

SCIO CHURCH SERVICE DRIVE TRAFFIC CALMING MEETING #2 DISCUSSION SUMMARY

Date: March 21, 2019

Time: 5:30 to 6:30 p.m.

Location: Meet at sidewalk in front of 2021 S. Seventh Street; walk Scio Church service drive from S. Seventh to Chaucer

Attendees:

Public Present: 4 (*See Appendix A: Sign in Sheet*)

Councilmembers Present: Elizabeth Nelson (Ward 4)

City Staff Present: Kayla Coleman (Systems Planning), Cyrus Naheedy (Engineering), Cynthia Redinger (Engineering), and Andrea Wright (Engineering)

Meeting Notes:

The following is not a direct transcript of the meeting discussion. The following summary has been developed from notes taken during the meeting; comments are paraphrased. Answers/ responses from Staff are marked with an 'a'. Where clarifications or responses have been added after the meeting, these are denoted as "*post-meeting notes.*"

Overview:

Meeting participants met on-site to discuss the Preliminary Plan of traffic calming devices. Staff provided an explanation of each device followed by an opportunity for neighbor questions and comments.

Participants then used "polling dots" to indicate their support for each device at the proposed location:

Green = Yes

Yellow= Undecided

Red= No

General

- Can you provide an update on the Seventh/Scio and Seventh/Stadium public engagement efforts?
 - a. That effort is separate. The Traffic Calming Program will move forward independent from the Seventh/Scio and Seventh/Stadium discussion unless the neighborhood requests to put the Traffic Calming Program on-hold until that outcome is determined.
- Could the potential traffic calming devices be installed ahead of the intersection changes?
 - a. Yes.
- Was signal timing discussed at the recent Scio/Seventh and Scio/Stadium meeting?
 - a. Traffic signal timing was brought up by several residents. Requests were received for changes to the signal timing and phasing, including a request for protected/permissive left turn lanes on Scio Church Road. These requests will need to be evaluated by staff.
- Does SCOOT impact the left turn lanes on Scio?
 - a. The intersection is part of the SCOOT adaptive signal control system.

Device #1

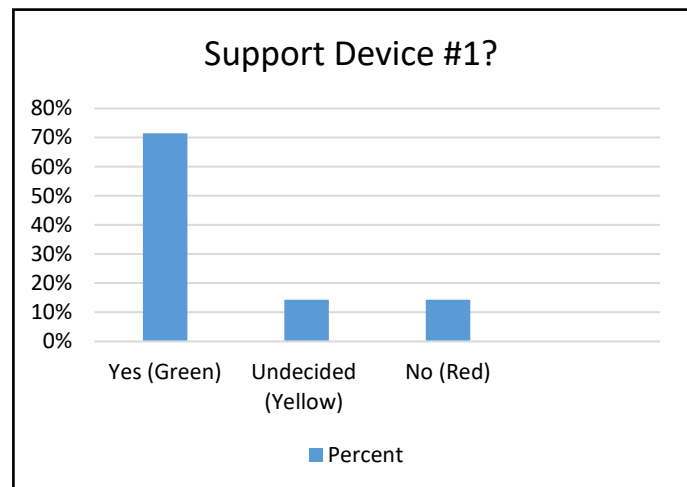
- How will potential traffic calming devices affect snow plowing?
 - a. The street would continue to receive winter maintenance at the current rate. City of Ann Arbor street maintenance staff handle snow plowing in areas throughout the city where

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traffic calming devices such as speed humps have been installed. The location of devices that you drive over are clearly marked by reflective posts so that snow plows are aware.

- Will this affect drainage?
 - a. We do not expect any change in drainage pattern due to traffic calming device installation.
- Will the speed hump be constructed out of asphalt or concrete?
 - a. Staff have not yet made this decision.
- If you did asphalt would you remove the existing asphalt and then add new?
 - a. We would mill-away part of the existing asphalt and then add the new device.
- What is the projected lifespan of a speed hump, or other traffic calming devices?
 - a. The device will last as long as the road surface and then be replaced when the road is due for resurfacing.
- Where can we find an example of where a similar installation was made?
 - a. If you visit our website, a2gov.org/TrafficCalming you can find a list of all projects installed throughout the City via the [Traffic Calming Google Map](#). S. Forest Avenue from Wells to Granger is an example that includes a speed hump and raised crosswalk.
- Is this device proposed as a speed table, with a flat surface?
 - a. No. A speed hump is parabolic in shape, there isn't a flat surface at the top.
- How tall would the device be?
 - a. The speed hump will be about the height of the curb in the center and will taper down to the existing street edge.
- Parking cars on top of speed humps works fine and I find that these are not disruptive except to slow the speed of passing vehicles.

Do you support device #1 (speed hump) at the proposed location?		
Responses		
_	Percent	Count
Yes (Green)	71%	5
Undecided (Yellow)	14%	1
No (Red)	14%	1
Totals	100%	7

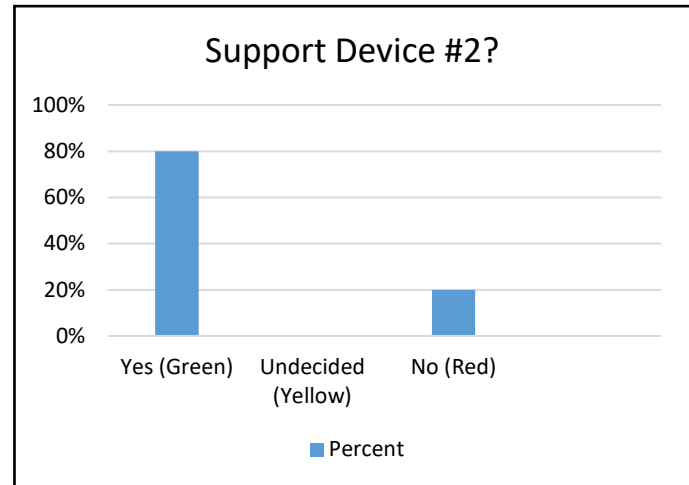


Device #2

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No discussion.

Do you support device #2 (speed hump) at the proposed location?		
Responses		
	Percent	Count
Yes (Green)	80%	4
Undecided (Yellow)	0%	0
No (Red)	20%	1
Totals	100%	5



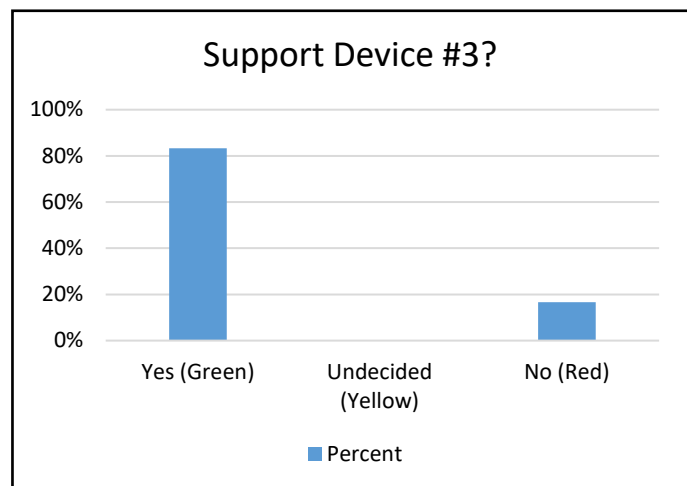
Device #3

- Is this a cross between a speed hump and a crosswalk?
 - a. Basically, yes. Raised Crosswalks are 18 feet wide – including a 6 foot wide center platform marked with crosswalk striping and slopes tapering down on each side, 3 inches high and extend the full width of the street. All crosswalks are constructed in compliance with Americans with Disabilities Act (ADA) requirements and include a level landing for this purpose.
- How long is the ramping/slope going to extend?
 - a. The width of the sloped area will be approximately equivalent to the width of a parking lane.
- How will on-coming vehicles see the raised crosswalk?
 - a. The raised crosswalk will have high visibility markings on top.
- What impact will there be for bicyclists?
 - a. Bikes have to go over speed humps just as cars do. It will have pavement markings so that it can be seen ahead. The raised crosswalk should not deter cyclists, as long as they are traveling under 25mph.
- Is there standard signage that could be installed to alert people coming north on Chaucer, turning left that there is a crosswalk ahead? They may not be expecting a crossing there.
 - a. Additional signage could cause distraction from the STOP sign at this location. The crosswalk will have high visibility pavement markings and lighting.
- Is the crosswalk along Scio Church Road a candidate for flashing lights?
 - a. Flashing lights, also known as a Rectangular Rapid Flashing Beacon (RRFB), is currently under further review for the crosswalk across Scio Church Road to access Pioneer Woods.

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- I am concerned about snow shoveling for the ramp leading to the sidewalk. I don't think that this device should be placed at this location. Why would it be good to have a speed hump at a crosswalk?
 - a. The proposed location provides ideal spacing to maximize the effectiveness of traffic calming devices. A raised crosswalk also helps to elevate the visibility of pedestrians using the crosswalk.
- The crosswalk will be rarely used except for on football Saturdays.
- Why would this device ramp down and then up? Why can't the crosswalk be at the same height all the way across?
 - a. The reason for sloping the device to meet the existing curb, is to allow for stormwater drainage.
- Can the ramping up and down be made less steep?
 - a. Adjusting the device sloping may be possible when the road is due for a full reconstruction. The Traffic Calming Program relies on engineering retrofits to the existing street.
- I am still concerned about snow and shoveling the crosswalk ramp.
 - a. When the snow plow lifts their snow blade to move over the traffic calming device they will drop salt, as needed. The salt might help with clearing the snow from the crosswalk ramp.
- Where is there an example of a raised crosswalk nearby?
 - a. S. Forest Avenue between Wells and Granger is the most recently installed example of a raised crosswalk.
- Could you do a speed hump just before the crosswalk? Instead of a raised crosswalk?
 - a. A speed hump before a raised crosswalk is not preferred because it could cause driver distraction from the crosswalk ahead, it could also limit visibility of the crosswalk and does not provide as desirable spacing of devices to maximize effectiveness.
- Could you do only device #1 and device #2, and not device #3?
 - a. The final poll will require respondents to indicate support for the whole plan. Partial support is not an option because the plan must be implemented completely to be effective.
- This device at this location makes sense to me.

Do you support device #2 (raised crosswalk) at the proposed location?		
Responses		
	Percent	Count
Yes (Green)	83%	5
Undecided (Yellow)	0%	0
No (Red)	17%	1



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Totals	100%	6
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Next Steps

- What if someone doesn't respond to the final poll? Does that count against the project, as a "no"?
 - a. The tally of final poll responses only considers those who respond. The qualification criterion is that greater than 50% of those who respond must indicate support for the final plan. To oppose the project, the resident/property owner must complete and return the final poll.
- Should residents attend the Transportation Commission and City Council meetings when this project is considered?
 - a. The Transportation Commission and City Council are open to the public and residents are welcome to attend. Scio Church Service Drive Traffic Calming would be the first potential traffic calming project to come before the Transportation Commission, because the Commission was not yet established when prior traffic calming projects were constructed. The Transportation Commission did endorse the Traffic Calming Program update that was approved in 2018. City Council also approved the 2018 Program update. Projects have come before City Council for construction approval throughout the history of the Traffic Calming Program, we are not aware of any instances where City Council did not approve construction after sufficient neighborhood support was determined.

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Appendix A: Sign in sheet

JERRY BROWN
Elizabeth Nelson
Kelly Doonan-Keed Keellie
SCOTT WESTOVER
Tim Cotts