

SEVENTH STREET TRANSPORTATION WORKSHOP DISCUSSION SUMMARY

Date: Wednesday, June 4, 2014

Time: 6:30 to 8:30 p.m.

Location: Bach Elementary School, 2616 Nixon Rd

Attendees: Public Present: 45; refer to Appendix A for sign-in sheet.

Council members present: 6; Mike Anglin (Ward 5), Jack Eaton (Ward 4), Sumi Kailasapathy (Ward 1), Stephen Kunselman (Ward 3), Christopher Taylor (Ward 3), Chuck Warpehoski (Ward 5)

City staff present: 6; Patrick Cawley, Kayla Coleman, Eli Cooper, Connie Pulcifer, Chief of Police John Seto, Cresson Sloten

Washtenaw Area Transportation Study (WATS) Staff: 2; Ryan Buck, Mark Ferrall

Re: Seventh Street Transportation Workshop

SUMMARY

Frequently referenced points from the workshop discussion are synthesized below into the following topic categories: Engineering, Enforcement & Education, and Evaluation. Though some comments apply to more than one category, we have attempted to group them in their most logical fit. Complete workshop notes and written/e-mail feedback comments are provided in Appendix B and C, respectively. Visit a2gov.org/seventh to view information shared at the meeting.

ENGINEERING

Signage

- Placement of 25 MPH speed limit signs may need to be adjusted, or reevaluated
- Stop sign at Madison and Seventh
- Too many signs is not effective, create visual clutter

Speed radar signs

- Support towards use of speed radar signs, some requests for additional locations or adjustment of existing placement

Speed limit adjustments

- Interest in lowering speed limit to 25 MPH throughout this corridor

Signal adjustments

- Huron: delay between pedestrian crossing and green light; no turn on red
- Liberty: delay between pedestrian crossing and green light; no turn on red
- Jefferson: Blinking yellow
- Madison Blinking yellow
- Pauline: Red flash in both directions

Crosswalks – Requested across Seventh at the following locations:

- Miller
- Willow (marked crosswalk, Rectangular Rapid Flashing Beacon (RRFB))

- Bath (add RRFB to existing crosswalk)
- Huron (better pedestrian signal for existing crosswalk)
- Washington (marked crosswalk, RRFB, improve visibility)
- Murray Court (crossing to playground needs a light, RRFB)
- Liberty (improve crosswalk marking, innovative painting for better visibility, better pedestrian signal)
- Jefferson (marked crosswalk, RRFB)
- Jefferson Court
- Lutz (marked crosswalk, RRFB)
- Madison (marked crosswalk, RRFB)
- Princeton (improve visibility, advance signs, RRFB)
- Davis (improve visibility, advance signs, RRFB)
- Franklin (repaint existing crosswalk)
- Snyder (repaint existing crosswalk)

Lane narrowing

- Interest in lane narrowing

Gateway Treatments – Requested along Seventh at the following locations:

- Miller
- Huron
- Liberty
- Jefferson
- Madison
- Stadium

Pedestrian Islands – Requested along Seventh at the following locations:

- Willow
- Murray Court
- Liberty
- Jefferson (or bump out)
- Madison
- Princeton
- Davis
- Potter
- Between Franklin and Snyder
- Washington (improve visibility of existing island)

Curb bump outs/ chokers – general concern about bicyclist impact from bump outs and chokers

- Willow
- Huron
- Murray Court
- Near Waterworks Park
- Liberty
- Jefferson
- Lutz
- Madison

- Princeton
- Davis

Bicycle facilities

- Improve existing bike lanes
- Interest in a buffered bike lane (dedicated bike lane separated with a barrier)

Roundabouts

- Seventh and Madison

Other

- Street lighting improvements
- Some opposition expressed toward all toolkit devices for this area (interest to maintain current state of Seventh Street)

ENFORCEMENT & EDUCATION

- Education:
 - o Observation of bike lane
 - o Yielding to pedestrians at crosswalks
- Enforcement
 - o Speed limits
 - o Complete stops
 - o Truck use on Seventh Street
 - o Winter sidewalk maintenance

EVALUATION

- HAWK at Huron and Chapin/ Third Street is working well.

OTHER SUGGESTIONS

- Be innovative
- Impact to surrounding streets
- Many people see this as a major thoroughfare and don't want to be slowed

APPENDIX A: Sign-in Sheet

Tom EGEL	GERI BARR	Robert Gordon
Thore Bergman	Jack Eaton	Eric Briggs
Christine Stier	Christopher Hewett	Emily Puckett Rodgers
Peter Moisaac	SETH PETERSON	Benjamin
Rita Mitchell	KEVIN LEESER	Harvey Kaplan
Marles Lewis	George Rodgers	Karen Bright
Zoltan Jung	Helge Haller	Vince Canoso
Janet Osborn	Terence Madden	Kathy Gussowd
Ben Muth	Rik Platte	David Bieri
LIZ Brauer	Chuck Wapchook	Lauren Miller
Brian Feneck	Stephen Kuselwan	Kathryn Seeman
ALYSIA GIAYAS	Anja Bieri	MICHAEL JOHNSON
Chai Taylor	Stacy Mates	Sumi Karilasapathy

Ryan Buck/WATS
MARK FERRALL/WATS
PATRICIA LARD
TOM FRICKE
Marilyn Tower
Madelin Faith
Doug White
Adam Skoczylas
DAN WITFOVER
JAMES BILLINGSUEA
Tricia Jones
Kim Thomas
RYAN STANTON

APPENDIX B: MEETING NOTES

Notes:

1. Where staff responses or clarification were provided they are shown in italics; additional detail from staff not discussed at the meeting are denoted as a 'post meeting clarification.'
2. Suggested solutions will be reviewed by City staff as improvements for this area are further explored.

Background presentation Q & A:

Note: this is not a direct transcription, some comments may be paraphrased.

- How does the Police Department determine whether to provide a ticket or a warning? *Officer discretion*
- Recently there were 20 MPH speed limit signs posted along Seventh Street, for a brief time. Where did the 20 MPH signs come from? Were they official? *Those were not official speed limit postings; once we were made aware of the 20 MPH signs they were removed.*
- Has any dedicated enforcement been planned for the side streets? Side streets will be affected by any potential modifications to Seventh Street; taking side streets into consideration as well would be appreciated. (Enforcement on side "feeder" streets should include N. Seventh Street as well). *Some enforcement has already been dedicated to side streets off of Seventh (e.g. Madison Street); other streets in this area will continue to be taken into consideration for dedicated enforcement efforts.*
- Radar signs on Seventh should be relocated to the downhill portion of the street.
- What is the cost of ticketing? Doesn't ticketing generate revenue? Can a parked car be placed on Seventh without an officer in it?
 - *Enforcement could cost overtime dollars because dedicating resources to one area takes resources away from other needs.*
 - *The funding stream from enforcement is complicated. It is not as simple as revenue from ticketing applying directly to officer wages.*
 - *A car without an officer can be taken into consideration; this approach must be carefully balanced to make sure people don't know that it is just a parked car.*
- How successful have toolkit items been where implemented in the past? *The effectiveness of devices varies by their type and specific design. The plan for any improvements would likely include a number of tools in conjunction which would change the driving environment, with the goal reducing speeds and making drivers more cognizant of their surroundings and pedestrian and bicycle interactions.*
- Request for clarification on 'Magnitude of Cost' on the 'Complete Streets Toolbox for Seventh Street Workshop:' *These should be taken as very general levels of magnitude not quantitative comparisons.*
- Bicycle lanes aren't included on the "toolbox" handout; may these be discussed at this time? *Yes, if there is interest in modifications to bicycle lanes, this is the time to propose changes.*
- Where pedestrian crossing islands have been added there has been a huge improvement for pedestrian crossing.
- Crosswalks throughout the City should be standardized; currently there is too much variation.
- Will the City begin enforcing the existing vegetation clearing ordinance, or, does this group need to emphasize the need for this enforcement in their requests? *This group should indicate areas in need of maintenance.*
- The City needs to adopt a strategy for long term maintenance of vegetation, something more proactive instead of being reactive to citizen requests.
- Motorists do not obey the crosswalk on Seventh by Madison Street; a school crossing guard was hired because of this. I have limited faith in the effectiveness of the signs.

- Is this a done deal? Are traffic calming measures going to be implemented? *No. This workshop was organized to get feedback from the community, what would you like to see here, or not like to see.*
- The scope of this discussion should be expanded to include N. Seventh Street.

Workshop notes:

Note: These notes have been typed directly from notes written on maps by meeting participants. Comments have been grouped into themes, but not synthesized (refer to summary on pages 1-3 for a condensed version of this feedback). Comments have been grouped into the following topic categories: Engineering, Enforcement & Education, and Evaluation. Though some comments apply to more than one category, we have attempted to group them in their most logical fit.

ENGINEERING

Signage

- 25 MPH sign to prepare drivers for 25 MPH at bottom of hill (placed just south of Washington on Seventh)
- This 25 MPH section is like tilting at windmills- take out the 30 MPH at the top of hills or remove the 25 in valley (on Seventh between Murray Ct and Washington)
- 25 MPH sign to prepare drivers for 25 MPH at bottom of hill (placed just north of Liberty Street)
- Visibility of signs (25 MPH) obstructed by branches along Waterworks Park
- Waterworks Park sign
- Madison and Seventh: Stop sign
- Madison and Seventh: Need to stop at Madison
- Madison and Seventh: Need to stop/ slow
- See if lighted speed limit signs work
- Burma Shave like signs in many neighborhoods, poets write the signs.
- I am opposed to signs- visual clutter, don't need so many.
- Too many signs, people inured to them

Speed radar signs

- In front of large park entrance, on Seventh just north of Willow: speed radar sign
- On Seventh north of Bath: need speed radar sign along here somewhere, going north
- Move speed radar signs in front of 220 & 226 Seventh Street.
- Would like a stop light that is controlled by the speed radar signs. If you speed you get a red light.
- Really like the speed radar sign.
- Put the speed radar on the northbound lane south of Madison. People automatically slow as they approach the intersection. Slowing traffic sooner would be helpful.

Speed limit adjustments

- Speed limit 25 MPH– along the entire corridor
- Would love 25 MPH all the way
- 25 MPH, school, everywhere
- Residential street with children- all of Seventh (north and south) should be 25 MPH

Signal adjustments

- Good site for delay between pedestrian crossing light and green light and no turn on red. Like Main and William, no right on red. (Huron and Seventh)

- Intersection of Washington and Seventh: Blinking yellow light does not slow or stop traffic
- Good site for delay between pedestrian walk sign and green light, and no right turn on red (like Main and William) (Liberty and Seventh)
- Blinking yellow (Seventh and Jefferson)
- Madison and Seventh: Blink yellow
- Pauline and Seventh: flash operations (should be red flash both ways)

Crosswalks

- Across Miller, just east of Seventh: add marked crosswalk (existing crosswalk across Miller on west side of Seventh)
- At Seventh and Willow: marked crosswalk with RRFB
- Heavy pedestrian crossing at Bath from Arborview neighborhood to/from West Park. Need flasher (marked crosswalk with RRFB)
- Existing crosswalk at Seventh and Bath: marked crosswalk with RRFB
- A pedestrian protected signal phase for crosswalks at Huron and Seventh
- Crossing: Washington and Seventh intersection.
- Intersection of Washington and Seventh: People are not seen trying to cross.
- Washington and Seventh: Traffic flasher conflates RRFB use- also trees block it. (especially in rainy conditions). Rotate this so visible from Washington
- Seventh and Washington: marked crosswalk with RRFB
- Washington and Seventh: Northwest corner of Seventh and Washington, southeast corner of Seventh and Washington and on pedestrian island: these could have buttons to activate RRFB as well.
- Crossing to playground needs a light. And gateway? (on Seventh just North of Murray Court)
- At Murray Court and Seventh: Marked crosswalk with RRFB
- Use paint in innovative ways to better mark crossing. Hire David Zinn to create 2-3 "Snoopy crossings along Liberty"
- Crosswalks on Seventh and Liberty should be the same (continental) (maybe they are!)
- Crosswalks across Seventh, north and south side of Liberty: continental rather than double bars.
- Add a pedestrian protected signal phase for this intersection or turn arrows (at Liberty and Huron)
- Marked crosswalk on Seventh just north of Jefferson
- Crosswalk on Seventh just south of Jefferson
- Marked crosswalk with RRFB at W. Jefferson
- Crossing (westbound across Seventh , south side of Jefferson)
- Marked crosswalk on Seventh just south of Jefferson Court
- Crosswalk on Seventh between Lutz and Jefferson Court
- Marked crosswalk with RRFB on Seventh just north of Lutz
- Marked crosswalk with RRFB at Lutz
- Marked crosswalk on Seventh just south of Lutz
- Crosswalk on Seventh just south of Lutz: make clear if passing lane or not.
- Safe crossing at Lutz/Seventh
- Crosswalk on Seventh just north of Lutz and on Lutz, west side of Seventh, also bike lane
- Marked crosswalk on Seventh just north of W. Madison- or something
- Marked crosswalk with RRFB at W. Madison
- Madison and Seventh: Crosswalk across Madison, just east of Seventh
- Madison and Seventh: Crosswalk across Seventh just before and just after Madison

- Current crosswalk just south of Princeton Avenue: this crosswalk is NOT visible to drivers. Would like to have marked crosswalk with advance signs, or flashing marked crosswalk with advance signs.
- Hard to cross Seventh without going to Liberty or Princeton
- On Seventh just South of Princeton
 - Make crosswalk more visible
 - RRFB?
 - Visible crosswalk: Marked crosswalk with signage or island
- On Seventh just south of Davis
 - Make crosswalk visible
 - RRFB?
 - Marked crosswalk with signs, etc. [*or other crosswalk*]
- Better marked crosswalk on Seventh just south of Davis
- Repaint crosswalk (on Seventh just north of Franklin)
- Repaint crosswalk (on Seventh just north of Snyder)
- No idea how many people cross at which locations, so it is hard to say where there should be a crosswalk.
- Better lighting at Crosswalks

Lane narrowing

- Paint lanes narrower to lower speeds.
- Narrow lanes, lower speed limits not effective.
- Narrow lanes to 10'0"

Gateway treatments

- Gateway treatment at Miller and Seventh
- 'Welcome to West Park' gateways at Huron and Seventh, north and south. Really transforms from a thoroughfare to a neighborhood.
- Gateway treatment at Huron and Seventh : Welcome OWS [*Old West Side*]
- Gateway treatment just south of Liberty on Seventh (Welcome OWS [*Old West Side*])
- Gateway treatment on Seventh just north of Jefferson
- Madison and Seventh: Gateway treatment
- Gateway treatment on Seventh just north of Stadium (Welcome OWS [*Old West Side*])
- Seventh and W. Stadium: gateway "Welcome to Old Westside" maybe neighborhood kickstarter funded.
- Gateway like treatments that use design to enhance experience of Seventh as a neighborhood. Multipurpose enhancements. Maybe public art. Accessible and local.
- Gateway treatment Old West Side
- Gateway, welcome to Old West Side, maybe neighborhood kickstarter.

Pedestrian Islands

- At Seventh and Willow: pedestrian island
- Island in front of 309 Seventh (near Murray Court on Seventh)
- At Murray Court and Seventh: Pedestrian island; Island with flashers needed for school kids crossing here
- Liberty and Seventh: Pedestrian improvement islands or bump out
- Pedestrian island on Seventh just north of Jefferson

- Pedestrian Island south of Jefferson on Seventh
- Seventh and Jefferson: pedestrian island with crosswalk
- Pedestrian island on Seventh just north of Jefferson
- Madison and Seventh: Pedestrian island?
- Pedestrian island north of Madison (on Seventh)
- Seventh and W. Madison, just north of intersection: pedestrian island
- Seventh and Princeton: pedestrian island
- Pedestrian island near W. Davis and Seventh
- On Seventh just south of Davis: Marked/ island
- Seventh and Davis, just north of intersection: pedestrian island – or further north, including marked crosswalk with signs.
- Pedestrian island near Potter and Seventh
- On Seventh just south of Potter pedestrian island
- Pedestrian Island near Franklin and Seventh
- Pedestrian island at Franklin/ Snyder/ Seventh
- Seventh and Franklin Blvd, just north of Franklin: pedestrian island
- Crosswalk island on Seventh between Franklin and Snyder
- Like islands and chokers that don't cut in to bike lanes.
- Intersection of Washington and Seventh: Cars hit island almost weekly
- Put planters/ bushes on pedestrian islands to increase their visibility and effect. Residents could maintain.
- The sign in the middle of the island is more effective than islands on the side
- Crosswalk not necessarily requested with each proposed pedestrian island, goal is just to create friction, a narrower road but not interested in a typical bump out that would impact cyclists.
- Prefer traffic islands

Curb bump outs/ chokers

- Curb bumpouts at Willow and Seventh
- Willow & Seventh: Willow is used as a cut through during rush hour. Bump outs would be good here
- Curb bump outs at Seventh and Huron
- Choker just north of Murray Court
- At Murray Court and Seventh: choker?
- Poor pedestrian visibility to cars, especially going Northbound and Southbound, bump out. (Huron and Seventh: specifically across Huron west of Seventh and across Seventh north of Huron)
- A stormwater cut combo/ choker that can allow stormwater running down both directions toward Waterworks Park to overflow into the Park and slowly seep into Allen Creek during deluges. The street commonly floods.
- Area for chokers? Downhill causes people to speed up (on Seventh north of Liberty to 320 Seventh)
- Chicanes via bumpouts: Jefferson
- Chicanes via bumpouts: Lutz
- Chicanes via bumpouts: Madison
- Downhill causes speed- area for chokers/ bump out, etc. (on Seventh between Princeton Avenue and W. Madison)
- S. Seventh and W. Davis: heading north speeds really increase from posted speed limit to over 40 MPH because of pronounced downhill. How to slow traffic here? chokers?

- As a person who bikes on Seventh and crosses Seventh regularly on foot, I'm concerned about the balance between using bump outs to help pedestrian crossing without having bike lanes cut in and out too much- if cars are only slowing 1-4 MPH in response to bump outs, it's too dangerous for bikes to merge into vehicular traffic.
- If bump outs are used, would want to make sure that space for bike lanes is maintained with a separation barrier from both lanes of traffic.
- Bumpouts bad for bikes
- Curb bumpouts are hazardous to bicyclists, I've found (ones on Observatory always surprise me!)
- If using bump outs include cut through for bike lanes

Bicycle facilities

- Bike boulevard on Washington Street
- Liberty and Seventh: bike lanes that come and go (e.g. at Liberty) are confusing for cyclists and cars
- Bike box south of Liberty on Seventh
- Observation on Liberty: don't use bike lanes with trailer since lanes aren't wide enough.
- Seventh and Pauline: Disappearing bike lanes, real challenge.
- First stages: better/wider bike lanes and more, better marked, cross walks all along Seventh
- Combination of bike lanes and more crosswalks through the Seventh corridor would likely help control traffic speed.
- Buffered bike lane
- In general through Ann Arbor: dedicated and buffered bike lanes
- Dedicated/buffered bike lane lanes through the entire Seventh Street corridor. (*graphic of bikes separate from cars*)
- Dedicated buffered bike lanes (throughout the City ideally)
- Even if a buffered (by concrete) bike lane isn't currently viable on Seventh, finding somewhere in Ann Arbor where it is viable would be a nice first step towards necessary improvement to bike safety and ultimately a safer Seventh Street and Ann Arbor.
- Buffered bike lanes all the length of Seventh, including intersections.
- Dedicated bike lane with concrete buffer between bikes and traffic! For all of Ann Arbor
- Consider having one 6 foot + buffered bike lane. This is wide enough for 2-way bike traffic and winter maintenance (west side).
- Interest in the road having 2-way traffic with a separation barrier and then 2-way bikes together separately.
- Green bike lanes along all of Seventh
- Bump-outs/chokers good, but let's eat up the median to median to maintain bike lanes

Roundabouts

- Explore small roundabouts – if they don't fit PAINT THEM. Google: City of Rochester BoulevArt program.
- Roundabout at Seventh and Madison
- Roundabout or 3-way stop at Madison and Seventh

Other

- Better light needed at Jefferson and Seventh
- Near Seventh and Lutz: raised (or textured?) street

- Please return the “left lane for turns” on northbound Seventh at Madison starting before 610 S. Seventh.
- 3-way stop at Madison and remove left turn lanes on W. Madison and S. Seventh as they will no longer be needed.
- Madison and Seventh: Lose turn lane
- Better light needed at Madison and Seventh
- Some kind of traffic control at Madison and Seventh
- Madison and Seventh: Major intersection
- Madison and Seventh: Big walking area going to Wurster Park
- Between Pauline and Stadium cars accelerate in each direction downhill from light to light. There needs to be “something” to break speed between the two lights and make park (Allmendinger) and bus stops accessible to pedestrians.
- On Potter (just east of Seventh): No sidewalk to Allmendinger Park
- Better light needed at Franklin Blvd and Snyder and Seventh
- Bus stop on Seventh just north of Franklin
- Bus stop on southwest corner of Seventh and Franklin intersection
- Franklin/ Snyder/ Seventh : benches to make it more comfy waiting for the bus
- At Pioneer start time, contention between right turns on red and kids crossing to go to school (Stadium and Seventh)
- N. Seventh is such a straightaway with no lights/ stop signs that drivers, especially at night, love to go super fast (0-60MPH/ 5secs fast)!
- Something should be placed every 2 blocks [*some sort of toolbox device*]
- On-street parking slows traffic
- Question: does street parking slow traffic? I live on N. Seventh where there is street parking. I like it. Gives a more residential feel.
- NO bumpouts, NO stop signs, NO traffic signal at Seventh and W. Madison, NO Pedestrian Islands, NO Chokers, NO roundabouts, NO lane narrowing, NO speed limit adjustment.

ENFORCEMENT & EDUCATION

- Washington and Seventh: Cars park too close to Seventh on Washington- impacts visibility on Seventh.
- Need to make clear that not a separate left turn lane at intersection of Seventh and Lutz (heading north); now drivers try to pass around cars turning left, go into bike lane.
- More education about stopping/ yielding for pedestrians at all crosswalks/ stop signs across Ann Arbor
- Education about enforcing the speed limit with bus drivers (AAATA and the Public Schools)
- Education to help people stop for pedestrians
- Really need to help people change the culture of driving in Ann Arbor. People in Seattle all stop for pedestrians and in New Jersey too!
- Problems with Hutchins cut-through
- Deal with Hutchins cut-through
- Fast turns (right turn off of Seventh onto Washington). Cars aren’t stopping
- N. Seventh is posted ‘no trucks allowed’ (weight limit is?)- we desperately need enforcement
- New crosswalks not being addressed by drivers
- Winter: (for pedestrians)
 - (1) Slow down snow plows (they throw snow back on sidewalk)

(2) Define Seventh as a “priority” walking route – better enforcement of snow shoveling

EVALUATION

- W. Chicago on Ashland Avenue: A boulevard was implemented about 10 years ago, it would be interesting to share data with them
- HAWK at Huron and Chapin/3rd
 - This is incredibly effective and efficient
 - As a pedestrian, you must still make sure cars are observing, but most get it by now
 - It’s quick for people to cross and seems to be used a lot
 - I haven’t noticed that it backs up traffic on either east or west Huron

OTHER

- 18 children live on Seventh between Liberty and Washington
- Traffic is too fast at Lutz and Seventh
- Balloon cartoon figure to slow traffic- move to different location periodically
- Speeding south bound isn’t really the issue. Northbound (downhill) is.
- “Trickle-down” or “push over” effect to other streets (i.e. Fifth Street)
- Closing some roads in Ann Arbor (not Seventh) to all but pedestrian traffic/ bikes/ public vehicles
- Not able to build community within neighborhood due to overwhelming presence of cars. Have one in spite of it.
- Try innovative things- put Ann Arbor on the national map, use Seventh as a safe “test” case for Ann Arbor.
- Vision: Ann Arbor as a non-motorized City. Makes it easier for pedestrian and cyclists
- So many people I know who are opposed to changes, they see this as a major thoroughfare, they don’t want to be slowed.
- Citywide change would make change on Seventh easier.

APPENDIX C: WRITTEN/E-MAIL FEEDBACK

Note: Responses have been taken directly from the feedback received via e-mail correspondence, and some responses on meeting feedback forms specific to content of the Seventh Street Transportation discussion.

1. I think it is an excellent idea to slow traffic to comply with speed limits all over Ann Arbor. Further, I applaud the efforts that are ongoing on South 7th street. However, I am curious as to why the focus stops at Huron and does not extend to North 7th Street between Huron and Miller. Just last evening a few neighbors were gathered in front of my home at 225 N. 7th, when several cars went speeding down the street, doing 50mph or more. Like South 7th street, we are a neighborhood filled with lots of families, many with small children and many residents with dogs etc. Given the location of West Park in our geographical midst, and further, given the wonderful job done rehabilitating the park, the pedestrian traffic on 7th has increased enormously from what it was 2 years ago with the park now as a major destination. The pedestrian traffic crossing 7th at Willow and the Park is almost non-stop after work and on weekends. I can attest to this as my house is on the southwest corner of Willow and 7th street and I spend lots of time in my garden and on my porch and patio. Yet there is no pedestrian walk or speed-bumps anywhere near. To add two important (and personal) data points to my observations, 2 months ago, I lost my 3 year old puppy to a pickup truck that came barreling down 7th street at 60mph. Chouffe didn't have a chance. His sister Cassie (also 3 years old) was also severely injured by another car in this accident. She has survived after spending 2.5 weeks at MSU veterinary Hospital in East Lansing recovering from multiple surgeries. This is a case in point where there was actually an accident involving death. I am just grateful that this was not one of the many toddlers in the neighborhood who managed to run into the street in the pathway of a speeding vehicle. If the car that killed Chouffe had been going 30mph, he would still be alive and probably unharmed. Please be so kind as to relate to me why all the emphasis is on speeding on South 7th and none appears directed on North 7th St. And further, what are the plans for a pedestrian walk on 7th St at some point of access to West Park.
2. It's wonderful to see so many people using West Park these days and it only makes sense to extend this to north 7th. The crosswalk at Bath St is a major pedestrian thoroughfare to the park for the Arbana/Linwood/Arborview neighborhood and it is very difficult to cross on foot at the speeds cars typically travel on 7th. We live 4 houses north of Huron and by the time northbound cars reach our house they are already going well over 40mph. Without some calming measures to slow traffic, it is only a matter of time before a tragedy occurs.
3. Between the pedestrian and dog traffic through West Park and the daily school bus pickup at the corner of 7th and Willow among other neighborhood activities, there certainly is a lot of foot traffic along our street. I am in full support of a larger effort to slow down the speedy traffic that bolts through the neighborhood. Painted walks, light up crosswalks like on South 7th Street and better signage are all improvements that could start to address the issue.
4. I have never noticed a safety problem. I believe the current configuration is fine. I frequently bike, walk, and drive the area.
5. I would like make you aware of the fact that whatever mitigations are done to control speed on Seventh, something will also have to be done on the streets immediately parallel to Seventh. I have lived on Birk Avenue for 15 years and notice that whenever there is a slow down or road work done

on Seventh, drivers find their way over to Birk and speed down it to Pauline or Stadium, well above the posted speed limit.

Many of them blow through the stop sign at Birk/Franklin as well. If they are frustrated, as they often are because they aren't quite sure where they are going, they seem to go even faster.

If you have ever driven down Birk you will see that it is a densely populated street with cars parked on both sides, children riding bikes and many squirrels and cats using the street as a crosswalk.

Thanks for your time and thanks for your ongoing efforts to try and slow speeding drivers!

6. Re SLOWING TRAFFIC on 7th ST between STADIUM AND HURON

While we all agree the traffic moves too fast on 7th st, this is a symptom, not a cause.

The CAUSE is congestion on Main st and State Street between Stadium and Huron.

HISTORY (CAUSE & EFFECT): Being a long term 7th street resident, I remember that this was never an issue before the Main Street resurfacing about a decade, or more, ago-- at that time traffic was re-routed to 7th st and people who didn't live in the 7th st neighborhood discovered that 7th St was a *time-saving alternative* to Main and State Streets. That's when the current problem took shape, and since has only gained momentum.

WHY IS THIS HISTORY IMPORTANT? People speed up & down 7th St. because it is faster-- it is the inner beltway, just as Stadium is the outer beltway. Faster than what?-- Main or State.

Main is very fast to/from 94, until about Hill, and State until Stadium.

The Cause: Unless you fix the traffic flow from Hill to downtown on Main, and Stadium to downtown on State, (Packard has the same issue) anyone who is going to/from Downtown AA and South or SouthWest Greater AA will take, or consider taking, 7th st. And they will go as fast as they can, legal or no.

PUSHING THE PROBLEM AROUND: You can treat the symptom, speeding on 7th St, but you're just going to squeeze that artery and have greater back-ups at Huron/7th, and Stadium/7th. Pushing the problem around will only mean that the next year the meetings will be about congestion & speeding some where else.

Division is a good example: Maybe if you make State and Main each One Way (one into downtown, one out of DownTown, this would allow better traffic flow with more lanes. This only needs to be from Stadium to Downtown, where the problem is.

Having another set of ONE-WAY streets in & out of downtown would also help, or is an alternative to the ONE WAY PLAN.

Add Routes to & from If you route North bound Main st traffic east on Hoover and up division, this would help a lot. (whether or not you make Main One way south from William to Hoover).

Likewise, you could make it easy to take a One Way 5th St South to Hill and then onto Main.

Adding such arteries, rather than constricting 7th st (or in tandem with it) would distribute and direct traffic flow rather than pouring it all into a few over burdened routes.

WHAT ELSE CAN YOU DO ON 7TH TO MAKE 7th ST MORE FUNCTIONAL?

7TH & WASHINGTON: Put in a North Bound Left Turn Lane.

The island at 7th & Washington eliminates a potential North Bound left turn lane which could

alleviate back ups when parents are trying to get from 7th to Slauson. Since there is the Pedestrian crossing there, the island is a waste of a turn lane-- either drivers will obey the law and stop for pedestrians, or they won't, the island isn't providing any safety.

7th and Miller.

When Open School is starting at 8 am, there is always a big back up of North Bound traffic because there is street parking north of the entrance to West Park. This should be a right turn lane: there's no other street parking on 7th street, and making the parking times start at 9am on that stretch will eliminate the back up at that light going north.

Likewise, there should be a Left Turn Arrow on the light for West Bound traffic on Miller at 7th. Go watch the the back ups there at 8 am and 3pm!

7. The priority is to spend \$ in most effective way at the most problematic spots and to take smart measures to slow traffic overall and between crosswalk areas. Then make other crossings more viable/ visible in less costly ways.
8. We also need to encourage City employees to mind the speed limits and lead by example. Busses-utilities- City inspectors all need to drive 25 through Water Works Park.
9. Like Liberty Islands Traffic Calming will be very effective. Do not widen. Bike boulevard on Washington!