

From: Peter Houk
Sent: Friday, July 30, 2021 2:19 PM
To: Allen, Jane (Engineering)
Cc: Eyer, Jen; City of Ann Arbor Transportation Commission; Hess, Raymond; Nelson, Elizabeth; Molly Kleinman; Redinger, Cynthia; Carson, Chris
Subject: Re: Scio Church Crosswalks

Thanks for the update, Jane. I understand you probably have timing constraints to get bids from contractors. Adding changes before construction begins sounds like a good plan.

Thanks!

On Wed, Jul 28, 2021 at 11:20 AM Allen, Jane (Engineering) <JAllen2@a2gov.org> wrote:

Pete,

We do not have time to make possible changes to the location of the crosswalk at Churchill and the possibility of adding medians at that crosswalk and near Covington, however it is something that could be added after the project advertisement. Our design staff can revisit your concerns before construction.

In regard to the pavement width, we have added a buffered bike lane on both sides of the street which utilizes that extra 5 feet you mentioned. This also reduces the crossing length for pedestrians as well as adding protection for cyclists.

Jane Allen, P.E., Civil Engineer IV

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From: Peter Houk

Sent: Thursday, July 22, 2021 1:02 PM

To: City of Ann Arbor Transportation Commission <TransportationCommission@a2gov.org>

Cc: Hess, Raymond <RHess@a2gov.org>; Eyer, Jen <JEyer@a2gov.org>; Nelson, Elizabeth <ENelson@a2gov.org>; Molly Kleinman <mollykleinman@gmail.com>; Redinger, Cynthia <CRedinger@a2gov.org>; Allen, Jane (Engineering) <JAllen2@a2gov.org>

Subject: Re: Scio Church Crosswalks

Thanks, all, for your time last night, and for the excellent news about adding RRFBs.

I'd like to follow up on a few ideas that were discussed yesterday.

Firstly, refuge islands might inhibit left turns, but this can be mitigated at two of the crosswalks. At Churchill, an island on the east side of the intersection (where the crosswalk is now planned) would indeed inhibit left turns into Churchill Downs neighborhood, which has approximately 100 residences. But adding that feature to the west side of the intersection would inhibit left turns onto Landmark Ct., which has only 4 residences and no outlet. Maybe one option would be to move the crosswalk west and add a refuge island there. Similarly, at the Covington crosswalk, there is no southbound street at that intersection. Adding a refuge island or a narrow median on the east side of the intersection would not inhibit any left turns.

I'd also like to draw attention to the extreme width of Scio Church. With 45', we would have room for two 5' bike lanes, two 10' through lanes, one 10' turn lane and still have 5' left over for a refuge island. I don't necessarily think that's the best plan, but it does illustrate exactly how much pavement there is on this road. Please, let's try and repurpose more of it to support safety features for motorists, pedestrians and cyclists.

Lastly, the real issue here is that drivers misuse the center lane. It's possible that the existing crosswalk design (plus RRFBs!) would be adequate, IF some other features would deter misuse of the center lane. A narrow median at the intersections (like the attached picture) would make it obvious that the center lane is only for left turns and not to be used as a through lane or for passing.

Thanks again for your effort on this project!

Peter Houk

