

**West Stadium Public Workshop  
January 9, 2008  
Workshop Notes**

Table I (Group 1)

Finish intersections first.

Why can't we consider a three lane construction? Are there enough gaps?

Cross walks/pedestrian crossings

- At the Church parking lot – vehicles park on Westfield and Greenview and walk across Stadium
- At Edgewood

There is frequently ice at Westfield

Eliminate connection at Franklin – a bus stop there

Make it a one-way at Stadium Ct. (“triangle”)

Stormwater elements to improve Allen’s Creek

- Porous pavement
- Pioneer
- Goal – 100 year storm detention

Maintain integrity of Pioneer Woods

Street lights – dark sky, down directed LED

Pedestrian islands encourage drivers to swerve into bike lane.

Reduce the width of Seventh at woods.

Concern regarding “new” speed limit standards

- Is the speed limit going up?

Signal coordination – put in as part of project.

<b><u>Profiles:</u></b>	<u>4 - lane</u>	<u>3 lane</u>	<u>4 + pedestrian</u>	<u>5 - Lane</u>
4 – lane		7	4	1

Evaluation of the potential impact of a 120’ R-O-W to incorporate modern concerns regarding storm water, etc.

Blind spot for eastbound Stadium to southbound Seventh traffic --- can't see traffic north of Stadium (intersections not aligned)

Coordinate with AATA to minimize inconvenience during construction

One-way during construction

Consider reduction of Pioneer – related traffic starting in Fall, 2008 (incremental)

High quality street trees shouldn't be removed (Maples & Oaks)

New trees need to be of different varieties, hardy to Michigan

Tree replacement should exceed current formula

Table II (Group 2)

Car speed and control is a concern at the curve

At 7<sup>th</sup>, move the road toward the south

Need to maintain hedge at 7<sup>th</sup>

At 7<sup>th</sup>, cars have gone out of control into yard

Large traffic back-ups for left-turns of westbound Stadium onto 7<sup>th</sup>

Need to protect trees of Pioneer Woods

Do not take land from Pioneer Woods

No signage at Franklin to direct North 7<sup>th</sup> traffic onto Franklin

On 7<sup>th</sup>, home owners have access issues with drive

Could traffic light at 7<sup>th</sup> reduce left turns at Greenview? Large number of accidents.

Alhambra has large number of accidents

Marian/Stadium – two severe accidents in one year.

At the Church, there is heavy pedestrian traffic on Sundays

Snow management with five lane section

Suffolk/Greenview Section

Four lane profile is O.K.

Greenview/Franklin Section

Four lane profile is O.K.

At 7<sup>th</sup>, consider walk easement into woods to allow road to use 5 feet from walk

Pedestrian island needed at 7<sup>th</sup>.

Want right turn lane at Main Street.

Table III (Group 3)

Need a middle turn lane  
Currently, bikes use the sidewalk  
Design won't change traffic pattern  
Just give me room to turn into my driveway  
Trees are not necessary on the lawn extension  
Pour concrete on extension for garbage carts  
Duplicate left turn lane – make it like the rest of Stadium  
Like having a left turn lane  
There are more problems for westbound traffic  
Islands on Stadium in business district not used very often. They are not placed where people will use them.  
Wide extension makes it feel more residential.  
Do not limit left turns  
Maybe add a median in some areas  
Like light fixtures on Stadium north of Pauline  
Like the street trees – they provide “warmth” and safety to pedestrians  
Combine signage to limit visual clutter, especially close to Pauline  
Need better speed limit enforcement – particularly at curve  
Light timing creates difficulty getting out of driveway – particularly during peak times  
Timing of lights is hard – morning traffic backed up at Main St. & Pioneer & 7<sup>th</sup>.  
Add a turn lane  
Pioneer lot entry is dangerous for pedestrians  
Concerns about refuge blocking driveway access  
There is crossing everywhere on Stadium on football game days  
Create pedestrian refuges at all bus stops  
Likes trees – tall and flowering – when they are not a visual hinderance  
Left turn lane is necessary  
Need crossings at AATA stops  
Pedestrian bridge over Stadium  
Lots of people turning onto Pioneer entry on Stadium  
A left turn lane onto 7<sup>th</sup> is important, but people would like to see minimal impact on the woods  
Combined bike/walk path  
Allow residents to prune trees

Table IV (Group 4)

Access to bus service at Pauline – B. Storns , W. Stadium Ct.

There is a speed problem – typical 40-50 mph.

Is there width available for widening at Pauline? Room to widen?

Traffic speed and noise at Pioneer

Difficult Left turn south of Pauline to go north

Gretchen's House – required wider drive, problem with existing light pole at drive.

- Need a pedestrian crossing in this area.
- Difficult turning out at peak traffic

Trinity Lutheran church:

- Heavy traffic, new driveway
- Need a pedestrian crossing

Additional signalized crossing between Pauline & 7<sup>th</sup>.

Fix sidewalk at Pioneer along Stadium

Pedestrian crossing possible at Gretchen's House (s. of Commercial area)

Concern with EB traffic going off curve at Westfield

Need lighting at bus stops

Concern with sidewalk being too close to the road

Pedestrian crossing at Greenview unsafe with heavy left turn traffic – prefer to move East.

Traffic light at 7<sup>th</sup>, gridlock (west of southbound)

EB right turn at school, backs up, WB also

Signal at Pioneer to help with peak traffic and time activated?

Accidents and speeding at Trinity Church

Like trees in area – replace.