



## Frequently Asked Questions

September 21, 2023

### General FAQs

**1. Why is the City making transportation safety improvements when there haven't been any instances of crashes? How does the City know we need to do this?**

Both S. Seventh St and Greenview Dr (Scio Church to Stadium) are identified in the Ann Arbor Moving Together Towards Vision Zero Transportation Plan as an All Ages and Abilities bike route. This approach means that rather than reacting to past crashes, projects should proactively try to slow traffic on the road. Slower traffic speeds help reduce the likelihood of a serious crash and increase access to the street for all users, including pedestrians and bicyclists. As roads are being resurfaced as part of a capital project, this is an opportune time to take measures that manage speed, like reconfiguring the road.

**2. Can the City add speed humps?**

Speed humps would need to be added through the Traffic Calming Program. This is a separate, petition-based effort that could take place after this project is completed. More information regarding the program can be found at [www.a2gov.org/TrafficCalming](http://www.a2gov.org/TrafficCalming).

**3. Can the City add or remove stop signs?**

To add or remove a stop sign, an intersection must meet fairly strict criteria, or “warrants”, established by the Federal Highway Administration. The amount of vehicle and pedestrian activity on most local streets, including those within the project area, do not meet these warrants to add a stop sign. By law, the purpose of a stop sign is to assign who has the right to go first, not to slow vehicles. The Michigan Manual of Uniform Traffic Control Devices (MMUTCD) prohibits the use of stop signs as a traffic calming device.

**4. Did you collect speed data?**

Speed data was collected on S. Seventh Street in November of 2022 and will be collected on Greenview Dr this year. Data will be collected again after construction is complete and compared to the data before construction.

**5. Do these designs show the entire construction project?**

These designs only show the road reconfiguration. The project also includes water main replacement, storm sewer system replacement, and underground stormwater detention (oversized pipes) which are not shown on these designs. Therefore, the project will be more involved than street resurfacing.

**6. When will we know about the additional impacts from construction?**

Postcards will be mailed to nearby residents and the information will be posted on the website.

**7. When is construction?**

Construction is planned between April and November of 2024. Exact dates have not yet been determined.



## **S. Seventh St. FAQ**

### **1. Will the design retain on-street parking?**

One block of parking is being removed – from Scio Church to Braeside. No other legal parking spaces will be removed. As a reminder, the parking ordinance states that parking is prohibited within:

- 4 feet of a driveway
- 20 feet of a crosswalk
- 15 feet of an intersection
- 15 feet of a fire hydrant – the water main plan and fire hydrant locations have not been finalized.

### **2. Why can't the island near Scio Church be removed?**

This was installed as part of a previous project and public engagement effort for the purpose of clarifying how this complex intersection should be used, and to improved pedestrian safety. Removal of the island is not being considered as part of the current project. The new design will define the lanes in intersection better and the removal of parking on this block will reduce confusion when entering the neighborhood.

### **3. Why not put the widened sidewalk on same side as Lawton Elementary school?**

The sidewalk was placed on the east side in response to public comment. Residents preferred the sidewalk on the east side because more people live on the east side of Seventh St, and it would connect to the sidewalk on the east side of Seventh St (north of Scio Church) that students use to get to Pioneer High School. The sidewalk in front of the Lawton Elementary was also widened to connect to crosswalks on both ends.

### **4. Which design was the most popular at the June 27<sup>th</sup> meeting?**

- Option 1 (narrow east side and widen sidewalk) was chosen by 15 participants.
- Option 2 (narrow both sides) was chosen by 2 participants.
- Option 3 (meander road) was chosen by 2 participants.
- Option 4 (meander road with pinch points) was chosen by 4 participants.

The evaluation forms provided at the meeting along with feedback from Ann Arbor Public Schools and the Transportation Commission were evaluated and some minor changes were made to Option 1 to create the final design. All the proposed options presented at the June 27<sup>th</sup> meeting are available to view on the project website [www.a2gov.org/SeventhGreenview](http://www.a2gov.org/SeventhGreenview).