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| TOTAL RESPONSES (MEETING/ONLINE COMBINED) | 41 |
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PUBLIC MEETING QUESTIONNAIRE RESPONSES

March 13, 2019 – Multipurpose Room at Dicken Elementary (2135 Runnymede Blvd)

Public attendees: 27

Elected officials: Eaton (Ward 4), Nelson (Ward 4)

City staff: Kayla Coleman, Grace Crowe, Raymond Hess, Nick Hutchinson, Michael Nearing, Cynthia Redinger

Meeting attendees were asked to share feedback about draft concepts to address recent changes at:

- Seventh St/Scio Church Rd - Curb bump outs
- Seventh St/Stadium Blvd - Buffered bike lane and removal of dedicated right turn lane

A summary of the March 13 meeting feedback is provided below.

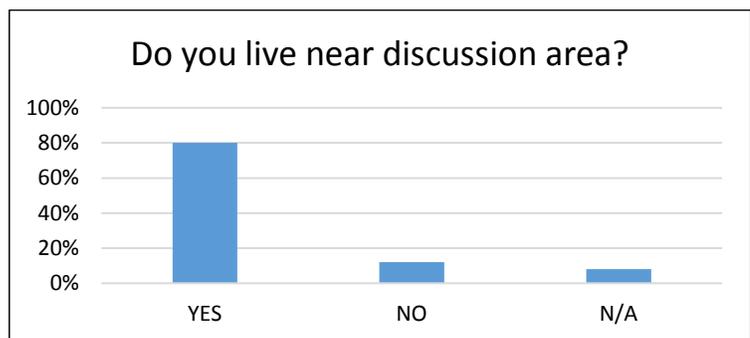
Total questionnaire responses: 25

Sample Questionnaire – Appendix A

Draft Concepts – Appendix B

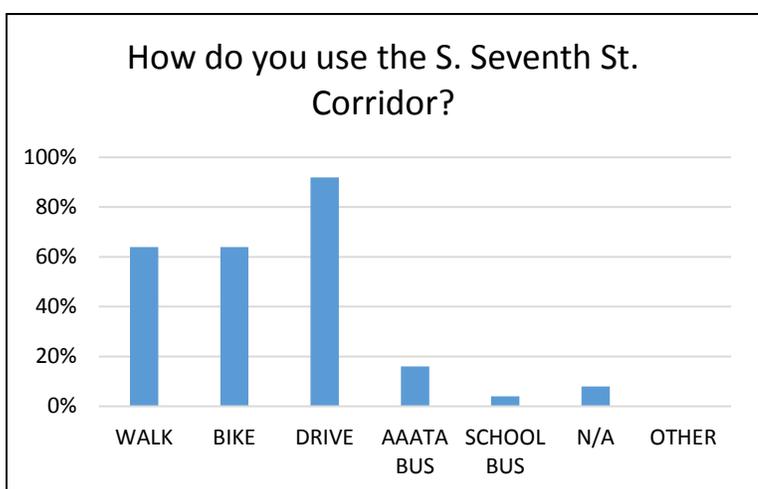
Do you live near the discussion area (S. Seventh and Scio Church and/or S. Seventh and Stadium)?

| . | % | # |
|-------|------|----|
| YES | 80% | 20 |
| NO | 12% | 3 |
| N/A | 8% | 2 |
| Total | 100% | 25 |



How do you use the S. Seventh Street corridor? Check all that apply.

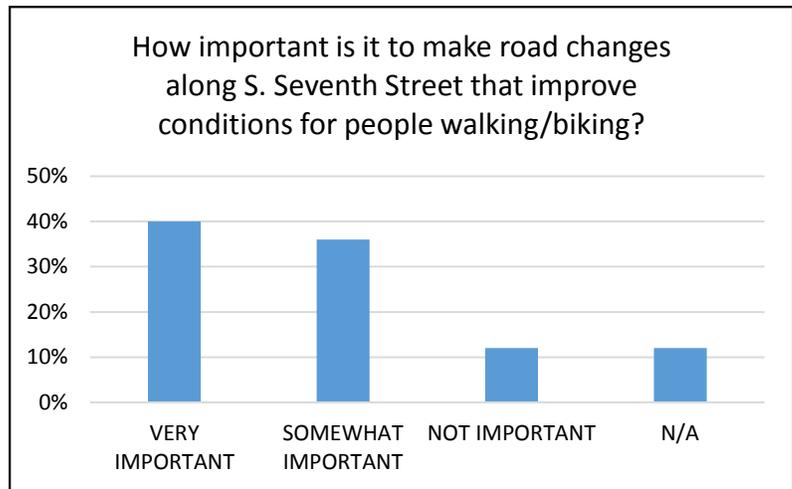
| . | % | # |
|------------|-----|----|
| WALK | 64% | 16 |
| BIKE | 64% | 16 |
| DRIVE | 92% | 23 |
| AAATA BUS | 16% | 4 |
| SCHOOL BUS | 4% | 1 |
| N/A | 8% | 2 |
| OTHER | 0% | 0 |





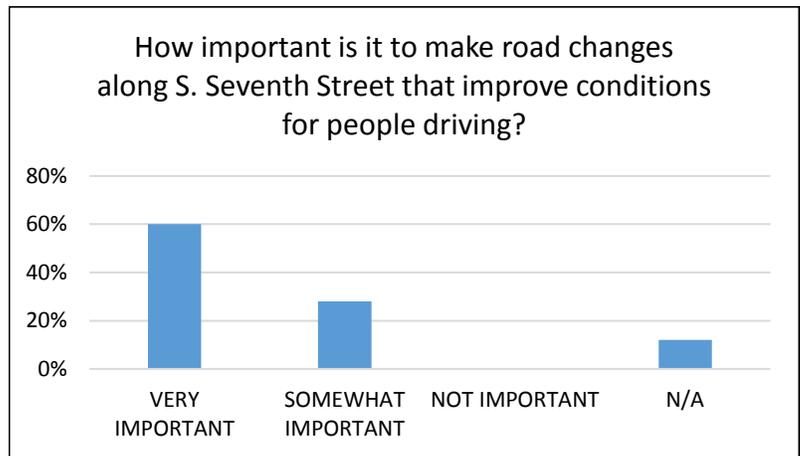
How important is it to make road changes along S. Seventh Street that improve conditions for people walking/biking?

| | % | # |
|--------------------|------|----|
| VERY IMPORTANT | 40% | 10 |
| SOMEWHAT IMPORTANT | 36% | 9 |
| NOT IMPORTANT | 12% | 3 |
| N/A | 12% | 3 |
| Total | 100% | 25 |



How important is it to make road changes along S. Seventh Street that improve conditions for people driving?

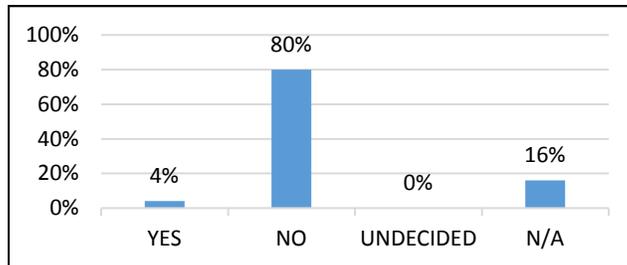
| | % | # |
|--------------------|------|----|
| VERY IMPORTANT | 60% | 15 |
| SOMEWHAT IMPORTANT | 28% | 7 |
| NOT IMPORTANT | 0% | 0 |
| N/A | 12% | 3 |
| Total | 100% | 25 |



CONCEPT 1

Do you support installation of Concept 1 at S. Seventh Street and Scio Church service drive?

| | % of Total | # of Responses |
|-----------|------------|----------------|
| YES | 4% | 1 |
| NO | 80% | 20 |
| UNDECIDED | 0% | 0 |
| N/A | 16% | 4 |
| Total | 100% | 25 |



Comments:

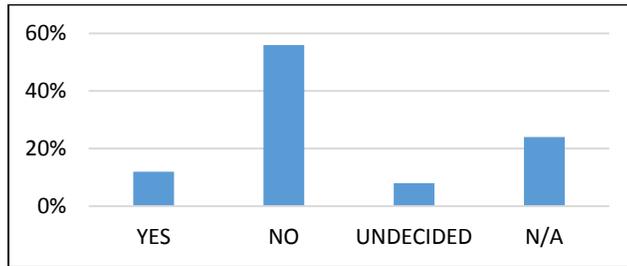
- Too open; not really changed
- Not enough pedestrian traffic to justify the expense of the redesign



CONCEPT 2

Do you support installation of Concept 2 at S. Seventh Street and Scio Church service drive?

| | % of Total | # of Responses |
|-----------|------------|----------------|
| YES | 12% | 3 |
| NO | 56% | 14 |
| UNDECIDED | 8% | 2 |
| N/A | 24% | 6 |
| Total | 100% | 25 |



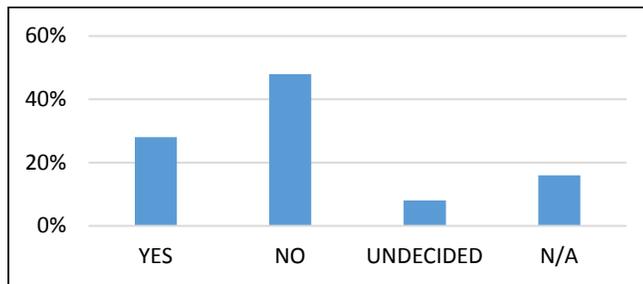
Comments:

- Curbs make it too restrictive in case of accident or snow removal etc.
- Make it no right on red onto Scio Church
- Good to have designated left turn lane
- Definitely need the left turn lane but not the pedestrian bump outs

CONCEPT 3

Do you support installation of Concept 3 at S. Seventh Street and Scio Church service drive?

| | % | # |
|-----------|------|----|
| YES | 28% | 7 |
| NO | 48% | 12 |
| UNDECIDED | 8% | 2 |
| N/A | 16% | 4 |
| Total | 100% | 25 |



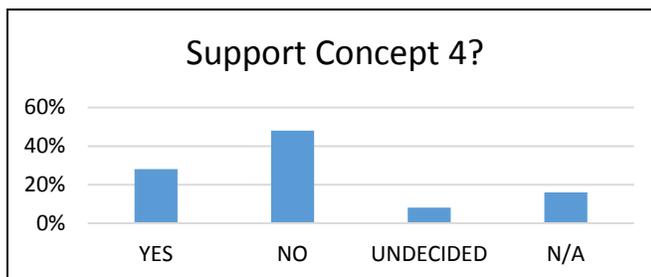
Comments:

- Not enough cut through traffic to inconvenience the resident along the service drive

CONCEPT 4

Do you support installation of Concept 3 at S. Seventh Street and Scio Church service drive?

| | % | # |
|-----------|------|----|
| YES | 28% | 7 |
| NO | 48% | 12 |
| UNDECIDED | 8% | 2 |
| N/A | 16% | 4 |
| Total | 100% | 25 |



Comments:

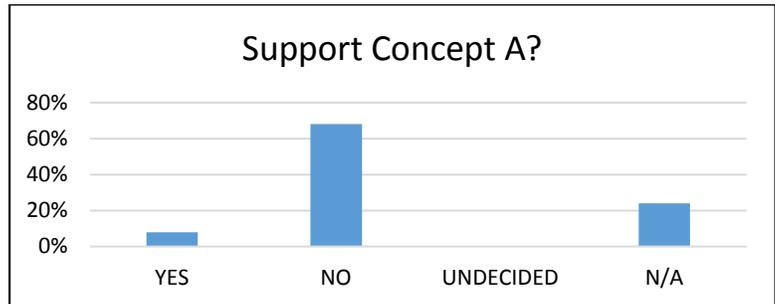
- Creates difficulty for those trying to go different direction i.e. west turn and need to go east
- Shorter median
- Not enough pedestrians to justify expense of median island



CONCEPT A

Do you support installation of Concept A at S. Seventh Street and Stadium Boulevard?

| | % | # |
|-----------|------|----|
| YES | 8% | 2 |
| NO | 68% | 17 |
| UNDECIDED | 0% | 0 |
| N/A | 24% | 6 |
| Total | 100% | 25 |



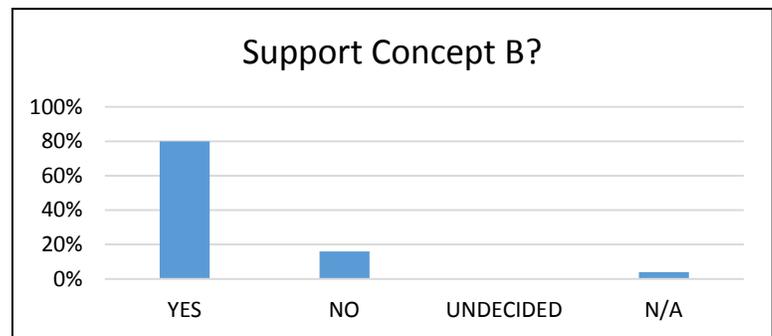
Comments:

- This is work ok if you want to maintain bollards.
- Results in long backups in morning rush hour
- Very dangerous for bikers

CONCEPT B

Do you support installation of Concept B at S. Seventh Street and Stadium Boulevard?

| | % | # |
|-----------|------|----|
| YES | 80% | 20 |
| NO | 16% | 4 |
| UNDECIDED | 0% | 0 |
| N/A | 4% | 1 |
| Total | 100% | 25 |



Comments:

- Restore right turn lane

Is there any additional feedback or comments that you would like to share related to the S. Seventh Street and Scio Church intersection?

- For a cyclist, the curved curbs on Scio Church (N+S side) narrow the bike lane, pushing cars closer to cyclists
- The curb extension is a nightmare! On concept 4. #3 the one way traffic fixes the complicated intersection but I can see why residents would take a while to get used to it.
- Creates area of confusion and obstruction with the addition of blocked space
- I think this above selection should be heavily weighted based on those who access their houses + Lawton school daily thru this intersection. Also, please consider installing a flashing yellow light to allow pioneer cars clear left turn lane in the morning + to allow east + west bound left turners to clear quicker at all times of day.
- On all concepts, having bump-outs for pedestrians (on the NW & SW side of Scio Church) makes no sense as it forces cyclists over into through traffic when travelling east. Crossing from southwest corner to the northwest corner has very little traffic as there are no sidewalks on the north side of Scio Church or on the west side of S. Seventh.

S. Seventh/Scio Church and S. Seventh/ Stadium Boulevard Intersection Improvements Public Engagement Feedback – March 2019



- Restore the intersection to the original configuration. The current and proposed concepts make it significantly more dangerous for pedestrians, bicyclists, and drivers. Shortening the crosswalk is unnecessary, especially when considering the adjacent walkway, this shortening was nonsensical.
- Change left arrows to flash yellow while straight traffic has green. OR make left green longer during peak a.m. hours.
- Helpful to get feedback from engineer about concept of traffic calming & management of area for safety of pedestrians, bicyclists, & motorists
- Install a “permissive yellow flashing left turn light” for left turners going East and West along Scio Church @ 7th.
- Please don’t compress cars with cyclists.
- It’s the only way to save the confusion of how to navigate the intersection from the service drive and stop bad behavior.
- We need a right turn lane with “sharrow”. Why don’t any of the concepts presented have a shared right turn lane?
- If I lived on the service drive I’d prefer sealing (closing) off one side of the drive to prevent people speeding, 40+ mph there w/ a sign saying no outlet it would be more like a court?
- Please evaluate light timing. Turning Left onto seventh from Scio is often problematic even in absence of traffic
- Consider advisory bike lane on southbound 7th at Scio; fix light timing and/or allow permissive left from Scio on to 7th
- Would also prefer a Right turn lane from East bound Scio onto South bound S. 7th. Also, would be good to have flashing left turn lights on both directions on Scio turning onto S 7th. Sometimes the wait is ridiculous when no traffic.
- Between intersection @ Scio Church and 7th back to original with consistent lane striping. Have police service drive @ peak times
- Original (2017) configuration was best.
- Must have left turn lane on N. Bound 7th Scio Church. I live on SVC drive and do not support one way on SVC drive.
- I support returning the bumpouts to the way (they) the curbs were. There is no option there that is acceptable. What we had was more safe for bikers, pedestrians & drivers. I do support speed bumps for the service drive. I and others who live there & actually use this intersection daily spoke our views to Mr. Hess & Mr. Eaton & Mike. They know exactly the problems.
- Restore the intersection to the original configuration. The new current and all proposed concepts are significantly more dangerous for pedestrians, bikers, and drivers. You have unnecessarily funneled biker into vehicle traffic and exposed pedestrians to frustrated drivers. Cars now unnecessarily idle at intersection. Shortening pedestrian walkways 2 minimal and insignificant.

Is there any additional feedback or comments that you would like to share related to S. Seventh Street and Stadium Boulevard?

- When I’m a cyclist going N on 7th, I do not want vehicles turning R from NB 7th to EB stadium. B is safer for me than A, and supports high AM traffic exiting from PHS on NB 7th and going L, ahead, and R from 7th
- There are too many HS students on bikes on 7th to share the R turn lane. Please keep separate!
- Concern for joint bike and right turn lane especially at a high school where kids are on bikes
- Concerned about “right hook” for right turn drivers hitting cyclists with “concept A”. Concept A places cyclists too far right out of sight of right turn drivers. Also, concept A makes it easy for cyclists to not make their intention know (in other words whether they will go straight or turn right).

S. Seventh/Scio Church and S. Seventh/ Stadium Boulevard Intersection Improvements Public Engagement Feedback – March 2019



- Having traffic turning right move over to the right to share the lane with bicycle traffic makes a clear statement between cyclist and car. Turning right from the middle lane creates back-up when there are pedestrians crossing, thus stepping through traffic and creating long back-ups at the light.
- Restore the intersection to its original configuration. The current and proposed concepts make it significantly more dangerous for pedestrians, bicyclists, and drivers and significantly increase idling emissions.
- Sidewalk on 7th between Scio and Stadium is in poor condition. City marked for repairs years ago and they have not been done. Poor drainage, very icy, uneven sections.
- Bike safety should be serious concern! S. Seventh has heavy traffic patterns morning & afternoons & pedestrians regularly walking across Scio Church & S. Seventh. Consider changes that promote safety / flashing left turn lanes would be helpful
- Cars are aware of bike lane & have been careful of bike in the past.
- Please allow cyclists to merge with traffic (center lane) and have a right turn lane. Non-motorized traffic plan of 2013 denotes this as best and many cities follow
- I think we should use green paint to mark the start and end of the bike lanes through these intersections to make it clear that drivers shouldn't drive.
- We need a right turn lane with "sharrow"
- As a daily biker on this route this will be much more safer and as a driver there won't be as much idling engines and less of a backup during peak time.
- Must have right turn lane. Currently as a bike rider using the bike lane I am never sure if a car is going to let me go or not.
- I support making a cross over lane for drivers at stadium & the same cross over lane at Scio Church. Both should be consistent. Get rid of the PVC at the entrance to our subdivision. Tacky, ugly, cheap looking.
- Restore original configuration.
- Bicyclists can take turn lane to go straight. Consider a green bike box in turn lane.

Additional Feedback or Comments

- This area has fewer incidents of pedestrian accidents than other in town so dedicated attention is important but not if it diverts money from crosswalks
- The mayor and transportation committee need to be aware of all the needs and safety of all using streets and sidewalks as well of considerate of the expense to make unnecessary changes without justification based mainly on "philosophy".
- Without a consistent well done public newspaper, postcards/ mailing need to be utilized. Everyone in the sub is affected by this construction not just residents within 1000 feet of intersections.
- Ann Arbor will never truly be only a pedestrian/bike/bus town until it takes less time to get downtown on the bus.
- Making 7th street narrow south of Scio Church is not needed, I cross at the road 300 times a year and never a problem. Only area walking can be an issue is north-south on east side
- I suggest you listen to the residents who live and use the intersection daily/hourly not consultants who get paid to come up with a plan to "calm" traffic who don't live, use or have enough insight and common sense to do the job correctly. Then we are left to deal with their errors/mess.
- The goal should be to make conditions safe for everyone.
- What has been done and what is proposed as options worsens conditions for all and is a huge safety issue, it was fine the way it was and I would like to see to see both intersections at Scio restored to what was previously in place.
- Promote safety of bicyclists at every intersection

**S. Seventh/Scio Church and S. Seventh/ Stadium Boulevard Improvements
Public Engagement Feedback – March 2019**



- Turning right on red at 7th and Stadium should not be allowed due to low visibility from trees on the SW corner blocking the view.
- Biking going south on 7th is more dangerous now. Biker no longer know what car next to them is doing, going straight or turning over them
- We need a right turn lane. Current striping is inviting accidents to happen pioneer HS traffic leads to congestion at peak hours. Change striping to allow right turns and remove orange cones (allow shared right turn lanes at both S. Seventh and Stadium as well as S. Seventh and Scio Church)
- This past Monday (3/11) the light at 7th and Scio was flashing red in all direction during Pioneer drop-off time. Traffic on that day flowed and cleared that intersection much quicker than it does on days when the lights are flashing properly.
- Bike friendly cities route bikes parallel to main streets not forcing them down main streets.
- Add speed bumps to service road
- If it were possible, it would be good to make the bike lanes continuous rather than having them disappear at intersections.
- Bus stops need to be separated from crosswalks
- Entrance/exits from crosswalks need to be maintained during snow events
- Also streets and street markings must be well maintained , in 21 years I have seen one MVC @7th and Scio Church but there must be public schools

ONLINE QUESTIONNAIRE RESPONSES

March 4 through 17, 2019 – [A2 Open City Hall online feedback opportunity](#)

Responses: 310

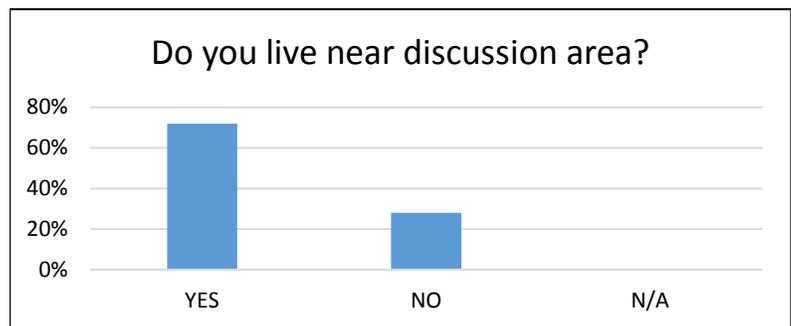
Participants were asked to share feedback about draft concepts to address recent changes at:

- Seventh St/Scio Church Rd - Curb bump outs
- Seventh St/Stadium Blvd - Buffered bike lane and removal of dedicated right turn lane

A summary of the online questionnaire responses is provided below.

Do you live near the discussion area (S. Seventh and Scio Church and/or S. Seventh and Stadium)?

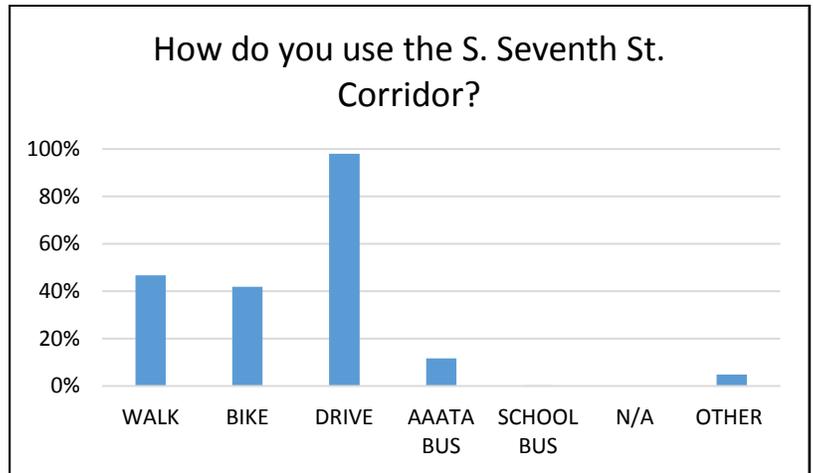
| | % | # |
|-------|------|-----|
| YES | 72% | 223 |
| NO | 28% | 87 |
| N/A | 0% | 0 |
| Total | 100% | 310 |





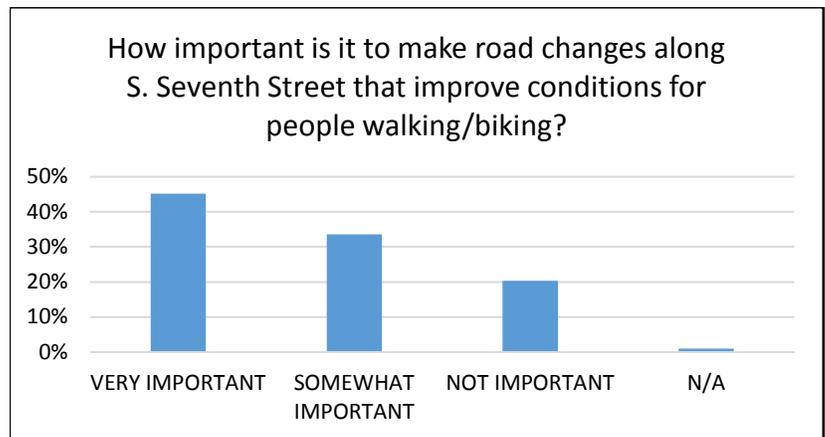
How do you use the S. Seventh Street corridor? Check all that apply.

| | % | # |
|------------|-----|-----|
| WALK | 47% | 145 |
| BIKE | 42% | 130 |
| DRIVE | 98% | 304 |
| AAATA BUS | 12% | 36 |
| SCHOOL BUS | 0% | 1 |
| N/A | 0% | 0 |
| OTHER | 5% | 15 |



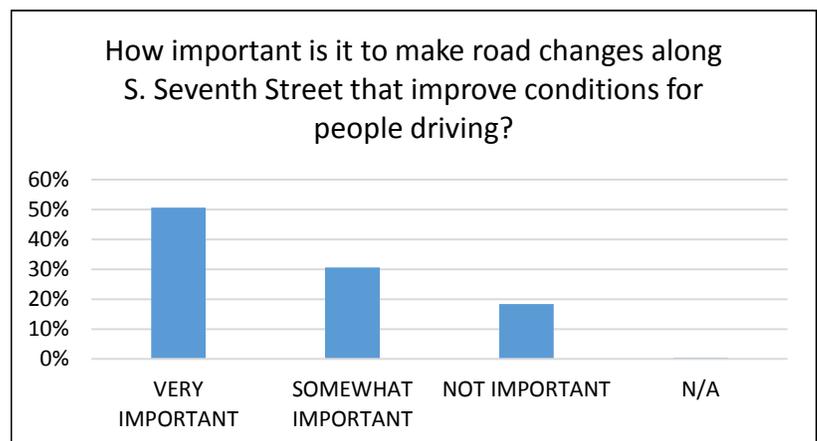
How important is it to make road changes along S. Seventh Street that improve conditions for people walking/biking?

| | % | # |
|--------------------|------|-----|
| VERY IMPORTANT | 45% | 140 |
| SOMEWHAT IMPORTANT | 34% | 104 |
| NOT IMPORTANT | 20% | 63 |
| N/A | 1% | 3 |
| Total | 100% | 310 |



How important is it to make road changes along S. Seventh Street that improve conditions for people driving?

| | % | # |
|--------------------|------|-----|
| VERY IMPORTANT | 51% | 157 |
| SOMEWHAT IMPORTANT | 31% | 95 |
| NOT IMPORTANT | 18% | 57 |
| N/A | 0% | 1 |
| Total | 100% | 310 |

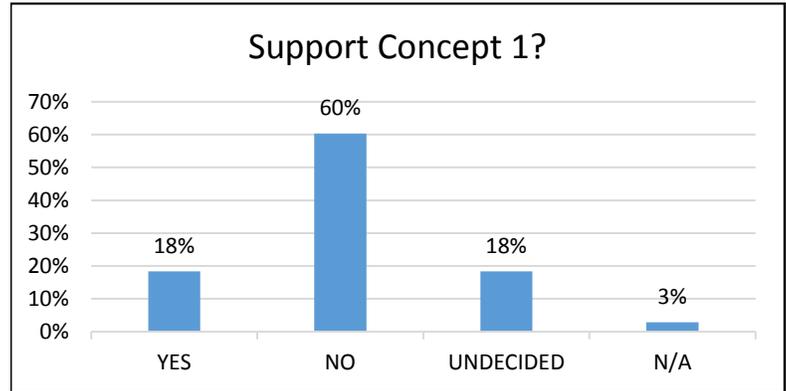




CONCEPT 1

Do you support installation of Concept 1 at S. Seventh Street and Scio Church service drive?

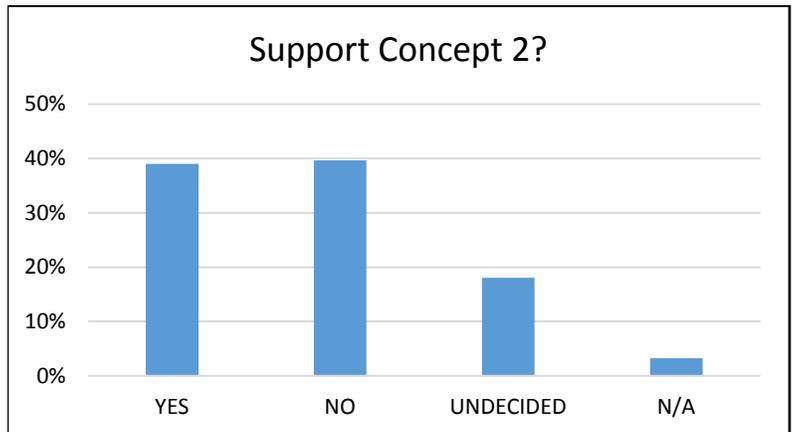
| | % of Total | # of Responses |
|-----------|------------|----------------|
| YES | 18% | 57 |
| NO | 60% | 187 |
| UNDECIDED | 18% | 57 |
| N/A | 3% | 9 |
| Total | 100% | 310 |



CONCEPT 2

Do you support installation of Concept 2 at S. Seventh Street and Scio Church service drive?

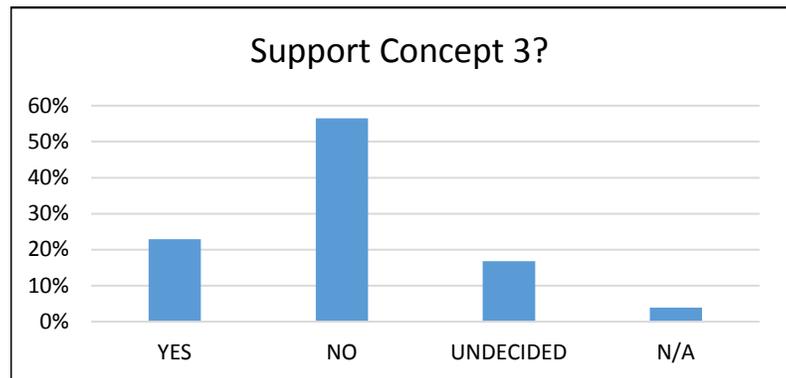
| | % of Total | # of Responses |
|-----------|------------|----------------|
| YES | 39% | 121 |
| NO | 40% | 123 |
| UNDECIDED | 18% | 56 |
| N/A | 3% | 10 |
| Total | 100% | 310 |



CONCEPT 3

Do you support installation of Concept 3 at S. Seventh Street and Scio Church service drive?

| | % | # |
|-----------|------|-----|
| YES | 23% | 71 |
| NO | 56% | 175 |
| UNDECIDED | 17% | 52 |
| N/A | 4% | 12 |
| Total | 100% | 310 |

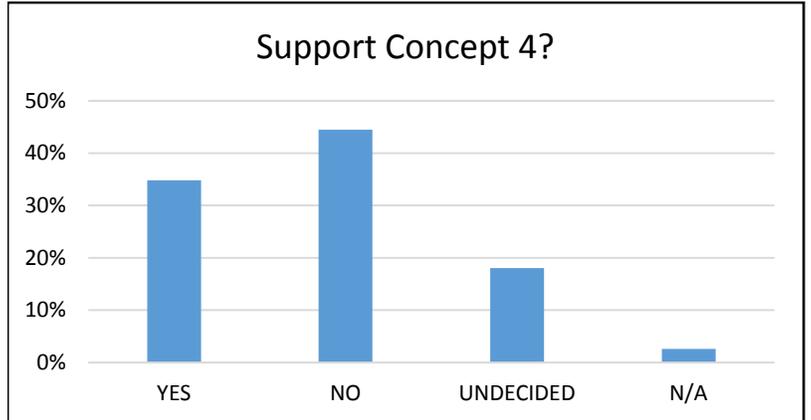




CONCEPT 4

Do you support installation of Concept 3 at S. Seventh Street and Scio Church service drive?

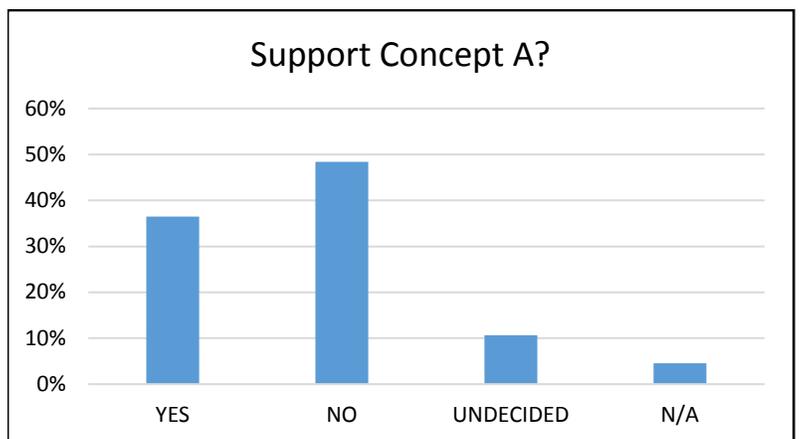
| . | % | # |
|-----------|------|-----|
| YES | 35% | 108 |
| NO | 45% | 138 |
| UNDECIDED | 18% | 56 |
| N/A | 3% | 8 |
| Total | 100% | 310 |



CONCEPT A

Do you support installation of Concept A at S. Seventh Street and Stadium Boulevard?

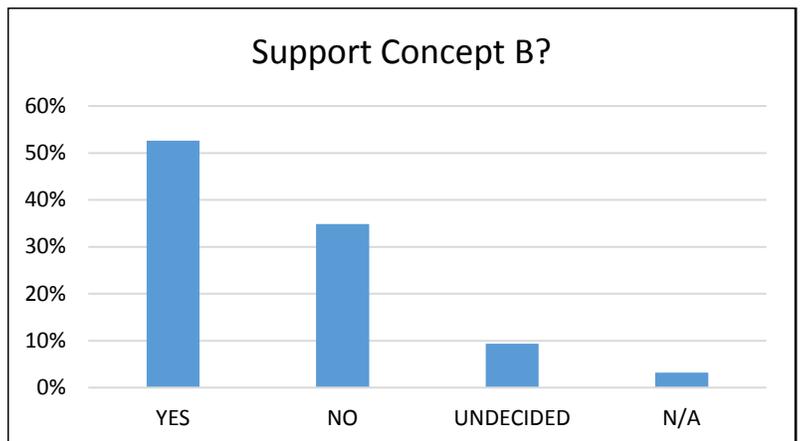
| . | % | # |
|-----------|------|-----|
| YES | 36% | 113 |
| NO | 48% | 150 |
| UNDECIDED | 11% | 33 |
| N/A | 5% | 14 |
| Total | 100% | 310 |



CONCEPT B

Do you support installation of Concept B at S. Seventh Street and Stadium Boulevard?

| . | % | # |
|-----------|------|-----|
| YES | 53% | 163 |
| NO | 35% | 108 |
| UNDECIDED | 9% | 29 |
| N/A | 3% | 10 |
| Total | 100% | 310 |



**S. Seventh/Scio Church and S. Seventh/ Stadium Boulevard Intersection Improvements
Public Engagement Feedback – March 2019**



Is there any additional feedback or comments that you would like to share related to the S. Seventh Street and Scio Church intersection?

- Current (new) set up has increased danger for everyone including the environment. Should be dedicated right hand turn lane southbound Seventh at Scio with pass through and advisory bike lane. Posts in road are dangerous for cyclists!
- "I voted for concepts 2, 3 and 4 because concept 1 is dangerous for walkers, bikers and drivers. Anything is better. However in my opinion concept *4* is *by far* the best. One thing I don't like in all of these designs is pinching bikes and cars into a narrow lane southbound on 7th south of the Scio Service drive entering the neighborhood. You're asking for someone to get hurt by forcing them together into a single lane. The lane should be wide enough for a car and bike with a buffer zone between them with appropriately painted lines or physical barrier that separates the drive lane from the bike lane.
- The painted lines designating the bike and buffer lane are apparently not markings people are familiar with on 7th north of Scio. People often drive in these lanes. At the corners the orange plastic markers have helped but people still drive inside them thinking they are in a right turn lane not realizing they aren't supposed to drive there. The lines need to be something more clear and if the right turn lanes are not brought back then there needs to be a permanent physical barrier to keep people from entering and turning from these lanes."
- What we had prior to the changes was preferred. No. 2 is least objectionable.
- As a frequent driver at this intersection (northern section of S. 7th and all of Scio), I have not had any problems with this intersection. I do not typically walk/bike along this route.
- "The configuration was better before the changes were made. Southbound traffic should have a right turn lane shared with the bicycle lane, and northbound traffic should share a right turn lane with bicycles.
- Remove the curb extensions. They are a solution to a non-existing problem."
- "The left hand turn light from Scio church to south 7th street should include a flashing yellow during straight green. This should reduce cut through on the other streets.
- None of the proposed plans include a bike lane south of Scio church. Previously, biking along 7th was easy; these modifications make biking much more dangerous, with bikers having to move closer to the traffic.
- I believe 7th & Scio church was OK for size. There was no problems with walking or biking. Additional lane markings would have been beneficial for drivers but that's it."
- "Can the timing of the lights be changed, particularly during peak school traffic?"
- How was traffic flow and volume not considered ahead of time for this?! How much money are we wasting doing the project again because lack of foresight about right hand turn lanes in proximity to two schools, where traffic knowingly surges twice a day Monday-Friday?"
- The pedestrian bump outs shut off bike traffic too, forcing cyclists into the auto lanes. There should be CURB CUTS allowing bike width paths for the bike lanes, so they can cross the pedestrian paths without merging with the auto lanes. Also, there needs to be a right turn only lane on west bound Scio at Greenview. This is a COMMON traffic pattern, and right now typically two lanes of cars squeeze into a single lane to make this happen. Adding a bike lane will just have them driving over the bike lane. Bump outs are dangerous for the cyclists and the cars at this intersection during peak traffic hours and should NOT be part of the consideration. There are lights at this

S. Seventh/Scio Church and S. Seventh/ Stadium Boulevard Intersection Improvements Public Engagement Feedback – March 2019



intersection that control pedestrian and automotive traffic. You are trying to solve for something that already has control.

- Northbound seventh needs right turn only lanes at both intersections. After living here for over two decades, I have never seen a back-up for left turns on north bound Seventh at Scio Church, while there is almost always a mix of straight (northbound) and right turn traffic. If the lead car at the red light is continuing northbound, it stops all the cars behind it. I agree that the traffic light at Scio and Seventh needs to be reprogrammed for left turn onto southbound Seventh.
- As a cyclist who uses this intersection on my commute to work three seasons a year, coming from the west on Scio Church Rd in the morning, I use the Scio Church south-side bike lane from Delaware Drive up until the service road begins, then switch onto the service road, crossing S. Seventh at the service road, then turning left to head north on S. Seventh by either waiting for the traffic light or pushing the pedestrian cross walk button. The problem with staying on Scio Church Rd. to turn left and head north on S. Seventh St. using the vehicle left-turn lane as a cyclist is that my bike doesn't trigger the left-turn arrow.
- Add physical barriers to separate vehicle and bike lanes, especially on southbound 7th St. I've seen so many people disregard the paint markings to use the designated bike lane as a right-turn lane. I think this is extremely dangerous.
- "Question 1 should have quantified what distance would be considered ""near"" the intersection.
- Appropriate and substantial signage should be a major part of whatever is the final design. In Question 3 my Somewhat Important response leans toward the Very Important response-----I wish there had been 5 gradations of responses available."
- "First and foremost, I want to thank the city for taking time to look at this issue and the concerns raised by residents. We all want a safe and efficient community/neighborhood... so this discussion is much appreciated. If this is the biggest concern we're needing to tackle, we're doing pretty good as a whole.
- I live in the second house in off of Scio, on the east side of 7th St. Between 7:25am and 7:45am every morning we watch dozens -- dozens -- of u-turners whip around in front of our house to beat the light and get their kids to school on time at Pioneer. The drivers are cutting up the west side service drive to avoid the left-hand turn lane from Scio onto 7th northbound. They turn right onto 7th off of the service drive, then whip the U-turn as soon as they can. This is a problem for numerous reasons, including the illegality of u-turning, but primarily the lack of awareness these drivers have for the many kids who walk to school. We've seen these u-turners nearly hit other cars, and hop curbs near where the kids are walking. We think there are two major issues that could be addressed in the intersection plans that would make the intersection safer for the kids and end the u-turning.
- Speed bumps or one-way directional driving on the service drives (or both)
- A longer left-turn light during on Scio, which would allow more cars through and make drivers less desperate for an unsafe solution.
- We also think an extension of the proposed Blvd. down the middle of 7th would deter u-turners and calm traffic along the disproportionately wide section of 7th. But I imagine it would have to be longer than proposed to act as a deterrent. The Blvd. could also serve as a nice entry to the neighborhood -- not dissimilar to Eberwhite or Revena -- though I recognize aesthetics are not the primary concern here.
- My husband has taken many videos of the morning U-turn rush. If they would be helpful documentation we would be happy to send them along.

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- Thanks for your time."
- "What is the accident history, involving vehicles, pedestrians or bikes, at this intersection. The revisions to this intersection seemed to be unnecessary and the proposed concepts do not appear to address any one problem!
- I hate those extended curbs that just pop up without warning and block a lane of traffic. I think these are very dangerous because if someone isn't familiar with them (or is distracted), it would be really easy to run right into and up onto them. I also don't like the elimination of the right hand turn lane. I recently spent time in the Netherlands - they have bike lanes and bike safety down perfectly. I think you should study their bike lane program and/or bring in a Dutch consultant and get the dang bike lanes done well for once. In fact, if we had their type of bike lanes, I would ride my bike everywhere!
- A combination of concept 3 and 4 would be ideal...pedestrian island and no traffic in/out of the service drives at this intersection.
- It would be nice to not have to wait at the light on Scio Church driving East or West to turn right. (designated right turn lanes)
- "No consideration mentioned of bus transit stop needs
- traffic signal operational strategy not mentioned - existing arrangement is unsatisfactory
- no quantitative or descriptive mention of various movements presented"
- There is more traffic going straight or turning right, rather than turning left, from northbound S. Seventh Street at this intersection. The left lane of northbound S. Seventh should be for traffic going straight or turning left. The right lane should be for traffic turning right only. With the configuration that is shown, right turning traffic is still stuck behind cars going straight and cannot turn right on red (which really helps with traffic flow at this light when the turn light on Scio Church is active and there is a long line of traffic turning left from eastbound Scio Church onto northbound S. Seventh toward Pioneer High School).
- A right turn lane is necessary for the other side of Scio. When pioneer gets out seventh is backed up almost all the way to the school because there is no turn lane. Also the current concept is horrible for bikers they have a huge bike lane on seventh but as soon as the cross Scio there is none.
- Maybe work on the timing of the lights? I often drive early in the morning and sit at the intersection for a while before I'm able to turn left onto Scio (coming from the Lansdowne sub). I've been a part of this neighborhood since my family moved here in 1970, and I don't ever remember seeing or hearing of a pedestrian incident at this corner. I'm wondering what prompted the engineering fiasco?
- "Yes. The light timing at 7th and Scio Church is off for those turning south. It used to be fine before the curb changes. Now those turning into Lansdowne have to wait through two lights. This has caused folks to start cutting down Chaucer or Greenview to avoid the backups at 7th.
- Also the lights seem to be red in both directions for an extended time. Everyone just sits and looks at each other. Especially frustrating since there is no longer a specific left turn lane northbound. Traffic really backs up. "
- I would like to see the option which aligns southbound 7th north of Scio Church with southbound 7th south of Scio Church. For drivers unfamiliar with the intersection, going straight would mean driving into the bump-out.
- This intersection needs to be monitored by police in the morning. Student drivers are taking dangerous risks here.

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- Decisions on any concept need to be consistent with other same situations. For example creating a protected inland for crossing pedestrians must follow predecessors and be copied by successors.
- I am undecided about concepts 1 & 2 because they are not very bicycle friendly. Is there some reason not to have a bike path through the curb extensions?
- There should be a dedicate right turn lane or sharrow especially with Pioneer HS traffic
- Better to segregate bikers and pedestrians with fixed barriers like bollards and bump-outs than painted lines.
- I commute through this intersection Monday through Friday around 5:30 a.m. and again between 2:30 and 3 p.m. I rarely encounter bicyclists, and when I do, they have no problem disobeying traffic laws by weaving in and out of cars that are idling/waiting at a red light or even riding right through a red light! No amount of bicycle-specific lanes are going to help people who don't follow traffic safety measures in the first place. I do see more pedestrians at this intersection, especially in the morning, and I believe they would be better served by having a sidewalk on the north side of Scio Church Road and more lighting. If they are wearing dark clothing with no reflective gear or headlamps, I cannot see them until the last minute. Taking away vehicle turn lanes puts drivers on edge and less patient with an already clogged up commute. P.S. I can't afford to live in your city to avoid commuting.
- Many people are using the bike lanes to turn right both on stadium and on Scio Church. I think that some permanent cones or tubes are important to keep there to protect bicycles.
- As a bicyclist who bicycles to work along S. Seventh Street, I do appreciate the city's attempts to make bicycling safer. I do appreciate having a dedicated bicycle lane with the buffered area. However, when I get to the intersection at Scio Church or at Stadium Blvd., I do not stay in the bike lane if I am going straight on Seventh. The reason is that cars are turning right, right across the path of the bike lane. I do not think that this is safe. If I am going straight on Seventh, I get into the car lane that is going straight on Seventh so that cars can see me and won't turn right across my path. This is sometimes difficult to do during high traffic times, but it is probably the safest option. I think that restoring a right turn lane for cars at the intersection will help relieve traffic congestion. Thank you.
- It seems unnecessarily complicated to extend curbs at this intersection for pedestrians. The current pedestrian crossing light configuration provides ample time to S Seventh (in my experience as a pedestrian frequently using this crosswalk). If there are concerns about the time to cross, why not make a software change for the length of time rather than extend curbs. Also adding Median Island at S Seventh & Scio Church seems an unnecessary expenditure for the city. None of these concepts seem to present approaches that are needed other than providing a dedicated left turn lane from S Seventh onto Scio Church.
- Do not like the lane restrictions (extended curbs); too much traffic in too little space. Keep curbs straighter/lanes wider. 2. Dislike Scio Church curb at NW corner: constricts bike lane too much. Keep the E-W curb straight, rather than reducing the bike lane. 3. One-way restrictions on S.C. Service Drive are likely to be flouted, but residents on this street have greater interest than I do. 4. Pedestrian island at SB S 7th is bad: not needed; constricts traffic; makes plowing more difficult. My demographics and interests: retired, healthy, active cyclist on Scio Church and S 7th; use intersection almost daily. 5. Interested to know if lane-reducing structures actually reduce vehicular speeds and vehicular/pedestrian or cyclist conflicts, or if the smaller space results in more close calls. I'd rather have more space.
- "Removing the right turn lane for cars from Seven (North) to Scio (West) will mean that people will use the bike line as a turn lane. This was already apparent after the roadwork and, in fact, cones were placed to stop that from happening. Note that right turn lanes shared with bicycle lanes is a standard pattern all over Ann Arbor. The use of a

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non-standard pattern here makes the road less predictable, which means the behavior of cars less predictable, which, at the end, is more dangerous for the bike.

- In general, I'd prefer you didn't go against what people would naturally do. For example, given that many bike riders already use sidewalks (I assume because they don't feel safe on the street) why not enlarging the sidewalks so that they can go there without creating a risk for the pedestrians?"
- A dedicated left turn lane, with designated straight and right hand turn lane, for northbound Seventh Street is a must! Current one lane for left turn, right turn and straight traffic creates significant backups in the neighborhood at many times during
- I think it is extremely important to prevent drivers acting like crazed animals from using the service drive to get around traffic calming and pedestrian safety measures implemented at this intersection. This behavior is very dangerous to everyone concerned and should be discouraged in every way possible. I am really curious why the people living on the service drive were opposed to limiting access to it. It seems to me that they would be happy to prevent people from speeding right in front of their yards. But maybe I am missing something here.
- Returning 7th Street at Scio Church back to the way it was would be perfect. It would be nice have the road striped on a regular basis to ensure that drivers know there is a left turn lane.
- The advisory bike lanes that I've seen are too narrow and therefore dangerous
- There is relatively little traffic turning / going south of Scio Church in my experience. I have had no problem crossing 7th walking. The big jam is turning from WB Scio to NB 7th since there is no right turn lane.
- "The changes made at this intersection, the curb bump-outs, are Terrible! They increase the risk for pedestrians, bicyclists, and vehicle drivers alike! The curb bump-outs force bicyclists into vehicle lanes -- obviously not safe. Elimination of vehicle lanes causes traffic back-ups, which are unsafe for all concerned, plus increases exhaust fumes (at odds with the City's anti-idling ordinance!).
- This comment applies to all ""traffic engineering"" planning: It *is Necessary* to consider all 3 cohorts (Peds, bikes, and cars) when designing each space / intersection they share. Otherwise one, or all, are put at greater risk.
- "Local Traffic Only" signage to discourage cut through traffic.
- "It is unclear why this change has been made. What supports a need for a change? Is the purpose of narrowing north bound S Seventh to prevent a pedestrian from making a few more steps to more safely cross the intersection? If so every corner in the city should be changed not just this one. If it is to slow traffic, where was the sign all these years indicating it was a school area and posted speed signs. Those were never tried. Is it just because someone said there is too much concrete here? Suddenly someone with a current agenda, makes a decision to put in some concrete extensions to make driving this main thoroughfare more difficult and thus more frustrating for drivers. I seldom see any bikers on any of the streets in this Area but boy are we ready if one comes this way. Putting up PVC delineators is poor judgement. They are hideous looking. Soon they be will be broken, tipped, and stained. This is not a properly aesthetic entrance for a housing section whose homes sell for 1/2 million or more. Who will maintain these large grass areas? You can't count on the corner homeowners. The best idea is the next option, put it back to the way it was, put up a school speed zone lit sign. Next to the Chelsea Wellness center they have a pedestrian crossing sign that has blinking lights around it that run constantly. It works.
- Without a right turn lane, we sit through too many lights and drivers make u turns and race down Greenview. What have you accomplished?

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- With regard to S Seventh across the street is now twice as dangerous for bikers and for drivers to hit bikers when we have to make a right hand turn from the middle lane. This street is used by many young drivers going and coming from pioneer. It's an accident waiting to happen.
- This area is not downtown and it's primarily an area of motorist yet it seems like it's all designed for bikers. By the way, please remove the share the road sign. We have seen enough of them down S Seventh Street every few feet. Besides there is a bike sign right behind it. We don't need two. Someone put it there to designate for the snowplows where the curbs are now. It's another aesthetically displeasing sight which isn't needed.
- We recently had a walking bridge installed between Morehead Ct and Delaware. It took two bridges to be built because of the poor thinking on the part of the engineering department. Wasted time and money. Now we have to correct this error. More money and time spent and poor thinking ahead to the consequences. I've lived here since 1985, and there has never been a problem at that intersection. I'd rather see some police on the roads to slow down drivers than all these poorly thought out costly projects that when those people leave their jobs we will be left with the mess to deal with. "
- Why is there no dedicated bike lane? The narrowed road has made it difficult for those on bikes as it is too narrow for them to be next a car. Cars are not waiting behind bikes and are instead too close to them. I like Concept 2 but would like to see a bike lane there to continue the bike lane which runs up South 7th street.
- No right turn on at both north bound intersections (Scio Church and Stadium) would aid in traffic safety for pedestrians crossing each intersection.
- "Who created these concepts?"
- What inputs and whose inputs (how many inputs) were considered or solicited when creating these concepts?"
- I believe that the curb extension idea as implemented farther down Scio Church toward S. Main has shown this concept to be a poor choice. I have seen instances of near misses of drivers impacting the new curbs, especially at night. Swerving to avoid the new curbs almost causing an incident with oncoming traffic. I have not seen this type of curb used in this area, and it surprises drivers. This does not seem to improve the overall safety concept. The population explosion in Ann Arbor in recent years highlights the need for increased traffic capacity to our road system, not reduction/restriction. This is seen in several locations where the roads were reduced to a single lane in each direction, such as at Stadium west of 7th and Maple north of Dexter. Vehicle traffic is constrained at these new merge points causing many near misses each day, especially during rush hours. Due to the heavier traffic, it is now very common that drivers will speed past slowed traffic in the merging lane and force cut-in to beat the traffic light. In my experience as a long time resident of this area, this was not the case before the lane reductions were made, and has served to reduce overall safety at these intersections, not increase it.
- None of the concepts allow room for bicycles on S. Seventh St., thus causing a safety concern. The current design is too narrow and has restricted flow too much. Also, traffic flow is a problem on S. Seventh as folks turn right from Scio Church then do a U-turn when school traffic is heavy. This is a safety concern and should be regulated. Perhaps the light pattern at the intersection can be modified. The service drives are not really a concern.
- "Curb extensions are dangerous when there is snow or its dark. Traveling southbound on 7th, when you cross Scio Church, the curb extension is directly in front of you. You actually need to move to the left to drive around it.
- From southbound 7th, there should be a shared right-turn/bike lane for cars wishing to turn right onto westbound Scio Church."
- Do traffic volume numbers exist for S. Seventh Street south of Scio Church? Are they correlated with time of day?

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- Everything was fine before the lane closures and curb extensions. Now it's dangerous for drivers who run into these curbs. There is nothing positive about the current flow. This was not an improvement for pedestrians and it now blocks the bicycle route on south seventh. It slows down parents trying to drop off or pick up students at the high school and Lawton. Big mistake! Homeowners don't want to take care of the little curb extensions, cars and trucks hit them. Open it back up the way it was! Big waste of money!!
- The more pedestrian islands the better, less road as it is very busy at this intersection. But to improve further -make less congested for drivers first off.
- I'm unclear why we are so concerned about the pedestrian crossing distance on Scio church. The northern crossing is just as wide. Seems like the curb extensions serve only this purpose but I don't know why this is so important. May be worth explaining somewhere.
- None of these seem great
- "I drive this section once or twice a week. I have never seen a bicyclist or pedestrian, and not that many cars. Once you get out of downtown, bicyclists and pedestrians are minimal; therefore the main emphasis of any changes should concern cars. It seems that we are trying to be a city that puts pedestrians and bikers first, regardless of how the proposed changes will affect driving. That to me is looking for a solution to something that is not a problem.
- No matter what changes are made, if any, the important thing is that lights are timed to match the vehicle flow so that these intersections don't add to the amount of time it already takes to drive through town. "
- Why would the city want to change something which has finally given some protection to bicycles at this busy intersection? I see no need for a separate lane for autos to turn right.
- I drive these streets regularly and feel that there is plenty of vehicle capacity. Any way we can increase safety for bicycles and pedestrians would be welcome. I often see pedestrians and bicycles who look like they travel these streets precariously - hoping not to be killed. This neighborhood should be extremely bike-able. Everything is so close. There is no reason not to make it as bike-able and walk-able as possible.
- The way the bumpouts are designed now are just dangerous (and confusing) to southbound 7th street traffic.
- The bump outs are confusing and don't help traffic, which is a major issue. Please do not make this part of Ann Arbor. Also, I can only imagine how difficult it is for the snowplows to maneuver around them. I see them as potentially getting destroyed in the winter when the plows are out. Please don't make things more complicated. Use the money to fix the roads.
- Most of the time, the volume of traffic north bound on 7th is light. Sure, there are times when it is heavy, but don't make the daily lives of those of us that live in Lansdowne difficult every day multiple times a day for the busy times. Everywhere in Ann Arbor now, drivers and bikers are learning/have learned to share the road; both must cooperate. Don't make the daily lives for most of us extra difficult for the rare/occasional biker that might happen by. Rather than make every road biker friendly, make some more driver friendly and others more biker friendly. Don't forget, most bikers ignore traffic signals while drivers cannot. Bikers often use the sidewalk (I know they shouldn't, but they do) - they have this option. Bikers can get efficiently from point A to B by taking less traveled roads, drivers cannot.
- I drive through the 7th St-Scio Church crossing frequently and live on Morehead Dr. I don't like the current arrangement and aside from road surface improvements didn't see a need for the bump outs. Assuming we are stuck with some sort of bump outs to get Fed Funding I like Concept 4 the best, BUT make the "pedestrian safety island" shorter so it doesn't impede drivers turning left onto SB 7th from WB Scio Church. I've never had an issue

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with "confused traffic" crossing on the service road and think this is a non-issue. I imagine its mainly a football game day problem.

- I think the needs of residents on auxiliary street next to Scio-Church should get highest consideration for input. They have to deal with this intersection the most.
- 1. Is the NB LT at service road warranted / Meeting standard recommendations based on the volume of LT traffic? If not, NB Seventh can be narrowed even more. In Concept 4 there is no provision of EB service road traffic to legally enter both intersections,
- Bicycle traffic north-bound on 7th street seems to lose space as it proceeds to the intersection. It must be made clear that the right lane (north bound lane) of traffic needs to share the road with bicycle traffic.
- Please consider that S. 7th street SHOULD be a cut through street, as opposed to encouraging traffic to use Greenview Dr, which is an ENTIRELY residential street. Any reduction in traffic on S. 7th street will only cause a negative unintended consequence of increased traffic on Greenview Dr.
- The curb extensions and removal of turn lanes has caused back ups and created a situation in which drivers are less patient and frustrated. They are less likely to be on alert for pedestrians and bicycles when irritated. Also, it has caused drivers to use other routes through the neighborhood. I've seen more drivers driving too fast while kids are arriving to the elementary school, I assume because of back ups. These changes have actually caused more harm than good.
- I prefer to keep it the way it is. There definitely needs to be a left turn lane from 7th west bound!
- I live in the neighborhood and drive, walk, and/or ride my bike through this intersection several times a day. It is much less safe now than it was before the curb bump-outs were installed, especially for cyclists and pedestrians. The road constrictions mean that as a cyclist, you can't easily get to the sidewalk to activate the light to cross, and the camera, or whatever activates the signal, does not see bikes. In addition, the constrictions create a narrow passage that forces bikes to move into the path of car traffic. I have had several close calls, not only at this intersection but also at Greenview and Delaware where similar constrictions were installed (totally unnecessarily - there already was a three way stop at Greenview and a crossing guard at Delaware). This intersection is also worse than it was previously for pedestrians because the geniuses who designed the new configuration managed to botch alignment such that a pedestrian crossing Seventh cannot see the pedestrian signal from the sidewalk. In addition to making it less safe for cyclists and pedestrians at the intersection, the constrictions have created traffic backups that didn't exist before. This also has several negative consequences, including diverting angry drivers from Seventh Street, which was designed to be a thoroughfare, onto other neighborhood side streets which were not. Long backups and delays along Seventh Street are now a daily event, and the intersection at Scio Church and Stadium are impassable at certain times of day. Why did you "fix" something that wasn't broken? I'm glad you are taking a survey now but am beyond appalled that you already spent precious and scarce taxpayer dollars on this silly, unnecessary road work.
- I have never witnessed a pedestrian having issues crossing the road safely before the road diet was added. I walk this area daily. Traffic during Pioneer pickup/drop off and Lawton creates outrageous backups due to the short light timing and the elimination of the right turn lane. It has even caused my child's bus to be late to middle school from back-ups. Please make it right and restore the right hand turn lanes!
- This should not be changed. I see nothing wrong with this intersection and never see people walking across it.
- The loss of the right hand turn lane from 7th to Stadium is very disruptive to the morning rush hour flow, especially when traveling during Pioneer start times. There needs to be a third lane to allow for the right hand turns only.

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- It is critical to keep traffic moving safely out of the neighborhood to maintain a right turn lane. Concept 4 achieves that and I like the island at the crosswalk to help make it safer for pedestrians.
- Please ask the students that use the pedestrian walkways and bicycle lanes for their expert opinions.
- Why would not this be the PERFECT location for a traffic circle and get rid of the lights? In fact both are well suited to a traffic circle, but especially 7th and Scio.
- Many parents need to transport their children to Lawton Elementary. The changes made to this intersection have been infuriating as someone who utilizes this intersection daily and I'm so happy you are seeking the community's feedback to make improvements. Please please please make it more than one lane exiting Landsdowne. People needing to turn left hold the entire group up. I wish you would return it to the way it was.
- None of the plans present here show 7th St. bike lanes on the south side of Scio where there is a *ton* of real estate to work with. These would be helpful to navigate the intersection even if they do not continue south of the intersection.
- Not really a fan of any of these four options. Having said that, I don't live in the area and I only use it for commuting so I think that the resident's opinion should weigh heavily in your determinations.
- None of the options are appealing
- Thank you for giving us a chance to make this more driver friendly
- I wish you would consider returning the southbound part of seventh to its original configuration. When you are facing north the visibility turning left (west) onto Scio Church is much worse with the current design. This concerns me both as someone who frequently turns left at that intersection as well as someone who is a cyclist going straight in the southbound lane
- Put the intersection back the way it was previously. The recent changes have made traffic much worse, and wait times at traffic lights longer. This causes increased pollution as cars idle at lights.
- No. I rarely go this far down 7th so my answers are "No Opinion"
- I think that S. Seventh south of Scio Church should be made a boulevard with a center median with plants and trees with a storm water detention design.
- The advance green when turning left (south) on south 7th St. never works. If there is a sensor it does not work. I have been stuck there for several light changes and the advance green was not activated. This has happened numerous times and I have seen many cars go through the same issue.
- It would be nice to have a bike lane on the southern part of S. 7th to line up with the northbound bike lane after the Scio intersection.
- Electromagnets in all Lanes in intersection need greater sensitivity to BOTH bicycle and motorcycles. Even on a motorcycle I have been routinely unable to trip these lights for the last four decades. This means I have to run red lights in order to proceed through intersection. Very dangerous especially considering foggy mornings.
- The current median on 7th into the neighborhood doesn't seem to have a logical traffic flow, especially for someone who may not be familiar with the road. More concerning is that the red cones on 7th to protect the bike lane may be mistaken as a designated right turn lane onto west bound Scio and not a protected bike lane.
- Scio Church needs a sidewalk all the way down to Main Street.

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- The current design allows cars to back up onto north bound Scio Church when Lawton Elementary releases. This causes more traffic and more dangerous conditions for our kids crossing the streets.
- Most of these concepts are bike focused and do not include driving congestion issue. If the goal is to increase everyone's commute (school, work, other) then these proposals will decrease traffic flow. The intersection of 7th and Scio church desperately needs a right hand turn lane for cars from westbound Scio church turning right onto 7th. I'm not going to bike or walk below freezing or above 85 degrees. Be realistic and know that the majority of the community does need to use their cars. Please be more inclusive. I feel that Ann Arbor is doing these updates and only listening to a bike commission. They are a bike commission. Please include people that primarily drive. Yes I walk the paths, but I also drive the roads next to them as well! We don't need walk extenders if there are properly installed walk don't walk lights. The walk extenders will create havoc. Rain water will not be able to drain. For example has anyone traveled Stadium and 7th after a big rain? The whole right lane is under water from the big house to 7th. Same thing for Scio church and 7th. Also in winter there is no way these can be cleared of snow. These extenders and barriers will just be poorly maintained and crumble and have to be replaced. The over grown plants create a situation with less visibility and less safety for pedestrians. Take for example the intersection of liberty and Virginia. Good luck trying to make a left onto Liberty and see around the berm (crosswalk). These are not enhancements. They create congestion, environmental and safety issues. Please think of something else. Try driving the intersections not looking at them in paper. The drawings pictures are beautiful but do not represent accurately the amount of space available for the proposed changes. Specifically 7th and Stadium.
- It has often seemed that there should be a dedicated right turn lane from west-bound Scio Church onto north-bound 7th.
- Pushing bike lane into eastbound traffic by widening Scio Church service drive island is dangerous.
- I have decided that it is no longer worth my time to try to turn left on Scio Church when heading north on S. 7th. This means I drive through the neighborhood. If others adopt this pattern I foresee more problems for bikers and walkers in the neighborhood.
- In addition to lane management for each vehicles and bicycles, smart traffic light management will reduce congestion and ensure safety for pedestrians and cyclists. The traffic light pattern is not demand-oriented at this point. The plan options shown do not appear to address the question of what changes in pedestrian or cyclist traffic patterns might follow once sidewalks are complete on Scio Church.
- "Related item: The quality of the recent new road on Scio Church from Main to 7th poor. The surface is too porous and inconsistent in many spots which will lead to early failure of this 'new' road surface. Whoever accepted the road surface on Scio Church from 7th to Main Street did a poor quality assurance job. You'll see early surface block cracking from the cold environment on this 'new' road.
Our side streets are deteriorating, crumbling and breaking down. While it's noble to try to get A2 to be bicycle friendly, why does it seem to happen at the expense of the letting most of the side streets being left in disrepair? I cannot bring my elderly mother to my home because the ride is so rough along Scio Church that it rattles her, even going 15mph and using the best riding auto. Does A2 even have a program to effect periodic road repair other than the roads leading to the Big House? Maintenance that filled in cracks to extend the useful life stopped happening about 8 yrs ago. We need to throw the politicians out if they can't keep our roads in decent shape and stick to some type of program that budgets for periodic road repair, resurfacing and preventive maintenance. It's not lost on citizens that the side streets in A2 are being ignored.
Avoid bump out modifications that add lane narrowing choke points at the intersection, the increased congestion where the tradeoff of improving pedestrian or bicycle flow seems problematic.

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- There needs to be right turn lanes and left turn lanes on both sides of the intersection. Also, what about a roundabout???
- Please address where a vehicle traveling south on 7th and planning to turn right onto Scio Church should sit waiting at the intersection. Should it be on the right overlapping the bike lane? If not, it is possible it will not see bikes pull up on its right. If it is in the lane for going straight, it is likely someone else will pull to its right cutting off its right turn. This non-traditional lane striping is very confusing.
- Need to shorten the time of the light for seventh street green or put in sensors. Also make them flash yellow on Scio and red on seventh during non-rush hour times. There is not a lot of traffic here most of the day and I am always stopping at a red light on Scio with no one on seventh.
- Thank you very much for soliciting opinions online.
- I strongly feel that the current 're-design' of intersection design is dangerous for southbound drivers and terribly inconvenient for Northbound S Seventh drivers numerous times a day during high traffic times out of the neighborhood. A northbound right turn lane on S Seventh must be re-established.
- Please ensure trees and grass are planted on any extensions/medians constructed to beautify traffic calming enhancements. If the median is just going to be concrete with signs or signals I'm become very much opposed to Concept 4.
- I would like westbound Scio Church to have an available right turn lane onto northbound S. Seventh.
- The removal of right-turn lanes on Seventh has added significant delay to my family's traversal of the road segment. There is little bicycle or pedestrian traffic on that segment but plenty of automotive. There is already a full width sidewalk for the non-automotive traffic, the change solved a problem that did not exist and should be rescinded.
- Thank you for considering these changes. The single lane in and out of the neighborhood has created traffic backups during peak travel times, as I'm sure you have heard. The bigger concern is us residents are finding other routes out of the neighborhood which increases traffic on side streets. Also the lane alignments at 7th and Scio are kind of wacky.
- Something needs to be changed! What was done last year has severely negatively impacted vehicle congestion. There was no need to restrict traffic flow.
- "Please stop the traffic dieting. The rush hour traffic is suffering because of the lack of right turn lanes.
- It is safer for bikers too not to have furious drivers or drivers in a hurry. Bikers started using the driver's lanes (not the dedicated lanes) when they are going straight since they fear that the driver's may turn right onto them. "
- "Interesting approaches - creative.
- Please provide protected bike lanes. Need distance between bikes and autos. Don't make them ride together. Neither party wants that.
- Stop messing with car traffic flow, start allocating more money to the police force to offset the recent layoffs. As a biker & pedestrian I feel the walks are safe if you ignore the law that enables you to walk out in front of cars. It would be helpful to improve crosswalks, but seriously have you guys even done a traffic flow impact study? My god Ann Arbor is going to be even more of a nightmare to drive in. This is a winter state.. barely any bikes for more than half of the year. This is insanity.

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- Please restore the left turn lane, or put in a left turn arrow and system where only one half of seventh goes at a time. The backup to turn left during school times is horrendous.
- The major issue for me is the terrible disintegrating road conditions on S. Seventh. The road be should be fixed, plus good drainage & it isn't clear that this aspect is getting appropriate concern here
- Seventh Street is the only major N-S artery for cars and bikes on the west side of the city between Main and Stadium, and it is a critical, routine conduit for all west side residents (extending all the way to the river) as they navigate to/from Pioneer High, local churches, Michigan sporting events, and the shopping areas at Briarwood and AA-Saline Rd. The views of residents who live in the immediate vicinity of these intersections are naturally quite important, but the city should also consider the needs of the large number of residents who need to use these roads every week (as well as critical safety needs for pedestrians, cyclists, and drivers).
- There is an over emphasis on bike lanes which are only utilized for dry weather from May through October (7 months) A the expense of an ever increasing population whose mean age is over 50 and dies not utilize bicycles as a means of transportation as intended by the commissions pushing this agenda. Folks my age ride bikes in low traffic areas, bike only paths, and out in the country where there is less chance of getting run off the road by distracted drivers. Curbs that project into traffic are dangerous pinch points that cause accidents and are invisible and unexpected when snow covered. This may be a plan, but it is not a good one.
- The City of Ann Arbor has enough people and development in it already. It does not need more in the future. I want to see Ann Arbor move towards real ecological sustainability in its future and it is disgusting how some important people in this city who are Developers put forth vacuous proposals for "sustainability" that are nothing more than warmed over Smart Growth plans. Smart Growth is the enemy of long-term ecological sustainability.
- What are the implications for plows and other snow removal equipment in the winter?
- "Those 90-degree sidewalk jogs are not great and not necessary. People are going to cut those corners and you know that.
- East-bound bicycle traffic should be routed to the service drive for this stretch of Scio Church. You can reduce pavement area in the next reconstruction project of Scio Church, which would reduce maintenance costs and slow traffic, while making biking more pleasant.
- All of these roads are much too wide."
- As a frequent driver and walker in these areas my thoughts are as follows. Both The Scio Church and Stadium intersections with 7th needs dedicated right hand turn lanes. There isn't enough traffic to warrant left hand turn lights at Scio but you do get severe backups with school traffic for right hand turns on 7th and stadium each morning and afternoon. Scio and 7th back up on game days for rights onto 7th from Scio.
- I am not a fan of curb extensions. It pushes bikers into the lane of traffic. I have seen this happen on Pauline and if you are not watching you run right into it with your bike.
- With Sidewalks on 7th all the way to Scio Church, there wouldn't have been a need for this. Bike riders could have used that. It's a stretch that would have worked well for sidewalk biking. The school is a heavily motorized area with car and bus traffic that these lane shifts are stifling. While I agree with reinstating the right turn only lane, the design of having a bike lane end and the lane start again is a recipe for disaster with either a vehicle or a bicyclist not having the ability to communicate.

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- The bump out curve has made the intersection somewhat less functional. The bump-outs complicates driving and cycling both with no obvious advantage for pedestrians. These bump-outs should be removed; actually, they never should have been added. I thank you for soliciting our input now but really wish you had done so before installing the existing bump-outs.
- "The biggest change would be in the signal. If you change the light for the left turn from Scio Church both north and south onto 7th to go from a green arrow to a flashing yellow it would relieve a huge amount of the pressure on the service drive a high school morning time. Very few cars make it through the short green arrow. The traffic coming the other direction is typically very light. So people sit for a long time in the left turn when the straight light is green and no traffic is going straight.
- The sidewalk on 7th along the Pioneer property has been in terrible condition for years. The city has marked it for repairs but these have never been done. The paint from 10 years ago when Lawton residents had to pay for own repairs, have worn off. City - School needs to repair this sidewalk."
- "Scion Church road was fine for drivers previously, changes will make this busy street harder to navigate on. Service drive should be left with two lanes, if possible. This is a service drive not a main street. Bike lanes should only be allowed and planned for if streets are wide enough but not by making too narrow for drivers and bikers. So make street wider to accommodate both. For pedestrians walking make adequate marked walk ways and traffic signals that work. Flashing lighted signs seem to help when placed adequately.
- Northbound Seventh Street is too narrow for adequate turns from eastbound Stadium with a bike lane. Too vehicle busy. Easy to cause accidents. Westbound traffic on Stadium the lane narrows and causes drivers to speed up and try to get in lane to continue down westbound stadium. This area was created in a previous decision and is not a good situation. Scary to drive in this setup. Turning on to N. Seventh from E. Stadium is too narrow. Too much traffic with this type of bottleneck situation. Bike lane on N. Seventh St. makes this area worse. Bikers should be directed to use another street rather than Seventh St. Just too dangerous because street is now too narrow. And much too narrow for school bus and city bus uses. Finding school buses uses side streets as part of their way to cross over to Seventh St. and causes bus drivers to speed of on side streets which has been reported but has not been resolved. Seventh Street is just too narrow for bike lanes...not a good plan. "
- "All of these proposals make it more difficult for vehicular traffic.
- The seasons in Michigan dictate that preference be given to vehicle traffic. The AA city planners who want to improve pedestrian and bicycle flow is commendable but weather conditions and usage patterns must show a preference for ease of flow for vehicle traffic. "
- "Need to have 2 lanes of traffic exiting subdivision, (going NORTH) not one-- terrible traffic backups.
- Need to have merging bike and car lanes-- for right turn, going SOUTH. Dedicated bike lane is not useful. Bikers do NOT stay in lane if turning left or going straight.
- The huge pedestrian bump outs, may help walkers, but hurt bikers, by forcing them too far into traffic. Make smaller bump outs. "
- I think sidewalk bump outs make it more dangerous for bikers and pedestrians
- I think the traffic flow is alright. Crossing the street is fine. Modified curbs won't change that much. Spend the resources to FIX the roads. Scio church needs to be fixed from seventh to maple!! And clean out the drains!

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- This intersection is likely significantly impacted by pioneer high school traffic (car, bike, and foot) for a significant portion of the year. Any changes should be weighed with input from and against the impact on the most frequent users of this corridor.
- I do not see any congestion here but maybe it's due to construction avoidance. I'm neutral on changes here and would defer to direct resident pedestrian safety.
- The one lane option into S. Seventh Street will cause serious confusion and potential accidents when non-residents find themselves at this intersection. My preference is option 1 without the 1 lane, or 1 3/4 lane intersection.
- It would have been helpful for the voting if we knew the traffic counts. Also, I think the idea that fostering walk and bike transport options pretty much means slowing cars and forcing them to "look for people". Everyone needs to understand this fact. The Option 1 does both of these.
- None of these solutions are ideal. I've never had any problems at the existing setup of this intersection. This purpose of this change is unclear.
- The emphasis on the incredibly small number of people for whom riding a bike to and from work is reasonable, plausible, and even possible is a ridiculous waste of resources.
- It was much better before you did anything. You broke something that was working for years.
- Drivers do not honor buffer lane unless forced to by pylons.
- Majority of people drive, not bicycle. Priority should be given to car traffic flow.
- Protected bike lanes are needed
- Make simpler for cars. Simpler for cars means safer for pedestrians and bicyclists.
- All these concepts are a disaster, and it doesn't seem like anyone has actually driven there. 7th was the road in most need of repair in the whole city (in this stretch) but I'd go back to the potholes over what has been come up with. None of these concepts make any sense. You just need to go back to the way the traffic worked before the "improvements." All of them need the dedicated southbound right turn lane back. Not having it not only slows down southbound traffic, but northbound that is trying to turn left there. The whole idea of bike lanes blocked off by cones in Michigan weather is a ridiculous waste of money. (I notice we're paying to have those pedestrian crossing signs pulled out every winter now just to be put back in for the spring. Great use of money). And those curbs extension are an actual physical danger that is going to get the city sued. Right after they opened it the day was a dark and heavy rain day, and multiple people almost curbed their car. Then the city had to respond by putting little white markers on the curb. If I lived on that corner I'd hate it and all the added responsibility it entails. Curbs that make lanes suddenly shift, as people are trying to turn various directions, is a horrible idea and going to get someone hurt. You act like the street is a mile wide...it takes no time to cross it on foot. So it's fixing a problem that isn't there, and creating way more. Concept 4 is so laughably bad. Oh, the lanes are straight, better...but the island extends into the intersection?? So everyone going eastbound from their house on the service way MUST turn right...onto a dead ending 7th? What, to turn right around to go northbound again, U turning? And a smaller issue, but people who live on the service way on the east side going north can't turn left onto 7th to take their kid to Lawton school in the morning but has to go....somewhere else? That has to be the most ill thought out concept since S. Main put in a dedicated right turn lane into the Busch's mall when you can just turn without waiting anyway, but blocked traffic by making the left turn and straight the same in other directions. You want to fix the problem of people using the service drives for things other than local traffic? Go back to the dedicated left and right turn lanes in all directions at the intersections, and then people will be able to turn in a timely manner and won't short cut

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through those. All the problems I've seen is people not knowing if people are going straight or right or left at those non-existent lanes, not any problem with people figuring out how to merge with the service lanes.

- Having a left turn lane makes a lot of sense, but adding an island is unnecessary over-kill.
- The big curb extensions were a surprise and seem to drastically reduce efficiency of movement in that area. I believe that people on the access drives are already extremely inconvenienced by the football games, so I did not vote for the measures that they were opposed to in the public forums.
- Doesn't seem like an important use of resources. Perhaps if there was data about fatalities/accidents that would change my mind?
- I think the key is to keep speeds down on these streets. If keeping the number of car lanes to a minimum while maintaining bike and ped access does that, we should stick with it. Of course, more enforcement will continue to be needed as well.
- For cars wanting to turn left from Scio-Church onto southbound 7th instead of just having a green left turn arrow and a red light have the green arrow become a flashing yellow arrow so cars can legally turn left when there is no opposing traffic or traffic turning left from 7th onto Scio-Church. I've observed cars illegally turning left onto 7th, particularly at night, when there is very little traffic and no apparent reason to wait so long for the left turn arrow. I believe there use to be a sensor embedded in the street that controlled the light. Is that sensor now deactivated?
- I realize this is a bit off topic, but connected. How about making the entire length of 7th a more intentional biking corridor? Eisenhower to Miller...protected bike facilities the entire length. cycletrack? Wouldn't require much, could use roadway/west park; (pinch points from n-s include: Huron, probably okay if marked? Washington, need to remove ped island?; Madison, remove turn lane; Pauline, remove turn lane; Convert e. side of Blvd. south of stadium for bike/ped.
- I am really tired of all of the pioneer high school students and families making a quick right onto South seventh and a U-turn so that they can go north on the light at Seventh and Scio
- Remove extended curbs and return to original design. South bound bikes now don't know what car next to them is doing. Walking across south side was never a problem. Stop putting in solutions to problems that don't exist.
- "I appreciate that you consider a left turning lane when on 7th headed north turning left on Scio Church.
- I would appreciate knowing why so much importance is put into bike lanes that are barely used and an inconvenience to drivers when bikers commonly break traffic laws, or obey them at all. "
- Seventh st south of the improvements is incredibly wide. Is there a reason the street width cannot be reduced on the full length of seventh??

Is there any additional feedback or comments that you would like to share related to the S. Seventh Street and Stadium Boulevard intersection?

- New set up is trying to fix a problem that doesn't exist. New bike lane is dangerous not to mention increases bad feelings for drivers against cyclist. Restore old set up, add advisory bike lane markings. This will be safer for everyone.
- The painted lines designating the bike and buffer lane are apparently not markings people are familiar with. People often drive in these lanes. At the corners the orange plastic markers have helped but people still drive inside them

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thinking they are in a right turn lane not realizing they aren't supposed to drive there. The lines need to be something more clear and if the right turn lanes are not brought back then there needs to be a permanent physical barrier to keep people from entering and turning from these lanes.

- As a frequent driver and pedestrian at this intersection, I have not had any problems with this intersection. In general I support a solution that incorporates interests of all modes of transportation relatively equitably.
- Southbound traffic shares a right turn lane with the bicycle lane. It works fine. Northbound traffic should follow this plan. The changes made to both of these intersections have not calmed traffic. They have obstructed it.
- "Can the light timing be changed during peak school times?"
- How was traffic flow and volume not considered ahead of time for this?! How much money are we wasting doing the project again because lack of foresight about right hand turn lanes in proximity to two schools, where traffic knowingly surges twice a day Monday-Friday?"
- Need the right turn lane onto Stadium, northbound on 7th. Also, where the two lanes become one Westbound on Stadium, there should be a sign BEFORE the intersection explaining that a merge will take place after. OR, the right lane should be right turn only, the center lane straight, and the left turn lane remain, so traffic flows more smoothly and the drag racing that occurs at this intersection desists.
- None of the options deals with the ability to turn right on red. I realize it is a difficult intersection to manage, but these options only change the hazards rather than fix them.
- As a cyclist who uses this intersection on my commute to work three seasons a year, continuing straight north across Stadium, I feel much less safe in the current design than I did previously, when there was a right-turn lane for cars coming north on S. Seventh to turn onto Stadium. It is a natural place for cars to turn right on red, and trying to prevent people from doing what seems logical/natural leads to unexpected behavior. In addition I often drive through this intersection, and now around when the school day at Pioneer starts and ends, there are very long traffic backups because the first vehicle going straight north across Stadium prevents all cars behind it that want to turn right on red from advancing to the intersection to do so.
- Add physical barriers to separate vehicle and bike lanes, especially on northbound 7th St. I've seen so many people disregard the paint markings to use the designated bike lane as a right-turn lane. I think this is extremely dangerous.
- If a right turn lane is created for BOTH cars and bicycle I think there should be a clearly defined zone where cars can enter the right turn lane and the rest of the lane should have a barrier of some kind. This would seem to create a better awareness for both car drivers and bicyclists of the merging lane for both cars and bicycles. Also, lots of signage should be part of the plan.
- What is the accident history, involving vehicles, pedestrians or bikes, at this intersection? The revisions to this intersection seemed to be unnecessary and the proposed concepts do not appear to address any one problem!
- Really, really hate the elimination of the right hand turn here. Don't really favor the combined bike/vehicle lane either as I think alternating protected and unprotected bike lanes is even more dangerous than just altogether unprotected. You have plenty of "next to the road" area -- why not combine a bike lane with the sidewalk? As I said above, look to the Netherlands for best practices for bike lanes, both in a country and a city setting. I can't believe how foolishly we do things here when there are superb examples of ways that work well available to us. If we had their lanes, I would ride everywhere! I don't plan to ride anywhere in this city though - it all looks unsafe to me.

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- With Concept B, unless bikers stayed in the middle of the shared lane, those going straight would still worry about cars turning right when the bikers were going straight north. If bikers stayed to the right of the shared lane (as they are encouraged and so often do), those going straight north through the intersection would worry about whether cars next to/immediately behind them might run over them as they enter the intersection.
- While I'm happy to see improvements for pedestrian and bicycle safety, what frightens me as a dedicated cyclist is not so much the presence or absence of dedicated bike lanes but rather the horrible condition of the road edges. A bike lane in unsafe condition is worse than no bike lane at all if cyclists must veer into the main road to avoid potholes. Motorists, not unreasonably, expect that if there is a bike lane then cyclists will use it! A current example is the SW-bound bike lane on Miller Road. The condition of both the bike lane and the right side of the motor vehicle lane is so bad that when cycling there I must move to the left side of the motor vehicle lane to find any continuous pavement. I would rather the money be spent to bring the road edges and bike lanes up to an acceptable level than to build new infrastructure.
- This area gets very congested during busy times, especially traveling West on Stadium in the evening after regular work hours.
- 7 th north of Stadium bike lane treatment remains difficult
- Everyone is using the bike lane as a turn lane anyways, so it is probably safer to Mark it as such so cyclists and drivers are more aware. However, this was just recently changed and paid for, so if it cannot be cost effectively corrected then this change should be abandoned and effort to enforce the current markings instead. This should also be a lesson learned about bike lanes and single lane vehicular traffic.
- A right turn lane is necessary.
- "Turning right from 7th to Stadium is a still a disaster waiting to happen. If you have a red light, you need to be aware of; traffic coming from the left, bikers coming up on the right and drivers turning left onto Stadium (directly across from you). I hesitate to say this because I fear the city will take away the option of turning right on red!
- Last week I was driving north on 7th and as I approached the intersection, I could see a biker coming up 7th (approaching Stadium Blvd). I had a red light and was waiting to turn left onto Stadium. The biker came out of his protected lane, worked his way through the cars stopped at the red light (waiting for the green light to turn left) and into the pole position. When he got the green light, it took him awhile to gain momentum and only two cars made it through the turn.
- I think we're protecting the bikers and walkers, so much that they don't use common sense while walking or riding. Don't get me wrong, as I am all for protecting our pedestrians and bikers but everyone (drivers, bikers, walkers) really needs to pay attention and proceed defensively.
- Again with buses and school traffic, backups are now a problem.
- Traffic needs to keep moving through this intersection especially during the beginning of the PHS day ("drop-off"/busses leaving) and the end of the PHS day. I drive north on S. 7th in the mornings and have had to wait through numerous lights in order to go north through the intersection.
- "Seventh St. is a critical corridor for bike traffic, and as such, dedicated space for bicycles should be preserved as much as possible. In addition to keeping Concept A intact, I would strongly suggest adding bollards near the intersection (as was done on Ashley St. at Huron last year).

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- However, Concept B does have one particular advantage in that it reduces the chances of ""right hook"" interactions between cars turning right and bikes continuing straight. Ideally, I would prefer to see a design that both preserves dedicated space for bikes and eliminates right hooks (e.g. by placing a bike lane to the left of a right-turn lane), but I understand that may not be possible given the geometry of the pavement."
- "Narrowing the crossroads, traffic wise generates bottlenecks, as in all proposed versions. This will generate congested traffic or even crashes at the intersections to the Pioneer High School.
- I would offer the following integrated solution for safer bicycle riding, safer pedestrian walking, and safer & quicker peak hour traffic discharge:
 - 1-Make one sidewalk wider only for two-way bicycle lane, not for pedestrians. Bicycles follow traffic rules of pedestrians, not vehicles. Ride in their own lane, cross in the same lane with pedestrians. Bikes are not safe alongside with vehicles.
 - 2-Consequently leave just one sidewalk for pedestrians.
 - 3-Leave the vehicle lanes as they are.
 - 4-Use flashing red lights in the peak drop off and Pick-up hours of the Pioneer School.
 - 5-Train driving parents for better flashing red light behavior."
- There should be a dedicated right turn lane or sharrow especially with Pioneer HS traffic
- My son bikes to school everyday to Pioneer. I appreciate the efforts made to keep cyclists safe at this intersection!
- Better to segregate bikers and pedestrians with fixed barriers like bollards and bump-outs than painted lines.
- I commute through this intersection Monday through Friday between 2:30 and 3 p.m. I rarely encounter bicyclists, and when I do, they have no problem disobeying traffic laws by weaving in and out of cars that are idling/waiting at a red light or riding straight through a red light. No amount of bicycle-specific lanes are going to help people who don't follow traffic safety measures in the first place. There are many student pedestrians when I drive through in the afternoons. No problems for students or drivers that I've ever seen. The only pedestrian problem I've ever had at this intersection involved a grown man who looked directly at the "DO NOT WALK" signal and proceeded to walk anyway AFTER our light turned green. Again, decreased curb-to-curb distance will not help people who act like this.
- The current road and bicycle configuration at S Seventh & Stadium is dangerous for bikers. Bikers have a dedicated lane and cars turning right onto Stadium could easily hit a biker who is legitimately going straight through the intersection. Dedicated bike lanes are great and they must be managed with vehicular traffic in a more logical way than is the current situation at S Seventh & Stadium.
- The southbound 7th bike/right turn/straight lane is too narrow to support the bike lane. It would be nice if the intersection could simply be wider. However, the left turn lane should definitely be maintained.
- Reluctantly agree it should be a shared vehicular/cycling lane on NB 7th at Stadium. Huge traffic backups when parents are dropping kids off at PiHi. I'm an active cyclist; I cycle through this intersection frequently, but I'd rather share the lane with right-turning vehicles than deal with frustrated, angry, and risk-taking drivers upset by the constriction at this intersection because there are currently only 2 vehicular lanes.
- "Same feedback as the other intersection. Removing the right turn lane for cars from Seven (South) to Stadium (East) will mean that people will use the bike line as a turn lane. This was already apparent after the roadwork and, in fact, cones were placed to stop that from happening. Note that right turn lanes shared with bicycle lanes is a

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standard pattern all over Ann Arbor. The use of a non-standard pattern here makes the road less predictable, which means the behavior of cars less predictable, which, at the end, is more dangerous for the bike.

- In general, I'd prefer you didn't go against what people would naturally do. For example, given that many bike riders already use sidewalks (I assume because they don't feel safe on the street) why not enlarging the sidewalks so that they can go there without creating a risk for the pedestrians?"
- Restoring the right turn lane at this intersection makes it safer for both bikes and cars. Right now there are significant backups in the one lane available to go straight or turn right. In addition, many are not following the bike-only designated lane
- Significant backup northbound on Seventh in the AM as right turning vehicles wait for pedestrians to cross Stadium. A right turn lane would solve this backup. I rarely encounter more than 1 bike headed north on Seventh Street between 7:20 and 8:00 Am
- I am a frequent cyclist at this intersection. Neither of the proposed concepts make any sense to me because they require motor vehicles and cyclists to cross each other's lanes as they are going through the intersection. The way it was previous to the construction was fine, in which cyclists joined the appropriate lane of vehicles upon approaching the intersection. If we want to make it better for cyclists, the order of lanes, from left to right, should be as follows: left turn lane, straight motor vehicle lane, straight bike lane, right turn lane. Turning cyclists would join the appropriate turning lane upon approaching the intersection. Cyclists going straight would have some protection from fast-travelling straight-bound vehicles. And no one would be crossing anyone else's lane while in the intersection. This solution would probably require the acquisition of some land from the school for an additional lane. AAPS should be engaged in this process to see if they may be willing to give or sell a right-of-way to the city in order to help ease congestion and promote safety at this intersection. Thank you.
- The original configuration was fine!
- With the current configuration the same problem as stated above applies to NB 7th turning to EB Stadium.
- "I'm not sure what an ""advisory bike lane"" is. Certainly restoring the north-bound right turn lane is Necessary!
- The striping changes that were made to 7th, north of Stadium, are Ridiculous; the vehicle stripes are not wide enough for a vehicle! This forces the vehicle to encroach on the bike lane, creating a dangerous situation.
- This comment applies to all ""traffic engineering"" planning: It *is Necessary* to consider all 3 cohorts (Peds, bikes, and cars) when designing each space / intersection they share. Otherwise one, or all, are put at greater risk."
- Concept B makes tremendous sense...
- The new buffered bike lanes near the high school may have seemed like a good idea to some. In practice, as a frequent user of this roadway, I hardly ever actually see a cyclist using it. Even during pre and post school times. In the meantime, it has produced large traffic bottlenecks at this intersection that I feel have reduced the level of safety for drivers, cyclists, pedestrians and the school bus drivers that jam this intersection during high use periods of school dismissal, and rush hour. These bottlenecks cause drivers, especially new drivers coming from the school to take unnecessary chances at this intersection to "beat the light". In my experiences the last school year, this endangers the pedestrian and cyclist traffic more than when the intersection was in its original configuration.
- Warning signs about a change in the traffic pattern would be nice as many folks still used the bicycle lane as a turn lane when the most recent change went into effect.

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- Missing concept of roundabout, potentially due to space reasons? Nevertheless, it is definitely worthwhile to be incorporated in that discussion
- You should have reduced the median on Seventh between Scio Church and Stadium to widen the road to allow two lanes plus a bike lane instead of narrowing it and reducing lanes. Not being able to turn right onto Stadium makes you late for work in the morning. Big traffic back up problem!
- Too busy and then traffic is light .On Maple and Main (*) walking because of youth/; A Pedestrian over pass is nice and the (circle or) winding (curbing) the road for stadium's traffic - state funded over -pass connection? Perhaps. Waiting to make any changes other than for biking and walking seems appropriate / there are big wheels turning in Lansing and reorganizing this area makes safer for students and tourists. **More lanes, better pedestrian signage less head -on traffic near the _stadium ~. Likening the region to MLK in other regions.
- "I *just* identified this stretch of 7th on the WBWC survey as the most kid-friendly bike street in the city, b/c of the huge buffer. Please do not compromise this actually-decent stretch of bikeway.
- To the extent this reduces car traffic flow, this is a good thing - reduced demand (vs. induced)."
- Same as above
- Don't like advisory bike lane: seems less safe
- Thanks for asking such specific questions!
- "I realize this is a bit out of scope, however, regarding the space around Woodland Dr., Franklin, Seventh/Stadium, there are serious issues and no one at the city seems to care in the many years that Woodland Dr. residents have been trying to get someone to hear us out on this. Please think about how to improve that area. Here are the suggestions presented 4 years ago:
- Keep three lanes if you must and then:
- Westbound Stadium at intersection of Stadium and Seventh Street should have a left turn lane, straight lane and right only lane.
- After the intersection, there should only be three lanes (Eastbound Lane, Center Lane, Westbound Lane).
- Erase the street markings for left turn onto Franklin so that Woodland residents can safely turn left too (just have a normal center turn lane).
- This eliminates merging altogether at that intersection and allows for left turns onto Woodland and Franklin.
- Regarding the bike lanes, too often the bikes fly out of nowhere and it is difficult to watch bikes, pedestrians and other traffic. Often, bikers are wearing dark clothing and no reflective gear, so it is startling when they come out of nowhere and have the potential to get hit. These bike lanes are dangerous. Keep it simple and invest the money in smoothing out our roads and better sidewalks.
- I can see that the absence of a dedicated right turn lane northbound at the S Seventh/Stadium Blvd intersection may limit the progress of traffic through that intersection but can that be addressed by manipulating the traffic lights at the intersection to give northbound traffic more time to get through the intersection or to turn right onto Stadium? It seems a safer solution than a shared vehicle right turn/bike lane there.
- The right turn lane from NB 7th to EB Stadium is needed. I ride my bike and drive through this intersection often and think cars and bikers can share the right turn lane with good signage and road markings.

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- I think the protected bike lane to the intersection should be preserved, not shared. I do my best not to be driving at rush-hour times, so I do not have a sense of the back up at this intersection, such that a dedicated right turn lane would alleviate some backup. So while I favor a protected bike lane, I can understand the potential desire for a turning lane. Not very helpful, I'm afraid.
- The left turn lane from Seventh onto Stadium needs to be LONGER so that more cars can get into that lane to turn left onto Stadium. By having it shorter, cars are backed up even more. Cars that need to turn Right onto Stadium should not share the bike lane.....that's a recipe for disaster. PS - been driving that road for years and years.....might see ONE BIKER once in a great great while....a bike lane should not even be on that street (bikes should be directed to use the sidewalk to be safer).
- Leave it alone-the bike lane and turn lanes are fine as they are. Do not put abutments in the roadway-You already mucked up S. seventh and Scio church .
- Concept A creates a dangerous for bikers "right hook" crash condition.
- I use the left turn lane from NB 7th onto Stadium frequently. Because the right turn/straight lane is so backed up with traffic I am often adding to its congestion when I just want to get in the left lane. And I sit there through 2-3 lights while the left turn lane sits empty. If the left turn lane could be made longer allowing cars wanting to turn left to get out of the other lane it might help the situation. The advisory bike lane in the alternate concept doesn't seem very safe. Isn't there enough land there to simply widen the road? The money spent on what was done seems a poorly thought out waste.
- Bicycles need to be better protected from vehicles turning right onto Stadium Boulevard. People are not actively looking for bicycles (or pedestrians, for that matter), creating a dangerous situation where a bicycle proceeding straight through the intersection is hit by a vehicle turning right. We moved to Ann Arbor from Portland, Oregon, where the city has done an amazing job over the years of clearly designating bicycle lanes and protecting these bike lanes from vehicle traffic. To truly provide a safer and better bicycling experience in Ann Arbor (which should be a higher priority as a college town where plenty of people commute by bicycle), the city should look to solutions and problem solving done by cities who have successfully navigated -- and continue to work on and improve -- pedestrian / bicycle / vehicle interactions, which is understandably very tricky. Honestly, I think part of the problem is the culture here, that pedestrians and bicycles are clearly second class compared to vehicles. Often, people seem to be in a hurry and cannot be bothered to look twice for non-vehicle traffic. This culture could be improved, in part, by better enforcement of pedestrian and bicycle right of way by the police. Thanks for soliciting resident input.
- "The places where Stadium merges from two lanes to one spark some of the most awful driving that I have seen anywhere in Ann Arbor. People drive like death-seeking maniacs in order to get their car in front of everybody else. Those merges are so dangerous and stressful that I drive out of my way through the nearby neighborhoods in order to avoid those merges. Further, I think the bad driving from these merges trains our local drivers to be more aggressive all over the rest of the city, so the merges have a horrible ripple effect of making aggressive driving more common all over the city. These drawings don't say, but it looks like these changes may make Stadium simply stay at one lane all the way through instead of having these merges. I really do hope you will eliminate these merges. They promote exactly the kind of driving that we don't want to see.
- Thank you for reading my comment!"
- The changes already made cause too much congestion.

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- Please consider that S. 7th street SHOULD be a cut through street, as opposed to encouraging traffic to use Greenview Dr, which is an ENTIRELY residential street. Any reduction in traffic on S. 7th street will only cause a negative unintended consequence of increased traffic on Greenview Dr.
- The lack of a right turn going west on Stadium from S. Seventh has caused backups for drivers. Again, frustrated drivers are less cautious. A bike lane is great, but taking away the right turn lane has caused impatient behavior by drivers.
- I prefer to not change anything unless you're going to change it back to 4 lanes. The traffic flow is atrocious on Stadium since they choked it down to 2 lanes, that was the worst idea ever.
- Same as comments regarding Seventh and Scio Church. As a biker, I do like some kind of separation between the bike lane and the car lane at the corner, but I'm not sure it's worth it because the drivers get so angry at being backed up, unable to make a right turn if the car in front of them is waiting to go straight, that they cut you off anyway. Overall, I do not think the corner of Seventh and Stadium is a good place for a roadway constriction in any form. I am very angry and disappointed in the City planning process for wasting my money this way.
- Traffic during Pioneer pick-up/drop off is a complete nightmare and has added 15 extra minutes added to my husband's commute daily due to the elimination of the right lanes and poor traffic light changes.
- The bike lane has been used as a makeshift car turn lane because drivers in this location did not know this was changing after the road was done with construction. Then the cones were put in place to prevent anyone from veering into the bike lane for a right turn onto Stadium but way too late. I have seen that the cones have been knocked down in the past by drivers attempting to turn right. I would prefer to see a right turn lane here.
- This intersection also needs to maintain a legal right turn lane going north on Stadium. Otherwise there are several times during the day that this backs up and has a bad flow. This along with many other intersections throughout the city needs to have visual obstructions cleared to see east bound Stadium traffic approaching the intersection. The brush needs to be cleared back a little. There are several intersections in this city where there are manmade or natural objects that hinders driver's ability to see oncoming traffic. Come down E, Washington or E. Liberty going west while the traffic lights are still flashing and try and see past all of the manmade objects blocking your view in both directions. It's bad.
- Please ask the students that use the pedestrian walkways and bicycle lanes for their expert opinions.
- Please address 7th north of Stadium. There used to be disappearing bike lanes where the turn lanes where. Now the bike lanes remain, but the through traffic lanes width is reduced to barely a car width. Is that even legal?
- This should be a traffic circle. They are working great around the city. There is plenty of room. It gets rid of traffic light saving money and electricity. The other suggestions are simply silly tweaks. If you are going to improve safety and traffic flow -- traffic circle.
- I use this intersection daily and can count on one hand the number of times I've seen someone actually using the bike lane. For the huge inconvenience this has caused drivers to not have a right turn lane, and the backup this causes for school rush hours, I don't see the benefit. Again, thank you for seeking the community's input.
- "If the bicycle lane becomes an advisory bicycle lane, I would strongly advocate placing the lane within the straight lane rather than the right turn lane. This will allow bicycles (presumably going straight) to merge with motor vehicle traffic prior to the intersection rather than in the midst of it which can be dicey given the relative narrowness of 7th north of Stadium.

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- I suspect it is not within the scope of this project, but this intersection needs some serious down-sizing to improve pedestrian safety. This is a major access point for kids walking to the high school. I would hope future improvements here would install islands and/or narrow lanes to reduce crossing distances and slow motor vehicle traffic."
- Because of the relatively low speed limit on Seventh headed north towards Stadium, I prefer to share the lane with bicyclists just because I'm nervous about cutting them off when turning right as in the first proposal.
- Can the left lane be for left turns or traffic going straight and the right lane be for right turns only, allowing the bike lane to remain?
- Remove the service drives
- There are hundreds of cars that traverse this intersection each day. There are very few (if any) bikes, particularly in the winter. Cars should have priority in the streets.
- "I have most familiarity with S.7th at Stadium from driving to/from Pioneer HS while our son attended from 2002-2006. Providing the greatest safety for students is my primary concern. I'm not sure how many students bike to school, but ""share the road"" options are dangerous and a dedicated bike lane is important to retain. Slowing vehicular traffic in this area seems appropriate especially around the school crosswalks.
- Also, as more people bike to work, having safe, dedicated bike routes around town are important. Thank you for asking."
- Yes, in concept B, also just north of the Pioneer H.S. school bus driveway, please add a sidewalk connector from the S. Seventh bike lane to the Pioneer H.S. sidewalk. This would allow bicyclist who do not feel comfortable sharing the advisory bike/right turn lane to move to the sidewalk for this portion of the ride. Actually, I think such connectors to sidewalks should be added everywhere there is an advisory bike/right turn lane. Athletic bicyclist are comfortable negotiating these shared lanes. I am not!! I always choose the sidewalk in such places, but I could use the street bike lane for part of my ride if there were a way to get to the sidewalk just before the place where the advisory bike/right turn lane forces bicyclists to share the lane with cars.
- I was a frequent cyclist in this area until you implemented Concept A. Now you have cars turning right across a dedicated bike lane. It is extremely unsafe and I refuse to ride this route until you change the configuration. This won't work without a dedicated bike traffic signal and also physical barriers between car and bike lane. You made it WAY more unsafe for us on bikes.
- Electromagnets for all lanes need increased sensitivity to BOTH bicycle and motorcycles. For last four decades on both motorcycles and bicycles I have routinely been unable to get lights to trigger. This means having to run red lights, which is illegal and dangerous especially on foggy nights/mornings.
- I live one block from this Stadium/7th intersection and STADIUM is the problem. The fast merge between 7th and Franklin is a huge hazard. We have had our car hit here trying to turn left onto Woodland because driver attention is all the stupid fast merge. The merge likewise jams traffic so crossing Stadium on foot is difficult. This could be solved by painting a right turn arrow at 7th, so only a single lane goes forward on Stadium. I've spoken extensively on this to Jack Eaton but he is unresponsive and pedantic.
- The sidewalk is hardly ever used. Why can cyclists use that?

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- Having the cycle lane isolated to the right of turning traffic creates a danger of cars turning right cutting off cyclists in their blind spot. Sharing the lane allows cyclist to stay behind or in front of turning vehicles which will be safer for both.
- Please have someone actually drive, walk and bike these intersections. Not a biking enthusiast. This inspection is too small for the proposed changes and are unrealistic.
- Traffic backups at this intersection during peak travel hours are bad enough without constricting the flow of motor vehicle traffic.
- "The right turn lane from northbound 7th onto eastbound Stadium absolutely must be returned. The Stadium/State intersection has very long light cycles, and missing a cycle because you couldn't turn right onto Stadium is infuriating.
- I travel that intersection multiple times every week, and I have yet to see a single bike. The changes to that intersection feel like a solution in search of a problem."
- The problem I care about is westbound Stadium at Franklin where two lanes narrow to one. Right turners onto Franklin are often nearly sideswiped by people in the left lane merging into the one lane.
- Seems to be working well.
- Current engineering of this intersection has several glaring faults: first, because the merge of west-bound traffic on Stadium occurs west of the intersection and pushes traffic to the right, vehicles turning from westbound Stadium to northbound Seventh the primary lane, especially when pedestrians are crossing on the north side of the intersection. Second, there is no right-turn lane from eastbound Stadium onto southbound Seventh. The single lane of traffic backs up during the morning rush to Westfield / the Stadium and takes many cycles of the Stadium / Seventh light to proceed through, which has the secondary effect of making ingress/egress to the neighborhood streets west of the intersection very difficult. When pedestrians are crossing Seventh on the south side of the intersection, the problem is exacerbated. Third, eliminating the right turn lane for northbound traffic on Seventh has caused congestion there, including blocking the Pioneer driveways / access. Frustration at this intersection results in drivers speeding on Stadium in the school zone, which is not indicated by a flashing light like the one near Huron HS on Huron Parkway, which subsequently creates risk at the (much improved) pedestrian crosswalk at Stadium and Edgewood. Fourth, while the Stadium / Edgewood intersection is outside the scope of this question, it is a related issue; if it were a blinking yellow most of the time, but a full four-way traffic light at peak times or with demand, it would reduce ingress / egress problems at the adjacent Pioneer HS driveway and further improve pedestrian crossing safety. Fifth, bicycle lanes which come and go are effectively useless. Bicycle lanes on Stadium vanish adjacent to and across from Pioneer H.S., then re-appear east of Main and west of Seventh. Consistency matters.
- Related item: The traffic light sequencing at that intersection should be rethought. It may be great for game days and events at the Big House but for everyday use it's causing vehicles to sit while a safe turn could be executed. Can the traffic lights be sequenced to allow right on red for non-game days and during low pedestrian use times? It would save gasoline, reduce congestion.
- Traveling west on Stadium, after going through the intersection, the right lane should be the one that ends, not the left lane. Even better, consider making the right lane a turn only at the intersection. Or, even better yet, take us back to two lanes each direction on Stadium.
- I wish there were more options for this intersection. Having only 2 lanes going East on Stadium at Main Street is a huge bottleneck.

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- The elimination of the dedicated Right turn lane on northbound S Seventh has resulted in major traffic backups numerous times a day on northbound S Seventh AND also created a less safe scenario for northbound S Seventh bikers due to the Right turning cars now having to cross the bike lane. Before, bikes would stay in the straight lane and Right turning cars would safely turn right from their own lane without potentially crossing in front of a bike. For more safety for pedestrians crossing Stadium, maybe an addition of a dedicated R turn arrow timed with a 'Do Not Walk' indication on the crosswalk would help (while also allowing turn on red.)
- Could you consider changing the radius of the corners to require cars to make the turns more slowly? Or, consider a bike only phase of the signalization?
- Put permanent stansions or similar in to protect cyclists heading north on 7th. Drivers have started to get use to the new normal. It just takes a few months.
- Please stop removing vehicle lanes. It's creating traffic problems and makes it more dangerous for bikes. I see people go into these "bike only" lanes anyway to turn right. You're giving young high school bikers a false sense of security.
- I do think that people walking or biking should be highly considered since those modes of transportation should be encouraged. However, I do not think that cars should idle longer than necessary. In the first scenario for the seventh/stadium intersection that is what would occur. I drive through this intersection often and rarely see a biker using it since the lanes are so narrow right at the intersections they seem unsafe.
- The removal of right-turn lanes on Seventh has added significant delay to my family's traversal of the road segment. There is little bicycle or pedestrian traffic on that segment but plenty of automotive. There is already a full width sidewalk for the non-automotive traffic, the change solved a problem that did not exist and should be rescinded.
- Again - thanks for rethinking this. It was hard losing the right turn on red option here.
- Something needs to be changed! What was done last year has severely negatively impacted vehicle congestion and frankly made it more dangerous for bicycles!
- Are there resources to consider an off-street bike path here? Pick-up and drop-off times at Pioneer are chaotic and potentially dangerous for students on bikes or pedestrians. The current bike lane's proximity to and confusion with the driving lane is dangerous. Also, the back-ups created by the loss of the lane contributes to drivers acting like jerks (increases driver frustration).
- The rush hour traffic is suffering because of the lack of right turn lanes.
- Please provide protected bike lanes. Need distance between bikes and autos. Don't make them ride together. Neither party wants that.
- Stop messing with car traffic flow, start allocating more money to the police force to offset the recent layoffs. As a biker & pedestrian I feel the walks are safe if you ignore the law that enables you to walk out in front of cars. It would be helpful to improve crosswalks, but seriously have you guys even done a traffic flow impact study? My god Ann Arbor is going to be even more of a nightmare to drive in. This is a winter state.. barely any bikes for more than half of the year. This is insanity.
- The buffered bike lane at the north bound intersection needs to include a physical barrier or at the very least, green paint to denote the bike lane. Cars still use this as a turn lane and it needs to be stopped somehow.
- Please, please, please, please fix the death trap that is the forced merger of two lanes on Stadium immediately after crossing Seventh, going westbound. As a pedestrian I've been nearly hit by drivers distracted by trying to merge

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through the intersection. As a driver I've been nearly hit a few times and run off the road one time by people who attempt to merge late without looking or seeing you in the right lane. As a cyclist trying to turn left onto Franklin from Stadium (going eastbound) I've been nearly hit a few times by cars swerving into the middle turn lane in order to avoid collisions while attempting to merge. PLEASE PLEASE PLEASE PLEASE do something about this!! It's FAR more important to me than anything I see in the proposal for that intersection right now.

- This intersection is already difficult for drivers. Don't make it worse.
- Putting bikes and cars in the northbound right turn lane from 7th to Stadium is a recipe for disaster. I'd rather see bikes shunted onto the sidewalk some feet before the intersection.
- No right turn on red needed at this site, as many pedestrians are at risk here. Better street lighting all along this area badly needed. The convergence to single lane on Stadium is a choke point & needs advance signage, perhaps an overhead sign directing traffic at the intersection. Again, no right turn on red provisions needed at this point!
- Has the city considered adding an island in the Stadium crossings at this intersection and eliminating the option for both westbound lanes to proceed straight through the intersection? It seems like this could be improved for added safety and reduced driver aggression. [also repeated from other intersection:] Seventh Street is the only major N-S artery for cars and bikes on the west side of the city between Main and Stadium, and it is a critical, routine conduit for all west side residents (extending all the way to the river) as they navigate to/from Pioneer High, local churches, Michigan sporting events, and the shopping areas at Briarwood and AA-Saline Rd. The views of residents who live in the immediate vicinity of these intersections are naturally quite important, but the city should also consider the needs of the large number of residents who need to use these roads every week (as well as critical safety needs for pedestrians, cyclists, and drivers).
- "Why do you need full-depth pavement for a bike-lane and buffer? A physical barrier would be preferable and might be cheaper in the long run
- Why no bus lane option? Perhaps innovate with shared bike/bus lanes, or the bus lane is the buffer for the bike lane. Please stop catering to private vehicles."
- Please see above but the gist is traffic patterns would improve greatly if dedicated right hand turn lanes were added back to stadium and 7th. My 14 year old has never complained about using the lights at either intersection and crossing safely. But the congestion of cars does create more to track and deal with as well as the idling of so many vehicles and air quality exactly at the time when our kids are out there with the traffic. Move the traffic along and it will help. All for marking shared lanes with bikes. For another debate/time: The crosswalk where a student was recently hit is a hazard and should be removed. I assume this was added in because people cross there anyway and everyone thought it would slow traffic but the lights are too close to one another and gives both drivers and walkers a false sense of safety (drivers think, there's a light ahead and focus on that missing the crosswalk and walkers think drivers will actually stop!). If you're going to keep it then you need to make it like the ones on Plymouth rd. where it's too obvious. An island and more lighting etc. TY
- Car lane reductions on Stadium Blvd between S. Seventh and Pauline are aggravating.
- Any potential to include extending the S. Seventh median (boulevard) north to provide pedestrian refuge at this crossing?
- This should be optimized for pedestrians and bicyclists due to its proximity to Pioneer. Minor inconveniences for cars are of zero concern, especially when there are public transportation options available nearby.

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- The loss of the dedicated right turn lane has made the intersection MUCH less functional, particularly at high-use times. The loss of the right-turn lane has slowed traffic substantially and since I essentially never see bikers there, has not helped with cycling. The intersection should be returned to its former state. I thank you for soliciting our input now but really wish you had done so before making the previous changes.
- Drivers don't understand advisory bike lanes or shared bike lanes.
- I drive to Pioneer daily and although there is a bit of a backup at this intersection, I think it is better to have the dedicated bike lane.
- "Bring back the right turn lane from North bound 7th onto Stadium.
- I bike there all the time going straight on 7th and it is never an issue to either just merge behind the cars going straight or if I am with kids use the side walk."
- Too narrow. Not a good plan. Go back and make Stadium lanes wider, with adequate turn lanes and not narrower. This area has been made very dangerous. No to bike lanes. Redirect bikers to use other routes. S. Seventh St. is also too narrow for bike lanes. Too close to vehicle traffic. Too hard to adequately share the road...made too dangerous. Very busy area at all times. Not a good plan as indicated.
- Some drivers are cutting into the bicycle lane so having a better buffer will be a nice implementation, also the "light detector" does not always work, had to sometime wait 3 cycle before turning green making people quite impatient.
- "Taking away the right turn from Northbound 7th has created more problems than it solved. The fact that you need to put cones out to stop people from turning right shows how silly this has become.
- For westbound Stadium, why not make one lane right, one lane left, and one lane straight? Currently, there is one left, one straight, and one shared straight/right turn. The two straight lanes must quickly merge after the intersection creating a bottleneck situation. To make matters worse, the one dedicated straight lane is the one that merges out of existence."
- "Need to put right turn lane back in place.
- Bikers will not stay in bike lane--- if turning left or going straight, only if turning right. Not a good use of road space!
- Terrible traffic backups.
- Other intersections have bikes merging with traffic and everyone is used to that. "
- I think sidewalk bumpouts make it more dangerous for bikers and pedestrians
- Taking away the right turn lane on seventh heading north at stadium was beyond crazy!! The traffic backs up especially in the morning because of the high school. I'm all for bike lanes but they take up too much road space. Have you ever thought about expanding sidewalks at certain intersections where bikes can merge onto. It's already difficult for drivers trying to turn left from the neighborhoods onto stadium between seventh and Pauline due to taking out the lanes. And drivers are constantly cutting other drivers off because of the merging lanes.
- This intersection is likely significantly impacted by pioneer high school traffic (car, bike, and foot) for a significant portion of the year. Any changes should be weighed with input from and against the impact on the most frequent users of this corridor.

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- I bike these intersections every day to/from work. The only issue with the current configuration is southbound seventh at Stadium. Bike lane whittles down to nothing so you cannot get to intersection when cars are waiting. That means you're gulping exhaust and on the upside of the slope. Not good.
- Option 2 is a recipe for disaster with cars "sliding over" into the "disappeared" bike lane. What are the bikes supposed to do? In general, A2 needs to establish a consistent design for bike lanes at "Light Managed" intersections. The car drivers and bike drivers should have a similar (hopefully identical) interaction at all such intersections in A2.
- Given the enormous increase in traffic caused by the building of high rise apartments in and near downtown, squeezing this traffic into a smaller space to make room for the occasional intrepid bicyclist is stupid and a waste of resources.
- it was much better before you did anything. You broke something that was working for years.
- There are still cross-walk and bike lane issues along S 7th between Stadium and Pauline that need to be addressed. Unmarked/poorly marked cross-walks (road paint and signs missing).
- Drivers do NOT honor the buffer lanes unless pylons are present. They will drive on it until pylons force them to move out of the buffer lane. Detailed traffic flow signs alone have had no impact on how drivers treat intersection, they already use the buffer and bike lanes unless there is a physical barrier. Dangerous for all-walkers, bikers and drivers. Before pylons put up, had 3 near accidents while N on 7th turning right on Stadium. I was in the correct lane and cut off by cars also turning right but incorrectly using the buffer and bike lane as a right turn lane. VERY scary and dangerous!
- Please return the right turn lanes!!
- Majority of people drive, not bicycle. Priority should be given to car traffic flow.
- "Yes, I find that the dual traffic lanes for westbound W. Stadium, which merge into the right lane past the S. Seventh St intersection, to be frustrating due to all of the vehicle drivers that stay in the left lane who cut off those individuals that wait for the traffic in the right lane.
- It would be helpful to dedicate the right lane to a ""right turn lane ONLY"" for drivers needing to make the right (north bound) turn onto S. Seventh from W. Stadium (westbound). Implementing a concrete island device between these two lanes would keep drivers who are moving straight -westward on W. Stadium- to the left lane to ensure the merge occurs before the S. Seventh light rather than later. "
- The changes on northbound S. Seventh right after the Stadium intersection have reduced the width of the car lane so that few cars can actually fit into it. I'm in favor of keeping bikes safe, and in support of bike lanes, but this combination of bike lane and car lane have actually made things worse. I would support a slight widening of S. Seventh after the intersection (going north) to increase safety at this point. (It's also true at the northbound S. Seventh at Pauline intersection.
- Removing the minor safety feature of a buffered bike lane up to the intersection is a step back and would show a complete disregard for bicyclist safety. If you want more people to ride more regularly, and you should, you have to make them feel safe. Even if it makes a couple drivers who show up at every meeting mad.
- It's dangerous to have right turn lane to the left of a dedicated bike lane. It's more safe for bikes and cars to cohabit the right turn lane. The real problem is the north side of 7th where bikes have to go onto the sidewalk to go north. It needs to be widened for safe bike travel.

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- Busy intersection. Needs to be simple for cars. The simpler for cars means less distractions for drivers, so safer for non-motorized transport.
- Pretty much ditto above on the go back to how it was. But concept B is far superior. The lack of a right turn lane there, when that's the primary direction people are going from that direction, has been a gigantic mess during rush hour since implemented. It can cause back up down half the street. And traversing it for the year I've seen maybe one bike the whole time. There are certainly more, but you've choked thousands of cars for MAYBE dozens of bikes. I really don't get why we have all these new wide sidewalk pathways in areas no one walks except maybe on a football Saturday and can't either use them as dedicated bike paths, or cut into them and make a bike lane to the side of the street. Street just as wide, cement divider or marker, bike lane, normal sized sidewalk. The fact is that that should be two lanes both ways. But particularly northbound. If anything southbound north of Stadium should be widened so you can go left, right, or straight there. Really if you need to fix it would be to have the lights fixed there. Rather than all one direction do like other intersections and all turns then all straight and right. Or have it all one direction, and then have the straight and left one lane and a dedicated right turn lane. It's turned a desperately needed construction fix to something worse than the moon landing it was before.
- Add a more permanent safety feature to prevent cars from using bike lane when turning right (7th northbound).
- There is very little bike traffic at this intersection and the right turn lane can be easily and safely shared.
- As a driver, I was unaware of how risky bicyclists feel on this stretch of road and want to respect their need for safety even though I don't bike myself.
- Is it extremely important to have bike lanes through intersections. Most bike lanes end at intersections in Ann Arbor and this needs to be addressed.
- Doesn't seem like an important use of resources. Perhaps if there was data about fatalities/accidents that would change my mind?
- What's an advisory bike lane? I haven't heard of such a thing. Why not completely restore the intersection to the way it used to be? Add a sign (as I've seen elsewhere) advising motorists to watch for bicyclists. I think Right Turns on Red should be outlawed at that intersection. Visibility from traffic heading east along Stadium is obstructed by the trees on the SW corner
- There definitely needs to be a right turn lane, a straight lane, and a left turn lane on 7th going north at Scio. Or, Pioneer high school needs to not let parents pull in to drop kids off at the seventh Street entrance. It gets way too congested and backed up every morning between 730 and 750.
- Plan 1 isn't working. People in cars are using bike lane anyway. I prefer 2 but why not continue green stripes to the intersection so it's more obviously shared space?
- Allow cars to have right turn lane going north
- Maintaining the existing configuration only works if you keep the orange cones in place to keep cars from forming two lanes and blocking the bicycle lane as car form a new lane to turn right.
- Why isn't there a concept that allows for a northbound bike lane on Seventh which is to the left of a dedicated right turn lane? This design is used in multiple other locations throughout the city. There needs to be a dedicated right turn lane on northbound seventh at stadium. If my original idea is not possible, then returning to the original design for that intersection (3 lanes) is the best and safest plan, in my opinion.

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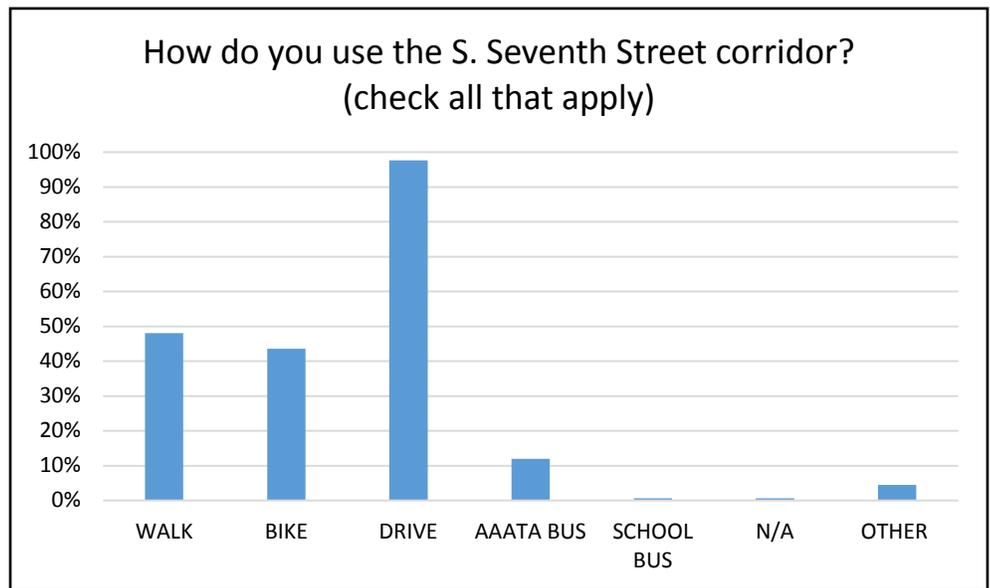
- Is there a reason for the huge turning radii especially northbound to eastbound? It seems to be a lot of pavement for this movement. Please make bikes and pedestrians THE PRIORITY over vehicles at this intersection. There are many kids that ride their bikes to Pioneer and cross (try to cross) here. I gladly sacrifice speed and time as a driver to make pedestrians and bikers safer!

TOTAL RESPONSES (MEETING/ONLINE COMBINED)

The combined responses from the public meeting (March 13) and the online questionnaire (March 4 through 17) is provided below.

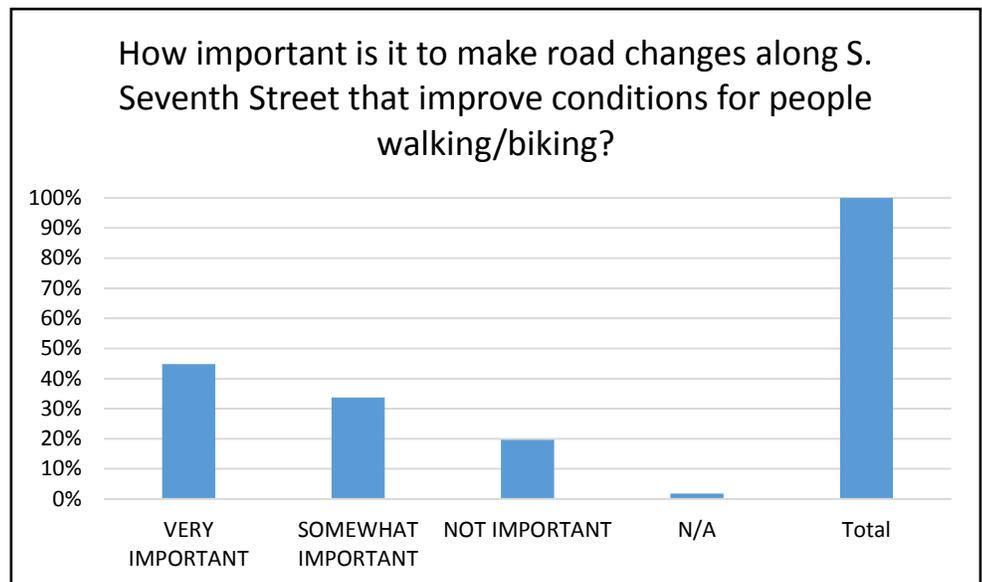
How do you use the S. Seventh Street corridor? (check all that apply)

| | % | # |
|------------|-----|-----|
| WALK | 48% | 161 |
| BIKE | 44% | 146 |
| DRIVE | 98% | 327 |
| AAATA BUS | 12% | 40 |
| SCHOOL BUS | 1% | 2 |
| N/A | 1% | 2 |
| OTHER | 4% | 15 |



How important is it to make road changes along S. Seventh Street that improve conditions for people walking/biking?

| | % | # |
|--------------------|------|-----|
| VERY IMPORTANT | 45% | 150 |
| SOMEWHAT IMPORTANT | 34% | 113 |
| NOT IMPORTANT | 20% | 66 |
| N/A | 2% | 6 |
| Total | 100% | 335 |



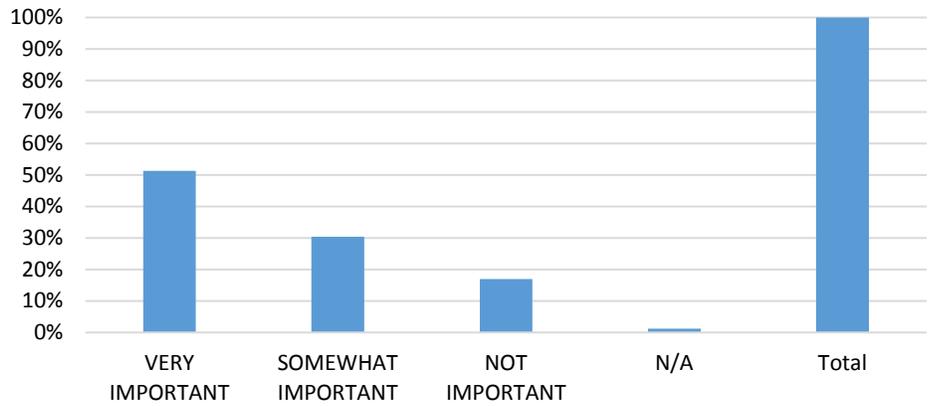
**S. Seventh/Scio Church and S. Seventh/ Stadium Boulevard Intersection Improvements
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How important is it to make road changes along S. Seventh Street that improve conditions for people driving?

| | % | # |
|--------------------|-------------|------------|
| VERY IMPORTANT | 51% | 172 |
| SOMEWHAT IMPORTANT | 30% | 102 |
| NOT IMPORTANT | 17% | 57 |
| N/A | 1% | 4 |
| Total | 100% | 335 |

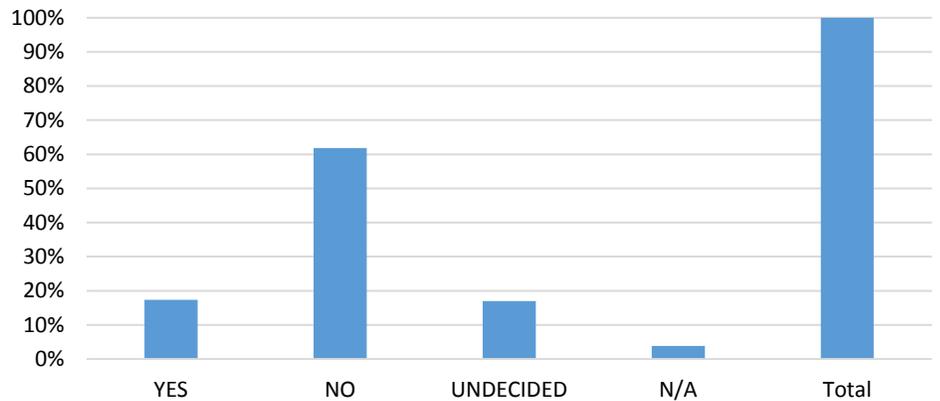
How important is it to make road changes along S. Seventh Street that improve conditions for people driving?



Do you support installation of Concept 1?

| | % of Total | # of Responses |
|--------------|-------------|----------------|
| YES | 17% | 58 |
| NO | 62% | 207 |
| UNDECIDED | 17% | 57 |
| N/A | 4% | 13 |
| Total | 100% | 335 |

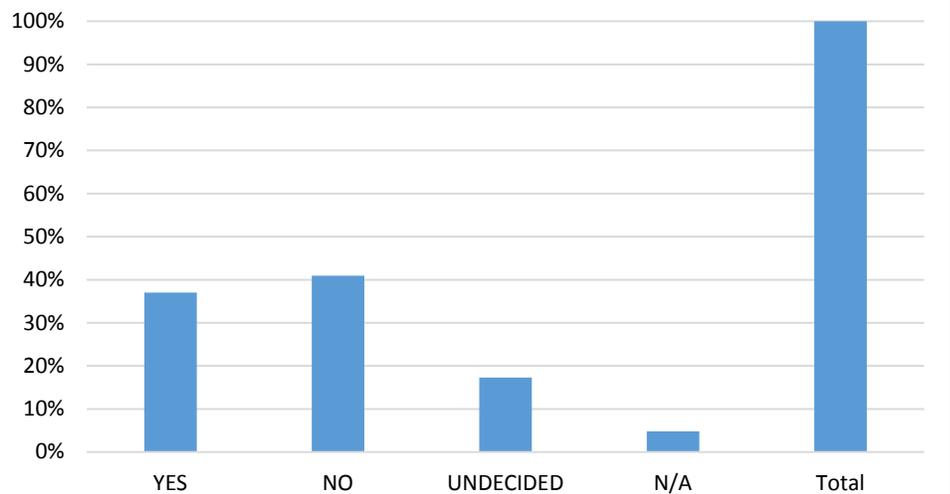
Do you support installation of Concept 1?



Do you support installation of Concept 2?

| | % of Total | # of Responses |
|--------------|-------------|----------------|
| YES | 37% | 124 |
| NO | 41% | 137 |
| UNDECIDED | 17% | 58 |
| N/A | 5% | 16 |
| Total | 100% | 335 |

Do you support installation of Concept 2?

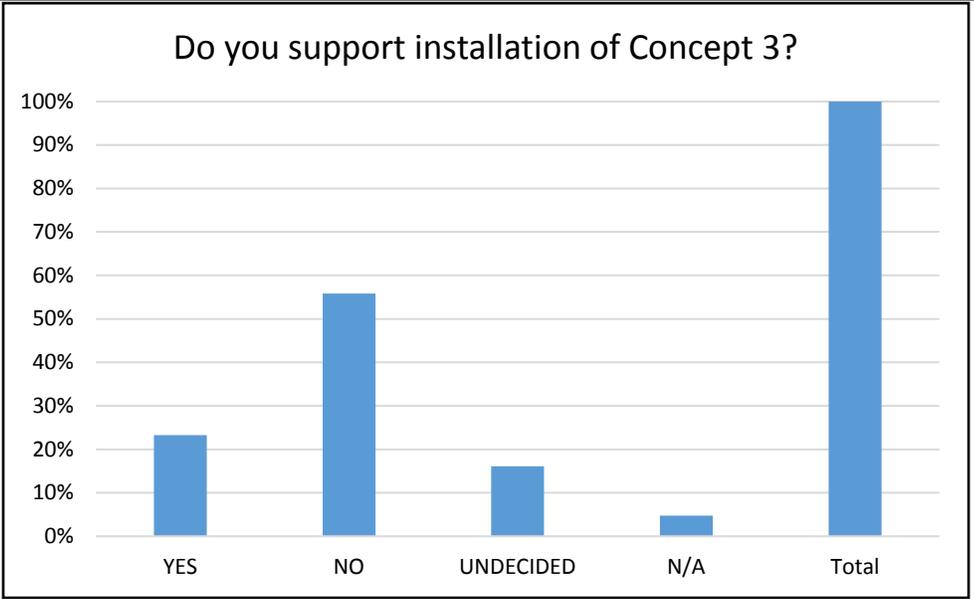


**S. Seventh/Scio Church and S. Seventh/ Stadium Boulevard Intersections Improvements
Public Engagement Feedback – March 2019**



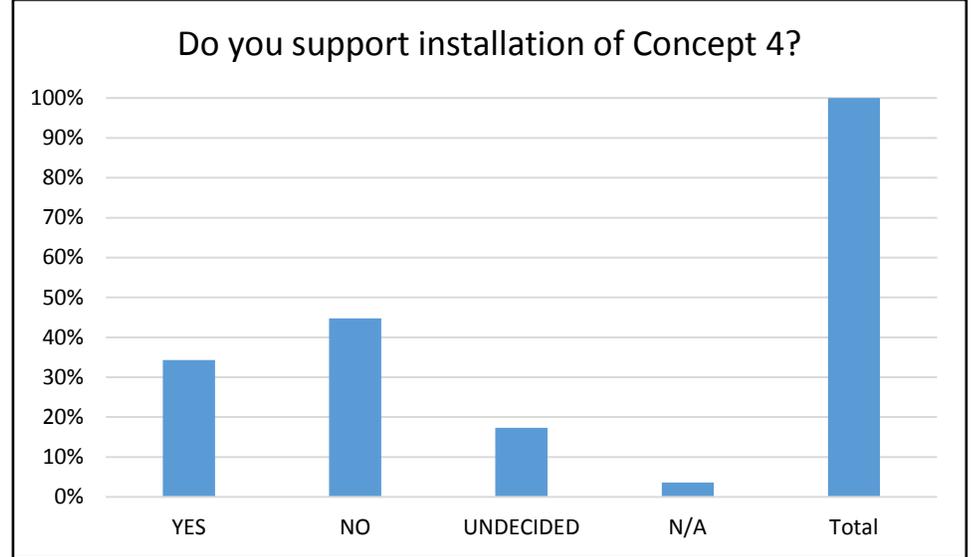
Do you support installation of Concept 3?

| | % | # |
|-----------|------|-----|
| YES | 23% | 78 |
| NO | 56% | 187 |
| UNDECIDED | 16% | 54 |
| N/A | 5% | 16 |
| Total | 100% | 335 |



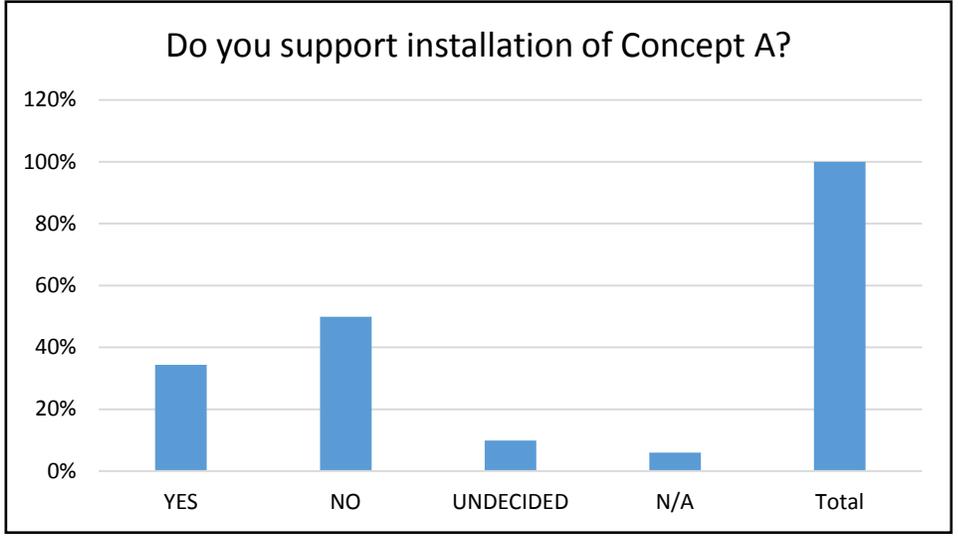
Do you support installation of Concept 4?

| | % | # |
|-----------|------|-----|
| YES | 34% | 115 |
| NO | 45% | 150 |
| UNDECIDED | 17% | 58 |
| N/A | 4% | 12 |
| Total | 100% | 335 |



Do you support installation of Concept A?

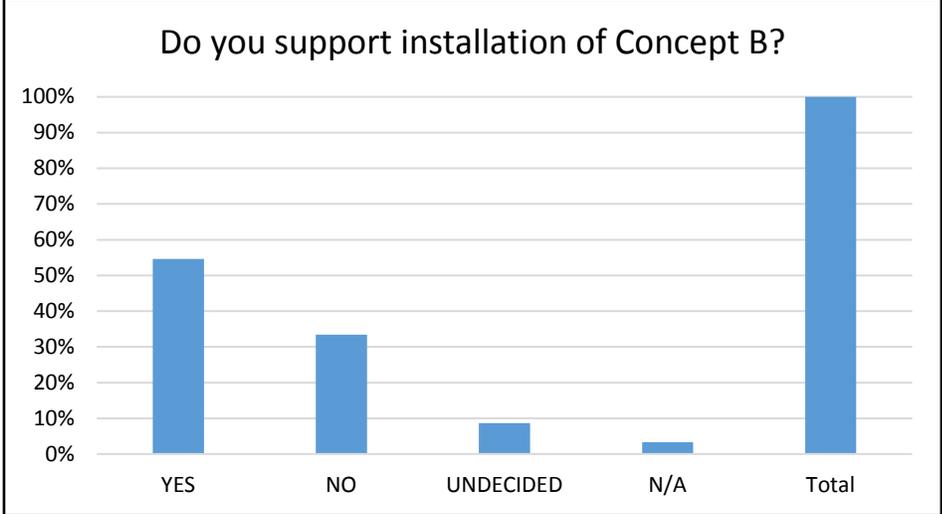
| | % | # |
|-----------|------|-----|
| YES | 34% | 115 |
| NO | 50% | 167 |
| UNDECIDED | 10% | 33 |
| N/A | 6% | 20 |
| Total | 100% | 335 |





Do you support installation of
Concept B?

| | % | # |
|-----------|------|-----|
| YES | 55% | 183 |
| NO | 33% | 112 |
| UNDECIDED | 9% | 29 |
| N/A | 3% | 11 |
| Total | 100% | 335 |





APPENDIX A. – SAMPLE SURVEY

WELCOME! Please visit each station to view options for the intersections; staff are available for questions and discussion. Then, fill out this feedback form and return your completed form at the sign-in table. To return feedback forms after the meeting, see reverse side.

S. Seventh Street and Scio Church Service Drive

CONCEPT 1

Do you support installation of Concept 1 at S. Seventh Street and Scio Church service drive?

Yes

No

Undecided/No Opinion

CONCEPT 2

Do you support installation of Concept 2 at S. Seventh Street and Scio Church service drive?

Yes

No

Undecided/No Opinion

CONCEPT 3

Do you support installation of Concept 3 at S. Seventh Street and Scio Church service drive?

Yes

No

Undecided/No Opinion

CONCEPT 4

Do you support installation of Concept 4 at S. Seventh Street and Scio Church service drive?

Yes

No

Undecided/No Opinion

Is there any additional feedback or comments that you would like to share related to the S. Seventh Street and Scio Church intersection?

S. Seventh Street and Stadium Boulevard

CONCEPT A

Do you support installation of Concept A at S. Seventh Street and Stadium Boulevard?

Yes

No

Undecided/No Opinion

CONCEPT B

Do you support installation of Concept B at S. Seventh Street and Stadium Boulevard?

Yes

No

Undecided/No Opinion



Is there any additional feedback or comments that you would like to share related to the S. Seventh Street and Stadium Boulevard?

(over)

Additional Information

Do you live near the discussion area (S. Seventh and Scio Church and/or S. Seventh and Stadium)?

Yes

No

How do you use the S. Seventh Street corridor? Check all that apply.

Walking

Bicycling

Driving

Riding the Bus ('The Ride')

Riding the Bus (school bus)

Other: _____

How important is it to make road changes along S. Seventh Street that improve conditions for people biking and walking. Check the box that most closely represents your view.

Very Important

Somewhat Important

Not Important

How important is it to make road changes along S. Seventh Street that improve conditions for people driving. Check the box that most closely represents your view.

Very Important

Somewhat Important

Not Important

(Please turn over to provide feedback on S. Seventh Street and Scio Church Service Road)

*Feedback forms can be submitted to Raymond Hess at rhess@a2gov.org or by mail to 301 E. Huron Street; Ann Arbor, MI 48104; forms must be returned by **9:00 a.m. on Monday, March 18** for feedback to be considered. The same questionnaire can be submitted electronically by visiting a2gov.org/A2OpenCityHall*

Questions? Call 734-794-6410 ext. 43675, or visit a2gov.org/sciochurch or a2gov.org/seventh.



APPENDIX B. – DRAFT CONCEPTS

Provided on following pages.

S. SEVENTH STREET/SCIO CHURCH SERVICE DRIVE



DRAFT CONCEPT #1

- Curb extensions on S. Seventh Street south of Scio Church service drive
- One vehicle lane in each direction

Considerations:

- Reduces pedestrian crossing distance across S. Seventh Street, south of Scio Church service drive
- Reduces pavement width to allow only one vehicle in each direction on S. Seventh Street
- Adjusted size and shape of the curb extension on the southwest corner addresses lane alignment for southbound Seventh Street (Note: the existing curb edge is shown as a dashed line for reference)
- Does not address complicated travel interaction among traffic at Scio Church, Scio Church service drive and S. Seventh Street intersection

Draft concepts are subject to change pending additional engineering analysis, public input and other considerations.
The implementation timeframe for the selected improvement will depend on its complexity, cost, and required approvals.



S. SEVENTH STREET/SCIO CHURCH SERVICE DRIVE



DRAFT CONCEPT #2

- Modified curb extensions on S. Seventh Street south of Scio Church service drive
- Added dedicated left turn lane for northbound S. Seventh Street

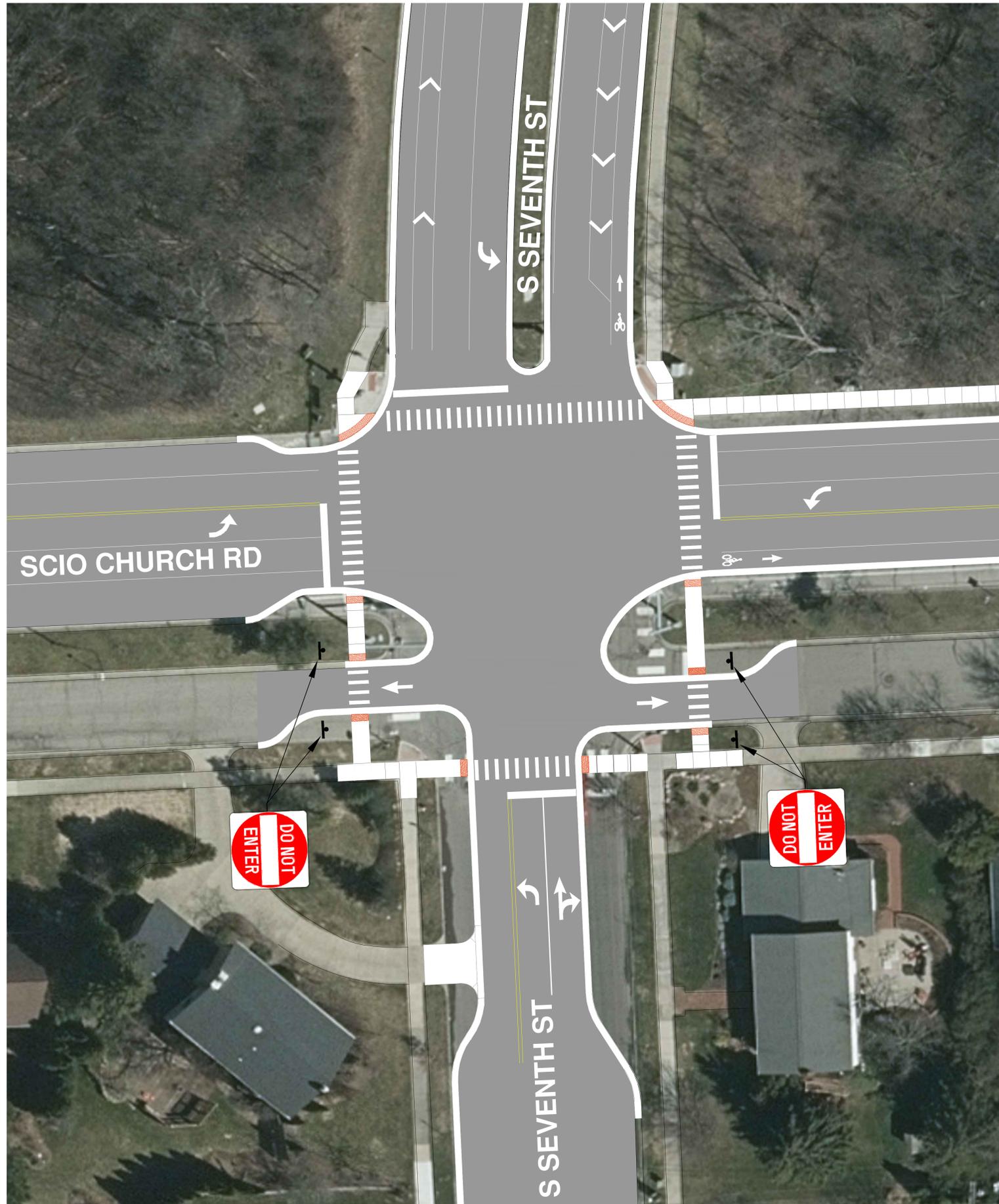
Considerations:

- Reduces pedestrian crossing distance across S. Seventh Street, south of Scio Church service drive
- Added left turn lane for northbound S. Seventh Street increases intersection capacity for vehicles
- Adjusted size and shape of the curb extension on the southwest corner addresses lane alignment for southbound Seventh Street
- Does not address complicated travel interaction among traffic at Scio Church, Scio Church service drive and S. Seventh Street intersection

Draft concepts are subject to change pending additional engineering analysis, public input and other considerations. The implementation timeframe for the selected improvement will depend on its complexity, cost, and required approvals.



S. SEVENTH STREET/SCIO CHURCH SERVICE DRIVE



DRAFT CONCEPT #3

- Modified curb extensions on S. Seventh Street south of Scio Church service drive
- Added dedicated left turn lane for northbound S. Seventh Street
- Service drive entrances converted to one way in opposing directions from S. Seventh Street

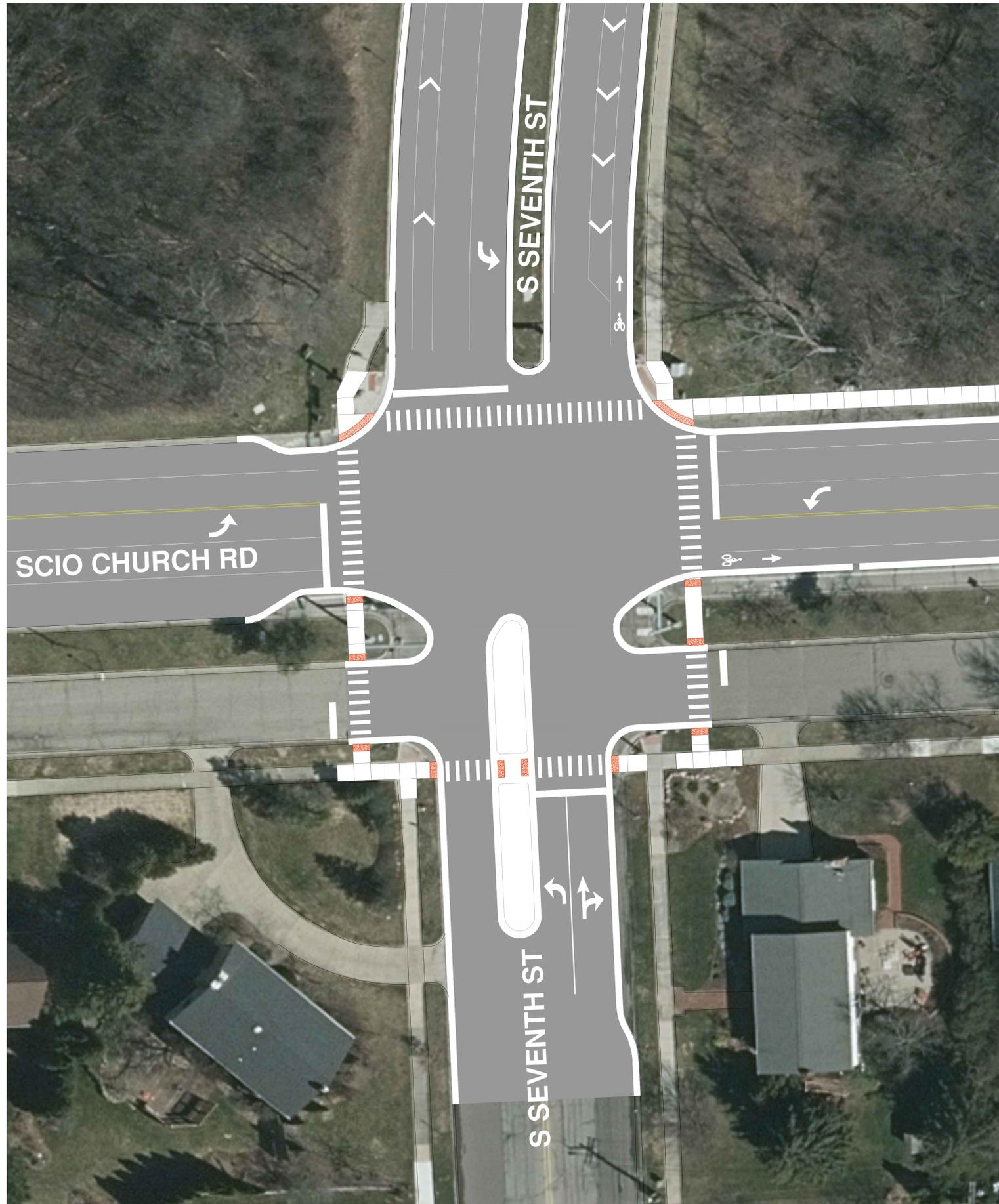
Considerations:

- Reduces pedestrian crossing distance across S. Seventh Street, south of Scio Church service drive and across the service drive east and west of S. Seventh
- Added left turn lane for northbound S. Seventh Street increases intersection capacity for vehicles
- Adjusted size and shape of the curb extension on the southwest corner addresses lane alignment for southbound Seventh Street
- One way onto service drive entrances addresses complicated travel interaction among traffic at Scio Church, Scio Church service drive and S. Seventh Street intersection by restricting egress from service drive to S. Seventh Street
- Eliminates cut-through traffic along Scio Church service drive
- This concept was not supported by residents along the service drive during previous public engagement

Draft concepts are subject to change pending additional engineering analysis, public input and other considerations. The implementation timeframe for the selected improvement will depend on its complexity, cost, and required approvals.



S. SEVENTH STREET/SCIO CHURCH SERVICE DRIVE



DRAFT CONCEPT #4

- Modified curb extensions on S. Seventh Street south of Scio Church service drive
- Added dedicated left turn lane for northbound Seventh Street
- Median island on S. Seventh Street from Scio Church to south of the service drive

Considerations:

- Provides pedestrian refuge island when crossing S. Seventh Street, south of Scio Church service drive
- Added left turn lane for northbound S. Seventh Street increases intersection capacity for vehicles
- Removed curb extensions on the southwest and southeast corners addresses lane alignment for southbound Seventh Street
- Pedestrian refuge island addresses complicated travel interaction among traffic at Scio Church, Scio Church service drive and S. Seventh Street intersection by restricting left turns or through traffic from service drive to S. Seventh Street
- Eliminates cut-through traffic along Scio Church service drive
- This concept was not supported by residents along the service drive during previous public engagement

Draft concepts are subject to change pending additional engineering analysis, public input and other considerations. The implementation timeframe for the selected improvement will depend on its complexity, cost, and required approvals.



S. SEVENTH STREET/STADIUM BOULEVARD



DRAFT CONCEPT A

- Existing condition: northbound buffered bike lane on S. Seventh Street extends to the intersection

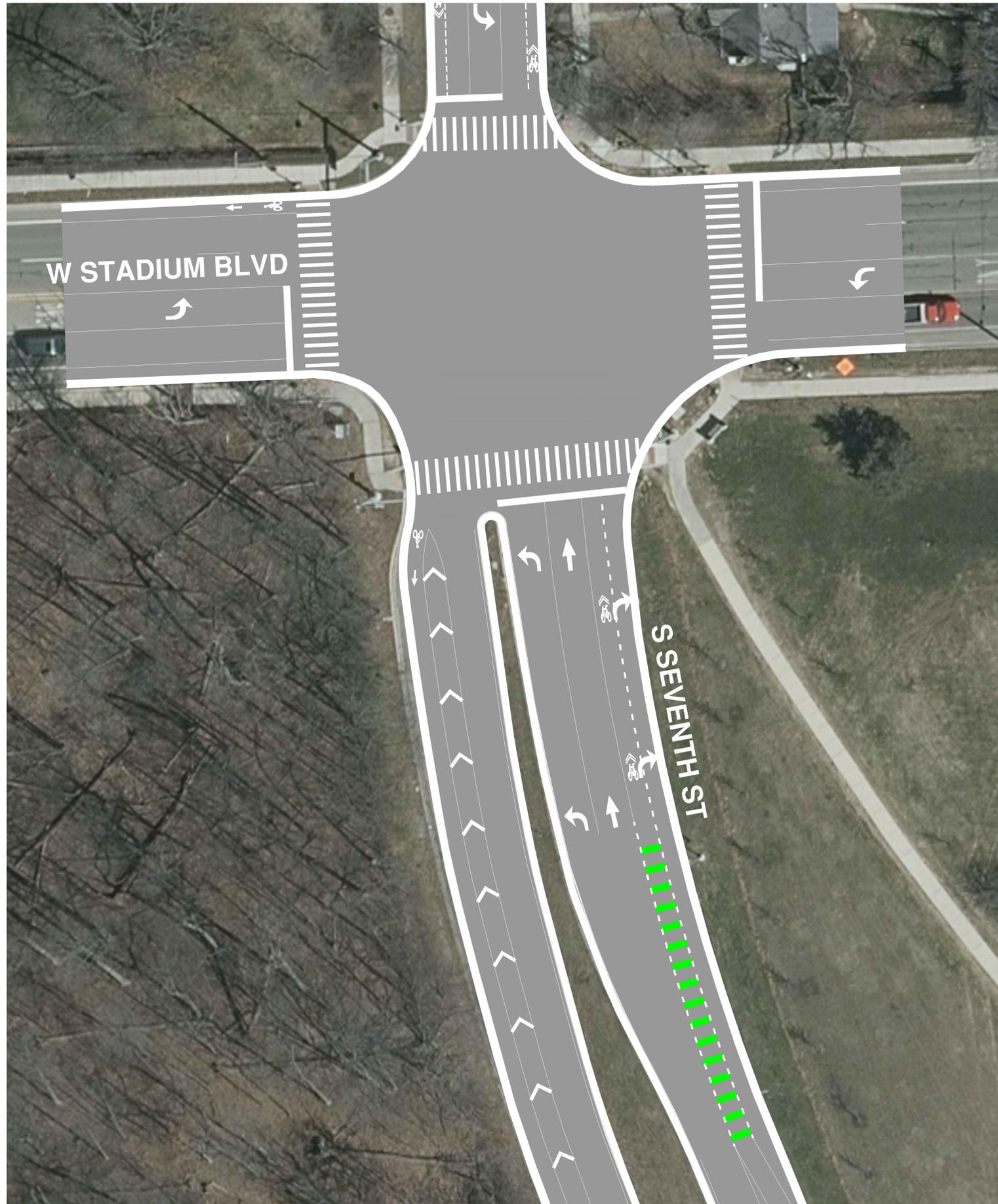
Considerations:

- Implements direction received from the Transportation Commission's Capital Improvements Plan (CIP) Committee to provide a low-stress bicycle network at this location
- Provides a dedicated bicycle space up to the intersection
- Opportunity for additional bicycle space improvements could be explored to clearly designate bicyclist and vehicle interaction

Draft concepts are subject to change pending additional engineering analysis, public input and other considerations. The implementation timeframe for the selected improvement will depend on its complexity, cost, and required approvals.



S. SEVENTH STREET/STADIUM BOULEVARD



DRAFT CONCEPT B

- Northbound right turn lane shared with an advisory bike lane on S. Seventh Street at the intersection

Considerations:

- Added right turn lane restores intersection capacity for vehicles

Draft concepts are subject to change pending additional engineering analysis, public input and other considerations. The implementation timeframe for the selected improvement will depend on its complexity, cost, and required approvals.

