

## Cespedes, Christopher

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**From:** City of Ann Arbor Transportation Commission  
**Sent:** Thursday, May 15, 2025 3:36 PM  
**To:** Cespedes, Christopher  
**Subject:** FW: 7th St. Improvements

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**From:** Seth Peterson <[REDACTED]@gmail.com>  
**Sent:** Friday, May 9, 2025 7:21 AM  
**To:** Dykman, David <[REDACTED]@a2gov.org>; Briggs, Erica <[REDACTED]@a2gov.org>; City of Ann Arbor Transportation Commission <[REDACTED]@a2gov.org>  
**Subject:** 7th St. Improvements

Hello Mr. Dykman et al,

First and foremost, I appreciate that you have many people to please and parameters to meet in your work, and I have no doubt that you do your job with the utmost integrity and good intention. That said, I have a long and tired history with the city and the engineering profession in general (though the engineers I've interacted with are *really* nice people, and I am sure you are among them). I have done my best to be respectful, yet honest and clear in the feedback below and I hope you will take the time to read it. Simply put, I am disappointed for many reasons about this project.

The first among them is that I only learned about this project yesterday evening (through the grapevine). As someone who streams all of the Transportation Commission meetings, I am a bit flummoxed as to how a project on my own street slipped past my notice, but alas, here it is seemingly already designed with engagement forthcoming. I would have hoped that engagement should precede design, but here we are.

It is my understanding that there are no changes to the design of the road since this is a "mill & fill" with budget limitations. Additionally, due to the street's *classification*, it is ineligible for "certain treatments" (i.e. the effective ones) to manage speed despite specific [pleas from humans not in cars](#).

I am a little exhausted with the self-fulfilling prophecy of the classification of streets as if they only exist for the people driving on them. Like other streets in town, this is a 2-lane neighborhood street, with houses, churches, and schools. It has a lot of people of all ages on foot, bicycle, wheelchair, and stroller \*daily\* traveling along and across it. These are not included in the classification nor are their speeds included to calculate the 85th percentile. This, to me, implies that these folks are undeserving of a factor of safety that is so fervently doled out to people in motor vehicles.

I am a patient guy. I have been engaging with the city for almost fifteen years to do something about excessive speeds on 7th. They have done some things, but I have learned that paint and signs do not slow down traffic despite the best of intentions. My impression has always been that the city would make a more meaningful effort when it was time to "redo" the road. I know a "mill & fill" might not be a full redo in the city's eyes, but if we can't dump a little more asphalt out at the crosswalks (at a minimum), the priorities remain as carcentric as they were 15 years ago; those being:

1. Speed
2. Volume
3. Cost
4. Safety

Just this week, I emailed the Transportation Commission and wrote that "we must take every opportunity to make our streets safer." It is disappointing that we can't take one of those opportunities right outside my own front door. If the "mill & fill" money can't be used for crosswalks, perhaps there is some sidewalk money available? What is a hostile crosswalk if not a sidewalk gap?

With sincerity (and exasperation),  
Seth Peterson



And a postscript:

I was hoping when the city someday sent me a postcard about upcoming work on 7th St., I could discuss with them the relocation of my driveway curb cut, but it might be late for that(?) (though do let me know).