposed on the west side of Churchill.
4. Can a median or pedestrian refuge [island] be added between Churchill and Delaware to prevent the misuse of the center turn lane?
 - a. In-lane signage is proposed at crosswalk locations. This will enhance the crossing design and provide some deterrence from misuse of the center turn lane.
5. Add a crosswalk on Winsted instead of Mershon. There are bus riders here and it makes going to the library on Waters easier since there is no sidewalk on one side.
 - a. A crosswalk is proposed at Churchill and Mershon. The city will work with the AAATA to relocate the bus stop near Winsted closer to Mershon.
6. The turn lane is very dangerous at Mershon. When cars slow down to turn right, cars behind them use the turn lane to go around the turning car.
 - a. In-lane signage is proposed at crosswalk locations (including Mershon). This will enhance the crossing design and provide some deterrence from misuse of the center turn lane.
7. Can a crosswalk be added on the East side of Greenview and Scio Church intersection?
 - a. This location was not supported by engineering staff. The crosswalk on the West side of Greenview provides a more appropriate crossing location.
8. Can a refuge island be added east and west of Greenview and Scio Church intersection?
 - a. A crosswalk east for Greenview is not recommended. In-lane signage is proposed at the west crosswalk. This will enhance the crossing design and provide some deterrence from misuse of the center turn lane.
9. We need a safe crosswalk on Scio Church between Pioneer/Seventh and Covington that gives people a great spot to cross away from the heavy turning traffic at Seventh and Maple. The pedestrian activated lights have excellent sight lines (no parked cars) but other measures to make would be a pedestrian refuge island on this wide road so cars are able to see pedestrians and slow down, and to fill the Seventh-Greenview northside sidewalk gap.

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- a. The Seventh-Greenview sidewalk gap is planned to be filled as part of this project. New crosswalks are planned to be installed East of Covington, at Churchill, and on the east side of Mershon. Pedestrian activated lights, also known as Rectangular Rapid Flashing Beacons (RRFBs) are not recommended for this segment of Scio Church. The existing RRFB crossing of Church Road at Greenview was installed prior to the city's current Crosswalk Design Guidelines. The proposed crosswalks on Scio Church will be designed in a manner consistent with the Crosswalk Design Guidelines.
- 10. We need more refuge [islands] throughout Scio church to prevent cars passing in center lane.
 - a. In-lane signage is proposed at crosswalk locations. This will enhance the crossing design and provide some deterrence from misuse of the center turn lane.
- 11. Requesting RRFBs for all crosswalks added to Scio Church, at the very least install reflective posts on signs (like on Pauline at Allmendinger Park) especially due to the large volume of commuting traffic in and out of Ann Arbor on Scio Church during rush hour. In the winter it is so dark and dangerous to cross.
 - a. Streetlights will be installed at each crosswalk location and reflective posts will be added. RRFBs are not part of the recommendations for this street type based on the City's Crosswalk Design Guidelines.
 - i. As stated above, the installation of the RRFB at Greenview and Scio Church was installed prior to the current crosswalk design guidelines. These crosswalks installed as part of this project will follow the crosswalk design guidelines for a Standard+ design on an arterial with 3 lanes or less. Typical treatments for this design type could include pedestrian warning signs, sign post reflective strips, in-lane street signs, or physical elements such as bump-outs or pedestrian refuge islands.
- 12. Can streetlights be added from S. Seventh to Maple?
 - a. Yes, streetlights will be added at crosswalk locations.

Other

- 13. The guardrail makes it hard for drivers to see pedestrians when turning right from Maple onto Scio church, we need a way for better sight.
- 14. The crosswalk at Maple is very short time (only 10 seconds), stop lights need to be timed better at morning and evening rush hour.
 - a. Pedestrian times have been updated with increase walk and flash don't walk times at Maple & Scio Church.
- 15. I know this project is scoped to end at Maple, who owns the land west of S. Maple? City or Township? Kids getting off of AATA bus headed west at Oak Valley are stranded with no sidewalks or crosswalks (no safe walking path)
 - a. The land west of S. Maple is not City jurisdiction. This comment will be provided to Ann Arbor Township and Pittsfield Township.
- 16. Can curb and gutter be added to prevent crumbling at the edge of the road?

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- a. Curb and gutter will be added if it benefits stormwater drainage; other alternatives to prevent pavement crumbling, such as adding extra asphalt, will be evaluated during the design process.
17. Flooding is a problem behind Wiltshire court.
- a. A separate project (MALLETTTS CREEK CHURCHILL DOWNS PARK 5506.04 DRAIN PROJECT) through the Washtenaw County Water Resources Commissioner will help address these flooding concerns.
18. The East side of Greenview and Scio Church intersection and West of Seventh and Scio Church intersection floods at heavy rain and melting snow
- a. Sand infiltration in the median between Scio Church and the service drive will be installed to help alleviate flooding in this area. There will be cuts in the curb (known as “spillways”) to allow the water to get off the road and into the infiltration area; this is like the design used on the east side of Seventh. See slide 13 from the [January 29 meeting presentation](#).
19. Is there a median being placed between Churchill and Landmark?
- a. A median at this location would prevent drivers from turning left.
20. Has a study been done about the volume of traffic on Scio Church? Morning and evening?
- a. For Scio and Seventh intersection we have traffic volume information and that was evaluated in the decision for this intersection. The level of service operations has been determined appropriate.