

SEVENTH STREET TRANSPORTATION DISCUSSION SUMMARY

Date: Wednesday, December 11, 2013

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

Location: Bach Elementary School, 600 W. Jefferson Street

Attendees: Public Present: 78; refer to Appendix A for sign-in sheet.

Council members present: 3; Mike Anglin (Ward 5), Sabra Briere (Ward 1), Jack Eaton (Ward 4)

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

Re: Seventh Street Transportation

SUMMARY

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

I. **ENGINEERING**

a. **Signage**

- Add speed limit signs or relocate existing
 - Removal of 30 MPH sign at 7th St., north of Liberty and south of Huron
 - Add transition signage between the 30 and 25 MPH zones.
 - Add speed limit sign at grade change, near Madison heading north on 7th St.
- Add stop signs (e.g. Waterworks pedestrian crossing)
- Add signs cautioning motorists about children crossing the street
- Do not put stop signs on 7th St.
- There is sign overload already

b. **Speed limit adjustments**

- Speed limits should be lowered
 - All of 7th St. should be 25 MPH
 - All of Ann Arbor should be 25 MPH
 - Drop speed to 30 MPH between Scio Church Rd. and Stadium Blvd.
 - Reduce potential pedestrian injuries.
 - More appropriate for current road width
 - Houses aren't set back far enough for current/higher speeds
 - Slower speed would not impede free flow of auto traffic
- Not in favor of lowering speed limit.
 - Existing speed limits are reasonable and should not be lowered
 - 7th St. is wide enough for existing speed and accommodates bike lanes.
 - Lowering speed limit wouldn't be effective without greatly increased enforcement
- Speeding should not be used as a justification to raise posted speeds

c. Crosswalks

- Additional crosswalks needed
 - Between Madison and Liberty
 - Near Jefferson or Madison
 - Between Madison and Lutz
 - Between Liberty and Pauline
 - At Liberty
 - Between 7th St. and Main St. on Madison
- Increase crosswalk visibility
 - Paint crossings on Madison St.
 - Crosswalks with lights/ flashing lights (e.g. Washington, Jefferson) effectively slow traffic and should be used elsewhere

d. Signal adjustments

- Removals/ changes to existing
 - Washington and 7th, remove yellow flasher
 - Washington and 7th, flashing lights are ignored
 - Miller and 7th, crossing signal is confusing for southbound pedestrians; starts flashing as soon as northbound light goes green and turns to stop while light is still green.
 - Not in favor of a light at Madison
- Requested additions
 - Huron and 7th, Add an “on demand” signal for crossing while light is not yet green (like the crossing signals at Main & William, except just on demand).
 - Add cautionary lights above pedestrian crossings rather than just off to the side of the street

e. Traffic calming

- Use traffic design to reduce volume on 7th St.; design for pedestrian safety
- Traffic calming islands are unsafe for bikes; terrible idea at Jefferson
- No speed humps

f. Other

- There are visibility issues – hills/topography, vegetation, utility boxes/poles, glare (angle of headlights)
- Make parts of the street one-way
- Add roundabouts
- Use this as a test area to try something new
- Provide raised medians

II. EDUCATION

- Provide increased education for drivers and pedestrians.

III. ENFORCEMENT

- Focus on enforcement rather than (engineering) changes that will inconvenience all drivers
- Increase police manpower; more enforcement of traffic laws and limits
- Enforcement needed for:

- Speeding; strict speed limit enforcement needed (and increased fines for speeding tickets)
- Aggressive driving
- Pedestrians crossing mid-block. *Post meeting clarification: Current law does not prohibit crossing mid-block, as long as the pedestrian is not impeding traffic. For additional detail reference [City of Ann Arbor Code of Ordinances](#) Title X, Chapter 126, Article XII, Section 10:148 'Pedestrians crossing streets.'*
- Crosswalk Ordinance; people are not acknowledging crosswalks or stopping before the crossing bar. Painted markings and signage are not effective. Crosswalks give pedestrians a false sense of security.
- Running red lights
- Police presence/ enforcement locations
 - Sunnyside Blvd- midway down block, facing east
 - At Pauline and 7th St.
 - Need a speed radar sign on Madison St.
- Provide more passive enforcement: speed cameras, video surveillance

IV. EVALUATION

- There are concerns about S.O.S. ['Safety on Seventh'] data
- There are concerns about City data
 - Collection methods/ locations: on top of a hill right after a traffic light (Jefferson) is a slow point
 - Speed study tubes cause people to slow down
 - Comparison of 7th Street to business routes?
 - Where are the data outliers (highest and lowest values)? How would the data be impacted if the outliers were removed?
 - 85th percentile regulation should not be used for 7th street
- Requests for additional data:
 - Crash data for Washington and 7th
 - Pedestrian data for Madison and 7th
 - Washington St. crosswalk
 - Revalidate existing data
- Current pedestrian counts are skewed because people are deliberately minimizing their pedestrian traffic on 7th
- Would people cross more if there were crosswalks?
- Culture change needed
- Benchmarking with other communities

V. OTHER SUGGESTIONS

a. Expand "discussion area"

- Washington Street should be a one way street from 7th to Ashley.
- Add Washington to discussion area, drivers ignore the crosswalk here and crash into it regularly.
- Need to take cut through streets at main intersections into account.
- Include Madison St.

b. **Miscellaneous**

- Bicyclist accommodations
 - Required, dedicated bike lanes with dividers and maybe a few streets closed to motorized vehicles entirely
 - Madison St.- red or green bike lanes (cycle track)
- Does not make sense that a residential, narrow street is a major conduit for drivers
- People who bought houses on 7th should have known that it was a busy street
- There is no problem with the traffic on 7th
 - Use street funds where it is really needed (not 7th).
 - No more construction along 7th; use the existing good road without creating hazards, interruptions, and annoyances.

APPENDIX A: Sign-in Sheet

John Hatch
Mike Anglin
Andrew Kilpatrick
Vicky Hueter
Kathy Boris
Elizabeth Smith
NANCY QUAY
Tricia Jones
Barbara Albright
Al McWilliams
Liz Brauer
Eric Briggs
Dave Warner

Kim Thomas
Phyllis Ponvert
TURALEE BARLOW
Ben Michelson
Sabra Briere
Libby Hunter
Mark Averill
Corey Schoenig
Jim Trithart
David Lewis
Jennifer Scroggins
ANJA BIERI
Madeleine Faith
Sarah Mechelsen
MARITA SERVALS
Frank Anderson
Catherine SANOK

CALL O. HUETER
Chris Hewitt
Lourdes Garcia
Dorothy Nordness
ANDREA WALTHER
Phillip Farber
SETH PETERSON
Marija Freeland
Charles Lewis
Ken Miller
PRISCILLA Parker
Doug White

Barbara White

~~Barbara White~~
Richard Allen

Jack Eater

Rita Mitchell

Peter McIsaac

Bob Stegink

DENNIS & LYN KIRKWOOD

Helga Haller

Eric Boyd

Michelle Abram

Roy Platte

Jamy Jans

Ethan Bright

Marilyn Tower ^{Dickens} School

Bob Miller

Jim Rees

Don Sleeman

SAUL O'EG

Jason Glover

Chip Smith

Durley Rankin

Matthew Grodz

Kathy Griswald

Kathryn Seeman

JIM ZAMBERLAN

Lauren Miller

Kevin M. Guimaraes

Sherry Marcy

Josh Long

Judy Wilhelm

Ken Turk

Pam Schwarzmann

Lynn Basset

Neal Kessler

Brian Feneck

Megan Feneck

Josel Mousat

Don Whitacie

APPENDIX B: MEETING NOTES

Comments have been grouped into the following topic categories: Engineering, Education, Enforcement and Evaluation.

Note: this is not a direct transcription of the meeting discussion. This summary has been developed from notes taken during the meeting; comments are paraphrased. 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.' 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.

I. ENGINEERING

a. Signage

- People think there is a detour 24/7 because the signs from the football game stay up.
- Speed limit signs, 25 MPH and 30 MPH; the current signage is not effective.
- We have sign overload and don't want strobe lights all the way down 7th. Can we focus on natural features?

b. Speed limit adjustments

- 30 MPH is reasonable. Works well and is wide enough to be 30 MPH. Accommodates bike lanes.
- Problem isn't speed limit it's people exceeding the speed limit.
- Percentage of people traveling at unsafe speeds is the issue.
- Clocked 40- 50 MPH on 7th. Even a school bus.
- 30 MPH is reasonable. I fear I will get rear ended making a turn into my driveway.
- Personally I would like to see 25 MPH on this street and all streets in town.

c. Crosswalks

- Are there no painted crosswalks in this area?
- Scary place to cross because of traffic and no pedestrian crosswalks.
- High pedestrian activity near Jefferson
- Maybe crosswalks with lights.
- Rate of accidents seems to have decreased, maybe due to pedestrian crosswalk (seems to be effective). There is a visibility issue. Visible indicators are important.
- People are crossing at Liberty
- Love bike lanes and crossing at Washington, but still not safe to cross there. Visibility issues.
- From 7th to Main St. on Madison there is no safe place to cross. I walk into town every day.
- Crosswalk at Jefferson is great, how could that not be seen, with flashing lights "can be seen from Mars."

d. Signal adjustments

- Washington and 7th needs attention, flashing lights are ignored.
- Anything you can do to improve crosswalk visibility should be pursued. By Davis Ave. and Princeton Ave. there are visibility issues, there is a utility pole in the way.

e. **Traffic calming**

- Would hate to see speed humps.

f. **Other**

- Due to topography of the street there are pedestrian visibility issues- glare (angle of the headlights).
- City has made some efforts here but there are still issues. Look for something not in the current toolbox; use this as a test area.
- How could we design this street so that people can walk, get to school and get to work safely?
- Madison is used a lot as a connector. It is part of this system. Speeding has mightily increased. Need to think outside of the box. Colored bike lanes, striping patterns of crosswalks. *Lots of future discussion coming about pedestrian safety. Pedestrian Safety and Access Task Force has been established.*
- People using 7th now instead of Stadium and other streets to avoid all of those crosswalks and stop signs.
- The topography is an issue, hilly, contributes to speeding.
- *(City of) Boulder sight triangle ordinances should be adopted.*

II. EDUCATION

- People are ignoring the pedestrian crosswalks. No one stops; there is a problem at First (St.) and Jefferson. "I stopped for a pedestrian and he bowed to me."
- Enforcement and education is needed.

III. ENFORCEMENT

- Speed limit lowering and speed bumps aren't what we're arguing for, but increased enforcement is needed and that seems like an easy (though not cheap) fix. Maybe post an officer at Pauline and 7th. Cut through streets and buses speeding.
- Passive enforcement? Cameras, video surveillance? PD response: *I don't think we can issue citations from these, but possibly as something to learn from. Needs more debate and discussion.*
- Have made enforcement request in the past and I was told they weren't writing a lot of tickets because they only do enforcement on greater than 15 MPH over the limit. Should do very aggressive enforcement for a period of time.
- People running red lights.
- Concerns about being rear ended approaching Liberty and 7th
- School bus drivers are speeding and driving aggressively
- Very aggressive driver behavior in the area
- Support for enforcement- City Council should increase police efforts. *A councilmember present at the meeting shared that enforcement concerns are heard all over the City, we have reduced police efforts by 1/3 over the past years and we are working now to increase this.*

- At Liberty, kids in the crosswalk and car pulled close enough they could touch it. Need better enforcement.
- Liberty and 7th is where most students cross. More enforcement is needed there.
- People are not stopping before the crosswalk bar. Vegetation and utility boxes cause visibility issues.
- Aggressive driving in the area, need to calm the street back down.

IV. EVALUATION

- Washington St- huge volume of traffic. Crash data for Washington and 7th? *Has been studied in the past, we have recently focused on 7th St. from Huron to Stadium.*
- Pedestrian data for Madison and 7th?
- Having the tubes out for the speed study causes people to slow down. Is there a margin of error for this?
- Data may be skewed due to collection points.
- Problem with where the data were collected. Not accurate. The problem is getting worse. School buses and garbage trucks are the worst offenders.
- Data- where are the outliers? What speed are they traveling?
- Why are the 2 sets of data so different? Needs to be revalidated- data we can agree on.
- Talking about 85th percentile, but that is more applicable to highways. We need to use common sense in neighborhoods.
- Data discrepancy with SOS- they don't see us, not being tipped off that speed study is going on so we may get more accurate results.
- The data will vary. Not worthwhile to put a whole lot of effort into this.
- Does this have to be data driven? *Data is very helpful to bring projects to the forefront, for staff and council.*
- Have we studied the increase in pedestrian numbers over time? *Historical data is lacking but we know people in Ann Arbor are walking a lot.*
- Washington Street crosswalk data? *We have data from before but hadn't planned on additional improvements here at this time so didn't do additional data collection.*
- Where is the policy approach? Innovation? How do we become one of those great guideline/ policy setting cities, instead of being reactive? *We have building blocks in place to deploy innovative strategies.*
- How many pedestrians would we want to see there [along 7th Street]? Culture needs to be changed.
- Any numbers about whether people would cross more if there were crosswalks? Do you have correction factors? *We have correction factors for seasonal differences. We may/may not be able to forecast/ predict whether people would cross if there were more crosswalks but we do look at pedestrian generators and measure volume of pedestrians on each side of the street.*
- Culture change is needed.
- Ann Arbor has done some innovative things- pedestrian crosswalk laws. If we want to see innovative solutions we need to be willing to come together and push for it.

V. OTHER

- Want pedestrian safety prioritized over motorists.
- As a community we need to think about what we can do on our own. Staff don't have all of the answers.

APPENDIX C: WRITTEN FEEDBACK FORMS

Note: Responses have been taken directly from the feedback forms. Where clarification was provided it is shown in italics. Feedback may have been edited to omit comments that could be construed as offensive or derogatory.

Number of feedback forms received: 33

Where do you live?		
<i>On Seventh Street (between Huron St. and Stadium Blvd.)</i>	<i>Within the defined "discussion area"</i>	<i>Outside of the defined "discussion area"</i>
12	25	8

How do you use Seventh St. (between Huron St. and Stadium Blvd.?)					
<i>Walking along</i>	<i>Walking across</i>	<i>Bicycling</i>	<i>Riding the bus ('TheRide')</i>	<i>Riding the bus (school bus)</i>	<i>Driving</i>
31	31	19	9	2	33
<i>Other: Living along: mowing my lawn, shoveling snow, and pulling in and out of my driveway; Running along/across. Son walking home from Pioneer along/across 7th; Maintaining the bike lane in front of our house to keep it clear of debris, leaves, etc.; Mowing/raking the aprons, clearing branches, picking up trash (e.g. UM football); all apron management; I live on Fifth St, and walk on Madison; generally avoid Seventh because of traffic speed, when I need to go to the north or south from my house; Mainly walking across to get downtown.; Walk dog and visit with neighbors; Running</i>					

How did you hear about this meeting?			
<i>Direct mailing (i.e. postcard notification)</i>	<i>Communication from Neighborhood Association</i>	<i>Communication from Councilmember</i>	<i>Word of mouth</i>
15	10	2	8
<i>Other: SOS/facebook (11); Flashing signs (6); neighbors</i>			

1. Going North on 7th it is not possible to get to 25-30 MPH without braking as the car picks up speed going downhill after Pauline. It's very difficult to see bikes or cars when turning on 7th from Madison. The hill and telephone poles create a problem. Plantings at the northeast corner of 7th and Madison obstruct view in summer. This is true of many intersections in the OWS [Old Westside] because of inappropriately tall plants in the lawn extensions. As a senior citizen who needs to walk for health reasons, walking anywhere in our neighborhood and downtown is a hazard. A very common practice is cars turning into the pedestrian crossings where both have the green light. Sliding stops or ignoring stops is another problem. I would guess that 0.5% of drivers stop at marked pedestrian crossings. Jay walkers should also be ticketed to be fair to drivers.
2. Between the 7th/ Stadium intersection and the Miller/ N. Maple intersection travelling along Stadium and Maple Roads (a distance of 2.8 miles) there are 9 traffic lights. Between the same two intersections travelling along 7th St. and Miller Ave. (also a distance of 2.8 miles) there are 6

traffic lights and 0 stop signs. Which route would you take – the business route or the entirely residential route with 3 fewer traffic lights and no stop signs? The traffic design should put the traffic volume where it belongs. Stop telling me the traffic volume on 7th St. is too high to install traffic calming – there needs to be a disincentive to travel 7th for those who don't live here. I encourage the traffic engineers to bring their children with them to walk (and bike) the length of 7th St. from Stadium to Huron from south to north and north to south on both sides of the street. You might come to appreciate what we are talking about. You have told us you hear us – I appreciate that. Now please SHOW us that you hear us.

3. Not sure why there is a 'defined "discussion area".' This issue and the ultimate plan affects everyone who uses 7th street on a regular basis- per your figures 8,000 vehicles a day, as well as the residents of the area. 7th St is, and has been for the 40 years I've lived nearby, a major thoroughfare, the north-south connector road from Miller to Scio Church on the West side of town. Those who chose to buy homes on 7th St. presumably knew this when they bought. There must be a balance between smooth flow of vehicles and pedestrian concerns (not grid lock as on Main St.). Data (vehicle and pedestrian counts, vehicle speed and pace, crashes, etc.) and professional guidelines (volumes for all way stops, etc.) should definitely inform and guide development of a plan! Drivers who speed and pedestrians who cross mid-street should get tickets/ fines (correction is part of education). Speed limit on 7th should remain 30 MPH through it's length (fix the 25 MPH near W. Washington please!) The 12/11/13 meeting was very good, thank you! Please make sure the data that has been collected is readily available to the public. Could tables of counts, speeds, crashes be put up on a website, or printed? Are the various groups working on safety issues (pedestrian taskforce, Traffic Safety group, South 7th group, etc.) talking to one another, coordinating? (Non-motorized transportation). Thank you!
4. Definitely get rid of 30 MPH sign at 7th just north of Liberty since there are 25 MPH signs at bottom of hill (ditto on other side, south of Huron, toward Waterworks). Why can't 7th be 25 MPH? Pontiac Trail is. Need crosswalk or two between Madison and Liberty. Is the permanent yellow flasher at Washington still necessary? Is it to warn of Huron light coming up? Always has been confusing. Speed is 35 MPH between Scio Church and Stadium- could that be dropped to 30 MPH for consistency? Also, because of large high school population: peds, parent cars, teen drivers. Crossing signal 7th at Miller (outside zone) is problematic- starts flashing as soon as northbound light goes green, turns to stop while light is still green. Especially problematic for southbound peds (confusing, unnecessarily blocking). Could there be an "on demand" signal added at Huron and 7th so we can cross while light is not yet green (like the crossing signals at Main & William, except just on demand).
5. I may be a dreamer but I would like to see 25 MPH limit all over Ann Arbor especially residential streets and I do not accept that this is impossible. What does it take to make sure a child is safe playing in their yard is more important than getting people to work quickly. Let them leave earlier, or better yet, let them ride a bike. And let them ride those bikes on dedicated bike lanes with concrete dividers between them and traffic. This is not crazy talk. We need fewer motorized vehicles on the road both to improve our community and to improve our chances of survival as a species. These things might seem farfetched, but COME ON! They're really not. 25

MPH within the City, 25 all residential streets, required, dedicated bike lanes with dividers and maybe a few streets closed to motorized vehicles entirely. That's the city I want to live in.

6. 30 miles an hour is reasonable. Use enforcement rather than inconvenience of all drivers. Traffic calming islands are unsafe for bikes- terrible idea at Jefferson. Get feedback from general public and squeaky wheels. Put a survey (emailed) to all people interested.
7. Please enforce crosswalk ordinance!! My kids walk to Slauson and Bach and are routinely ignored. Also, I would love speed cameras to be tried- very effective when I lived in Germany.
8. Chief Seto: Consider increasing the dollar amount for speeding tickets. Self- interest is a powerful motivator toward culture change. \$300 for 15 MPH over.
9. If I drive at speed limit anywhere in Ann Arbor on a "major" street I will quickly have a queue behind me. That means that too many drivers are driving too fast. Why do we depend on uniformed officers for speed enforcement? Other states are robots to photograph speeders license plates and issue tickets.
10. Appreciate the meeting and efforts to make 7th more pedestrian friendly and make crosswalks visible and traffic compliant with speeds. Thanks!
11. I'd suggest checking your northbound speeds south of Madison. We of course notice the outliers but it has been my observation that a significant percentage of cars, greater than 10%, are traveling well above posted speeds. Posted speed isn't the problem, speeding is. And speeding shouldn't be used to raise posted speeds. Thanks for having this meeting.
12. Hi. I was the lady who called into question the disparity between the S.O.S. collected data and the City collected data. I think my point was missed- what I was trying to bring up was the legitimacy of the S.O.S. data. I have been on the S.O.S. facebook group since the summer and I have noticed a strong vibe among people in that group (who all live at 7th & Madison) that they want a crosswalk (or a stop sign, oh boy do they want a stop sign!) at 7th and Madison and everyone else doesn't matter. That is just what I have experienced and picked up- so I would HIGHLY doubt any "data" collected by S.O.S. over what you have collected. Lastly, I have lived near the 7th & Washington crosswalk and I can definitely say that traffic has slowed since the installation of the flashers. So WHEREVER you decide to install one I do think that flashing crosswalks help slow traffic and will probably help reduce speeding. I mean, don't get me wrong, the 7th and Washington crossing is not perfect but it is better. Thank you for your hard work and attention to this.
13. My daughter goes to Pioneer so we use Seventh a lot. I surveyed the whole family and we think it is fine the way it is now. It is an arterial and a good way to get north/south. I do not see people speeding on it any more than Washington St. where we live. The crosswalk at Seventh and Washington has been a good improvement. All in all things are good and I hope street funds get spent in areas that really need it. As always thanks to our City staff for all their good work.
14. Washington needs to be re-engineered. The street is too narrow for parking on both sides, two way traffic and bike riding (and the surface is terrible for biking). It should be a one way street from 7th to Ashley. They have brought a large volume of traffic to Washington St. and too many use it as a major thorough fare to avoid Huron. The speed limit is fine if people would adhere to it. Drivers speed to get out of town on too many occasions.

15. Traffic moves too fast. Drivers ignore the crosswalk at Washington and crash into it regularly. Please add Washington to the area. Thanks for addressing these issues!
16. Please take cut through streets at main intersection into account.
17. Madison east of 7th system (Madison St. is part of this street system). Speeding and aggressive driving has increased. New road, free new down to Main. Suggestion: place speed radar for attention or radar speed sign. Paint pedestrian crossings. Make bike lane red or green (cycle track)
18. This discussion needs to be more than just a data review. We are trying to raise the issue of quality of life... cars, speed, noise, pollution. All of these things decrease our pleasure in living on the Old West Side. If those of us who remember a safer neighborhood just leave, will others who follow ever enjoy what we had? Once it is gone, it is gone forever. And that is regrettable. Good place for police presence: Sunnyside Blvd- midway down block, facing east. Morning/ afternoon around school time, people turn onto Sunnyside and hit the gas; we lost 3 trees in the apron in 10 years. The City finally refused to replant as they get hit when cars jump the curb.
19. Too many drivers go too far over the 30 MPH speed limit. Seventh St can be very frightening. Acts as a complete barrier to knowing neighbors on Seventh. Anyone with a driveway backing onto Seventh takes a risk getting out onto the street.
20. I think education is the biggest thing we need to address. We need to educate drivers and pedestrians. Raised medians/ striped roads/ walkable community!
21. My experience with walking on Seventh is one of attempting to avoid it as much as possible. To go north, I walk to Liberty/Seventh. I often go to the Eberwhite area, and find crossing Seventh from Madison to Lutz to be very difficult, due to traffic speeds, and lack of a marked area to cross. Terrain on the west side of Seventh at Madison makes it difficult to get out of the way of traffic.
 For driving, the speed attained by cars traveling north, downhill from Pauline requires braking, which is rarely done by drivers. Speed limit signs require braking, if they are to be followed correctly, in the area between Liberty and Huron. There is no transition between the posted 30 and 25 mile an hour traffic signs, and the 25 mile an hour section is approximately one block long. Madison St. is also influenced by the hill that drops from Seventh to Main St. Cars attain high speeds and rarely stop for pedestrians at any crosswalk, whether marked by lines or not, or whether marked by the new bright yellow signs at Fourth St. I hope that each of the crosswalks on Madison will be striped, after the final coat of asphalt is placed on the street in the spring. Right now, cars do not pay attention to pedestrians crossing Madison, at any location, other than at First/Madison where a stop sign is available. I believe that the city should institute a 25 MPH speed limit in all residential areas, educate, and enforce that limit. That will go a long way to making the cultural changes that we need to slow traffic and pay attention to pedestrians and bicyclists. Please institute traffic management that places a priority on pedestrians, throughout the city. Our area may be a model location, but all areas should have improved traffic management with a priority on pedestrians.
22. There's been a lot of construction already on and alongside 7th the last couple years that has made it anything from annoying to be driving on 7th to downright dangerous to be bicycling on 7th: adding the pedestrian crossing with lights at Washington, the Madison reconstruction

removing a lane on 7th for several months, the construction on Franklin for a couple weeks, the large square holes dug one day last week probably for a broken pipe or some other emergency maintenance, redoing curbs and handicap ramps, etc. Also, every time there's some street construction somewhere else in the vicinity, all the city bus routes are redirected onto 7th, which adds to congestion because there isn't a way for cars to get around the buses other than going into the opposite lane (which cars do). This also increases the danger to bikers because the buses have to pull into the bike lane to pick up passengers, forcing bikers around the buses and buses to potentially not see a biker coming around. The more buses on 7th the more frequently a bus and a bike come to the same location at the same time. I would like for there to NOT be construction on 7th for a good long period of time, like 2 years. Let us just use the existing good road without creating hazards, interruptions, and just plain annoyances.

23. It is absurd that the city says it can't do anything to limit traffic on 7th because the traffic is too high. Yes it's a busy street. No it does not make sense that a residential, narrow street is a major conduit for drivers. Obviously drivers seek the path of least resistance and much of the traffic on 7th is 'optional' traffic of people cutting through to save time. A bit of traffic calming would quickly reduce the amount of traffic on 7th and reroute it to where it is supposed to go: business streets like Stadium and Huron. The larger problem is that there seems to be little understanding that walkability (and biking) are what make Ann Arbor special. Ask people what they like about Ann Arbor and few will say it's the fast roads and big parking ramps. Yes outside people are important for the Ann Arbor economy but we don't need to cripple the biggest neighborhood in town so they can get around a little faster. Why not try some things out--if they don't work they can always be reversed. It would be simple to add a few more stop signs (like at the Waterworks pedestrian crossing!) or roundabouts or even make parts of the street one-way streets going away from each other (or some configuration that allows residents to get in and out but prevents the cut through traffic that is killing the neighborhood).
24. Regardless of how fast or slow cars go there is NOT a safe place to cross Seventh between Liberty and Pauline. The crosswalks close to Davis and Princeton are DEATH TRAPS, cars do not stop and pedestrians get a false sense of security. Being a residential area, the only business along this stretch is a church, is it legal that there is not a single traffic light or stop sign? When the City collected data on cars' speed it did it on top of a hill right after a traffic light (Jefferson), this is probably the slowest point along Seventh, cars moving north from Pauline to Liberty go much faster. If somebody gets hurt or killed at Seventh, who will ultimately be responsible? At this point the City has been informed of the danger.
25. My family drives and bikes this area daily. We live further south on Seventh. My one son, will be three sons next year, bike to Slauson using this route most days rather than ride the school bus. My husband bikes downtown to work using this route and I drive or bike downtown to work with a preschooler in tow. Slowing traffic to make travel safe for bikers and for those trying to cross 7th is a priority. I would favor a stop sign or stop light at Madison. Coming north on 7th that is a long straight shot that is easy to speed on. My husband would like the left turn from northbound 7th at Madison eliminated. This is a real squeeze point for bikers who are slowing up the hill but lose their bike lane. I come home at the time school is out and see families and children by themselves trying to cross 7th at Jefferson, it is very difficult.

26. How about putting speed limit sign where the grade begins to change quickly, near Madison heading north on seventh, as a reminder when you enter down the hill. 30 MPH speed limit strictly enforced in residential area. The grade changes from 920' to 750' (*elevation*) looking on a topo map and this could be a part of why cars are speeding up, simply because of the grade change. The City could add speed limit signs today or relocate them as to not add more.
27. Thank you very much for meeting with the 7th Street neighborhood on Wed. Dec 18th. I live on Pauline Blvd. near 7th Street and obviously I use that street a lot. I both drive and walk to work/town, which requires me to cross 7th. From my point of view, there is no problem whatsoever with the traffic on that street. I'd like to make a few points regarding issues from the meeting:
- The people who attended the meeting are likely dominated by a selective group who were encouraged to come by the Safety on Seventh (SOS) group. People who think there's no problem don't care about this issue and are far less likely to attend the meeting- like my neighbor who lives closer to 7th than I do, who did not attend. Given the vocal criticisms of the traffic by that group, I did not feel comfortable opposing that view publicly, and I could see that I was not the only one who felt that way.
 - 85th percentile values for speed of 35 MPH are perfectly reasonable. This is a thoroughfare, and it will only become more important as a thoroughfare. The convenience of 8000 people does count for something.
 - I'm a scientist and I work with data all the time. I am extremely suspicious about the SOS data. They claimed at the meeting that their pedestrian crossing numbers were on the order of 300 per hour, which is 10 times more than the City's data. 300 per hour is 5 per minute. The only time I ever see anything remotely like that is on game days. So I do not believe that particular claim at all.
 - Also, regarding the data, SOS can gather all the data they like, but as a scientist, I would urge you to ignore that. Not necessarily because their data are wrong, but because data need to be applied consistently. You have gathered data using the same techniques all over the City. This allows you to apply the same criteria to whatever decisions you make based on uniform data. If SOS finds that the 85th percentile of speed is higher than your findings, it doesn't matter because you've used the same data collection methods elsewhere in the city. If you use their data to make any decision, then you're making a decision based on apples vs. oranges. It also allows any group to collect whatever data they want and ask you to make decisions based on that (I'm sure you already get that).
 - Is the street width a consideration? I ask because 7th Street is narrow, and it's easy to cross quickly. That actually makes it safer! I find it easier to cross 7th than Pauline at Allmendinger Park, for example.
 - I'm concerned about SOS being a noisy minority.
 - If people are concerned about traffic speed, then they should not live on a busy street.

Finally, I have to wonder what the purpose of that meeting was. It was never clear why the meeting occurred, nor what the goal of the meeting was, other than that apparently the City is trying to get input- for what?? It was never stated. I spoke with another attendee afterward who was quite puzzled. We just got cards in the mail and showed up and sat through a bunch of info about the speed on 7th Street.

Presumably you are trying to figure out how to appease the SOS group while maintaining sanity on 7th. I think adding a zebra somewhere would be just fine, and harmless. But please **do not** put stop signs at Madison!

Thank you very much!

28. In addition to the discussion that I heard on Wednesday I would like to add that I too feel that the current speed limit on Seventh seems perfectly reasonable to me. While I have seen people exceeding the speed limit both on Seventh and my own street Hutchins (right by Allmendinger Park where children are playing) I don't feel that lowering the speed limit would do anything to change the present situation unless there is greatly increased enforcement of the speed limit and I don't see how the police can do that with their current limited resources for traffic enforcement. As even those advocating for safety measures on Seventh admitted, sometimes it is their own neighbors and even parents of children in the area who are driving too aggressively. So why would a nominal change in the speed limit make any difference? Perhaps some signs in the area cautioning motorists about children crossing the street might help. Also I think it would help if there were cautionary lights *above* the pedestrian crossings rather than just off to the side of the street. I'm thinking of the signs in downtown Brighton, for instance, above their crosswalks.

I lived on Seventh many years ago and knew when I moved there that it was a major thoroughfare. I think folks living on Seventh itself will need to acknowledge that. It doesn't matter if it is all residential. It is still a major thoroughfare. There are many residences on Main St., for instance, and yet the folks who live there understand that it is a major thoroughfare where speed limits will be higher and people will drive more aggressively. I think the same is true for Seventh. So the bottom line for me is that I think the speed limits should stay the same but should be more strictly enforced along with existing crosswalks and stoplights. The police need more manpower to do more traffic enforcement of existing laws and limits.

Thank you for taking the time to solicit feedback from residents in the area!

29. I support a traffic calming effort on Seventh. I am not in favor of a light at Madison, however, there should be a crosswalk with flashing red lights (like at Huron and 3rd Street) at Madison, and/or Jefferson during good weather there is a continual stream of pedestrians crossing to Lutz.
30. First, the meeting was very informative for new participants. In addition, in my experience gaining stakeholder buy-in and gaining trust, it is very helpful to be empathetic and let residents know you will be with them step by step. This is the best way to start a new stakeholder meet to prevent an initial negative/pessimistic tone as what seemed to happen on 12/11. As far as a path forward, there have been millions upon millions of dollars spent over decades by cities across our country to address the exact issues Ann Arbor is dealing with right now. The solutions

are available to anyone with an internet connection. Ann Arbor residents have the resources, the brain-power, and the will to make the city a better, safer place to walk, ride, AND drive and to make neighborhoods more livable and safer. So what's the problem? NYC, Brooklyn, Los Angeles, San Diego, Portland, Seattle and innumerable communities within and outside these areas have improved safety and increased business for local shops with hard-earned solutions gained from research, reports. I ask this with sincerity. There seems to be nearly universal consensus among Ann Arbor residents on this issue, so why are we stuck in the Dark Ages when it comes to protecting cyclists and pedestrians while treating drivers like petulant children? Additionally, can we compare our current business routes with 7th St? Between the 7th/Stadium intersection and Miller/N. Maple intersection traveling along Stadium and Maple roads (a distance of 2.8 miles) there are 9 traffic lights. Between the same 2 intersections traveling along 7th st and Miller Ave. (also a distance of 2.8 miles) there are 6 traffic lights and 0 stop signs. Which route would you take--the business route or the entirely residential route with 3 fewer traffic lights and no stop signs? The traffic design should put the traffic volume where it belongs. Traffic volume on 7th should deter traffic calming there--there needs to be a disincentive to travel 7th for those who don't live here, balance the load. Lastly, the 85th percentile regulation should not safely apply to neighborhoods (ok for highways, not 7th) as it permits 1200 cars per day to still be traveling at unsafe speeds. By unsafe, I mean:

(1) Our homes/streets were built before the car and current day speeds, thus many are 15-20ft from the road.

(2) This is not a sufficient, safe buffer for 30+ MPH speeds as the avg stopping distance for 30 MPH is - 89ft...149ft at 40 MPH. Many other cities are establishing 20-25 MPH zones to revive their residential neighborhoods.

(3) Pedestrian injuries at impact speeds are as follows: 40 MPH = 85% death / 30 MPH = 45% death / and 20 MPH = ONLY 5% death. The safe alternative is clear here to safely revive our neighborhood which often sees 300+ pedestrians in a 2 hour period.

We the residents look forward to working with the city to plan and implement some really innovative solutions that lie outside the status quo. Thanks again for a great initial presentation on 7th St issues!

31. Having lived on Seventh St. for more than 38 yrs, I believe that, instead of the present 30 MPH speed limit, a 25 MPH limit would be advisable on Seventh for several reasons: (1) Since people associate 25 MPH speed limits with residential neighborhoods, a 25 MPH limit would underscore Seventh Street's residential character. (2) Seventh has a huge amount of auto traffic, and many small children living on it, many pedestrians, old and young, trying to cross it, many cyclists trying to use its bike lanes, and many residents trying to enter and exit its driveways. (3) Sight lines are very poor on Seventh Street because of its hills and vegetation. (4) Though a thoroughfare, by necessity it seems, Seventh Street is no wider than its north-south counterparts, nor are its houses set further back. (5) A 25 MPH limit on Seventh would not impede the free flow of auto traffic. After all, the 25 MPH limit on Main Street in the downtown area presents no problem.
32. There is no safe place to cross 7th near Jefferson or Madison, yet this is highly needed. Current data will probably undercount the need for crosswalks as most people in our neighborhood

minimize the number of times they walk on 7th and/or cross it. People drive far too fast on 7th and visibility is a huge issue. I suspect that solutions for 7th will need to work within the larger City context. I hate to drive in Ann Arbor, because I feel like the current system of lights often makes it a chore to cover even short distances. I often feel tempted to drive aggressively because it takes forever to get anywhere, and I suspect my experience is common. A street like 7th is going to get extra traffic and have drivers coming from other parts of the City, because of this situation. The aggressive behavior we see on 7th is a symptom of a bigger problem, and it is not fair that we bear the brunt of a larger city-wide problem. But let's be clear: fixing the problem on 7th will not be the start of an aggressive driving problem- this is already there. But there cannot be a solution to the problem without a fix on 7th, together with a new approach to car-pedestrian-bike-bus mix in the city.

ADDITIONAL FEEDBACK: Not included in the original summary distribution

33. Appreciating that I'm 3 houses north of the "discussion zone" I'm not sure if you're counting this feedback. Just in case, here goes:

- In a 35 MPH zone it's stunning how much faster cars drive. Since anyone headed north has just come from a stop, a turn, or a tricky intersection, the head of speed generated in a couple hundred feet is surprising
- It is very rare to see police enforcement.
- I cross the Huron/7th intersection on foot regularly (3-10 times weekly) and observe: westbound cars on Huron regularly stop in the crosswalk, instead of short of it; westbound traffic regularly runs the red light; most of northbound traffic turning from 7th to E. Huron is considerate of pedestrians' right-of-way.
- I like the signs providing live updates of speed recently installed. Drivers slow down! This combined with enforcement might be the answer to change habits.
- The lighted crosswalks at 7th and Washington and Huron and 3rd (HAWK) are great! Still- as a pedestrian, I cannot assume they'll be observed by drivers, as some drivers do not honor them- who knows why- again, enforcement might help.
- I walk around town, 10-20 miles most weeks; 7th – Kerrytown – State St. – Huron St. – William St. covers most of my territory. Main – State – Huron – William has more drivers conscientious of pedestrians, maybe due to stops every block... or more pedestrians. Trying to get commuting traffic to also share the road would be great!
- Not trying to beat this drum to death... but, in municipalities where speed limits are honored, it is because of dedicated and long term enforcement. No one speeds in downtown Dexter or Chelsea. No one speeds leaving DTW on Eureka. I'm guessing it's because we all know the risk and won't take a bad chance.

34. I attended the meeting on December 11th and provided a feedback form at the meeting but did not see any mention of it on the on-line site that provided a summary. I agreed with others that believe the present speed limit is completely appropriate and do not understand why it would even be considered lowering it since other major arterial roads in the area have the same speed

limit. I believe the meeting was filled with unreasonable squeaky wheels who are obsessed with lowering the speed limit. They should have paid the extra dollars and purchased a home on residential street that is not on a major arterial road. This is of course only my opinion but it seemed that a survey could be sent to the people who live in the area and were invited to the meeting to get a consensus on whether the speed limit should be lowered or stop signs should be put up at Madison. No one really wants to waste a few hours listening to obsessed people complain about how everyone is speeding on their street. My guess is it would be overwhelming what the vast majority of the people would want. Can we have a simple survey? Enough of my tax dollars are being spent on special meetings to listening to squeaky wheels – listen to the majority. I have lived here over 45 years use Seventh daily and do not see speeding. I remember one accident about 40 years ago. I listened to incredible stories of people crashing into porches (was that some in their driveway?), and not being able to cross Madison (unbelievable).

35. I have one MAJOR concern; the "island" at the intersection of 7th and Washington is a big problem. The result of the island is that it backs up traffic in all four directions. If the island was replaced with a left hand (going North on 7th) turn lane, it would provide a place for left hand turning traffic to wait until they can turn, and would not disrupt the flow of north bound traffic on 7th.

36. As a person who drives on Seventh a lot (multiple times a day and week), both as a "through" driver and as a visitor along Seventh to see friends, I am extremely interested in what may happen to this street. No information is provided in your announcement, but I could speculate that some residents are concerned about the speed of cars, as well as pedestrians crossing near Washington (near Slauson) and near Waterworks Park.

Please resist all attempts to turn this major north-south connector into speed humps, which would be a travesty. There are so many more creative ways to inject traffic calming: adding bump-outs, adding parking along one side, adding a couple of small roundabouts...

37. Maybe more trees along 7th Street would help slow down traffic. People are probably already looking into that.

38. ...Walking my daughter across the street in her pajamas from a friend's house a few houses away:

1. We approach crosswalk.
2. Volume of traffic is high and speed appears to exceed the 25 mph limit in front of Waterworks Park.
3. We wait for traffic to stop - but none of the drivers even glance in our direction.
4. I step into crosswalk and see a bus approaching.
5. The bus speeds through the crosswalk.
6. A driver in a van finally stops and allows us to pass safely.

This is unacceptable in general. But, school busses regularly speed down 7th and ignore crosswalks (under both the new law and the old "establish yourself in the lane" standard" - so City Councils efforts to repeal our new law is just silly politics).

I hope you might have a conversation with Transportation at A2 Schools. You can let them know that we will begin documenting this crosswalk over the next couple of weeks with video, photos and a speed gun.

39. Myself and all OWS [*Old West Side*] residents are grateful for any/all efforts that are currently under way to remedy this issue of excessive speeding in our city. But we cannot stop there. Drivers need to know that there will be consequences for their inconsiderate actions as they drive through our fine city - this needs your greatest attention. As I have previously pointed out, this issue has been identified and known since the OWS Report was commissioned in 1971 (attached, p.12 - "Traffic"). Additionally, in 4 years of living on Seventh St, we have observed zero traffic enforcement until SOS [*Safety on Seventh*] was formed this past year. As I speak right now, at 11pm on a Wednesday night, traffic volume is light, but cars are barreling by at 40-50 mph (northbound) on a regular basis. Lutz is a prime spot to park a patrol car. In regards to the 85th percentile, this guideline/regulation is entirely appropriate for interstates and highways where no residents, homes, pedestrians, and non-motorized traffic exist, as their whole purpose is to move mass amounts of traffic quickly. What we, as a community, do not agree with is using/applying this methodology in and around our neighborhood streets where over 300 pedestrians were logged in a 2 hour period during the last City data collection event. We must use common sense here in regards to the 85th percentile. Using this metric for a street that sees an average of 10,000 cars per day means we still have 15% (1500 CARS!!!) in the 40-50+ mph range! We the residents, constituents, and tax-payers of this of this city find this completely unacceptable for our neighborhoods which have very active sidewalks despite the high traffic speeds. The environment that SOS has thoroughly documented is a quality of life issue that could very well have negative legal impacts for the city and taxpayers if left ignored. Points to consider on the data collection summary below:
- 1) The low average speeds are to be expected as drivers visually see the radar sign, thus slow down
 - 2) In my own study, departing Pauline headed southbound on Seventh, I reached 30mph, completely disengaged the accelerator, and coasted past Madison at 45mph. With a 124ft elevation drop from Pauline to W. Liberty, you are speeding unless actively braking
 - 3) 22 citations in 440 minutes equates to a stop every 20 min. Factor out 10 min for the stop and 5 min back to post/position and that shows cars were being stopped in succession
 - 4) Previous radar data was taken southbound (uphill)
 - 5) In my extensive experience speeds are highest northbound (downhill) between Princeton and Lutz