



S. 7th Street (Scio Church to Delaware) Water Main, Stormwater, and Road Improvements

Engagement Session

June 27, 2023

City of Ann Arbor – Public Services Area – Engineering

www.a2gov.org/seventhgreenview



Meeting Norms

- Commit to learning and avoid speculation.
- Remember the importance of rights and the dignity of others.
 - Critique ideas, not people.
 - Use thoughtful language to create a comfortable forum for everyone.
 - Inappropriate language will result in removal from the meeting.



Project Staff – City of Ann Arbor



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Agenda



Project Overview

Proposed Designs

Exercise and Sharing

Questions

Next Steps



Construction Project Boundaries

- S. 7th Street – Scio Church Rd to Delaware Dr
- Greenview – Stadium Blvd to S. 7th St





Project Boundaries: S. 7th Street Reconfiguration

S. 7th Street
reconfiguration: Scio
Church Rd to Delaware Dr

- Residential road
- 0.3 miles





Project Overview

- Replace aging water main
- Install stormwater management system
- Repave the street
- **Improve transportation safety**



Road Reconfiguration: Council Resolution

Develop new designs for South Seventh between Scio Church and Delaware that **narrow the road** using speed management tools such as, but not limited to, chicanes, pinch points, and/or mini roundabouts to slow traffic to safe neighborhood speeds, and then integrate an **appropriate all ages and abilities bike route** for a neighborhood street.

Additional public engagement shall be conducted to present the new designs to the public for feedback, then the designs will go to the Transportation Commission, then to City Council if necessary.



Transportation Plan: Mobility Values

Vision Zero

“By 2025, no one dies or is seriously injured in crashes on Ann Arbor’s streets.”

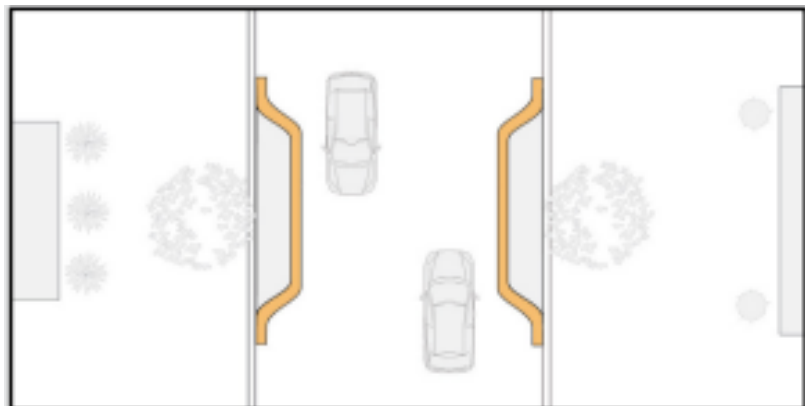
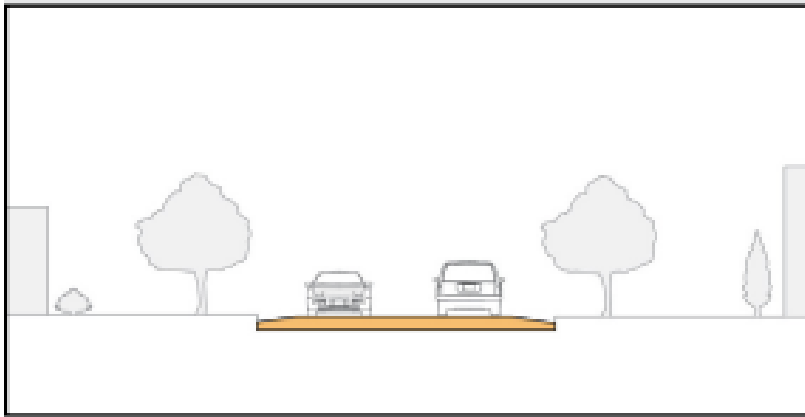
Carbon Neutrality

“By 2030, our transportation system contributes zero emissions towards climate change.”



Traffic Calming Program vs Capital Projects

Vertical device



horizontal device

Traffic Calming Program

- Council program
- Driven by resident petition
- First come, first serve
- Multi-year wait list
- Includes devices that you drive over (i.e., speed humps)
- Can be installed after a capital project

Capital Projects

- Projects come from the Capital Improvement Program (CIP)
- Includes devices you drive around (i.e. bump outs)



Design Limitations

Stop Signs

- Must meet strict federal criteria to be installed

Parking

- Parking in or near intersections and at crosswalks is illegal

Crosswalk Lighting

- Crosswalk design will be determined by city guidelines

Flashing Lights and Speed Feedback Signs

- Used for higher speeds and traffic volumes





Road Reconfiguration

Purpose

- Improve public safety for all users
- Make All Ages and Abilities Route

Impacts

- Slow down vehicular speeds
- Improve comfort levels for nonmotorized users
- Improve driver's comfort levels for sharing the road



All Ages and Abilities Route: Examples



hit by a car driving at...

20 MPH



9.5 out of 10 pedestrians survive.



30 MPH



5 out of 10 pedestrians survive.



40 MPH



1 out of 10 pedestrians survive.





Perceived Problems – Public Comment from April 2023

- 3-way intersection can be dangerous (cars drive through it)
- Speeding
- Lack of bicycle infrastructure (because of the school there are a lot of learning cyclists)
- Road is too wide
- Sidewalks are too narrow (don't accommodate bicyclists)
- Maintain residential parking (use our driveways for children to play)
- School pick up and drop off
- Maintain the traffic flow
- Football parking
- Lack of signage
- U-turns on the street
- No road markings
- Annual maintenance



Proposed Designs

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Summary of Public Input (April 25, 2023)

Potential Solution(s)	Total Votes*
Mini roundabout	3
Curb Bump out	0
Additional mid-block crossing	2
Chicanes	0
Widen sidewalk	7
Narrow width of S. 7th	7

* Total among 9 groups



Proposed Elements Applied to Each Option





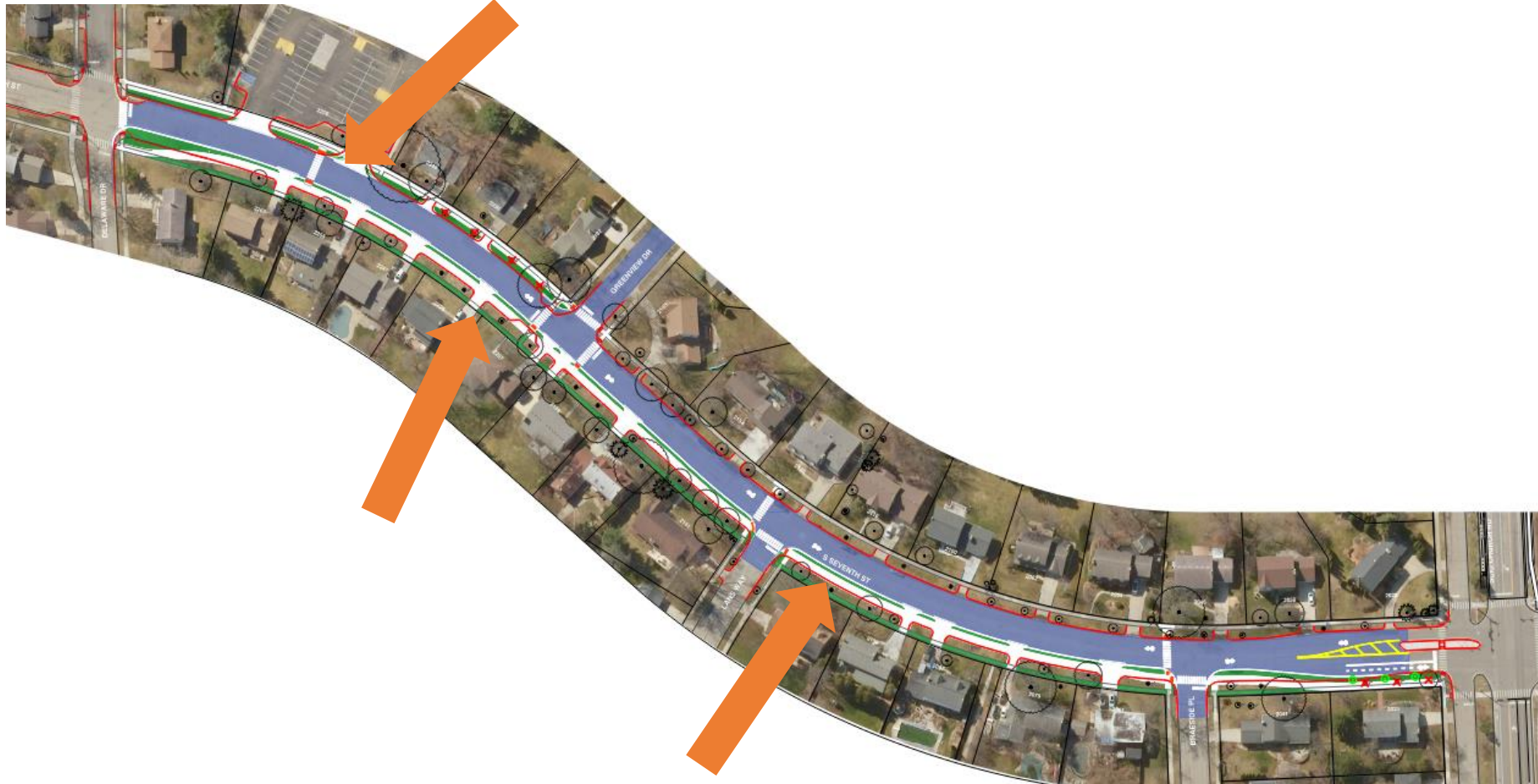
Proposed Elements Applied to Each Option

Features	Problems Addressed	Other Considerations
Narrow road	<ul style="list-style-type: none">• Speeding• Road is too wide• U-turns• Annual maintenance• Maintain residential parking• Maintain traffic flow• All Ages and Abilities Route	<ul style="list-style-type: none">• Entire street is narrowed to 30 feet• Road width consistent with adjacent roads• Gives more residential feel to road• Lawn and/or driveway extensions are homeowner's responsibility to maintain• Parking is maintained
Pedestrian crossings at Braeside Place and Lans Way	<ul style="list-style-type: none">• Lack of signage• All Ages and Abilities route	Not removing legal parking spaces
Sharrow bike symbol	<ul style="list-style-type: none">• Lack of bicycle infrastructure• All Ages and Abilities route	Brings attention to cyclists using the road
Not replacing center line	<ul style="list-style-type: none">• Speeding• Annual maintenance	<ul style="list-style-type: none">• Road is consistent with adjacent roads• Gives more residential feel to road
Scio Church island NOT removed	<ul style="list-style-type: none">• Speeding• Maintain traffic flow	<ul style="list-style-type: none">• This cannot be removed, federal funding• Outside project limits
Pedestrian crossing with bump out at school path on Greenview	School pick up and drop off	Helps to take pressure off S. Seventh Street



Option 1: Narrow East Side, Widen Sidewalk

Most Expensive





Option 1: Narrow East Side, Widen Sidewalk

Most Expensive

Features	Problems Addressed	Other Considerations
Narrow east side	<ul style="list-style-type: none">• Speeding• Road is too wide• U-turns• Annual maintenance• Maintain residential parking• Maintain traffic flow• All Ages and Abilities route	<ul style="list-style-type: none">• Entire street is narrowed to 30 feet• East side moved in ~13 feet• Greenview intersection bump out removed
Widen east sidewalk and west sidewalk near school	<ul style="list-style-type: none">• Lack of bicycle infrastructure• Sidewalks too narrow• School pick up and drop off• All Ages and Abilities route	<ul style="list-style-type: none">• Some trees removed• Sidewalks are homeowner's responsibility to maintain• Sidewalk placed in existing road footprint to avoid utility poles and trees
Additional midblock crossing near school	<ul style="list-style-type: none">• Lack of bicycle infrastructure• School pick up and drop off	Additional connection to widened sidewalk



Option 2: Narrow Both Sides of Road 10% Less Expensive than Option 1





Proposed Option 2: Narrow Both Sides of Road 10% Less Expensive than Option 1

Features	Problems Addressed	Other Considerations
Narrow both sides	<ul style="list-style-type: none">• Speeding• Road is too wide• U-turns• Annual maintenance• Maintain residential parking• Maintain traffic flow• All Ages and Abilities route	<ul style="list-style-type: none">• Both sides moved in ~6 feet• Greenview intersection bump out removed• Delaware intersection bump out removed• Every driveway on road is extended



Option 3: Meander Road

20% Less Expensive Than Option 1





Option 3: Meander Road

20% Less Expensive Than Option 1

Features	Problems Addressed	Other Considerations
Narrow alternating sides	<ul style="list-style-type: none">• Speeding• Road is too wide• U-turns• Annual maintenance• Maintain residential parking• Maintain traffic flow• All Ages and Abilities route	<ul style="list-style-type: none">• Accentuates curves of road to naturally slow traffic• Alternating sides moved in ~13 feet• Greenview intersection bump out removed• Delaware intersection bump out removed



Option 4: Meander Road with Pinch Points

20% Less Expensive Than Option 1





Option 4: Meander Road with Pinch Points

20% Less Expensive Than Option 1

Features	Problems Addressed	Other Considerations
Narrow alternating sides	<ul style="list-style-type: none">• Speeding• Road is too wide• U-turns• Annual maintenance• Maintain residential parking• Maintain traffic flow• All Ages and Abilities route	<ul style="list-style-type: none">• Accentuates curves of road to naturally slow traffic• Alternating sides moved in ~13 feet• Greenview intersection bump out removed• Delaware intersection bump out removed
Pinch points at intersections	<ul style="list-style-type: none">• Speeding• Road is too wide• U-turns• All Ages and Abilities route	<ul style="list-style-type: none">• Road narrows to 20 feet wide• Alternating sides moved in ~13-20 feet• Meets City Council resolution



Exercise



Instructions

1. The proposed designs are on tables.
2. Attendees circulate around the tables to review the designs and fill out an individual evaluation sheet.
3. Meet back at a table and discuss evaluations with the group.



Questions



Next Steps

Public input
on potential
solutions
Apr 25

Submit
evaluation
form by
July 11

Information
session this
winter

Meeting **June 27**
to present
design options

Final design
option
shared with
public this
summer

Construction
**Spring – Fall
2024**



Contact Information

- Stay tuned at [A2gov.org/seventhgreenview](https://www.a2gov.org/seventhgreenview).
 - **Subscribe** to receive updates.
- Contact Tracy with any questions or comments
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- Contact Michelle with any questions or comments about engagement by **July 11**
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Thank You!

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