

## Seventh Street Process Committee Notes March 18, 2020

Notes taken by: Linda Diane Feldt

This was held as a tele-conference meeting as a result of COVID-19.

In attendance:

Committee Members: Seth Peterson, Linda Diane Feldt, Julie Boland

Staff: Kayla Coleman

The call-in number was posted for the public to join, no one from the public participated

Seth gave some background to the 7<sup>th</sup> St. process which included:

It has been a long process, and there is still bad behavior on the part of car drivers. That includes cars turning left onto Lutz from 7<sup>th</sup> being rear-ended<sup>1</sup>, a persistent need for a stop sign at Madison and 7<sup>th</sup> to slow traffic and also prevent problems with Lutz. The stop sign was turned down by the city because of the asymmetric traffic volumes with Madison and 7<sup>th</sup>. The lane narrowing has seemed to help – implemented two years ago. The bike lane and advisory bike lane seem positive. Staff has been receptive for the last five years or so. The gateway treatments have helped, even though a few were subsequently taken out. There is still a concern about speeding and failure to yield.

Relook at S. 7<sup>th</sup> tool box and OHM study.

Kayla mentioned that there has been staff turnover from who originally dealt with this issue.

Questions for city staff, materials to be assembled:

- Are we tracking speeds with the radar signs? Has speed changed?
- Who decided the 25 mph for Waterworks Park area, and why does this not apply for West Park as well?
- Do we know a safe recommended traffic volume for 7<sup>th</sup>? What is a safe speed? Can these two concerns be separated?
- Is 7<sup>th</sup> considered a local road or arterial? Can this be changed if it is arterial?
- Confirm that the light at Liberty and 7<sup>th</sup> has a leading pedestrian interval. Same for Stadium and also Pauline?

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<sup>1</sup> Clarification from S. Peterson: My personal witness to cars being rear-ended turning left at Lutz was in the era before \*any\* bike lanes. In my observation that has been better since the bike lanes have been added and car lanes narrowed, but I don't know what any official record of crashes would show. There are rear endings that occur at the Lutz crosswalk now and again when speeding folks quickly yield and tailgaters run into them--this is more common on dark rainy mornings as you would imagine. The gateway treatments help with this a little as they slow most folks down a bit (when they are installed). Overall, I would say that the road has been made safer for cars in the last 10-15 years. Accommodations have been made for bikes and pedestrians, but speeds are still too high generally for it to be a safe and appealing environment for vulnerable road users.

- Can we put in more stop signs? What are the regulations? What is local authority and what is MDOT? Does Seventh meet warrants for stop sign installation at any point?
- Do game days and events change what can and should be done?
- Can the turn lane from 7<sup>th</sup> to Madison be removed? And other turn lanes throughout the corridor?
- What is the maximum volume of traffic (vehicles per hour?) along 7th that the typical signaled intersections can accommodate? How would that number change without turn lanes along 7th?
- Are there any examples of a high-volume, low-speed streets or is speed invariably tangled up with volume?
- Are there tools for metering traffic between signals that fall outside of (currently disallowed) traffic calming devices?
- Collect information on 7th and Huron, status for MDOT? What is the crash data and MDOT response regarding changes? Potential to restrict turns there?
- Update on “how speed limits are set” presentation to the Transportation Commission (per B. Parsons request)? When will this be conducted? Can staff share any information about this with the Committee?

Other committee actions suggested for problems:

Evaluate turn lanes throughout the corridor.

How do we encourage certain types of traffic and discourage faster through traffic?

The group agreed to present questions to staff via Kayla, and ask for their input on timing, recognizing that there may be many more pressing and urgent issues for staff in other areas. Kayla will follow up with Wendy to ask about her attendance.