

Scio Church Rd. Crosswalks

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This presentation has been shared in several different forums in 2021 and 2022

- **Transportation Commission (July 2021)**
- **Vision Zero Implementation Subcommittee (February 2022)**
- **WBWC Board Meeting (March 2022)**
- **Transportation Commission (March 2022)**



Current State of Scio Church Rd.:

- **Very wide and very fast (45 feet wide!)**
- **Frequent passing in the center lane**
- **Potholes**
- **Poor/missing bike lanes**
- **Very few crosswalks**
- **Scheduled for reconstruction in 2022**

Bad driving behavior on Scio Church results in near misses that I have witnessed many times

A near miss that I witnessed at the intersection of Churchill and Scio Church



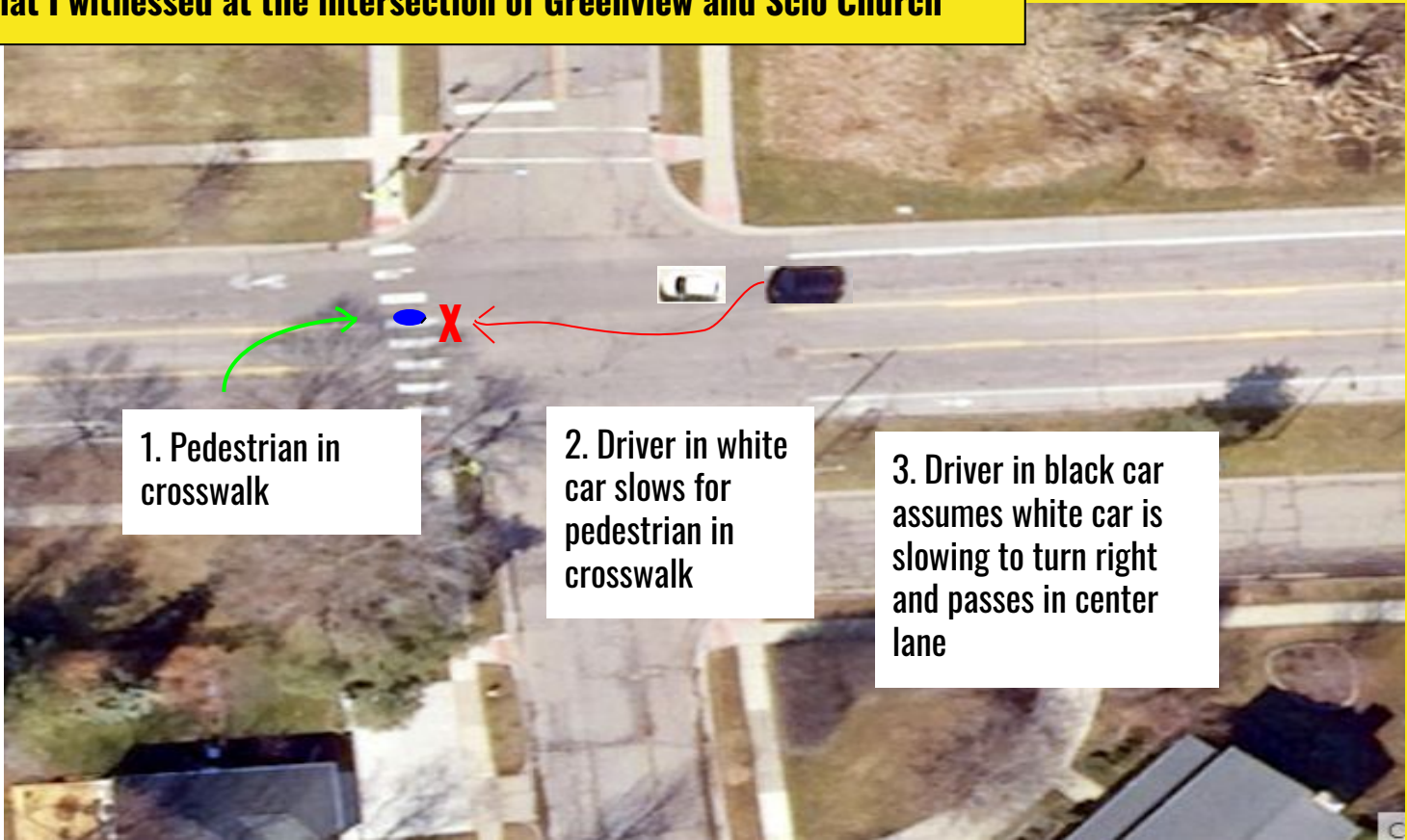
2. Driver in black car passes in the center lane

1. Driver in red car slows to make a right turn

3. Driver in white car merges into center lane for a left turn

Improper usage of the center turn lane is very common on Scio Church Rd. This example was memorable to me because I was the driver of the white car and was almost in a head-on collision!

A near miss that I witnessed at the intersection of Greenview and Scio Church



1. Pedestrian in crosswalk

2. Driver in white car slows for pedestrian in crosswalk

3. Driver in black car assumes white car is slowing to turn right and passes in center lane

A collision with the black car, which was accelerating to pass the white car, would have been disastrous for the pedestrian. Thankfully it was just a near miss. As in the previous example, I was in the white car.

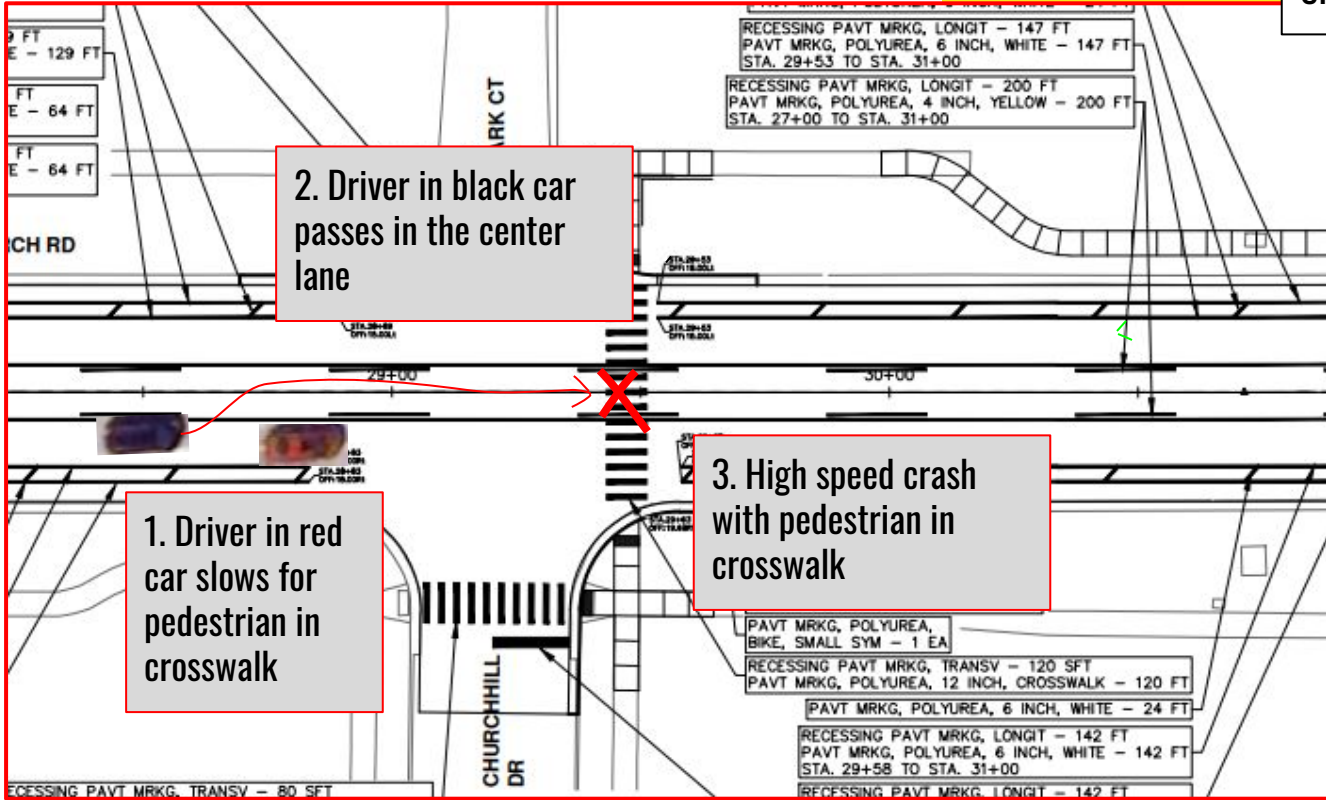


Examples of improper use of the center lane on Scio Church Rd.

- **Passing traffic that is too slow**
- **Passing vehicles that have slowed or stopped for a pedestrian**
- **Passing vehicles that are turning right into driveways or side streets**
- **Jumping the queue**
- **Racing**

Clear lane markings and signage do not deter this behavior today, and I don't expect they will do so with this new design

Crosswalk plans for intersection of Churchill and Scio Church



- Current plan:
- No refuge islands
 - No median

This is the kind of crash that I'm worried about happening in the new crosswalks

Scio Church Rd. Improvements

- Misuse of center turn lane is rampant
- Current plans do not include adequate protection for pedestrians in crosswalks
 - RRFBs will not deter improper center turn lane use
 - In-street crosswalk signage is not in place during winter months, including most of the school year
- Current plans will not deter the common bad behavior on Scio Church Rd.

The Scio Church project is an opportunity to implement Vision Zero design principles and protect the drivers, cyclists and pedestrians who use it

Safe on Scio Church Group

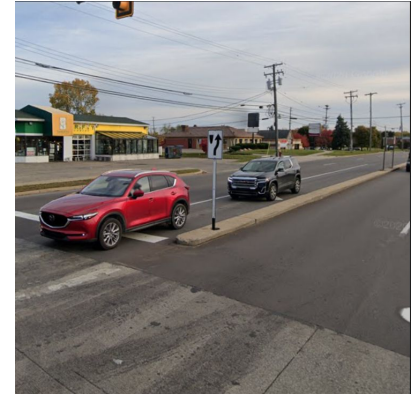
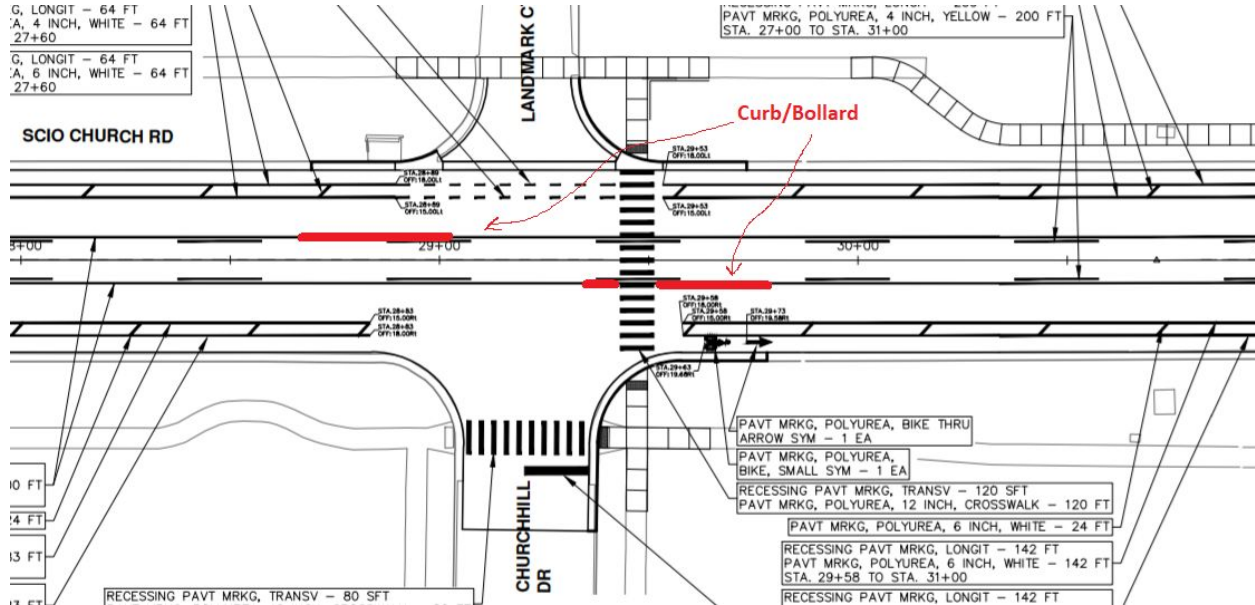
- Public; anyone can join or view
- 44 members so far
- Forum for neighborhood engagement on this topic
- <https://www.facebook.com/groups/637269367526522>

Alternative Proposals

- Several alternative design proposals have been shared in various media (email, Facebook posts, etc)
- The next few slides are an attempt to collect them all in one document

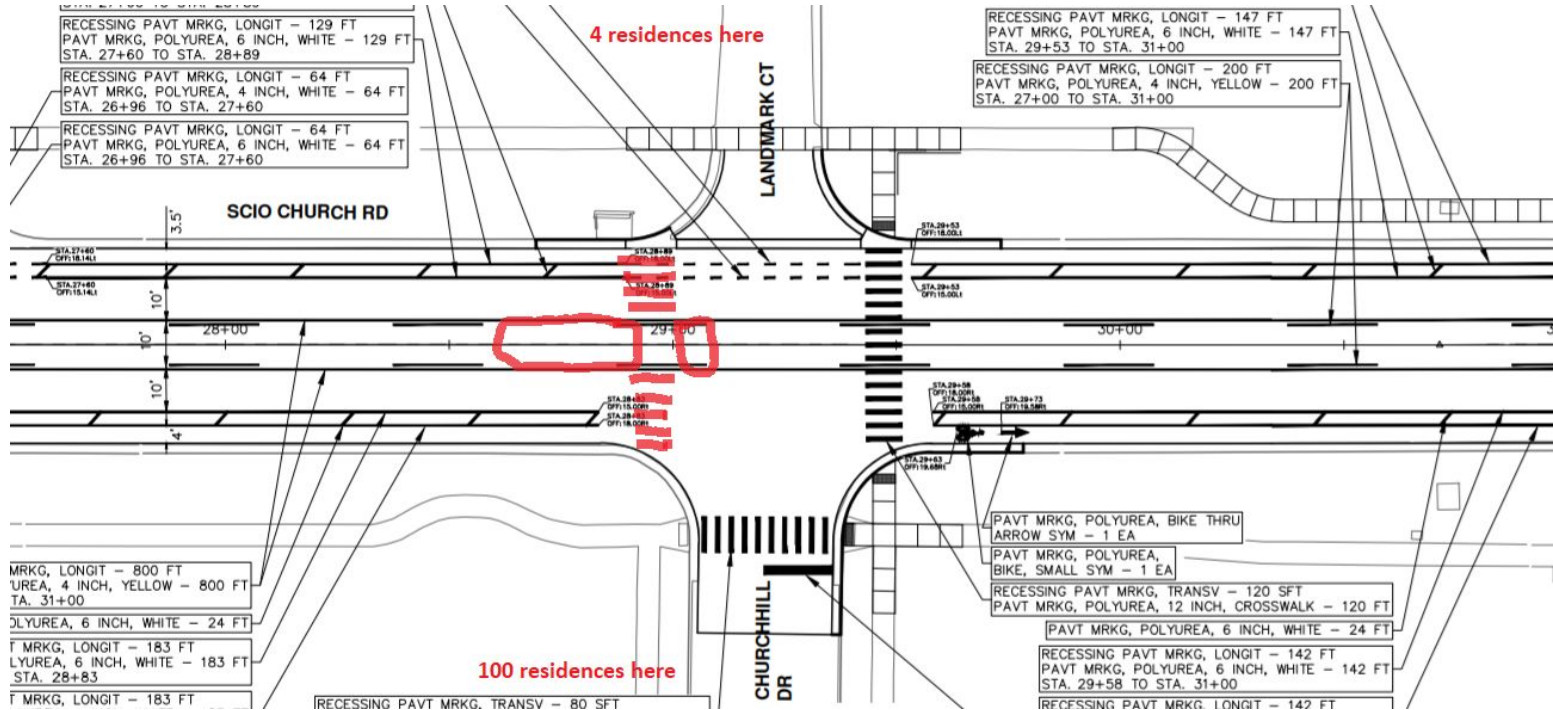
Hardened Centerlines

- This feature is intended to deter misuse of the center turn lane
- Does not inhibit left turns as a refuge island would



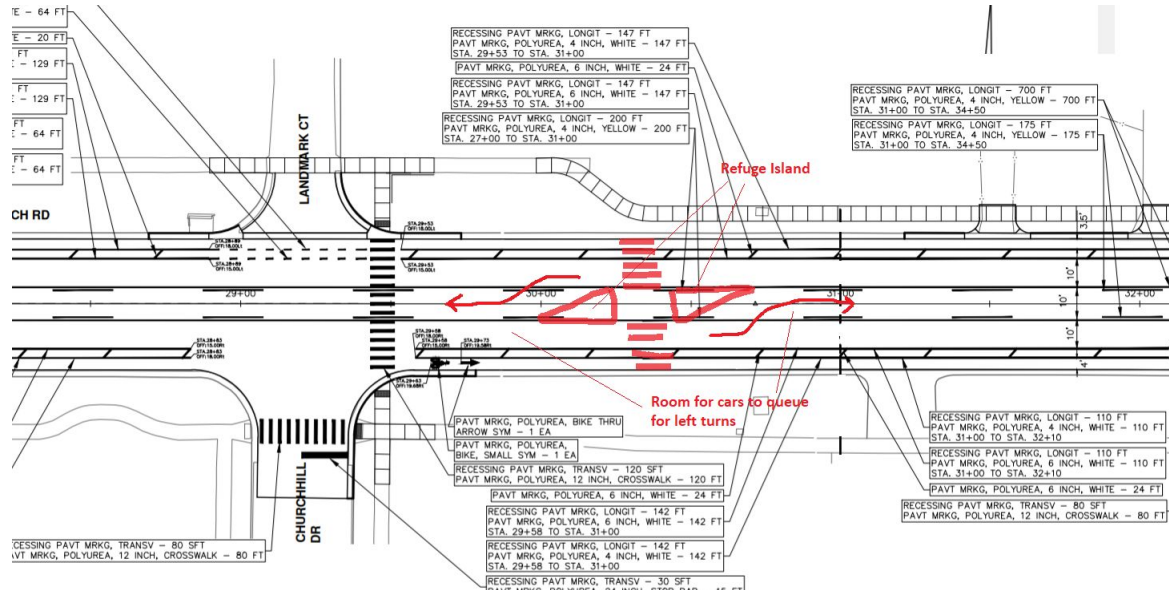
Move Churchill Crosswalk West with a Refuge Island

- Refuge island would inhibit left turns onto Landmark, where there are 4 residences
- Left turns onto Churchill (feeding 100 residences) are unchanged



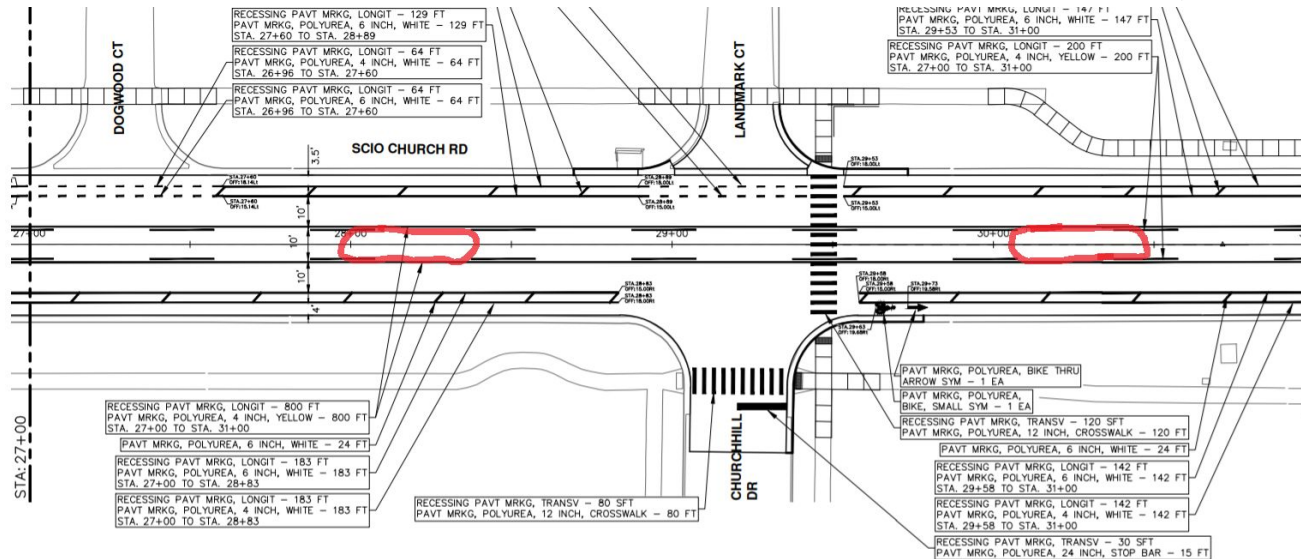
Move Crosswalks to Mid-Block Locations

- Moving away from the intersection leaves room for left turns
- Drawback: pedestrians may opt to cross at corners rather than walk to marked crosswalks



Add Islands Mid-Block

- Leave crosswalks in planned locations and add islands
- Makes illegal passing in the center lane a much less attractive option
- Doesn't inhibit left turns
- Could be combined with hardened centerlines for a very effective deterrent

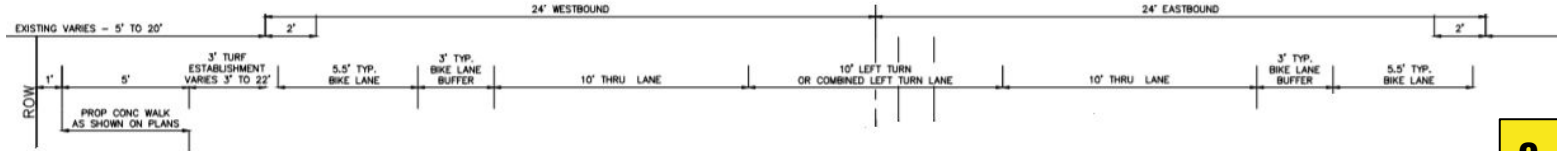


Two Way Cycle Track + Refuge Islands

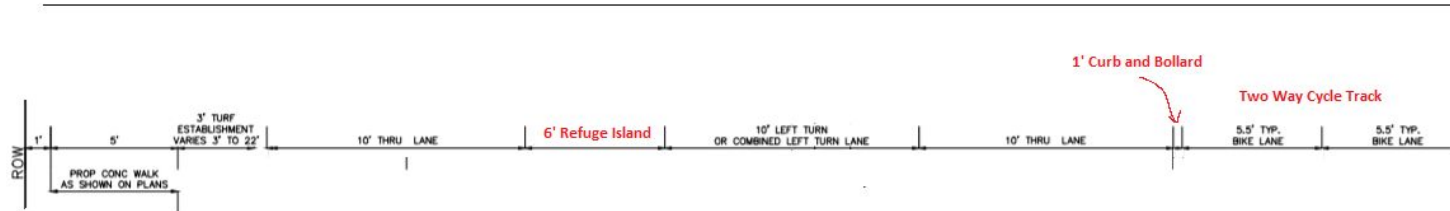
- Combine both bike lanes into a single cycle track
- Add curb/bollard to separate cyclists from traffic
- 11' bike track is wide enough for winter maintenance
- Leaves room for 6' refuge islands at crosswalks



1 Street, Ann Arbor



Current Design in Plans Submitted to MDOT



Proposal with Cycle Track and Refuge Island

Counts towards our goal of 5 miles per year of all ages/abilities routes