

PONTIAC TRAIL IMPROVEMENTS PROJECT MEETING SUMMARY

Date: Thursday, June 6, 2013
Time: 7:00-8:30 p.m.
Location: Cafeteria of Northside Elementary (912 Barton Drive)
Attendees: Public Present: 16;
City staff present: 4; Madeline McIlhon, Nick Hutchinson, Anne Warrow,
Cresson Slotten
Council members present: 1; Sabra Briere

Meeting Notes:

City Staff introduced themselves and welcomed the participants to the meeting.

The proposed scope of the project was presented:

- Pontiac Trail will be reconstructed beginning just north of Skydale Drive to just south of the bridge over M-14
- Extending water main north from Dhu Varren Road to just south of the bridge over M-14
- Extending sanitary sewer north from Skydale Drive to just south of bridge over M-14
- Adding bike lanes to the existing road cross-section
- Storm sewer improvements that will emphasize infiltration and enhance water quality
- Adding curb and gutter to a small portion of the project to protect the natural features, including a small wetland
- Adding sidewalk

The proposed project schedule was presented:

- Estimated construction start date: May 2014
- Estimated construction end date: September 2014

The proposed detour plan during construction was presented and discussed.

- During construction, northbound traffic on Pontiac Trail will be maintained while southbound traffic will be detoured. Southbound traffic will be intercepted at the intersection of Nixon Road and Pontiac Trail and will be routed south on Nixon Road to Plymouth Road. The detour route will direct traffic westbound on Plymouth and end at the intersection of Plymouth Road, Moore Street, Broadway Street, Maiden Lane.

The following next steps were presented and discussed:

- Collection of feedback from residents, commuters and other stakeholders
- Complete the design during the Fall of 2013 and prepare a detailed cost estimate.
- A project specific website will be created in the fall and updated periodically
- Meet with individual residents and property owners whose properties will be directly impacted by the construction. There are properties that the City may request temporary grading permits from property owners during construction activities.
- Meet with individual residents and property owners who will be part of the special assessments for sidewalk and curb and gutter.
- A public meeting will be held in the Spring of 2014 prior to construction

Open Discussion Notes:

(Note: this is not a direct transcription of the meeting discussion. This summary has been developed from notes taken during the meeting; comments are paraphrased. Where staff responses or clarification were provided they are shown in italics).

1. How would township properties be impacted by this project? *Staff response: Township properties would not be immediately responsible for the special assessment or improvement charges. Townships would need to apply for annexation into the City before they would be allowed to hook up to the new sanitary sewer or water main. Once the properties have annexed to the City then they would be responsible for the special assessments or improvement charges.*
2. Who pays for new sidewalks, where no sidewalks currently exist? *Staff response: By City Code, first-time construction costs for new sidewalks are generally assessed to the property owners abutting the sidewalk area.*
3. Is Ann Arbor's new Sidewalk Millage a possible source of funding for new sidewalks? *Staff response: No. The Sidewalk Millage is intended for the repair of existing sidewalks and not for the construction of new sidewalks where none currently exist. Repairs to existing sidewalks within the public right-of-way adjacent to properties that are on the tax roll are included in the Millage program. The necessary repairs are made by the City at no additional cost to the adjacent property owners. This five-year millage (from 2012-2016) covers the inspection and specific repairs for existing, eligible sidewalks over a five-year cycle.*
4. Who maintains sidewalks in the City of Ann Arbor? *Staff response: City Code requires adjacent property owners maintain sidewalks (including snow and ice removal).*
5. Do sidewalks have to go on both sides of the street? *Staff response: The City's Complete Streets Policy requires that staff consider sidewalk on both sides of the street, to promote pedestrian safety. The feedback form, that was handed out earlier, seeks to collect feedback on where residents feel the new sidewalk should be constructed.*
6. Will the City need additional easements for the road work? *Staff response: All work will be within the public Right of Way, including new sidewalk. The City may ask residents to grant temporary grading easements to allow the contractor to grade your private property for the new sidewalk or grade driveway to match the new road.*
7. How will trash pickup and mail delivery be impacted by the construction? *Staff response: Driveway access, garbage collection, and mail delivery will be maintained throughout the construction of the project. Property owners will be notified when individual driveways may be blocked for short durations.*
8. How will the trees along Pontiac Trail be impacted? *Staff response: It is anticipated that several trees will have to be removed during construction. The City is committed to limiting the impact to nature features as much as possible and new trees will be planted*

as part of this project, where possible. The grading and landscaping will be impacted in order to construct the new utilities and potential sidewalk.

9. Will the speed limit be lowered at the completion of the project? *Staff response: At this time, there is no plan to lower the speed limit after this project is complete. The City may elect to re-evaluate the speed limit once the project is complete.*
10. Will the City consider adding street lights or a stop sign and Dhu Varren and Pontiac Trail? Would the City consider adding a flashing crosswalk similar to the ones added on Plymouth Road? *Staff response: The City does not plan to add Street lights as part of this project. Installing new street lights would create an increase in maintenance costs, and would thus not be allowed by the Street Light Moratorium policy. Furthermore, since the City has completed the replacement of all the City-owned lights with LED bulbs, there would be no opportunity to offset the cost of the new lights. The City will investigate improving the sight distance at the intersection of Dhu Varren and Pontiac Trail. During the detailed design phase the City may elect to add additional crosswalks. We will also meet with our traffic team to look into adding a pedestrian initiated rapid flashing beacon at Arrowwood.*
11. The bus stop at Arrowwood is very popular, how will AATA buses be impacted by the construction and detour? *Staff response: Staff will be meeting with AATA staff to discuss alterations to the bus routes to continue providing service to the area during construction. In addition, staff will also be meeting with the public schools to address any rerouting of school buses during construction.*
12. Is Olson Park a City park? *Staff response: Yes.*

Summary of Information collected from Feedback form

15 total feedback forms were submitted

13 respondents answered question #1, two were left blank

13 respondents provided open ended responses on question number three.

1. Please rank your preferences for the alternatives provided below (place a number 1, 2, or 3 in the space provided- 1 indicating what is most preferred; 3 indicating what is least preferred):

Sidewalk installed on both sides of Pontiac Trail

“1” - 4 respondents selected this choice as their “most preferred” outcome
“2” - 6 respondents selected this as their “second preferred” outcome
“3” - 0 respondents selected this as their “least preferred” outcome

Sidewalk installed on only the east side of Pontiac Trail

“1” - 9 respondents selected this choice as their “most preferred” outcome
“2” - 2 respondents selected this as their “second preferred” outcome
“3” - 0 respondents selected this as their “least preferred” outcome

Sidewalk installed on only the west side of Pontiac Trail

“1” - 0 respondents selected this choice as their “most preferred” outcome
“2” - 0 respondents selected this as their “second preferred” outcome
“3” - 8 respondents selected this as their “least preferred” outcome

Feedback form- Open ended feedback responses:

1. No sidewalks on the west!
2. I am concerned about the phone company access in my yard.
3. I am concerned about the road drainage into my front yard. The City regularly cuts my berm to allow road water to drain into my yard.
4. What does the annexation process consist of? What would the change in taxes amount to?
5. Thanks for addressing this reconstruction and for holding this informational meeting.
6. Am looking forward to using the reconstructed road, bike lanes, and sidewalks. I now avoid this short stretch because of the rough road. To ride/walk from Leslie Park Circle, I cut through Arrowwood Apts.
7. Provide pedestrian crosswalks with flashing lights along Pontiac Trail.
8. Make Dhu Varren and Pontiac Trail a four way stop to help slow traffic along Pontiac Trail and due to limited sight distance.
9. Very difficult (expensive) to install a sidewalk at my property because of the steep berm – west side of Pontiac Trail.
10. Street lights would be wonderful.
11. I really welcome and look forward to having Pontiac Trail improved. – Thanks.
12. Add street lights – especially at corner of Dhu Varren and Pontiac Trail – Too dark at night
13. How can the overhead street sign at “Moore Street” and Plymouth/Broadway be made clearer by adding some language that you must turn onto Moore St. to get to Pontiac Trail?
14. Making this very dangerous stretch of road safe for all can’t come soon enough!
15. Street lights would be favored.
16. Crosswalks – YES
17. Ensure better sight lines at the corner for northbound Pontiac Trail traffic turning east on Dhu Varren.
18. My main concern is traffic calming on Pontiac Trail. Pontiac Trail outside of Ann Arbor is relatively rural and straight, and drivers are accustomed to driving at high speeds. They continue this high speed as they come over the last rise and enter Ann Arbor at Arrowwood. I would appreciate any

calming that can be done. (i.e. grooves in the pavement as City limits (like toll booth grooves), Even flashing lights at crosswalks at Arrowwood bus stop or signs at this crosswalk saying it's a City ordinance that motorists must yield to and stop for pedestrians at a crosswalk.

19. Are street lights a part of this project?
20. Have thought about pushing the project back to after school gets out?
21. Since I am so directly impacted by this project, I would like to have updates as regularly as possible via email. Please put me on a list – at some point we would like to meet to discuss specifics for our property. - Thanks