



UPDATE: Seventh Street Transportation (Stadium Blvd. to Miller Ave.)

Regarding the ongoing discussion of opportunities to slow traffic and improve safety along Seventh Street between West Stadium Boulevard and Miller Avenue, staff have synthesized community input received on this topic and have determined the following feasible design alternatives: new crosswalks planned for implementation in the 2015 construction season; lane narrowing and buffered bike lane anticipated for FY2018; and, the determination to maintain existing crosswalks and speed radar signs.

Community Input. Systems Planning and Project Management staff held public meetings to discuss Seventh Street Transportation on December 11, 2013 and June 4, 2014. The public meetings provided the opportunity to gather community input, share information, and answer questions about traffic issues on Seventh Street between West Stadium Boulevard and Miller Avenue. Meeting attendees discussed concerns about traffic behavior in the area and preferences toward a toolbox of devices being considered to slow traffic and improve safety in the discussion area. In response to community input received at these meetings, traffic engineers and transportation staff developed design alternatives to slow traffic within the discussion area. These alternatives were presented via *A2 Open City Hall* for broad community input. Please visit a2gov.org/seventh for discussion summaries from the December 11, 2013 and June 4, 2014 public meetings as well as *A2 Open City Hall* feedback compiled in December, 2014.

Selection of Design Alternatives. Based on the broad input received, it has been determined that the options generally supported by the community and likely feasible based on preliminary engineering investigation are as follows:

- Lane narrowing along Seventh from W. Stadium to Miller with buffered bike lanes (flush pavement markings between bicycle facility and vehicular travel lanes; no physical separation provided)
- Maintaining two existing speed radar signs
- Maintain existing marked crosswalk across S. Seventh at W. Davis
- Marked crosswalk across S. Seventh near Lutz
- Marked crosswalk across S. Seventh near W. Jefferson
Further engineering investigation has revealed that the nearest feasible crosswalk location is approximately 275 feet north of W. Jefferson Street.
- Marked crosswalk across S. Seventh near Willow

Based on feedback received, the following presented options are no longer being pursued for consideration:

- Pedestrian islands: Community input expressed a preference to maintain bike lanes; sufficient road width is not available to accommodate both pedestrian islands and bike lanes along this corridor.
- Purchase of additional speed radar sign: lack of broad community interest
- Gateway treatment/entry signage: lack of broad community interest



Implementation of Design Alternatives. On December 16, 2014 the FY2016-2021 Capital Improvement Plan (“CIP”) was approved by the City Planning Commission, which included the Seventh Street Transportation project for FY2018 (July 1, 2017 –June 30, 2018) with an estimated budget of \$200,000 for installation of the comprehensive list of presented alternatives being discussed via *A2 Open City Hall* at the time of CIP process. The funding source was proposed as General Fund.

Subsequent to approval of the CIP, the above-mentioned list of refined options was identified. Due to fewer options being pursued, it is expected that the estimated total cost of implementation will decrease; additionally, staff has further investigated available funding sources and opportunities for implementation of the selected alternatives.

- Existing sidewalk ramps at the Willow crosswalk location will be supplemented with high visibility markings (i.e., continental crosswalk striping); planned for summer 2015 as part of the Pavement Markings Program funded by Act 51.
- Construction of the sidewalk ramps for pedestrian crossings at Lutz and north of W. Jefferson Street are planned for summer 2015 as part of the Ramp Request Program funded by Act 51. High visibility markings will also be implemented at these locations in summer 2015 as part of the Pavement Markings Program funded by Act 51.
- Lane narrowing and buffered bike lane implementation remains as part of the FY2018 CIP project.

Note that the CIP process includes an opportunity for re-prioritization of planned projects. In fall 2015 modifications to the FY2016 and FY2017 CIP will be considered. The reduced scope for this project will be discussed at that time to determine whether a schedule change to expedite the remaining work might be feasible or appropriate.

Other Community Input and Staff Response. Additional topics raised via the community input process and corresponding staff responses are provided below:

Education and enforcement:

- The Ann Arbor Police Department Special Services Unit is in direct communication with the neighborhood.
- The Ann Arbor Police Department has an online Traffic Complaint system to receive traffic related concerns.
- Two of the Department's radar devices for monitoring speed are located on S. Seventh to enhance education and awareness.
- The Police Department is unable to use video surveillance as suggested to issue warnings to drivers for two reasons:
 - (1) Video recordings do not allow positive identification of vehicle driver.
 - (2) Lack of staffing resources to follow-up for warning purposes only.
- Results of targeted enforcement efforts are provided below in addition to data from comparable corridors.



<i>Data collected January 1, 2014 to February 28, 2015</i>	South Seventh Street Huron St. to Stadium Blvd.	Pontiac Trail Dhu Varren to Swift	Geddes Avenue Washtenaw Ave. to Huron Pkwy.
Dedicated enforcement minutes*	5,358	4,875	1,329
Crashes	11	20	16
Warnings issued	78	82	14
Citations issued	137	99	146
*Officers on unassigned patrol may spend time in this area conducting traffic enforcement that is not captured in the "dedicated enforcement time."			

Three-way stop at Madison:

- A three-way stop is not warranted at this location based on criteria defined by the Michigan Manual of Uniform Traffic Control Devices (MMUTCD).

Signal timing/synchronization:

- The traffic signals in this corridor operate independently so they are not encouraging or discouraging speeding. Preliminary analysis shows that coordinating signals would not provide a detectable benefit.

Speed limit posting (particularly adjacent to radar signs):

- Speed limit signs have been installed adjacent to speed radar equipment.

Speed limit inconsistency:

- The speed limit slows to 25 mph along the frontage of Waterworks Park. This difference from the rest of the corridor, which is posted at 30 mph, was made in response to public interest to provide a safer environment for park patrons.
- Many factors are considered when setting a speed limit including: street geometry; 85th percentile speed (i.e., speed exceeded by 15% of motorists); role of the street in the surrounding street network; driveway density; safety analysis; non-motorized and school related activities; etc.
- An engineering analysis would be needed to examine the reevaluation of the speed limit along the corridor. There is the potential that this analysis could recommend maintaining or even raising the existing speed limit, rather than lowering the speed limit to 25 mph.

Summary and Next Steps. Based on the broad community input received, the preliminary engineering investigation, and the identification of available funding sources, implementation of design alternatives will move forward as described above.

Additional information about the Seventh Street Transportation discussion is available at a2gov.org/seventh. Please contact Cresson Slotten with questions by email at cslotten@a2gov.org or by phone at 734-794-6430 x43701.