



Seventh Street Transportation A2 Open City Hall Comprehensive Feedback

The Seventh Street Transportation discussion has included open discussion and written feedback forms at two public meetings and two public input opportunities via the A2 Open City Hall online forum. A listing of topic categories, identified through review of feedback received, is provided below.

Summaries of the A2 Open City Hall topic are below. Appendix A provides the detailed responses received to A2 Open City Hall Topic 1: "What feedback would you like to share related to transportation along Seventh Street (from Huron to Stadium)?" Appendix B provides the detailed responses received to A2 Open City Hall Topic 2: "Do you support the proposed design alternatives for Seventh Street?" Both topics include separate compilation of on-forum and off-forum comments. We believe it is important to consider off-forum comments, as well as on-forum comments, because there may have been confusion regarding the need to register comments. However, it should be acknowledged that off-forum comments do not require accountability; comments can be made without registering or signing in. Because of this, there is potential that a single person could make repeat comments on the same topic via off-forum commenting and we are not able to associate comments geographically.

The discussion summary from Meeting 1 (December 11, 2013) and Meeting 2 (June 4, 2014) are available on a2gov.org/seventh.

ENGINEERING

SIGNAGE

- More signage
- Reduce/ remove signage – no additional signage
- Need for consistency

SPEED RADAR SIGNS

- Support
- Opposition

SPEED LIMIT ADJUSTMENTS

- Consistency
- Raise / maintain
- Lower
- Speed limit determination method
- Other

SIGNAL ADJUSTMENTS

- More signals/ Signal adjustments
- Opposed to more signals
- Signal timing/ adjustments
- Other

CROSSWALKS/ STREET CROSSING

- Madison
- Jefferson
- Franklin
- Crosswalk consistency/ markings comments
- Confusion and difficulty at crosswalks/ need for crosswalk consistency
- Opposition to additional crosswalks/ mid-block crosswalks
- Support for crosswalks/ marking and lighting improvements
- Need for improvement of crosswalk conditions



Other

GATEWAY TREATMENTS

Support for gateway treatments

Opposition toward gateway treatments

PEDESTRIAN ISLANDS

Support

Opposition (confusion, snow removal, safe turning, concern for bicyclists, impact to trees, etc)

RRFBs/ HAWK

Support

Opposition

CURB BUMP OUTS/ CHOKERS

Support

Opposition/ Concern

BICYCLE FACILITIES

Maintain/ improve bike lanes

Buffered and separated/protected bike lanes

Opposition to buffered bike lanes

Existing bike facilities are adequate

Other

LANE NARROWING

Opposition

Support

Street trees for lane narrowing

ROUNDABOUTS

Support

Opposition

CLOSE PART OF THE STREET

TURN LANES

Importance of/ need for left turn lanes

Opposed to change of lane structure

VERTICAL TRAFFIC CALMING DEVICES

Opposition

OTHER

ENFORCEMENT

Increase enforcement

Enforcement alone is not the solution

Consistency

OTHER SUGGESTIONS

Opposition toward changing Seventh Street

Other areas to explore (not just 7th)

Street maintenance/ snow removal

Tailgating/ aggressive driving

Good start... more is needed

Need for attention on Seventh Street/ slow traffic

Discussion area

Feedback on input process/ Open City Hall tool

Other



A2OpenCityHall Topic 1

ON FORUM	OFF FORUM
62	98

Total Responses

Do you live on Seventh Street (between Huron Street and Stadium Boulevard)?

21%	17.30%
79%	83.70%

Do you live within four blocks of Seventh Street (between Huron Street and Stadium Boulevard)?

60.70%	54.80%
39.30%	45.20%

Do you live further than four blocks from Seventh Street (between Huron Street and Stadium Boulevard)?

33.30%	42.10%
66.70%	57.90%

How do you use Seventh Street (between Huron Street and Stadium Boulevard)?

64.50%	52%
59.70%	52%
56.50%	37.80%
16.10%	10.20%
3.20%	n/a
96.80%	96.90%
16.10%	7.10%

Is there any additional feedback you would like to share with the city related to transportation along Seventh Street (between Huron Street and Stadium Boulevard)?

59	77
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A2OpenCityHall Topic 2

ON FORUM	OFF FORUM
118	142

Total Responses

Do you support lane narrowing in the Seventh Street discussion area (Stadium Blvd. to Miller Ave.)?

64.4%	43.0%
27.1%	53.5%
8.5%	3.5%

- YES
- NO
- NEUTRAL OR NO OPINION

Do you support installation of a marked pedestrian crosswalk on S. Seventh St. near the W. Jefferson St. intersection?

78.8%	62.0%
13.6%	31.7%
7.6%	6.3%

- YES
- NO
- NEUTRAL OR NO OPINION

Do you support installation of a marked pedestrian crosswalk on N. Seventh St. near the Willow St. intersection?

76.3%	53.5%
13.6%	37.3%
10.2%	9.2%

- YES
- NO
- NEUTRAL OR NO OPINION

Do you support installation of a pedestrian island and marked pedestrian crosswalk on S. Seventh St. near the W. Davis Ave. intersection?

52.5%	38.7%
39.8%	51.4%
7.6%	9.9%

- YES
- NO
- NEUTRAL OR NO OPINION

Do you support installation of a pedestrian island and marked pedestrian crosswalk on S. Seventh St. near the Lutz Ave. intersection?

52.5%	39.4%
39.8%	52.8%
7.6%	7.7%

- YES
- NO
- NEUTRAL OR NO OPINION



Do you support maintaining existing temporary locations (near Madison, and between Liberty and Huron) of speed radar devices for this discussion area (Seventh Street from Stadium Blvd. to Miller Ave.)?

72.0%	62.7%
14.4%	21.8%
13.6%	15.5%

YES

NO

NEUTRAL OR NO OPINION

Do you support purchasing one additional speed radar device dedicated for this discussion area (Seventh Street from Stadium Blvd. to Miller Ave.)?

49.2%	45.1%
28.8%	38.0%
22.0%	16.9%

YES

NO

NEUTRAL OR NO OPINION

Do you support installation of entry signage within the discussion area (Seventh Street from Stadium Blvd. to Miller Ave.)? Options may include a sign within a small island or on the lawn area between the sidewalk and the street.

30.5%	23.9%
50.0%	61.3%
19.5%	14.8%

YES

NO

NEUTRAL OR NO OPINION

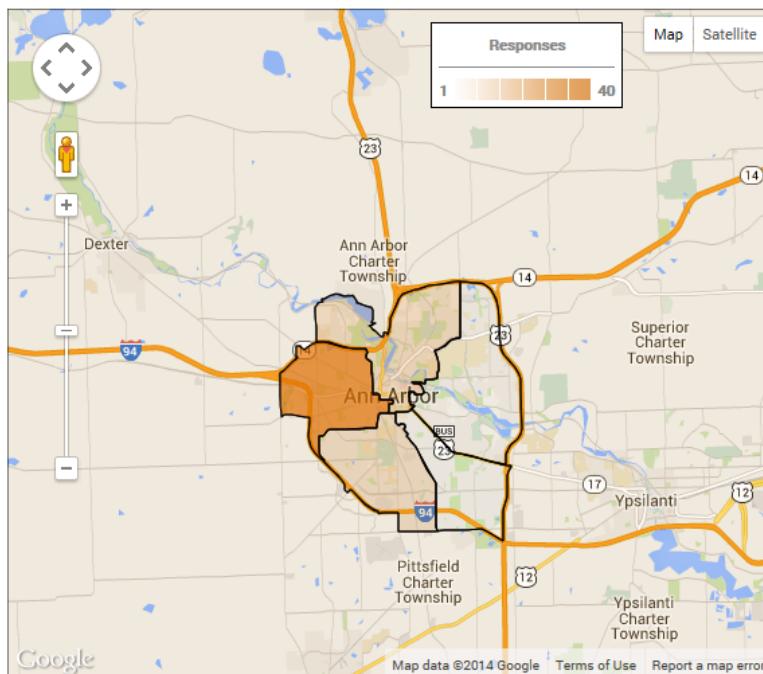
75	60
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Please use the space below to share your input related to the design alternatives. Your input will help staff better understand community preferences.



APPENDIX A: A2OpenCityHall Topic 1

On Forum Comments - A2OpenCityHall Topic 1



The map, at left, shows the geographic distribution of on-forum comments.

- 10 responses – Ward 1
- 1 responses – Ward 2
- 0 responses – Ward 3
- 9 responses – Ward 4
- 40 responses – Ward 5
- 2 responses – outside wards

ENGINEERING

SIGNAGE

More signage

- The intersections at Huron, Washington and liberty all offer challenges to drivers. People unfamiliar with Seventh find each intersection baffling. As a driver I would appreciate better signage for the lane shift at Huron
- 3-way stops at one or both of these [*Madison and Jefferson*] should be explored.
- Let's put up 25mph signs

Reduce/ remove signage – no additional signage

- Signage at top of hill heading north on 7th from Liberty says 25 mph but within sight is the sign in front of Waterworks [Park] says speed limit 25 mph. This is confusing. Please remove the one closest to 7th
- I don't believe that there is a need for additional stop signs.
- I would be very much opposed to additional stop signs to "slow down" the road.
- The intersection at Huron and Seventh confounds quite a few drivers however. Left turns and forward drivers on Seventh get confused at that light. Additional signage and markers would be helpful.
- Stop all ready with the neon green signage. We are turning into sign town instead of tree town.

SPEED RADAR SIGNS

Support

- I do like the solar-powered speed signs as they provide a visual check on the speed of my car.



- I do think that the speed indicators (at the data collection sites) help to remind drivers to slow down if necessary.
- It seems like the speed feedback signs are having an effect; at least, I know they make me more mindful of my speed as I drive to & from Pioneer [*High School*]. It also has a spillover effect in that it's making me more aware of what speed I drive on other residential streets.
- The speed monitors may be all the help we need -- I'd be in favor of keeping them there semi-permanently.
- The speed tracking signs have been helpful
- Those speeding reminders between Pauline and 7th are a great idea. They remind me to slow down.
- I would suggest leaving the speed limit radar signs up permanently.
- I think the recent electronic speed signs have done a lot of good and I'd like to see them be there permanently as a reminder to keep speed in check.

SPEED LIMIT ADJUSTMENTS

Consistency

- The biggest problem seems to be inconsistent speed along the road, and that's partly a function of the hills and straightness. So creating a few spots where there are neck-outs or curves, coupled with more significant pedestrian crossings, would seem to be a good approach. Designating a consistent, realistic speed limit would also help (the road is too straight for 25, and 35 seems too fast for the number of curb cuts, so 30 would probably be about right). The more the road design regulates speeds, rather than relying on police to do it, the better it is. I guess to sum up my thoughts, I would say keep the traffic moving, but slow it down, and enhance the ability of bikes and pedestrians to move along and across the corridor.
- Simple, low-cost, short term solutions to reduce speeding: Set a consistent 25mph speed limit along the entirety of 7th from Stadium to Miller--this will eliminate any confusion as to where the speed limit changes and remind people that though this is an important north/south corridor, it is also an entirely residential street and every resident is deserving of a residential speed limit given the size of the street and the house setbacks.

Raise/ maintain

- The 30mph speed limit is perfectly appropriate. Any attempts to lower the speed limit or to modify the streetscape to slow traffic would be ill-advised and met with resistance from this citizen.
- The 30 mph speed limit is fine; I don't see the need for traffic adjustments.
- I think the 30 mph limit is reasonable
- I honestly think the speed limit should be 35 mph
- 30mph is a ridiculous speed for 7th street. Can't be done on most parts without riding the brakes.

Lower

- Keeping traffic at or below 25mph is a necessity.
- At issue is traffic flow and also safety. If the city is serious about making Ann Arbor a walkable/bikeable city, encouraging people to use alternative transportation, thus reducing automobile congestion and pollution, please consider keeping a 25 mph speed limit in effect and enforcing it. Would the city like to enable safe walking/biking for children to help keep them out of cars? This street is a route for many kids coming to schools and a route for cyclists and pedestrians going to work in town. Slower car traffic would certainly help residents exit driveways more safely. By enforcing a 25 mph speed limit, cars will be going slow enough to 'share the road' with cyclists and to react to pedestrians and cyclists trying to cross the street or



make turns. Moving to raise a speed limit to accommodate faster commutes by car traffic would reveal that the city's talk about a walkable/bikeable city is just for show. When I was working for the schools in Milan, the 25 mph speed limit was vigorously enforced. As a parent I would have no qualms about my child riding a bike to school -- and the bike parking was always filled in milder weather. Please think about what you are doing. Keep speed limits low in town. Increase the number of police to enforce speeding laws. Having to go slow just might help someone decide to use public transit or alternative transportation instead of adding to automobile congestion in town. Who are we trying to serve here?

- Pontiac Trail has a 25 MPH speed limit, so why can't 7th?... Going north from Liberty towards Waterworks Park, speed limit sign reads 30 MPH. At the bottom of the hill, the sign is 25 MPH. Same thing going south from Huron. This is absurd - gravity & inertia are going to speed up the car even if people don't intentionally accelerate. Either remove the 30 MPH signs at the top of the hill, or the 25 MPH ones.
- Traffic is too fast and should be reduced to 20-25mph as it will only have a negligible impact to commute times.
- I propose a 25 mph speed limit throughout the West side of town and perhaps other areas of town as well.

Other

- Perhaps a variable speed limit on 7th is possible. 30 or 35 during morning and evening rush hour, 25 at other times and on weekends.
- I try very hard to drive along Seventh Street at or under the speed limit, but constantly find myself having to correct my speed due to the topography and the design of the road. The long, straight, wide lanes, particularly northbound (downhill) really facilitate speeding. Such speeding is unsafe for pedestrians attempting to cross, for cyclists, and even for people in their front yards... While it sees a lot of traffic, Seventh Street is a residential street and should be treated as such. Given the distance it takes to stop at higher speeds and historic houses close to the road, a low (25 or 30 mph) speed limit is required, but speed limits work best with corresponding road design to naturally encourage the right behavior.
- Please start the 25MPH speed going north AT the Liberty intersection, rather than just north of it. It makes no sense to be going 30 to reach the hill (often from a stop at the light), only to be told to go 25 down the hill.

SIGNAL ADJUSTMENTS

More signals

- Please consider a flashing signal in the Franklin/Snyder area. This area is a big problem for High School students and for other pedestrians, especially on football Saturdays.

Opposed to more signals

- I would be very much opposed to additional traffic lights to "slow down" the road.

Signal timing/ adjustments

- If you travel the speed limit heading north from Pauline you will catch a red light at 7th. If your speed is greater than 35 mph you will catch a green light. I think the lights should be synced to discourage speeding not encourage it.
- Light at the corner of 7th and Miller should never be blinking red. Not safe to turn west onto Miller because of limited sight.

Other

- Compliance with the pedestrian signal at Washington and 7th seems to have improved significantly in the past year.



CROSSWALKS/ STREET CROSSING

Madison and Jefferson

- A crosswalk is needed, at Madison and a few other locations, with the pedestrian activated red flashing light. Regrading will be needed at Madison, due to the existing grade change, which now has steps... My second choice would be a traffic light at that intersection.
- I am especially concerned for the safety of kids crossing streets like Madison and Jefferson along 7th on their way to Bach, Slauson, and even Pioneer... This would also allow for safe crossing of 7th between Eberwhite and destinations like Jefferson Market and the dairy.
- Pedestrian crossings at Madison/Lutz and Jefferson are a necessity.
- It is much too far between pedestrian crossings south of Liberty. There ought to be another crosswalk either at Lutz or Madison. It's not reasonable for pedestrians crossing at those streets to have to go several hundred yards north or south to find a crosswalk, and that stretch also seems to be the highest-velocity area for the cars.
- Please consider putting a 3-way stop in at Madison, or a stoplight that is triggered by a car on Madison or a pedestrian. As a driver it is maddening to try to turn left onto 7th off Madison with any traffic present. It is worse for pedestrians. If Bach and Eberwhite elementary schools were ever combined or boundaries re-drawn, this would be a main crossing point for students. This is also where many pedestrians cross to get to Washtenaw Dairy and South Main businesses.
- Madison/7th St. intersection: This is a horrible intersection in regards to speeds, visibility, and lane quantity. Ask AAATA how their bus drivers hate it...there's not enough room for all cars and buses to make the tight turn - consider removing the center turn lanes, add a 3 way stop,
- Consider adding a crosswalk at Jefferson/Jefferson Court.

Support for crosswalks

- I would like to see better and more crosswalks [*#1 priority*]
- I think it needs more marked crosswalks - people in Michigan don't seem to understand the concept of an unmarked crosswalk at an intersection, and at a lot of the intersections, someone has designed the sidewalk to make it look like crossing is illegal.
- There are very, very few areas to cross except at Liberty, Huron, or Pauline - where there are traffic lights. When my kids walk or bike to Washtenaw Dairy or other places, I have to instruct them to cross at specific places - I have no confidence that cars will stop for them. This is particularly the case at Seventh and Washington, where the crosswalk has been strengthened. Cars continue to avoid stopping for waiting pedestrians. I regularly see the median with crash marks and pushed over signs. ... I would recommend additional crosswalks and traffic-slowing devices.
- It's depressing that the general consensus from the city is either there is too much or not enough traffic on this street to warrant traffic control. There is really no safe place between Madison and Liberty to cross on W. 7th.
- I live on 7th at the Jefferson intersection and there should definitely be a crosswalk at this corner and at Madison. I also feel that stepping into the street for any reason-- lawn/snow work, taking out the trash bins, etc. Is risky due to the speed of traffic.
- My children and their friends walk daily to and from Slauson Middle School along Seventh and there is absolutely a need for a crosswalk -- I regularly see children, both walking and biking, middle school age and younger, trying to cross Seventh in the Lutz/Madison area. I don't believe there is any safe pedestrian crossing (i.e. crosswalk, 4-way stop) between Liberty St and Pauline, which is well over a 1/2 mile.
- Please also consider adding crosswalks, particularly near Lutz, Jefferson, Madison, Princeton, and Davis.



Need for improvement of crosswalk conditions

- I would like to see better pedestrian lighting [*#5 priority*]
- There are several crosswalks that are not marked/not marked well enough.
- I am for improved pedestrian crosswalks and signals.

Confusion and difficulty at crosswalks/ need for crosswalk consistency

- All midblock crosswalks in Ann Arbor should be standardized. One has the flashing red, some have flashing yellow, some have signs, some are 2 white lines, some are the "zebra" stripes.
- Also providing unified, properly marked crossings for pedestrians and bikers so that drivers will know that they are required to stop...no more confusing crossings! Thank you.
- It is very difficult and feels very stressful to cross Seventh near Jefferson, Madison and Lutz....Cars blocking the crosswalk while stopped for the light at Liberty are also a problem, drivers turning do not always look for pedestrians... Crossing Huron and 7th with the light I frequently find cars stopped in the crosswalk, cars turning way too close to pedestrians.
- I have noticed that the newer pedestrian crossing signal installed on 7th at Washington (I think its Washington) helps a lot, but a lot of people are very bad at following it or don't seem to know what to do.
- Unlike other responders, I do see what the issue is, I experience it twice a day when I try to cross Seventh to and from work. It is dangerous, the two crossing areas are ambiguous, neither pedestrians or drivers know what to do. And even if one car stops or slows down a pedestrian can't know if the car coming behind will do the same. The only SAFE solution proposed is number 9: Traffic Signal/Pedestrian Signal Mid-Block Crosswalk
- I would admit that the pedestrian crossing at Washington remains a problem; it's often rather difficult to predict when pedestrians want to cross, unless they use the lights. The new lane system there often does tend to block up traffic.
- As a pedestrian, the situation with traffic turning right on red makes crossing at any of these locations [*Huron, Washington, Liberty*] scary and difficult.
- My biggest concern is drivers ignoring the pedestrian crossing at Washington, although that has been much improved over the past year.
- Traffic on 7th doesn't stop, doesn't even slow down for pedestrians. Obvious pedestrian crossings - at Liberty, at Huron, at Pauline, at Miller - are routinely ignored by drivers.

Other

- Please remove the crosswalk on the north side of the Washington/7th intersection, and make all pedestrians use the signaled crosswalk. Drivers are starting to rely on the signal, and I fear for the kids crossing on the north side. Remember that the students at Slauson nearby are only 11-14, and crossing without a guard.
- I frequently cross Seventh as a pedestrian (at Washington) and feel motorists give appropriate right of way to pedestrians at the crosswalk there. I do think the intersection at Seventh and Huron is a little dangerous due to the odd angle.

PEDESTRIAN ISLANDS

Support

- Islands and making the auto lane narrower in favor of bus pullouts and bike lanes would be better.
- Creating medians that could act as funnels to slow traffic would help, and offer opportunity for landscape greenery.

RRFBs/ HAWK

Support



- Please put in a HAWK at Washington.
- I would support the use of the RRFB (flashing lights for cross walks) if there is a need for better pedestrian crossings.

CURB BUMP OUTS/ CHOKERS

Opposition

- I am against such traffic calming measures as neckouts and road bumps.

BICYCLE FACILITIES

Maintain/improve bike lanes

- Bicycling north before and after Liberty I have frequently been squeezed by cars.
- Simple, low-cost, short term solutions to reduce speeding: Eliminate turning lanes (and reprogram lights accordingly) to allow for bike lanes to run through the intersections. Getting everyone through the intersections *safely* should be the priority here.

Comments specific to buffered and separated/protected bike lanes

- I am an urban planner and civil engineer. I've been telling anyone who will listen that providing unprotected bike lanes on a street will invite speeding, particularly on a street without sharp curves. Drivers subconsciously interpret this geometry as akin to a highway situation; you've essentially given them 12-ft wide lanes. Speeding on 7th Street is not the fault of drivers, this is a design defect. If you would like traffic to slow down, put a curb or some kind of barrier between the bike lane and traffic lane. <http://www.peopleforbikes.org/blog/entry/the-10-best-protected-bike-lanes-of-2013>
- Please also consider separated cycle tracks (something better than bike lanes with paint).
- Add a buffered 2-lane (for plowing/cleaning) bike track to the West side of 7th to increase bike safety and slow speeds AND connect the proposed east/west bike track on Washington.
- I would also support a way to provide a more protected bike lane on this road, and make it more uncomfortable for vehicles to speed through better design.
- As a bicyclist, there is an urgent need for maintenance of the edges of the road and better lane markings [*sharrows*] or a dedicated lane - if there is room.
- I would like to see buffered bike lanes [*#2 priority*]

Existing bike facilities are adequate

- The times I've biked there it's been fine.
- I commute to work on 7th from Stadium to Washington. This is the only west side route with bike lanes to get downtown. Main Street is too narrow for bikes.

ROUNDABOUTS

Support

- I am a fan of roundabouts, but I doubt there's enough ROW due to the need to accommodate buses, to provide them at one or more key intersections (Huron, Washington, Jefferson, Madison, Liberty, Pauline, Stadium), though one can dream.

LANE NARROWING

Support

- Simple, low-cost, short term solutions to reduce speeding: Reduce the excessive lane width of 11'-9" (as measured in front of my house) to the minimum 10' and give the difference over to the dangerously narrow bike lanes (have you ever tried pulling a bike trailer in these?).
- I wish there were an easy solution to this problem. Seventh St. is too wide; it doesn't feel like a 30 mph street.



- I would like to see narrower travel lanes [*#3 priority*]

VERTICAL TRAFFIC CALMING DEVICES

Opposition

- I know it is tough with MDOT in the mix, a narrow corridor to work with, and the existing hills and offset at Huron. Even so, I hope things can improve. I absolutely do NOT support traffic humps as a calming measure.
- I drive along Seventh frequently and walk along it occasionally. It is an essential north-south link in our road network, so speed humps would be horrible.
- I don't think speed bumps would be appropriate.
- As the main north-south street on the near west side that is still relatively unimpeded by traffic lights and excessive traffic, I think introducing speed control measures like speed bumps would be a mistake.

OTHER ENGINEERING

- There should not be bus pull-outs for that reason, and so buses provide their own "traffic-calming" effect.
- Simple, low-cost, short term solutions to reduce speeding: Remove the double yellow line--this only encourages the notion that this street is a highway. There is no reason that road with a maximum speed limit of 30mph needs a double yellow line.
- There are visual barriers on the SW corner of Liberty and 7th that make it harder for drivers to see pedestrians.
- The alternative of providing left-turn lanes at most key intersections, therefore, is important to maintain.

ENFORCEMENT

ENFORCEMENT

Increase enforcement

- I am for enhanced enforcement of traffic speeds.
- I would recommend strict enforcement of the existing speed limit
- The recent police presence [*has been helpful*]
- Ticket, ticket until the public gets the message.
- Just enforce the current traffic laws.
- Just give speeding tickets on that stretch.
- Speed limit can be enforced.
- Might take a few days of police enforcement placed strategically there [*7th and Washington-people are not stopping at the pedestrian crossing signal*]
- Perhaps it [*speeding and reckless driving*] happens during the morning rush to school which should be easily rectified by enforcement. If you place a squad car there during these times traffic will slow down.

OTHER SUGGESTIONS

Opposition toward changing Seventh Street

- Seventh remains the n/s corridor of choice between downtown and the stadium drive ring. That must be recognized and residents of seventh must get real about their desire to live on a residential street. It may have houses on it, but thousands of us rely on the street to move conveniently and quickly across town every day.



- The traffic on 7th precluded my wife and I from buying a home on it at one point. That said, it's a major North/South artery that I think is needed, particularly during rush hour.
- This is a vital corridor across the city and should not be reconfigured into a strictly local neighborhood road.
- Traffic seems to go relatively slowly along 7th, while generally moving at an acceptable pace. I haven't personally noticed activity that warrants efforts to further slow traffic.
- 7th Street is a major north-south corridor on the west side of town. Residents along that street need to recognize that they are not on an idyllic little neighborhood side street.
- The 7th Street corridor functions absolutely fine the way that it currently is. The speed limit is reasonable and so is the amount of traffic lights. The residents who are complaining that live along 7th St. should have understood when they bought their homes there that it is a busy road. When I was looking for a home to purchase I ruled out everything along 7th Street, and also Stadium and Huron, because I knew that those are high traffic areas and it wouldn't be quiet, or very safe to let pets or children play outside, especially in the front yard. Now, it appears that because those homeowners overlooked the obvious traffic flow they want to change the rules of the road, that affect the whole city, to accommodate their lives. The outspoken minority needs to give it a rest and accept their decision to live along a busy city corridor.
- I haven't witnessed any unsafe speed or reckless driving on that stretch. The speed limit is very low and proper enforcement is sufficient.
- The people that live on Seventh need to accept that they live on an only slightly less-than-major thoroughfare and that means there is increased traffic, which unfortunately includes some speeders, and they should take appropriate cautions when letting their children play outside or when walking or biking. These residents do NOT live on a side street. I live on Huron/Jackson and am envious of the relative peace the residents of Seventh enjoy.
- 7th is a pretty major road and folks living on that really do need to accept that.
- Slowing traffic will increase traffic density since there are no viable alternate routes between Stadium and Liberty or Stadium and Huron. I think it's a lost cause. Don't live on 7th if you have kids.
- I don't think there is a safety problem. I bike regularly and appreciate the wide lanes. I've never felt it was unsafe. I think the city should focus on continued road repair. This issue is escalated because of the construction around the area. Finish construction and seventh should quiet down.
- I drive this street everyday and do not feel there is a problem.
- Seventh Street is a through street. Please do not do anything to impede the flow of traffic on Seventh Street.
- Bunch of cry babies, seriously people do not go that fast. It is a busy thoroughfare, they should consider moving if they don't want to live on a busy road.
- Seventh Street has always been an important artery for north/south traffic flow. People buying a house there should have been aware of this when they bought their home. It seems that some of the residents want to add stop signs and turn it into a quiet residential street. Additional stopping and starting would waste time and gas. It simply wouldn't be fair to the rest of the community. I feel that current public awareness efforts(kudos to SOS) have succeeded in slowing traffic to a reasonable level. I don't think anymore needs to be done.
- I travel Seventh in both directions every day. I have no particular difficulties with the traffic on Seventh, which in my experience is generally obedient to speed limits.
- The people who live in that stretch knew that 7th was busy when they bought there and now want to turn it into something other than a pretty busy road.



- Seventh St. is an important street for me to get to and from M-14. Ann Arbor is already a difficult city to drive through as a commuter, with unreasonably low speed limits throughout much of the city (see Geddes Ave)... Honestly, as a biker and a runner I've felt threatened a lot, and 7th is one of the streets that I feel safest on.
- There is a law and the data to support the increase to 35 mph on the area in question. I have no desire to see that implemented just as I see no need to modify 7th as it is configured. Motorist, cyclist and walkers should continue to view 7th as a highly traveled road. If this is beyond their comfort zone...seek a less traveled route. I live in the Wildwood area and regularly use S. Seventh to travel to South Main, U of M Athletic campus, Pauline, Stadium and in my experience driving on this stretch of Seventh Street, I don't see the speeding and reckless driving that the residents claim... This is a major road and a 30 mph speed limit is about right in my opinion. In fact from Stadium you actually have to apply the brakes to keep the car from going over 30 mph. The other thing I want to note is that when I travel on Seventh I do not see children playing in front yards or on the sidewalk unless they are walking to or from school. If these residents want their children to be able to play safely in the street, they should move to different street.
- Most people are traveling at or below the speed limit on Seventh Street, so there really is no problem, considering that many thousands of people use this street daily. I don't support any modifications to the street -- there are a lot more pressing problems that we could use the \$\$ for.
- I use this section of road many times a day, several days a week, and I have never personally witnessed anyone driving in an egregious manner on this stretch or any other parts of 7th. I wonder why it's only this one little section of the road that is receiving complaints, surely if there was an overwhelming problem to warrant this type of attention the people that live along Liberty, Pauline, and other sections of 7th St would be making these same complaints right? There is a well marked pedestrian crossing at Washington and 7th already with bright flashing lights and I often see people use that and the motorists driving down 7th stop for them. I have not personally witnessed anyone's child or children in any danger from trying to cross the road here and and I don't feel that making this stretch any more unfriendly to motorists will solve anything besides give a few complainers the satisfaction that their loud complaints got some action from the city. Please do not give in to people complaining about problems that do not exist.
- Seventh Street IS the north/south corridor for vehicle traffic, and has been for the 40+ years I've lived in A2. Current residents of 7th St., especially those with children, bought their homes in the past 10-15 years, knowing that 7th is a major thoroughfare! And now they want the road changed for their convenience, claiming safety for their kids as the reason? I drive or walk 7th St. daily, and since December I have paid close attention to the number of pedestrians and cyclists along the street. It is very rare to see more than a dozen (12) in the stretch between Liberty and Pauline. That is a very small number, not enough to make changes to the configuration of the road. Also, there are adjacent parallel streets with much less traffic along which pedestrians and cyclists could travel. Naturally we want pedestrians and bicyclists to be safe, but unless we want to return to the 19th century we need to recognize that vehicles are an important mode of transportation and to ensure there are thoroughfares on which they can travel without having to stop at every cross street. There needs to be a balance where some city streets are primarily for vehicle traffic and others accommodate pedestrians and cyclists. This balance has existed for years, with 7th Street carrying motor traffic and the parallel streets available for pedestrian and bicycle traffic. No changes should be made to Seventh Street -- it should remain the north/south corridor for vehicle traffic.



Other areas to explore (not just 7th)

- Seventh Street is not the only street with a problem. I consider Stadium Blvd. from Pauline to Washtenaw a residential area. There are family dwellings all along this strip as well. I suggest 25mph along this corridor and slow a large section of town. We have a safety issue and a noise pollution problem. The street traffic noise produced by Stadium traffic is annoying. Slowing down Stadium traffic would probably help the 7th problem too. Actually the Stadium traffic all the way to Miller should be slowed down too. And this needs to be enforced. There used to often be a police car on one of the side streets near Pioneer. I haven't seen any lately

Tailgating/ aggressive driving

- When I drive the speed limit I am frequently tailgated. To turn into my street off 7th I have to watch for tailgaters, brake and slow down in addition to turn signals to ensure I'm not hit from behind.
- The times I've driven there I've been tailgated pretty regularly, though not as badly as on Pontiac Trail, where people will pass with on-coming traffic though the whole street is a no-passing zone.
- I have not consistently experienced excessive speeding when driving on Seventh but have experienced aggressive driving, particularly when slowing to turn onto Madison St (where I live).
- I get tailgated regularly and some drivers honk when I am trying to turn into my driveway. I find this kind of behavior too aggressive and unnecessary. This is a neighborhood, not a highway! I would like to see the driving behavior change across the city.
- I have seen many instances of aggressive driving, especially tailgating. Drivers need to be aware that people live on this street and can't turn into their driveways at 30 mph.

OTHER

Need for attention on Seventh Street/ slow traffic

- This is a residential area, where pedestrians should feel safe coexisting with traffic. The priority needs to be placed on pedestrian traffic not motorized traffic.
- The corridor isn't wide enough to accommodate cars, bikes, buses, pedestrians and parking, so focusing on cars, buses, bikes (and, of course, pedestrians) is vital.
- With appropriate traffic calming, some traffic should shift eastward (to Main Street) and westward (to Stadium). I would like to see aggressive use of traffic calming techniques including roundabouts, stop signs, chicanes, medians, bulb-outs, etc.
- The most likely way that my kids are going to die is crossing 7th street. Its that simple. I work and travel in developing countries with my family and I have a pretty high tolerance for risk. But 7th street is just not safe. How many times have the signs been knocked down on the Washington street island? Should we wait until that sign is a kid getting mowed down before we do something? Most drivers are safe, but there are enough impatient, reckless, and distracted drivers that the street itself is dangerous. It needs to be redesigned to feel more like a quiet neighborhood street so that the west side of the Old West Side is not cut off from downtown. I know outsiders like to use it as a shortcut but why is their interest in shaving a few seconds off of their commute valued over the safety and livability interests of the hundreds of families along 7th? There are other ways to drive North-South in Ann Arbor but there are not other places to live like the Old West Side.
- If it [Seventh Street corridor] is less convenient than Stadium, it will be less popular and harder to speed. We live near Lutz, and in the summer our driveway is filled with parents, bikes,



wagons, strollers, toddlers holding onto a rope with their caregivers, etc., waiting to cross Seventh.

- Speeding is a problem on 7th St. This is a hazard to pedestrians and bike riders, as well as residents just trying to pull in and out of their driveway.
- I want to address the comments of the "scientist" living on Pauline in the Dec. 2013 meeting. First, to situate myself, I live directly on 7th Street, with my husband and my kids, and I too am a scientist who believes in data. The previous commenter makes two blunders in their call for "data". First, they worry that a "noisy minority" of concerned people who want traffic calming is drowning out the silent majority of drivers who want to get where they are going (his/her words: "The convenience of 8000 people does count for something"). However, I would argue that this comment completely ignores the level of severity for the different sides. My concern, and the concern of the "noisy minority", is in saving lives and improving quality of life. The concern of the silent majority is in saving a few seconds on their commute across town. Does this person believe that convenience for masses trumps safety for the few? I would hope that these different interests are not given equal weight during decision-making. Seventh Street was never meant as a through-street - it doesn't exist to convenience the rest of the city. Second, the commenter suggests that having slightly higher median speeds is acceptable ("85th percentile values for speed of 35 MPH are perfectly reasonable"). But, I am not worried about the median behavior (actually 35 MPH is NOT reasonable - it is too fast given the limited visibility, schools, and non-vehicle traffic that uses 7th). But what I am more worried about are the OUTLIERS (that is the cars that drive 40, 50, and 60 MPH) that cause accidents and kill pedestrians/bikers. Efforts need to be geared towards reducing that behavior and that has to happen through design of the road to make it less amenable to going 60mph – put parking all along both sides, stop signs, bike lanes, traffic circles and extensive cross walks. I also have another concern--I would like to see an effort made to quantify how much of the traffic on 7th is 'optional'--that is people who are not going to or from a destination along 7th (in other words, people that live on 7th - since there are no businesses). This is about changing the culture in Ann Arbor to respect and prioritize a pedestrian and biker culture. Ann Arbor could be a leader in this movement, but thus far, it has chosen to remain in the mindset of the suburban majority. If this continues, Ann Arbor will no longer carry with it the charm and high quality of life that people have come to associate with our beloved city. Let's not put drivers first - as characterizes the rest of Michigan. Let's look to other models, such as Boulder, Portland, or Seattle and see how these changes make Ann Arbor a better place to live.
- I live on Crest Street off of Liberty. I drive my kids to school at Pioneer, Eberwhite, and Rudolf Steiner. Therefore, I use South Seventh quite often as a driver. I also bike to work down Liberty to downtown so I cross South Seventh as a cyclist. I also walk to work from time to time. South Seventh is a relatively narrow road for the amount of traffic that it receives. Cars often speed... People have to change their whole mentality about how to drive on that street. It would help of course if the same measures were taken on Liberty and Huron. The average speed of a car on Huron must be very high, at least until the recent construction.
- While I understand it's importance as a collector street in the city and only direct vehicle connection through the old west side, it's physical attributes do encourage fast and sometimes reckless driving. Straight, downhill from stadium to Huron, wide lanes result in speeding and lack of concern for bikers, walkers and other modes of transportation. I would be in support of embracing true complete street practices here as a perfect case study for Ann Arbor. It's high visibility location has the potential to serve as a catalyst for other projects.
- This road is super dangerous and operates more like a highway than a prized Historic District and residential neighborhood. The elevation drop on 7th really encourages speeding unless



actively braking! Current issues on and around 7th St: 1) Speeding 2) Very aggressive driving 3) Tail-gating 4) Very active sidewalks amid the chaos. Please improve this corridor so ALL can be safe while enjoying this beautiful part of the OWS.... This option is cheapest (few stop signs, striping, and precast curbing) as money is tight...or at least a short term fix combined with 3-4 cross walks along 7th St. Thanks!

- By the way, this public forum is wonderful. We passed the bus proposal to allow more transportation options. Let's be consistent with our decisions by slowing down car traffic and keeping our city safer and quieter.
- Reducing speeds and creating a different environment would be a great start
- I would like to see slower traffic [*#4 priority*]

Discussion area

- While past discussions have focused on the stretch of 7th between Pauline and Huron, speeds and driving behavior observed between Pauline and Stadium are also concerning. There are no stop signs between the two lights at these intersections. Vehicles traveling down 7th from either intersection accelerate quickly and travel at excessive speeds... Sidewalks are used heavily by students at Pioneer, parents and children (often walking to Allmendinger Park), and other pedestrians. Traffic calming devices (either speed bumps or stop signs) may be effective at the intersections of 7th and Franklin or 7th and Potter. Pedestrians often travel to Allmendinger down Potter; there is no sidewalk between 7th and Hutchins to connect to Allmendinger, so people walk in the street down Potter.
- I'm not sure why North 7th street is not included in this survey. With the recent improvements to West Park, the pedestrian traffic crossing 7th at Bath and Willow has significantly increased over the past few years. Cars along this stretch of 7th frequently travel 40+ mph making it very dangerous for pedestrians. The crosswalks that do exist are generally ignored since there are no street signs to mark them. With the summer months approaching and the upcoming construction scheduled for Huron/Jackson, this is a disaster waiting to happen.
- I live on 7th between Huron and Miller and I am not sure why the study/attention on 7th street stops at Huron. I notice speeding on 7th in that section all the time. With the updates on West Park there is heavy pedestrian traffic in that area. Lots of children, dogs, bikers. I would hope that any measures to reduce speeding on 7th would extend all the way to Miller rather than stopping just short of a major area in need of attention!

Other

- In the bigger picture, the availability of asphalt for road paving will likely end in a matter of years (not decades) as will most other petroleum products including diesel and gasoline fuels. Any capital investments by the city in road construction at this point are of questionable long-term value. The best long-term alternative that I'm aware of (other than less-capital-intensive infrastructure for bicycling and walking) is the JPods system (www.jpods.com), which could operate on solar-sourced electricity. The combined financial/energy reality is such that personal vehicle ownership is unlikely in the future, even with the current transition to electric vehicles, which might otherwise justify investment in an alternative road surface material.
- There are limited routes to get between "north" Ann Arbor and "south" Ann Arbor. Driving through the downtown (Main Street, etc.) area has become increasingly difficult - so drivers seek an alternate – Seventh Street. So the problem becomes how does Ann Arbor want to connect "north" and "south"? Myself, I do not see any good solution - but Seventh Street should not - in my opinion - be the main connector street (unless a major investment is made);
- I live on Sunnyside Blvd. just off 7th St. Our street has become a neighborhood cut-through for many drivers in order for them to avoid traffic lights on 7th. Many of these drivers are in a hurry and most drive over the 25 mi. an hour speed limit. They take Sunnyside to Mt. Pleasant to



Eberwhite to Liberty as a short-cut. If there is traffic slowing on 7th st. it will definitely increase the short-cut traffic. This happened while work was being done on 7th two years ago. Some people come off of 7th onto Sunnyside at 25 miles an hour or more and accelerate down Sunnyside for the entire block before hard-braking to turn onto Mt. Pleasant. They then accelerate through the neighborhood heading for Liberty. Traffic increases greatly in the morning from 7:00 to 8:00 A.M. and from 4:30 until 6:00 P.M. The number of cars seems to substantially outnumber the citizens who live in this several block neighborhood . When the traffic comes from over Liberty way, few actually make a stop at the stop sign on the corner of Mt. Pleasant and Sunnyside before turning east and rushing towards 7th st. A survey of traffic numbers and speeds on Sunnyside, etc. needs to be under-taken before undertaking any traffic slowing on 7th. Trying to resolve one problem may or probably will drive that same problem into our neighborhood. I hope the city proceeds with caution.



Off Forum Comments - A2OpenCityHall Topic 1

ENGINEERING

SIGNAGE

More signage

- It would be nice to see a few four-way stops added, if that makes sense to those in the know.
- Stop signs might shunt more of the traffic out to Stadium/Maple, make it more like Third?
- I'd recommend more stop signs at crosswalks.
- Need to post speed limit right before or next to the lighted tracking speed posts so drivers know what speed they should be under.

SPEED RADAR SIGNS

Support

- I think the electronic speed sensors are great reminders to drivers and encourage more consciousness about one's speed.
- The digital speed sign near Madison was a great reminder for me to brake when I'm driving downhill (north) on Seventh. Can this be a permanent installation?
- I've noticed my speed at 30-31 consistently when driving on Seventh, I think the unattended radar signs are helping.
- The radar devices are doing a good job or providing awareness of how fast I am actually driving.
- The solar-powered signs are informative.
- I think the radar signs displaying a car's speed are useful.
- The radar signs have helped also

Opposition

- The "this is how fast you are going" sensor sign doesn't seem to be helping much.

SPEED LIMIT ADJUSTMENTS

Consistency

- Because of the construction on Jackson, and the backups at Stadium & Jackson, I use Seventh Street to get home. I've noticed that the speed fluctuates significantly (35 -> 30 -> 25 and back) on the road, which causes an accordion-like effect with traffic. One set speed would be a nice start.

Raise / maintain

- 35mph speed limit end to end
- Please increase the speed limit and number of lanes. Thank you.
- If engineering studies are agreeable with state law that the speed limit should be higher than it is then the city needs to seriously consider raising the speed limit instead of being held hostage by every group that demands a change of the speed limit.
- Speed limits should be set by accepted engineering standards, and in MI that means they are set to the 85th percentile speed, that would mean 35mph on 7th... Doing anything here other than raising the speed limit to the engineering standard, will make others try to lower the speed limits on other roads such as Jackson and Miller.
- The speed limit should be raised to 35 or 40 mph and that would reduce the speeding that takes place on 7th street. The fact that the speed limits are so low for stretches that have big hills on it really doesn't make sense and promotes speeding.



- I don't believe the speed limit needs to be lowered from 30 MPH.
- Seventh Street is one of very few north-south routes for automobile traffic in Ann Arbor. I feel that the speed limit should be increased to 35 mph.
- The current speed limits are appropriate;

Lower

- Several people have commented "if you want a quiet street, why did you buy a house on 7th street?" If you want to get to work on time, better get up a little earlier. I'm in favor of a speed limit of 25 MPH on all of the residential streets in Ann Arbor.
- I'd like to see an official determination of the additional drive time if the speed limit were 30 mph, 25 mph and 20 mph. Unofficial estimates put the additional drive time from 30 - 20mph is only 60 seconds for the mile trip from Huron to Stadium.

Other

- I live in the 300 Block of south 7th. My home is in the 25MPH zone near the park. However, there is a 30MPH sign just North of Liberty, then the 25MPH sign maybe 100 yards north. I think this confusion of signage is lending to some of the speeding in this area of 7th. Remove the 30MPH sign and put the 25MPH closer to Liberty.

SIGNAL ADJUSTMENTS

More signals/ signal modifications

- The possibility of a light at Madison and Seventh, might slow traffic on Seventh a bit. One tends to accelerate going up Seventh, and slow down Seventh, so a light would put a brake on both directions.
- Also, is the left arrow for southbound traffic from Pauline to Seventh necessary? It is confusing to pedestrians crossing the south leg of that intersection.
- Traffic light at Seventh and Liberty needs to have a delayed directional flow, meaning it stays red a little longer one way allowing more cars to turn before the flow of traffic going in the other direction starts moving. I have sat at that light and had to wait 3 or 4 lights before I could make my turn. I think people tend to speed more if they think they can't make a light because the cycle is too short.
- What I'd like to see is a "smart" traffic light at Madison--I know there was a study that claimed it was unnecessary, but did that study account for the number of people turning south onto 5th in order to avoid the more difficult turn at 7th?

Signal timing

- Fix the potholes and properly time the lights and there would be no problem
- Something that I haven't seen mentioned as a speeding incentive is stop light timing. During the commute along this stretch- if you go the speed limit you get stopped at the lights. If you speed slightly- you can make it through them all without stopping.

CROSSWALKS/ STREET CROSSING

Madison

- We would like a crosswalk on Seventh somewhere between Madison and Lutz. Many people play Frogger to get across the street there right now and it's not a safe situation. There are many reasons for people on either side of the street there to want to cross to the other side in a safe and convenient manner, including people coming from the east trying to go west to get on to Lutz to go over to Eberwhite Woods.
- Maybe a 3 way stop at Madison with crosswalks would improve things.
- Need pedestrian crossing or light at Madison. Need to slow traffic in couple blocks by Madison.
- I do not see the need for any changes except perhaps an additional crosswalk at Madison.



- It would be nice to have at least one pedestrian crosswalk across Seventh between Liberty and Pauline. That's a long stretch with no place to cross.

More crosswalks

- Further, there should be crosswalks every 300 ft - which is the distance that several studies show is the max that walkers will walk before choosing to jaywalk or choose not to walk at all.
- There aren't any places to cross between Pauline and Liberty, where traffic is required to stop.
- Additional pedestrian crossings may be appropriate,

Crosswalk markings/ improvements

- As a driver I admit that I like a fast street when heading out for appointments. But yesterday I wanted to cross Seventh at Madison, walking with my dog, and I felt anxious about it. I had to wait a long time for traffic to clear. As I recall, there were no lines to indicate a crosswalk.
- I would love to see clearly marked and safe crossings.
- Pedestrian crossing between Pauline and Washington is completed with difficulty, as there are no striped crossing lines, no obvious support for pedestrians.

PEDESTRIAN ISLANDS

Support

- AA needs to be less car-centric, like other progressive towns are now moving. Islands make the most sense till the street is rebuilt to help make the street a more complete street.

RRFBs

Support

- The yellow flashing crosswalk deals are the best option to add, probably at or near the Madison intersection, however, nothing more should be done.
- Maybe a couple more pedestrian-activated flashing lights like the one installed at Washington would address pedestrian needs without significantly impeding traffic flow.

Opposition

- Additional Flashing Beacon signals are not appropriate they are confusing and dangerous.

CURB BUMP OUTS/ CHOKERS

Opposition

- No to chicanes

BICYCLE FACILITIES

Support

- Better bike signage at the intersections re line the bike lanes repair [smooth out] the road in the bike lanes
- Thanks for the bike lanes

Buffered and separated/protected bike lanes

- I would love to see protected bike lanes.
- However, Seventh Street could certainly be improved by allowing for a buffered bike lane.

Opposition to buffered bike lanes

- No to buffered bike lanes (already a narrowish street), in fact no to bike lanes that serve a tiny, tiny minority of users, a few weeks out of the year.

ROUNDABOUTS

Opposition



- The street is a thoroughfare as well as part of a residential area, thus needs to be convenient for all involved. Do not put any obnoxious, dangerous roundabouts or other traffic impeding alterations along 7th street.

TURN LANES

Importance of/ need for left turn lanes

- The primary improvement we would like to see is dedicated left-turning lanes from 7th to Huron-- the site of many accidents and near misses.
- Please do not remove the center turn lanes--what an absolute disaster that would create--it will back up traffic all the way to the intersections as a whole line of cars waits for one person to turn left. That design will encourage drivers to use any bike lanes to go around left-turning cars-- any competent civil engineer will tell you that pavement that is there will get driven on.

Opposed to change of lane structure

- I would not advocate changing the lane structure or adding more stop signs.

ENFORCEMENT

ENFORCEMENT

Increase enforcement

- The best way to ensure reasonable speeds is to have police onsite there.
- If people are speeding, how about enforcing the current traffic laws? Maybe that makes too much sense!
- If [results of a speed study indicate speeding is not a big issue], I don't think any further measures other than periodic enforcement need to be taken.
- Keep up the police enforcement efforts and that should suffice.
- Maybe more enforcement of posted speed.
- Lack of strong enforcement contributes to the speeding, reckless driving, running stop signs, blowing through red lights and impatience with anything in the way... Police action or speed bumps seem to work. Lack of either does not seem to be working.
- I strongly urge for enforcement of the traffic laws - not traffic calming. I have lived in neighborhood for 50 years. ... Just enforce the current laws.
- Please just enforce the laws already in existence... Simply focusing on the people disobeying the speed limit would solve the problem.
- Having the police monitor the street for the last few weeks has been wonderful and effective.
- We would support continued enforcement of current speed limits and signals.
- Crosswalks throughout the Seventh Street corridor should be monitored and enforced. Most vehicles do not yield to pedestrians who are attempting to cross, especially at crosswalks on Pauline and Stadium.

OTHER SUGGESTIONS

Opposition toward changing Seventh Street

- It is fine.
- This is a pleasant drive. I sometimes use it while driving to and from Veteran's Ice Arena.
- In general I have found the street to be quite calm. I strongly question the need for the City to spend money on physically changing the street given that it already has bike lanes, crosswalks, etc. ... While I believe that the concerns of those who live near Seventh Street ought to be taken very seriously, I do hope that other important transportation needs throughout the City will not be ignored.



- While I understand the desire of families living on Seventh Street to reduce car traffic in their neighborhood, it is very important to my household that 7th Street remain a viable North-South driving alternative to Main Street and Stadium.
- Let's all be honest here, 7th is more than a neighborhood street. 35 mph is the right speed limit and 40 is not out of the question. 7th is NOT like 3rd, 4th, 5th, etc. that are intra-neighborhood streets. 7th is an inter-neighborhood street. It connects numerous neighborhoods and has a much higher volume of traffic than the others. I want bike and pedestrian safety in terms of crossing and riding with traffic but it is a shared street. This seems to be a case of some people moving to a busy street and then complaining that it is busy. I might suggest that if speedy traffic is so offensive, you may not have completely thought through your real estate transaction.
- I have no problem with how Seventh Street functions now; I drive it every day. It's a secondary route through town. Secondary routes are an important urban feature. People who chose to live there should understand that.
- I think 7th is fine as is. I use it for a variety of activities and have no issue. Seems like a few people bought houses on a street they for some reason did not think would be busy and now regret it. I do not speed down 7th and I think the speed is appropriate now. I feel safe walking and biking 7th even with my kid.
- 7th has become a major street that was not engineered as such. 7th needs to be reconstructed to support traffic as the major artery that it has become. The city needs to follow state law when making any changes and cannot arbitrarily make changes or set speed limits artificially slow.
- This is a major north-south roadway. .. This is a VERY small group of people complaining, they shouldn't have moved to 7th St. if they don't like traffic.
- I drive down 7th Street from Liberty to Pioneer High School (and back) at least once per day. I have not encountered any aggressive drivers. While this is a very heavily traveled road in the morning because of the Pioneer traffic, I feel that it has been remarkably free of travel problems.
- More "traffic calming" stop signs, reduced speed limit and multiple bike lanes will only serve to exacerbate the gridlock in this city.
- I do not think traffic calming measures are appropriate on this stretch of road. To ease perceived congestion add another lane of travel each way on stadium between Pauline and Seventh, and people will be less likely to "detour" to avoid stadium.
- Quit wasting tax dollars on the squeaky wheel. Those living along the corridor certainly chose to live there. Crossing the street simple as going to the corner and looking both ways and crossing when safe.
- I don't see a problem with speed on this street. The speeds stay consistently 30 mph or under and I drive Seventh St. at all hours of the day.
- Seems like this could be a red herring. The speed study between Jefferson and Madison seemed to indicate speeding is not a big issue. I would suggest a similar study between Madison and Pauline.
- I live on Dexter Rd in Ann Arbor, and the traffic problems on this road is worse then what is happening on 7th street. The city council always seem to listen and react to any organized vocal minority that shows up to a meeting with their concerns without looking at the larger problems city wide. One thing you can count on with city council is a lack of common sense.
- Additional stop signs and traffic slowing is a bad idea.
- I don't usually see a speed problem when I am on Seventh and use it in the a.m. and p.m. I don't know how much you want to stop traffic there as it is probably the second most used north



south route in town. I think we are seeing a little frustration all over right now with the huge amount of work being done but if that is occurring then it is temporary as people get used to it and as the much needed work is completed around town.

- The people who started this campaign do not consider the fact that 7th is a major North-South artery for the city, not a quaint, residential side street. Commuters would be served better if the speed limit is raised to 35.
- I think the efforts of public awareness have not been ignored. This portion of the street is a main pathway for many drivers. For those who bought homes on this main road should have or possibly already knew about the high traffic volume. To be honest I drive this road 4 days a week, not once have I seen children playing in their front yards.
- Slowing traffic on Seventh Street will increase already bad traffic conditions in Ann Arbor.
- I think if you don't want to live on a busy street don't buy a house or rent one there. I'm sorry but you have to have arteries that can handle more moderate speed. I would say sometime people go too slow on 7th. I'm sorry but that's my opinion. I feel the same way about Huron. They are major cross streets!
- Major north-south route on west side. Do not support traffic calming... Used to live nearby on Dexter. Traffic could be heavy in mornings and evenings on these "multi-purpose" streets but that's part of the tradeoff of living in the city. Really no comparable north-south route in this area of town. I'm not a big fan of these residential routes but that's the way Ann Arbor developed. I'm sympathetic with residents right up to the point they want to inconvenience a large number of others in the area. It's always been a semi-busy street (and I've lived in the area for more than 40 years) and I don't see that things have gotten any worse over the years. There may even be less traffic with the opening of Skyline and the significant decrease in enrollment at Pioneer.
- You are letting a few "loud" critics make it an emergency cry for traffic calming. It is not necessary.
- Leave it alone you ruined Miller with all the crosswalks.
- The City studied this stretch of road last year and found the average driver is already going 3 to 6 MPH below the posted limit. Please stop wasting additional time and money on this.
- I drive 7th to and from work every day... This road is a major route to cross town and 30 mph seems reasonable.
- Seventh Street has always been a popular option to use because of the direct north south between Stadium and Huron Street, there is not another street like that to get from Point A to Point B. If Jackson Avenue is a 35mph and has houses on it just like Seventh Street then Seventh Street needs to have a 35 mph speed limit. People that complain should not buy a house on a road that is heavily travelled. The road has been there a lot longer then the homes.
- Traffic flow is fine. Don't mess with it.
- I live one block east of Seventh on W. Liberty and have for essentially my entire life. Please do not disrupt the flow of traffic on Seventh with stop signs or anything else that hinders a peaceful 35 mph drive up the street. I am not convinced that Seventh has a disproportionate amount of speeding compared to any other similar AA street and deserves this much attention.
- Please don't add additional traffic lights or stop signs to this part of 7th. It's the only efficient north-south route in Ann Arbor west of Division (going north) and 5th Ave. (going south) and east of Stadium Blvd.
- I have not noticed significant speeding on this stretch.
- I have personally observed few, if any, aggressive driving and speeding incidents. On average I find motorists travelling well under the posted speed limits, often impeding reasonable traffic flow.



- I have not witnessed excess speeds along this route, especially since the existing traffic lights stop traffic at every major intersection.
- Although not a major street, this is not a simple neighborhood street either - it has been a minor artery through town since I have lived in Ann Arbor (34 years), and the amount of traffic has not drastically changed in comparison to the volume of other streets. You need to consider many aspects when you buy a house - unless there is a major widening of a road or some structural change, you need to accept responsibility for your choice to buy a house on a busy street - do your due diligence and don't buy a house on a street if you cannot deal with the traffic. Also - it appears from several studies I've read on m-live that there is not really a problem here
- Unless City Hall is going to forbid car use in AA, we're going to need thoroughfares in certain directions. This street is one such. Evidence already shows people are not excessively speeding. Is it a through street? Yes. If homeowners are unhappy with that, they're welcome to move.
- We would vigorously oppose any structural changes to Seventh Street that would have the effect, intended or otherwise, or driving traffic to adjacent residential streets which are not through streets. Seventh St, like Liberty St which it crosses, is a high traffic thoroughfare and must be recognized as such.
- I sympathize with the residents--I have little kids, and also live on a road that leads to an elementary school. Shocking how many parents drive through other people's neighbourhoods in ways they would not appreciate in their own. However, 7th is basically the only north-south route on the west side, except for Stadium/Maple, which is often longer (out of the way and/or thanks to the diagonal orientations of Jackson & Miller) and is also congested. As others have said, the inclines contribute to increased speeds; 30mph is reasonable, and the responsive speed signs are helpful for keeping to that.

Street maintenance/ snow removal

- Seventh Street is an ideal long street for jogging or walking, including during the winter. I wonder if the city could plow the whole sidewalk during the winter. It shouldn't be so expensive.

Tailgating/ aggressive driving

- I live on Seventh Street and I am concerned about the level of aggressive driving and lack of regard towards pedestrians, bicyclists, residents and even other drivers. I always drive at the posted speed limit or below and I get tailgated a lot, some have tried to overtake me and even honk when I am turning into my own driveway. This behavior is worrisome and unacceptable!
- Turning into my driveway (near Princeton) can be a challenge with cars passing or stopping too close behind me.
- As for "aggressive driving": speed bumps, roundabouts (ok, probably not the best idea in a neighborhood), or simply more enforcement would be a good way to go. I would suggest holding off until the Jackson construction is done before enacting any permanent solutions, as traffic should return to normal levels afterwards.
- I have lived near 7th and Liberty for a decade. People have driven too fast consistently through here the entire time. I have been rear-ended at a decent speed trying to turn left into my driveway on one occasion, and have had more near misses by people not slowing down or trying to squeeze by me on the right on more occasions than I can count. Those that are complaining this isn't an issue and effectively saying that they don't want the existing speed limits enforced clearly don't live along here.
- I've been honked at, flipped off and yelled out for daring to turn into my driveway.

Need for attention on Seventh Street/ slow traffic



- Seventh is a major route to Miller. People drive too fast on this route. There is only one 'slow' down I see....Washington and Seventh. Some changes to slow traffic would be good for people living on this street.
- The speed of the traffic going north on 7th down the hill past Madison is one of the biggest problems. Slowing that traffic past that point would be the most noticeable improvement.
- High traffic volumes and excessive speeds are a problem
- I use 7th with my family all the time, mostly by foot. Traffic is way to fast. Needs calming badly.
- We should ask "what does a good, livable street look like" not "how do we improve what's there." This is a 100% residential street. For 150 years it has been a residential street. It was designed for people not cars and trucks traveling at high speeds. We need to open the tool box and find every possible solution to ensure that all vehicles and humans can coexist in to optimize comfort, beauty and livability.
- Streets in Ann Arbor overall have become more like freeways than city streets. Cars speed consistently with little regard for anything on the road, including other vehicles. ... The sense of entitlement many drivers have and the refusal to respect others driving, walking or biking, is out of control and needs major attention.
- I've lived on 7th for over 20 years. There is a continuing problem with speeders. It isn't the issue of traffic amount - we know it is a busy street. Many drivers do not follow the speed limits. Some homes are very close to the street and speeding cars are a safety issue for families. ...I think more should be done for a long term solution.

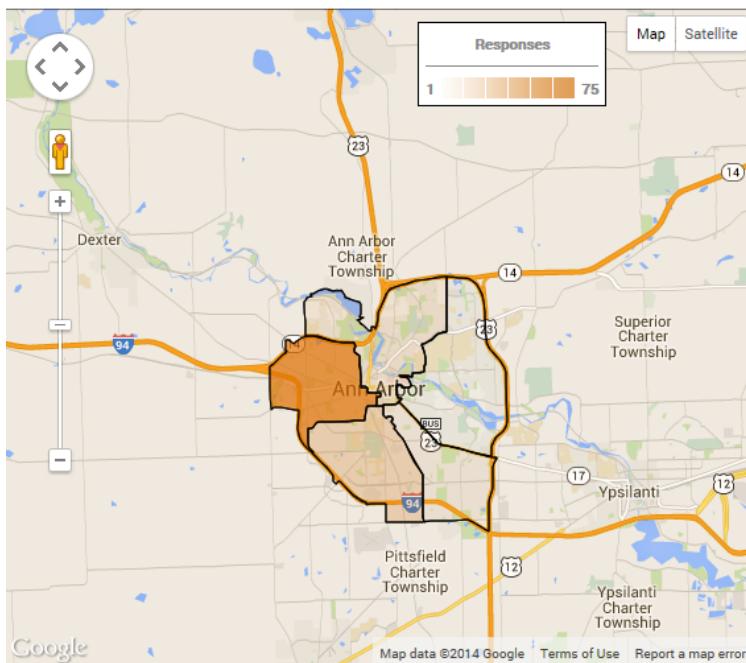
Other

- People in cars get going pretty fast because of the hills, and can be careless when turning onto side streets.
- Perhaps more street trees could be planted as a traffic calming measure though.
- If Huron (between Seventh and Maple) were repaved and fixed, I wouldn't have to use Seventh to get across town.
- Traffic and sight lines are complications when traveling along Seventh, regardless of mode of transportation. The hills and valleys result in speeding over the limit when driving, regardless of whether one presses the accelerator.
- Prior to the construction along Jackson Ave, I was taking Stadium to Maple to Dexter in order to do my part in reducing traffic along 7th St. However, because of the poor traffic flow with the construction, I am currently driving down 7th again.
- Taking any sort of Traffic Counts or observations currently would be skewed because of the construction traffic that is being diverted onto 7th Street from Maple and from Ann Arbor Saline.
- Since stadium was reduced by the "rode diet", it seems to me there are more cars using Seventh St to traverse through Ann Arbor. Reducing the speeds on Seventh with just make drivers try and find other residential streets to get across AA. You need to offer drivers better options (like making Stadium two lanes again) instead of trying to restrict drivers even more. Restricting them will only put more cars driving through our neighbor hoods.
- I think this discussion should extend to N. 7th as well. Cars are often careening well over the speed limit on 7th between Miller and Huron. This is a very busy area with lots of pedestrian and dog traffic on West Park as well as a school bus stop. I would love to see some safety measures put in place - a speed bump, crosswalks, better signage. Thanks.



APPENDIX B: A2OpenCityHall Topic 2

On Forum Comments - A2OpenCityHall Topic 2



The map, at left, shows the geographic distribution of on-forum comments.

10 responses – Ward 1

2 responses – Ward 2

6 responses – Ward 3

23 responses – Ward 4

75 responses – Ward 5

3 responses – outside wards

ENGINEERING

SIGNAGE

More signage

- I do agree with additional signage reminding drivers of the speed limit.
- Please post speed limit under radar signs.
- Many have expressed confusion at the lack of speed limit signs posted at the radar signs.
- Put in more stop signs along the route
- Crosswalk signs are needed at Bath intersection.
- I would like to see signs at pedestrian crosswalks to remind vehicle drivers to stop when pedestrians are within the crosswalk.
- Why is nothing being proposed for the crosswalk at Waterworks? This is at the bottom of a hill so car speeds are very high--it is also a place that many kids cross, especially Slauson students. Why not put a stop sign there?
- The ideal solution would be the installation of physical objects that catch the motorists' eyes, and behaviorally inform them that they are a guest, and that pedestrians in their neighborhood walk across streets, and bicyclists also have a right and need to share the road. Visual cues, including flashing lights at crosswalks together with yellow sign reminders of "local law", are very effective. Please make these changes happen!

Reduce signage



- A concerted effort should be made to review the number of signs along this street, only place relevant ones (too many signs and constructs overload a driver's attentions and cause them to ignore them), enlarge the speed limit signs
- Signs increase clutter and lose effectiveness.
- I think there are too many signs, which clutter the look of the neighborhood and with too many, are ignored..

SPEED RADAR SIGNS

- I like the automated signs that light up with driver speeds showing.
- Radar sign seems like a non-issue except for the purchase of the 3rd one as 2 are already installed.
- The current speed radar device on northbound 7th is coming down a hill. Unless it is rush hour, it seems that the hill and flow of traffic nearly always results in speeds over the limit there. The one going southbound seems to be more effective
- While I basically like the radar speed devices, in my experience they don't work (i.e., have no display) more often than not. They get vandalized quite a bit.

SPEED LIMIT ADJUSTMENTS

Consistency

- A consistent speed limit would be better than the up and down 25/30 split that is currently in place
- Current Speed Limit "Make the speed limit consistent at 30 mph for the current roadway until improvements are made.

Raise / maintain

- 30 mph is appropriate. Anything less is not for this important corridor
- I do not support reducing the speed limit.
- Future Speed Limit "When all of the proposed substantial pedestrian and bike safety measures are in place, it is entirely reasonable as mentioned to raise the speed limit to 35 mph (A preliminary analysis shows that reevaluation would likely recommend either maintaining or raising the existing speed limit). The current 30 mph is excessively slow for a primary transportation route for a city of 100,000+ residents
- Almost buried is the key fact: based on the many factors that *should* determine the Seventh St speed limit, the limit should be higher!
- Don't slow the speed limit because of a couple speeders, I get stuck behind people already doing 25 mph or slower. If you make it 25 mph, I will get stuck doing 20 mph or less.

Lower

- Enforced speed limit signs (25 miles per hr.) and residential area.
- I am supportive of speed limit reductions
- I'm in favor of reducing the speed limit.
- if you want to reduce the speed, just reduce the speed limit - why go to all this beating around the bush?
- Speed limit should be reduced to 25mph between Stadium and Miller. Traffic flow is much too fast for a residential area
- I am against raising speed limits within the city. People generally will drive at or slightly/definitely over the posted limit. Raising the limits just ups the ante.



Speed limit determination method

- The notion of setting the speed limit to the 85th percentile speed is absurd in an urban setting. The speed limit should be set to a speed that is safe for non-vehicular users of the street and the road should be designed such that the 85th percentile speed equals the preordained *safe* speed limit.
- The 85th Percentile speed rule works well in rural applications but is biased against safe speeds in the urban setting. In the country non-motorized traffic, busses, garbage pick up, street cleaning... are rare events and one is justified to toss them out when establishing a speed limit. In the urban setting these are anything but rare and should not be ignored.
- Speed limit issue: The 85th percentile is most proper for rural and highway areas, and is not appropriate for neighborhood settings where peds and non-motorized travel, etc are present. As previously discussed, SOS A2 would still like a clarification on why the City refuses to recognize Sect 627 ("Speed Limit" Definitions) of the MI Vehicle Code. Sect 627 clearly calls for 25 MPH on 7th St due to 60+ VAPs.

SIGNAL ADJUSTMENTS

More signals

- Put in more stop lights along the route
- Madison and Jefferson warrants a traffic signal during weekday hours (6:30 AM- 7:30 PM, and also on pedestrian request). However make it a smart (sensing) light so it doesn't cause a waste of energy and pollution on needless traffic interruptions during slow traffic periods (early mornings, later evenings, weekends).

Signal timing

- In my view, the major reason that drivers speed and drive carelessly on 7th St. is because of the fact that there are no efficient north-south routes anywhere on the west side of town. (Huron Pkwy is fine but on the east side). Because there are no good N-S routes, and traffic signals are badly timed everywhere west of Main Street, frustration builds quickly and drivers take it out on 7th St. The problem of poor traffic signal timing.
- Plagues our city - some focus on fixing this would greatly improve traffic flow, and reduce pollution/fuel consumption from time wasted waiting at a red light with no cars coming from any other direction.

CROSSWALKS

Madison

- A crosswalk at Madison is really necessary, even at added cost
- Many children try to cross Seventh near Madison in the summer to go to Washtenaw Dairy. It is very dangerous as cars are coming at high speed down the hill from Pauline. Drivers need to be much more conscious that Seventh is a residential street - not a fast way to cut across town! Both Seventh and West Liberty traffic have worsened significantly since the construction on Jackson/Huron began.
- First, note that my votes (except for the Jefferson/7th location) are based on a general desire for crosswalks, rather than specific experience. However, I do have experience of the Madison/7th intersection, and would join those who urge a crosswalk or other device there. It is the steep grades (and related short sight lines) that make this a difficult place to cross 7th. And my impression is that the area around Madison has more foot traffic (because of its proximity to downtown) than many intersections with 7th. If not at the intersection, perhaps in mid-block beyond Madison where 7th flattens out (opposite the church).



- Madison street crosswalk and bicycle safety is most critical, despite the difficulties. This will always be a key thoroughfare because of the mild slope of Madison and the connection to UM. Please do more thinking about Madison.
- Something really needs to be done at the Madison St. intersection due to the speed of NB traffic coming down the hill. I understand that grading does not allow for a crosswalk due to ADA requirements (unless there is some serious re-engineering of the sidewalk to the west). The great irony is that this is the location that really needs a crosswalk combined with traffic calming due to traffic speed and pedestrian activity. There is one simple solution that would help this intersection--remove the SB turn lane onto Madison from 7th St. This will allow both NB and SB bicycle lanes to run through the intersection, and effectively narrow the traffic lanes-- especially if buffered bike lanes are provided as per item #2. I can't imagine that turning lanes are legally required, though if they are it seems that any intersecting street that requires a turning lane due to some minimum traffic volume, than that minimum volume should trigger a stop sign or traffic light.
- Why can we not have a 3-way stop between Seventh and Madison? It's a cheap and easy near-term fix.
- 3-Way stop @ Madison/7th - Why can we not have a 3-way stop here? It's a cheap and easy near-term fix.
- None of these would be as helpful, for pedestrians, to reduce speeding, and to improve driver safety, as a 3-way stop at Madison and 7th
- There should be a stop sign at Madison Street.

Jefferson

- I put "neutral" in response to the proposed pedestrian crosswalks at Jefferson and Willow because I am cynical about how effective a crosswalk will be in isolation. But it is possible, for example, that with a pedestrian island at Lutz, traffic would slow enough that a crosswalk at Jefferson would be effective. Also, I appreciate seeing these clear proposals - thanks for the time you've all put in!
- While I supported the crosswalk proposal at Jefferson, I am concerned about its safety. The location being just north of the intersection seems problematic for traffic turning from Jefferson and heading north. Drivers will be so preoccupied by watching for NB cars speeding down the hill, that they will not see the pedestrians waiting at the crosswalk to the north and risk turning into them (quickly of course to avoid cars coming down the hill).

Franklin

- Please consider some aid to pedestrians trying to cross at Franklin and 7th. Crosswalk alone is often not sufficient.
- A crosswalk at Franklin and Seventh is needed this is a busy area for students walking and biking to Pioneer. Vehicles speed at a good clip from Stadium to Seventh.

Crosswalk consistency/ markings comments

- Need to standardize pedestrian crossings in the city. The current multitude of crosswalks are confusing for drivers and dangerous for pedestrians.
- I think the white hash mark crosswalks are less visible to drivers than the old fashioned solid horizontal line type. As the paint wears, it just doesn't appear like a barrier, like a solid white line saying don't stop past here... Please don't paint a bunch of white hash marks or green bike lanes all over the Westside streets--cars will still drive in the bike lanes, the paint will be worn in less



than a year, drivers will ignore all the clutter on the street after a few months, and out of town drivers will be distracted rather than helped by the clutter.

Opposition to additional crosswalks

- I think there are enough crosswalks, many are already close together. Plus, if this is such a "walking city" people can walk a short way to an existing crosswalk or they are just lazy. Everyone can't have a crosswalk in front of their home.

Support for crosswalks

- This [*opposition to pedestrian islands*] in no way means that I don't support crosswalks in general at these locations.
- Marked crosswalks are great and needed. Overhead lighting for them is good too.
- I am all for painting the cross walks as I have always wondered why there were few marked areas for pedestrians.
- I do agree with more crosswalks
- Please install crosswalks and warning signs near areas that are frequently used for crossing but that are not marked in any way. These are often used by children to attend school cross-district, from Eberwhite to Bach and vice versa, and for the entire Slauson school community.

GATEWAY TREATMENTS

Support for gateway treatments

- Gateway signage - Can we work with the Old West Side Assn to see about possible fundraising and placement at such places as the OWS area traffic circles (Huron, Main, Madison are, etc)?

Opposition toward gateway treatments

- Please, no specially designed sign for the neighborhood. It would not solve the problem and would set a precedent for other neighborhoods. We do not need taxpayers to pay for neighborhood signs.
- Please do not make it difficult for snow removal trucks to get down 7th. There is a very silly welcome to Easy Street sign that makes it difficult for busses to maneuver around.
- Welcome signs are also impediments to safe turning and make snow removal more onerous for city crews
- The proposal for neighborhood signs is mystifying. Being in Ann Arbor isn't sufficient? It would be out-of character to have neighborhood signs "those are typically at the entrance of suburban developments (such as The Uplands). Do we really need more visual distractions for drivers in the city? Besides, while there might be some unofficial, semi-defined neighborhoods along Seventh, which neighborhood are you going to pick?
- We don't need extra signs for neighborhoods, parks, etc. We already have signs and do not need to waste money.
- While the idea of neighborhood identification entry signs sounds good, in fact there is no one "neighborhood" along Seventh, so it would be a battle to get people to agree about what such signs might say.

PEDESTRIAN ISLANDS

Support

- This is a great start, including some measures that will have immediate impact - especially the proposed island.
- I'm in favor of a pedestrian island at Madison

Opposition (confusion, snow removal, safe turning, concern for bicyclists, impact to trees, etc)



- Pedestrian islands create a safety hazard for bikers as they require bikes and cars to rapidly change from separate lanes to shared lanes. The present island at Washington Street makes turning from Washington to South Bound Seventh very difficult.
- As much as the idea of a traffic island seems like an improvement, I cannot support them as designed here.
- Traffic islands have only a limited effect on reducing speeds unless combined with another measure such as a chicane. Stand alone traffic islands just tell drivers that this is a fast street and pedestrians better get out of the way. They do provide useful pedestrian refuges...from *speeding vehicles*.
- I have checked "no" to most pedestrian islands. The intersection I know best is the 2-part Seventh/Madison/Lutz intersection. An island there would worsen an already complicated problem for drivers. In both the northbound and southbound lanes of Seventh, drivers are preparing to make left turns. At present, they can move toward the center to allow a following car to pass them while they wait to turn left. If a pedestrian island were there, all following traffic would have to stop until the turn was completed. I see this as undesirable. On the other hand, if slowing of traffic is your goal, an island would do that. And it would remove ambiguity about use of the current turning lane at that site.
- Islands create real challenges for winter maintenance and also hazards for cyclists... I cannot support islands. I would like to see the island removed at Washington.
- Pedestrian islands are also impediments to safe turning and make snow removal more onerous for city crews.
- I live in the area and am very concerned about pedestrian safety in all of Ann Arbor. The pedestrian island that has been installed at 7th and Washington is very dangerous for cars and people. At night, it is very difficult to see that there are 2 crosswalks there, and you can stop at one and not see a pedestrian start to cross the road at the next even though they may be only 30 feet apart. In the day, with cars waiting on Washington, edging out, try to cross the street or make a left turn, the island adds to "visual clutter" and it makes it harder to realize when the road is clear to proceed, impedes making the turn efficiently, and hides any pedestrians that might have taken refuge on the "island". I still see kids run in fear when they have to cross there to go to Slauson... Just my observations having lived with the "island" for several years. Also, the signs and reflectors on that island have been knocked down more times than I can count.
- Construction of a pedestrian island would result in lapsed bike lane and more danger to bikers. To have a pedestrian island on a 2 lane road seems overkill. I cross 7th street on foot all the time.
- The phrase 'less room for error' has been used to describe several options in the survey. A traffic island on such a narrow road would create "less room for error" for the pedestrians waiting on said island, and for the bicyclists that lose the slim safety of their bike lane. It is a proposal that endangers those it is intended to protect. In addition, the cutting of mature trees to make extra room (but not for bike lanes!) will detract from the very idea that this is indeed a neighborhood. One of the defining attributes of the area are the stately and mature trees we have. A marked crosswalk should suffice
- I would NOT be in favor of pedestrian islands--they are more of a hazard than a help. ...Please do not put islands in the road, as I believe they will cause more accidents and hurt traffic flow more than they would help pedestrians.
- I also don't support the islands because I don't want people standing in the middle of the road as I'm driving down it
- I like the idea of pedestrian islands, though the fact that it necessitates removal of a specific bike lane kept me from choosing "yes."



- Regarding the traffic islands. They seem like an improvement, but again, I am concerned with safety. As a pedestrian using them, it is not uncommon to get stuck in the middle with traffic speeding by on either side because to a driver there is no need to stop or even slow much, since the pedestrian has a "safe" space to stand. Unfortunately, they are not safe and they are installed at the expense of bike lanes.
- Island Maintenance - The city has the responsibility to clean out snow and ice in the walkways in the crosswalk islands "however this is not happening on the current crossing at Washington & Seventh, especially after the plows have passed. If we can't maintain the one existing island, then don't put in more islands until there is a way to maintain them correctly.
- If the pedestrian islands suggested are anything like the ones on Huron near Rackham, I would strongly object. They seem unnecessary for a two lane road and can catch motorists by surprise when the lane shifts abruptly

RRFBs/ HAWK

Support

- RRFBs a good idea when feasible
- Consider a RRFB somewhere between Liberty and Pauline.
- I strongly suggest the use of the pedestrian-operated flashing lights, ideally red like by the YMCA, although yellow like Plymouth Road might be OK.
- All crosswalks must have RRFBs in place to be effective. The current street lighting does not provide sufficient illumination to identify pedestrians waiting to cross who do not have reflective clothing. Also, put in street level crosswalk flashers as well. (Take a look at the Wintergarden crosswalk at the Ren Cen in Detroit - it well-designed with yellow flashers embedded in the pavement - it works fine throughout the winter and is highly visible).
- I vote yes for RRFB. It will help increase awareness of the new law and indicate the presence of pedestrians, especially at night.
- I would prefer to install flashing crosswalk signs that pedestrians activate as they cross (like the one currently at 7th and Washington).

Opposition

- Please no push button flashers for pedestrian crossing. Walkers should use caution and common sense - just like bicyclists and motorists. Push button flashers create confusion along with a perceived sense of entitlement/safety for crossers that is not warranted.
- I am NOT [supportive] of implementation of new RRFB or HAWK systems.
- Can a HAWK signal like the one at W. Huron and 3rd be used instead of the RRFB? Not enough people slow for the latter, whereas everyone associates red lights with "stop."
- Like RRFBs on four-lane roads, at the bottom of hills, or in very dark areas but are we training people to stop for peds *only* when there are RRFBs? It's like an arms race.

CURB BUMP OUTS/ CHOKERS

Support

- Love bump outs with bike lanes through them.
- A much preferable design (even at the expense of bike lanes) [*rather than pedestrian islands*] would provide bump outs on either side of the street shortening the crossing distance and funneling oncoming traffic together, thus slowing it down.
- I'm disappointed that bump outs aren't being given higher priority. I think they could be designed to be more tapered so as to make the road a little more "zig-zagged" and I think the issue of bike lane continuity could be handled with design and signage.



- Curb bump outs with flat bike path would be great--would create a barrier protecting part of the bike lane and would make the road feel narrower.

Opposition

- I am strongly against curb bump outs. I have experienced these elsewhere and they prohibit the smooth flow of traffic.

BICYCLE FACILITIES

Priority to maintain bike lanes

- The point about bike lane disruption is also strong
- Also unfortunate is the fact that they [*pedestrian islands*] are being added at the expense of both north and south bike lanes--this is a net loss and certainly not worth the cost of installing an island... I encourage the city to seriously consider narrowing or eliminating turning lanes at cross streets/intersections to provide bicycle lane continuity. Speeding is a city wide issue and once again turning lanes only give drivers the impression that everyone should get out of their way before they slow them down. Providing a reason for drivers to slow or stop (that is not a stop sign or a red light) might provide them some practice in patience when motoring around town.
- I strongly support any bicycle friendly improvements.
- I live on E Stadium Blvd, a recently re-configured "arterial". New bike and ped accommodations are well-used. Narrowed lanes seem not to have decreased vehicle speeds. However, E Stadium Blvd has two additional vehicle travel lanes. (Our existing turning lane was also narrowed. Driveway access is often daunting. One can feel the wind of bypassing cars.) However, narrowed lanes are likely worth the extra care if bike lane continuity could be achieved on 7th. The presence of more pedestrians and bikes can influence drivers' speeds. Continuous bike lanes and more marked crosswalks help keep complete streets safer for the increased number users.
- I think adding more disruptions to the bike lanes is a very bad idea.
- Islands are a helpful way to reduce the difficulty of crossing, but need not compete with bike lanes. Reduce the car lane width further to encourage people in cars to slow down, and consider speed tables (which are do not conflict with emergency or utility vehicles as speed bumps supposedly do.) There is also room in the treelawn to maintain the bike lanes continuously. --- the city should consider Dutch-style intersection designs that maintain bike lanes throughout, and provide deflections points so that people in cars, on bikes and on foot can see each other before crossing. --- a more radical redesign could include 2 adjacent car lanes (one for each direction) next to a greenway with lanes for people on bikes traveling quickly, and a more winding route for people on foot or children, buffered by landscaping (rain gardens, benches, etc.)
- I don't mind the bike lanes because those have a beneficial purpose besides just trying to limit the speed of the road.
- I think bike lanes are fine too. I actually see very few people riding bikes, no matter what people think.
- My preference would be to prioritize bike lanes on 7th, even if this means foregoing pedestrian islands and curb bump-outs.

Buffered and separated/protected bike lanes

- Buffered bike lanes: "Lanes would be too narrow to service with current City maintenance equipment" - Not if you do a 2-lane bike lane as previously discussed at last meeting by SOS A2 and many residents in favor of the 2-lane concept.
- White striped bike lanes help some; protected bike lanes would help more by creating a physical boundary between cars and cyclists. This would also contribute to the slowing of traffic by



creating that physical distance pinch in the driving lane. The painted bike stripes could still be ignored by drivers and speeds will stay the same. Curbed or flexible marker post bike lanes would be safer for everyone traveling the street. For more information, see a recent example from Chicago's Kinzie street redesign:

http://www.cityofchicago.org/city/en/depts/cdot/provdrs/bike/news/2011/jul/kinzie_protecte_dbikelanecompleted.html

- It would be really nice to get physically separated bike lanes
- Buffered bike lanes are a natural choice, and are likely to be built on other roads, so the city should invest in the appropriate equipment now and be a leader.
- I am in favor of bike lanes with single paint stripe only, not the so-called buffered bike lanes.
- I encourage the city to continue and expand the proposal to narrow lanes and provide buffers for bike lanes throughout the city. In a nutshell, if you increase bike safety and continuity, you increase ridership, if you increase ridership, you reduce vehicular traffic and protect the pedestrian. I recommend reading "Step 6: Welcome Bikes" in Walkable City by Jeff Speck

Other

- The bike lanes on 7th as they currently are actually make it MORE dangerous for bikes (trust me, I am that bike most of the time).

LANE NARROWING

Opposition

- Though I do not live on 7th Street I spent 40 some years driving back and forth to work on that lovely street (I still use that street 4or more times a week). The street already seems pretty narrow to me so I would not want to feel as If I am touching the oncoming traffic.
- I drove 7th daily for over 40 years, and although I do not live on this lovely street I feel that many of the suggestions will prove detrimental to both people like me as well as homeowners. The street is already quite narrow, and reducing the lanes to 10 feet could well do more than create the illusion of "friction".
- Several times it is mentioned a goal is to "slow traffic". Isn't the goal to get vehicles to drive at the or less than the posted speed limits AND protect the pedestrian? Narrowing the road path and placing obstacles in the road path only make driving a street more tense. In addition these constructs in other areas have emboldened some of the pedestrian public to just blatantly walk out into traffic believing these devices (and other types) give them the legal right to do so. This also adds to putting tension into the vehicular drivers operation through a corridor as this.

Support

- Our lanes are way too wide. Narrow streets = less asphalt, slower speeds, shorter crossing distances, and less plowing.
- Lane narrowing: Can we go to 8 or 9 feet in width? Some locations (such as at Madison) are already about 10.5 to 11 feet already. Will 10ft be aggressive enough? Also, the turn lanes should be removed as people use them as PASSING LANES - documented by SOS A2.
- None of these things are likely to work. You built the road too wide. You messed up Barton Drive the same way. Scraping off the double-yellow center-line might help... Please stop building roads wrong.
- Since paint is an inexpensive solution, I recommend trying the narrowed lanes / continuous bike lanes and monitor their effort before other more costly solutions.
- Narrowing street lines are fine.

Street trees for lane narrowing

- Add more street trees to further create the idea of a narrow street



VERTICAL TRAFFIC CALMING DEVICES

Opposition

- I am strongly AGAINST speed bumps.

OTHER ENGINEERING RELATED COMMENTS

- None of these design alternatives sufficiently address the negative impacts and safety threats of automobiles. Short of replacing the motor vehicle infrastructure with electric elevated rail transport, the best design alternative for streets like Seventh would be to break it into two or more sections that don't allow through traffic other than bicycles and pedestrians. This would be most effective in conjunction with similar implementations on other streets within the Stadium/Maple/Miller/Fuller/Huron Parkway/Washtenaw outer loop.
- I think the cheapest and most effective way of slowing the street is to remove all lane marking, yellow line, and bike lane and allow parking.
- What will happen with the left turn lanes? For instance at Madison and Pauline? One-way traffic in each direction will be totally blocked by left-turning vehicles if there is none.
- I use Seventh Street as a major bike corridor through Ann Arbor. I'm in favor of taking actions to lower the speeds of vehicular traffic, but would like to maintain the "feel" and appearance of the street. Any actions by the city should place a lot of value in the aesthetics of the street. Please no flashing lights or concrete pedestrian islands - If you install a pedestrian island, at least plant some shrubs/flowers on it. Even a permanent installation of the speed radar/sign is too much in my opinion.

ENFORCEMENT

Enforcement alone is not the solution

- These are great responses to community concerns. Redesigning the street makes more sense and saves significant costs over attempting to control traffic with police enforcement alone.
- I do not support targeted enforcement or the use of police to govern. Let's modify the road to achieve our ends.

Increase enforcement

- I think that the only thing that will work is more police surveillance and tickets in the area until habitual users on this route get the message that this is a residential area.
- Increase enforcement and gain revenue as a bonus.
- Driver frustration adds to their bad driving. A person doing 70 in a 25 is not the norm, however plenty of people who live over here and bring their kids to Bach in the morning routinely drive down 5th way over the speed limit, and they know it is the main walk route for many many children. Ticket a few hundred people, then make them all stand out on the intersections throughout the neighborhood on a football Saturday, and a school day, and pass out driver awareness info to a 100,000 people to get the ticket erased off their record. That would raise some driver awareness.
- ...As for a speed radar device, nothing works better then having a police car stopping and ticketing speeding cars. Surely the police dept can use the income from tickets, and we can use the insurance that random police monitoring provides.
- Have regular boots on the ground enforcement
- Speeders - Some of the worst speed offenders are the AAPS school buses. AAATA buses cruise along at a good clip as well.



- At some point, there has to be enough consistent ped crossing enforcement that it becomes a culture change. Gadgets won't do it.

OTHER SUGGESTIONS

Opposition toward changing Seventh Street

- I drive, ride my bike and run down 7th on a regular basis. I don't see a problem there. I think the city's time and money would be better spent focusing on other city projects. It seems that a few people bought a house on a busy road and now wish the road wasn't so busy. I don't feel like city residents should be paying for their buyer's remorse.
- Seventh is one of the main arteries through the city on the West side of town - if anything it should be widened and made better for commuters who use it. "Traffic Calming" does nothing except penalize those who need to travel to and from work/school/normal human obligations as a normal part of their day. Honestly, if you purchased a house on this street, you should expect traffic please, please, please do not inconvenience all those who rely on this route because a few people are nervous nellies and can't keep their kids/pets/selves out of harm's way.
- I drive this route frequently and do not see any issues with speed or aggressive driving. I think these concerns are significantly overblown. I am always in favor of making is safer for pedestrians to cross the street however.
- If you purchase a house on a main residential artery, you are not going to change it into an interior low traffic volume street going 25 mph.
- I walk to and from downtown from this area almost every day- it is a small inconvenience to wait for a lull in traffic, and I never have any trouble getting across the street on foot.
- I drive down 7th Ave. every day--it is the one good route between the north and south ends of town. I very rarely see bikers and pedestrians, and I don't see this issue as a high priority.
- It's not that wide and busy of a road, and it's not that difficult to get across.
- We are talking about various ways to incur immense expense and increase complexity for everyone using our streets, while denying the crucial role Seventh St plays in routing people through our part of town, and giving us a clear path into and out of our neighborhoods. Without a better alternative than Seventh for those functions, any solution which goes beyond smoothing and steadyng traffic flow to reducing it will increase congestion and add to our problems
- I think Seventh Street is pretty good the way it is.

Other areas to explore (not just 7th)

- The Seventh street corridor is not the only area where there is a problem. Stadium Blvd. between Main and Seventh is also a residential area. Traffic too fast in this area too. More tickets and surveillance needed. Also speed limit signs (25 per hr.) and residential area signs. The traffic noise level in this area has increased as the speed of cars has increased. This should be a city wide undertaking, not just Seventh Street, but I applaud the efforts of the people along Seventh Street for bringing the problem to the cities attention. Let's focus on all our neighborhood niches from speeding cars and noise pollution. It is wonderful how the city has improved bus transportation over time. Let's keep that momentum going. Keep on providing incentives for people to take a bus.
- If you feel the need to do something, spend as little as possible. Then come do Ann Arbor Saline Road, which is much less pedestrian friendly and has much more traffic.
- There should be consistency between design priorities in all neighborhood reconstruction projects. Where were these options when Newport was redone? That road is just as much if not



more of a raceway now. A consistent design in ALL areas of the city would lessen confusion when even the cops don't yield.

- I use Seventh a lot as I refuse to use Jackson anymore than I absolutely have to so I use Seventh as a cutover from Stadium or Liberty. I live in the Seventh Street area. I have never seen anyone speeding or driving recklessly. I'm often amazed by this considering the difficulty of the Seventh/Huron intersection. I understand that the studies pretty much support my observations. Perhaps some of the modifications you discuss would be "nice," but I resent my tax dollars being spent on fluff when there are so many more areas that are in such need of repair. I often use Scio-Church Road and it is horrible. Miller Road between Maple and the freeway is horrible. There is a section of Miller east of Newport where the surface of the road is completely worn away. I'm sure there are occasional speeders on Seventh. I live on a side street and there are occasional speeders here, too. It happens. To put money into these changes when there are so many areas in need really is unconscionable. Favoring a group of people because they are noisy is not what I expect from my elected officials. I expect fairness and an unbiased approach to repairs. People in less economically advantaged areas often don't complain often because they are too busy or because they simply don't expect much. Those areas should not be overlooked simply because people feel they lack clout and don't complain. Get all the streets fixed first. Be fair to everyone in order of need. Do your job. Then address the "wants," for that is what this is, people who want, not those who need.

Street maintenance/ snow removal

- Consider some public maintenance of curb ramps (ped islands, too) on public streets. It is nearly impossible for the individual to compete with the throw of street snow plows. The AAATA might contribute to the maintenance of bus stops, too. After all, the ramps are as much a part of the street as they are a continuation of the walkway. Further, street maintenance must extend curb to curb so that the on-street bike lanes are truly part of "complete" streets. Could the role of the street in the surrounding neighborhoods trump its "classification" and allow posted speed limits to be decreased? If we are to have complete streets, we must be allowed to keep them "completely" safe for all modes of use.
- Prioritize maintenance of the bike lane striping - when it becomes worn it creates the allusion that the lanes are SUPER wide and undo the good work that has been done by installing them in the first place.
- I completely object to placing constructed obstacles into the road path. They cost money, they will need to maintain (more costs), they impede snow removal and larger emergency type vehicles.

OTHER

- I've been behind police cars that fail to yield to pedestrians along this stretch but would likely have given a ticket in a heartbeat to anyone else.
- For a guest/out-of town driver unfamiliar with the area they create a hazard in low visibility situations. One must be careful with these solutions which are unfamiliar to the non-neighborhood residents, out-of town drivers and the like. Creating a more confusing/distracting traffic environment is just as dangerous as not enforcing the speed limits. We should seek solutions which are simple and easily comprehensible to anyone traversing these streets.
- Good start... more is needed



- I voted "yes" to all under the context that these are near-term fixes and can be re-looked in the future under long-term planning - the near-term plan may not be aggressive enough, but let's see ... I appreciate the City's work so far on these near-term options and that we are looking at near-term and long-term options...using this current effort to knock out cheaper/easier fixes and then later re-evaluating the effectiveness of near-term fixes for long-term fix planning (long-term planning may need to be more aggressive, but let's see!. Thanks!!! :)
- I would like to see even more done to this area, but I appreciate that this is a start

Need for attention on Seventh Street/ slow traffic

- Thank you for addressing the concerns of citizens. Seventh is treated like a freeway by many people in cars, and this behavior is encouraged by the current design. The traffic calming measures and visual cues proposed can help, but do not go far enough to address the problems.
- Crossing Seventh is dangerous, any measure that would help safe-crossing will be welcome
- Overall solutions need to focus on slowing traffic as that is the most significant factor in protecting pedestrians - see UK 20s plenty movement --
http://www.20splentyforus.org.uk/rationale_for_20_mph.htm
- I will remind the city that the single most promising way to mitigate the danger of foot travel is to reduce vehicle speeds. Slower speeds not only give vehicles more time to stop, but also lessen the severity of any collisions that do occur. If a car is traveling at 20 miles per hour, the chances that it would kill a pedestrian are about 5 percent. If it exceeds 50 miles per hour, the pedestrian's chances of survival are virtually nonexistent.

Feedback on input process/ Open City Hall tool

- I'd like to have the design alternatives presented in the same N-S orientation as the project scope, namely North at the top and South at the bottom. Also, present all crosswalk proposals and invite people to rank them.
- This website is terrible for editing, and also is poorly designed (multiple scroll bars). Is this really the best that the city can come up with?
- All suggestions are great for reducing the speed of cars going through 7th St. I wonder if there's a way to prioritize or express preference in this survey. Depending on cost and a estimated measurement of impact (some gross data), it would have more sense to start with one than another.

Off Forum Comments - A2OpenCityHall Topic 2

ENGINEERING

SIGNAGE

More signage

- Current "stop for pedestrians in crosswalk local law" signs are not big enough or placed in locations where they are visible. They need to be bolted onto the centerline.
- Why don't you simply install a stop sign on 7th at Madison? Reducing speed at this intersection would do more to calm traffic than anything else.

No more signage

- I don't want any additional stop signs, flashing yellow lights or other such devices on Seventh in addition to what is already there.

Need for consistency

- Please maintain consistency throughout the city with designs, relating to signs



- The "No Thru Commercial Traffic" signs need to be more prominent at Stadium/7th, Huron/7th, and Miller/7th

SPEED RADAR SIGNS

- More radar
- There needs to be a speed radar sign at the bottom of 7th directly across from West Park.

SPEED LIMIT ADJUSTMENTS

Consistency

- Speed along this segment should be unified at 30mph in any case.

Raise/maintain

- I do not support a speed limit reduction as Seventh St is a main corridor north to south
- Increase speed limit appropriately.
- Increase the speed limit, and warn pedestrians about the dangers. There's a reason people speed through there.
- The city needs to stop wasting it's time and stick with the STATE STANDARDS for setting speed limits.

Other

- Please provide data that supports increasing the speed limit on Seventh St., raising the limit is clearly contrary to the ideas presented here.

SIGNAL ADJUSTMENTS

More signals/ signal adjustments

- Put in another Stop light along the route
- The most significant safety issue on 7th ST is the dire need for left turn arrows at W. Huron. PLEASE address this!
- The only improvements that 7th street needs is a left turn light at the intersection of Huron and 7th. This should be the #1 priority before someone gets killed there. Leave the rest of 7th alone.
- Do something about the craziness at Huron and seventh. Put a turn signal in immediately this is a tragedy waiting to happen. Start using our tax dollars wisely and accept that pedestrians and vehicles have equal rights.
- The Stadium/7th and Huron/7th intersections should be designated as "No Right on red" intersections given limited sight lines and frequent motorists attempts to accelerate through turns to beat oncoming traffic.

Other

- The traffic control devices (signs & traffic control lights) that are managed by the city leave much to be desired all across town. (e.g. unnecessary abundant use of left turn red lights that prevent motorists from turning left at an otherwise clear intersection).

CROSSWALKS

Support for crosswalks/ marking and lighting improvements

- I think improving bicycle traffic and pedestrian traffic in this area should be a high concern when considering traffic calming measures in the area. I strongly support well-marked crosswalks at Lutz and at Willow as these are locations where pedestrians frequently cross. I would also suggest making the crosswalk at Princeton more visible as this is the crosswalk that serves the bus stop for this stretch of the neighborhood.
- I like all of the ideas presented here, especially all of the crosswalks and refuge islands. I and my neighbors who live east of Seventh Street will appreciate the crosswalks at Jefferson and Lutz



where we currently have to wait for gaps in traffic and then run across as fast as we can. We use Lutz to make our way over to Eberwhite Woods, which is a very popular destination for us Old West Side folks. I am able bodied at this stage in my life, but can't imagine what I'd do if I were not able bodied or were in a wheelchair. I guess I'd have to go 0.3 miles up Seventh Street to Liberty Street, cross there, and then go 0.3 miles back down Seventh Street, going a total of 0.6 miles to get directly across the street. Please don't delay. Let's implement these overdue changes ASAP!

- A cross walk at Madison/Lutz should be a high priority.
- Intersection at Madison & 7th should be initially addressed with better marked crosswalks.
- Mid-block crossings, as well as those at intersections without signals need to have signage and lighting. Simply striping a crosswalk doesn't do much to protect pedestrians.

Opposition to additional crosswalks/ mid-block crosswalks

- Crosswalks have proved dangerous and would be on 7th street. Crossing at a light has always been the safest as this is the expectation from motorists and pedestrians. Changing this will cause accidents and injury to pedestrians. Children from Pioneer and Slauson will be in danger.
- Do not install crosswalks that are not at lights
- NO new crosswalks should ever be installed anywhere in Ann Arbor. They are always ineffective, misleading and dangerous.
- Cross walks without lights are just dangerous. I regularly see people not stopping and pedestrians almost getting hit. It is especially bad when the markings fade or in the winter when snow covered.
- Pedestrian crossings without a stoplight are very dangerous to the public.
- Pedestrian crossings in the middle of a block are DANGEROUS! They should NOT be included under any circumstances in any of these designs! Keep pedestrian crossings at block corners. Drivers are used to that.
- PLEASE take this into consideration! Mid block crossings are DANGEROUS!

Other

- The crosswalk near Washington is not well positioned for drivers to stop easily.

PEDESTRIAN ISLANDS

Support

- I would like to see a pedestrian activated light. Lutz and 7th is the worst case I know of. An island there would be great.
- The refuge islands and crosswalks at each of the intersections you have suggested above are all necessary for safe crossing for my and my friends children and ourselves!

RRFBs/ HAWK

Support

- I think additional crosswalks won't be effective unless they include RRFBs or a HAWK or some other such indication to motorists that someone wants to cross. Otherwise the cars just ignore the crosswalks.
- I think the real problem is the awareness of people wanting to cross, so additional RRFB would be helpful. I think the one at Washington has been useful. I don't really think speeding is a problem.
- Flashing pedestrian in cross walk of all areas should be included
- RRFB is effective and should be installed at every suggested crosswalk.

Opposition



- NO FLASHING BEACONS they blind drivers
- Marked crosswalks are sufficient. RRFB give pedestrians a false sense of security. Whatever happened to looking both ways to make sure it is safe to cross?

CURB BUMP OUTS/ CHOKERS

Opposition/ Concern

- Curb bump outs would probably be okay but I'm concerned if it makes things worse for those riding bikes
- Yes, the curb bump out are really a problem. There is nowhere to go once the bike lane ends.

BICYCLE FACILITIES

Priority to maintain bike lanes

- Bike lane is extremely important, preferably separated from motor vehicles to prevent injury to cyclists. I recommend purchasing the appropriate equipment to maintain the road with a separate bike lane.
- Try to install continuous bike lanes as suggested

Other

- Please consider raising the pavement slightly in bike lanes. This would provide a slight barrier to cars and would not influence snow removal.
- I believe that having NO bike lanes on 7th will greatly improve its safety

LANE NARROWING

- street narrowing as proposed

ROUNDABOUTS

- I also definitely don't like the idea of a roundabout at Madison and Seventh.

CLOSE PART OF THE STREET

- Any plan that does not include "No Thru Traffic" signs for the blocks directly surrounding main intersections is incomplete.
- Close Seventh at Liberty.
- Is use of the boulevard approach a viable option?

VERTICAL TRAFFIC CALMING DEVICES

- Speedbumps?
- Speed Bumps

OTHER ENGINEERING

- Any changes in 7th St.'s configuration must address the horrific problem of the 7th St/Liberty intersection - I don't see it on this plan.

ENFORCEMENT

ENFORCEMENT

Increase enforcement

- The crosswalks and all suggestions are good, but what this area needs is actual enforcement. I live on 7th and have never seen a police vehicle out. They need to be pulling people over who refuse to stop for pedestrians in crosswalks.
- Enforced marked cross walks, more frequent (until people get the idea that speeds are enforced) police presence



- More police activity in area to curb the speeders.

Consistency

- Please maintain consistency throughout the city with designs, relating to enforcement.
- Provide a plan for enforcement of traffic and pedestrian activity that is consistent across the city, and implement it.
- Primary control will come from regular (not 24x7) enforcement of existing laws / limits and regulation.

OTHER SUGGESTIONS

Opposition toward changing Seventh Street

- Do not make changes because people are having buyers remorse or "not in my backyard syndrome."
- No new design.
- I don't believe the speeding issue is as serious as has been reported. I drive this route almost daily, between Stadium and Miller, and never find myself going over 30 m.p.h., nor do I notice others exceeding the speed I am going. The amount of money that has to be spent for this minor issue, could be better used elsewhere.
- Seventh St is a primary N-S artery for the west side of town. It should remain as is, no physical engineering changes are needed... Seventh St is getting "special attention" because of another vocal minority group. I suggest the city focus on implementing best practices at all intersections to help vehicles, bicycles and pedestrian commute in the quickest and safest way possible. The current system seem to be, the more you complain the more special attention to get. That is a reactive management policy instead of a proactive one. The poor traffic control policies and practices frustrate citizens and lead to wasting of city engineering staff time where they are forced to listen to non-expert NIMBYs tell them about their feelings.
- 7th seems to be the primary easy "north-south" route on the west side if you don't want to fight thru Main Street. Until there is an alternative to Main Street Seventh will continue to have more traffic than it is really designed for.
- I live and work in Ann Arbor and use 7th to commute on a daily basis. For a town of Ann Arbor's fairly modest size it is actually incredibly difficult to travel through. There are so few ways to travel in any timely fashion at all from north to south through the middle of town. Main is already ridiculously drive-unfriendly. 7th is not even what I would call "speedy" but now you want to make it even less so? Why? Because ordinary working people that have to get in their cars to drive to jobs have it too easy? The "design alternative" I support is to not do anything here and to stop it already with the war on commuters.
- Overall safety will only be improved over current experience if it is possible to achieve a consistent modification over the entire length of the route in question. Otherwise, leave the route alone. Bikes can use adjacent neighborhood routes; pedestrians can use the sidewalks and learn to look both ways before crossing.
- It's one of the major alternative east-west routes in the city. People living there treating it like it's a neighborhood alcove knew what they were getting when they bought a house there. It's like complaining about football Saturday after buying a house across from the Stadium. Speeds are fine. If anything, artificially low due to the neighborhood. Leave it as is.
- The street is fine as is. The city needs to stop wasting time and money bending over to a few citizens and focus on areas that will benefit the community as a whole and not just one or two neighborhoods
- Residents also need to understand that they chose to live on a heavily travelled thoroughfare



- This is a waste of time, effort and money when we have major repairs that impact more people than the folks living on Seventh. Stop catering to the few.
- Don't ruin this important road for vehicular travel
- With the exception of the rush hours, Seventh is a very quiet road. It has some very vocal homeowners who made a choice to live on that street... Please don't overthink improvements to Seventh.
- This is one of two major streets in the city for north and south traffic flow outside of Main Street. It will create too much traffic problems during rush hours and special events if the speed is significantly reduced. It will push motorists to the already heavily travelled Main Street and Stadium.
- Seven Street is a major thorough fare and should be treated accordingly. Two lanes going in both directions would be appropriate. People living on Seventh Street must realize this is not a side street residential area.

Other areas to explore (not just 7th)

- I too live on a busy street so I understand the concerns. If you make these kind of changes on 7th, you should make them on all of the west side streets where people drive 60 MPH in a 35 zone (i.e. N. MAPLE Rd).

Need for attention on Seventh Street/ slow traffic

- Thank you for addressing the concerns of citizens. Seventh is treated like a freeway by many people in cars, and this behavior is encouraged by the current design. The traffic calming measures and visual cues proposed can help, but do not go far enough to address the problems.
- I support all traffic calming initiatives, and all alternatives to auto traffic--bikes, buses, pedestrian, etc.
- 7th is treated like a drag strip wherein you can finally. Check text messages behind the wheel. It's only a matter of time before a child dies. The more the city puts in to redesigning the street to change perceptions and behaviours, the better. This is a residential street!
- Traffic at Slauson in morning is a pretty big problem. Congestion is severe enough that there are bound to be safety issues. Whatever changes are made should alleviate the problems at Slauson. Thanks.

Other

- Review the laws of California, Maine and Colorado for pedestrian safety standards and implementation.
- Please set monies aside for proper trimming of trees and shrubs. Trim vegetation from the perspective of the driver. Example is at Washington and seventh. Going north the tree and shrub vegetation obscure driver perspective. This is dangerous you cannot see when people enter the cross walk.

Feedback on input process/ Open City Hall tool

- I think we need a more holistic look at the street. I don't think this questionnaire fairly captures the design possibilities or residents wishes
- A2 Open City Hall is not intuitive and does not work with one of the most common browsers with typical settings. There should be a button that says "Survey" rather than post. Without reading all the fine text one would think they have to be familiar with the design proposals prior to hitting post. Also survey with slider bar on the side rather than pages makes it easier to miss something. Good design ideas - poor survey and comment interface.