



Transportation Project Updates August 2018

2018 Construction Projects

Annual Street Resurfacing Project:

Encompasses the majority of the City's street resurfacing activities, including several major and multiple local streets. Major streets included in the 2018 project include Jackson Ave, Stone School (Packard to Eisenhower), and State Street (Packard to Hoover). Work has been completed at all three of these locations, and the remaining work for this season is now focusing on various local streets. A full list of streets that are included in this project can be found at: a2gov.org/roadconstruction.

Annual Sidewalk Repair Program:

An annual project to repair sidewalks throughout the City. Further information on the program and a list of 2018 target areas can be found at a2gov.org/sidewalks. 2018 construction work began in late April.

Pauline Boulevard (Stadium to Seventh):

Water main replacement, street resurfacing, bike facility improvements, and a review of potential crosswalk improvements throughout the corridor. Feedback from the Transportation Commission, the community at large, and adjacent property owners along the corridor has been incorporated into the project design. Construction has been going slower than expected, and the project will likely not be fully complete by the end of August as originally planned. Prior to the end of August, Pauline will be reopened to two-way traffic between Stadium and Redeemer Drive; and westbound traffic only will be maintained between Redeemer and Seventh. The project is expected to be fully completed by the end of September. For additional information visit a2gov.org/Pauline.

Scio Church (Main to Seventh):

Road resurfacing project including filling the sidewalk gap on the south side of the road, addition of a sidewalk on the north side of the road adjacent to the Pioneer High School property, crosswalk improvements at the Scio Church/Seventh intersection, a midblock crossing at Chaucer, and narrowing of the existing pavement to provide a traffic calming effect, a reduced impervious surface, and additional space for stormwater management features. Construction began July 12, and is anticipated to continue through September.

Fifth Avenue (Kingsley to Catherine):

Road reconstruction project including watermain replacement, stormwater management improvements, ADA ramp replacement, crosswalk improvements, and streetscape improvements. The project was designed as a joint effort between the City and the DDA. Construction is in progress and is expected to continue into November.

**Seventh Street Improvements:**

This project includes the installation of buffered bike lanes and high visibility crosswalks on Seventh Street from Huron to Scio Church. This work is planned to be combined with a surface treatment project to improve the pavement condition on parts of Seventh Street. This combined project will utilize Highway Safety Improvement Program grant funding and Federal Surface Transportation Program funds. Construction is scheduled to begin July 19 and run through August.

Staff will incorporate advisory bike lanes into the Seventh Street pavement marking plan. Advisory bike lanes provide a way to delineate a shared space for cars and bikes. This is an alternative that is newer to the industry and beginning to gain traction as an acceptable best practice. The City has previously used this treatment to delineate bicyclist space in a shared bike-right turn lane. Staff consider the use of an advisory bike lane to give prominence to bicyclists in the share acceptable and their use would follow the Association of Pedestrian and Bicycle Professionals guidance to use an advisory lane where a mandatory lane cannot be used.

Staff have reviewed traffic volumes and crash histories for the intersections of Seventh at Scio Church and Seventh at Stadium. Analysis for the southbound and northbound approaches, respectively, indicate that overall operations as left only/shared through-right/bike only should be successful. Staff will move forward with this change.

Concerning the section of N. Seventh Street between Huron and Miller, staff held a series of public meetings and an online input opportunity to gather initial feedback at the end of July and early August. Staff are currently reviewing public input provided to determine the next steps.

North Maple Road Restriping:

Based on the results of the analysis by City Engineering staff, it appears that the conversion to a three-lane section of this portion of North Maple is feasible. This conversion was completed in June following the completion of the surface treatment work.

Staff will continue to monitor how the conversion is working. The City plans to follow up with a public engagement effort this Fall to determine where the most desired locations are for midblock crossings on the corridor. Using this feedback, staff will design and install the crosswalks. Potential treatments to be considered include some combination of "Gateway Treatments" (i.e. the in-lane signage) and pedestrian islands where feasible.

Green & Federal Sidewalk Gaps:

Filling sidewalk gaps on the north side of Federal/Commerce Drive, and along the north/east side of Nixon Road near Burbank Drive. This project will utilize Federal aid. Construction is scheduled to begin on August 27th on the Green Road portion of the project.

**Allen Creek Berm Opening:**

The project team has essentially completed the design plans. The schedule for the project at this point is dependent on the acquisition of easements from the adjacent property owners, which include DTE and First Martin. These easements must be obtained before the project can be put out to bid. Due to the delay in obtaining these easements, the current construction schedule is uncertain. The current project estimate is \$7.5 million. Adequate funding has now been identified for the project, utilizing multiple State and Federal funding sources in addition to local funds. At this time, it is anticipated that construction on the project will begin in the Spring of 2019.

School Safety Improvements:

A list of priority items identified by the A2 Safe Transport group has been shared with the Transportation Safety Committee (TSC). Staff has gone through the items and through working with Ann Arbor Public Schools, has identified work to be implemented in FY18 & 19. This will be considered to be the Tier 3 School Safety improvements. Implementation of the Tier 3 items will be accomplished through a combination of City crews and utilizing existing construction contracts, such as the Annual Sidewalk Repair Program. A listing of upcoming Tier 3 School Safety Improvements was provided on page 7 and 8 of the [2018 Work Plan](#).

RRFB Installations:

The Federal Highway Administration (FHWA) has reversed its decision on RRFBs, and has reinstated the interim approval for these devices. Blanket approval for the State of Michigan has now been granted for these devices. The City now plans to continue with the previously scheduled RRFB installations for 2018, which include:

- Fuller Road at Fuller Park
- Packard Road at Hikone
- Maple Road at Pennsylvania
- Green Road at Greenbrier

Installation is currently anticipated for later this month or September.

Projects Currently in Design/Planning**Ellsworth/Research Park Drive Intersection:**

City and AAATA staff continue to address pedestrian crossing issues related to access to transit service and the location of bus stops along Ellsworth. Recognizing a traffic signal is warranted at this location City design and further discussions with AAATA are planned.

Jackson Avenue Crosswalk

The City is planning for a crosswalk installation on Jackson Avenue near Weber's Inn. The crosswalk would include the installation of an RRFB. Because one leg of this crossing is owned by MDOT, the City prepared plans for submittal to MDOT to obtain



permission to install the crosswalk in MDOT's right-of-way. MDOT denied this application, citing that in their analysis, an enhanced crosswalk was not warranted. The City is currently appealing this decision. This crosswalk was originally intended to be installed as part of the Jackson Avenue resurfacing work, however due to these delays, it will be installed separately, pending permission from MDOT.

Nixon Road Corridor Improvements Design:

As directed by City Council, staff is beginning the design of the corridor improvements recommended by the Corridor Improvement Study conducted by OHM Advisors (a2gov.org/Nixon). The design of this project is being undertaken by Wade Trim Associates and is expected to continue through June of 2019. Engagement with the Transportation Commission will be included in the design work for this project, and will likely occur this summer. A public meeting for this project was held June 7 at Clague Middle School. An on-line feedback forum to gather additional input is available by visiting a2gov.org/a2opencityhall and choosing 'Nixon Corridor Improvement Project' from the Open Topics listing. Further information on the public engagement and on the project in general can be found on the [project website \(a2gov.org/Nixon\)](http://a2gov.org/Nixon). This project is currently limited to the engineering design of the corridor. A future construction date will be determined through the Capital Improvement Planning process.

Road Diets:

Staff is reviewing potential road diets at several locations throughout the City. The current round of evaluations includes the following locations:

- South Main (Madison to Stadium)
- Green Road (Plymouth to Burbank)
- South Industrial (Stadium to 800 feet south of Stimson)
- Earhart Road (boulevard segment)
- Platt Road (Packard to Canterbury)
- West Oakbrook Drive (Ann Arbor-Saline to S. Main)

Staff will be collecting and analyzing data over the summer, and preparing a plan for engaging the public on each location. More information will be shared with the Transportation Commission when it becomes available.

Dhu Varren Sidewalk Gaps:

Filling sidewalk gaps on the north side of Dhu Varren Road from Omlesaad to the west property line of the Nixon Farms development. This project previously included a sidewalk gap on the west side of Nixon Road from Traver to the south property line of the Nixon Farms development. However, this portion of the project was removed for consideration along with the Nixon Road Corridor design (see above). This project will utilize Federal aid. This project is currently in the design phase. Further information will be provided to the Transportation Commission shortly. Construction is scheduled for the 2019 construction season.

**Fuller Road Sidewalk Extension:**

This project will extend the sidewalk on the south side of Fuller Road from the entrance of Gallup Park to approximately 450 west, and relocate the existing crosswalk to the new westerly extent of the sidewalk. This project originated from a road safety audit that was conducted in 2017 which found that the safest location for a crosswalk in this area would ideally be further west than the existing location. Construction is anticipated for the summer of 2019. An overview of the project was presented at the Ann Arbor Public Schools Transportation Safety Committee's April 24 meeting and at the May Transportation Commission meeting. A public engagement meeting was held May 29 at Huron High School. Summary of the feedback can be found on the [project website](#). Staff is going through the feedback in detail and will incorporate as much of it as is feasible into the project design. The first of the series of Special Assessment Resolutions is expected to go to City Council on September 4.

Ann Arbor STEAM Safe Routes to School Project

Working with City staff, the STEAM Safe Routes to School Committee applied for grant funding through the State's Safe Routes to School Program. Part of that grant includes an infrastructure portion, which would fill various sidewalk gaps throughout the neighborhood around STEAM (Northside). Staff is currently working on a preliminary design, which is being required by the State to secure the grant.

A public meeting was held on June 26, 2018. Feedback from residents was obtained, and a summary can be found on the project website [here](#). Based on concerns heard over the potential cost of the assessments, City staff met with the STEAM Safe Routes to School Committee and agreed to reduce the scope of the project. This will result in Apple and Pear Streets being removed from the project, while still accomplishing the highest priority goals of the committee. This change in scope is estimated to reduce the assessed costs to each property owner by almost 50% by making better use of the \$400,000 of available grant money to offset assessment costs.

Fuller/Maiden Lane/E. Medical Center Drive Area:

Potential reconstruction of the intersection, rehabilitation work on the East Medical Center Bridge, painting of the Fuller and Maiden Lane bridges, a connection of the Border to Border Trail under the Maiden Lane bridge, and a non-motorized connection under the East Medical Center Drive Bridge. This consists of a grouping of multiple potential projects that are still in the early planning and scoping stages. The timeframe for this project is to be determined.

Washtenaw/Pittsfield Crosswalk:

Per MDOT: "A Transportation Work Authorization (TWA) is still under design. MDOT hasn't completed a field meeting to finalize the design and put together the cost estimate. We plan to complete the design for this TWA this summer so it can be ready in FY2019. It was pushed back due to other TWA's that have been of high priority".

**People Friendly Streets Initiative**

Huron, First, Ashley, and William are the latest projects in the Downtown Development Authority's (DDA's) People-Friendly Street initiative. The goal is to design streets to enhance safety and comfort, strengthen businesses, increase access, improve sustainability, and celebrate downtown. The project team hosted a second public workshop the week of June 4 to share the final recommended Huron Street design and inform the First, Ashley, and William Street designs. Over 100 people attended and provided valuable insight. A summary of the Workshop and First, Ashley, and William Street design direction can be viewed [here](#).

Stakeholder meetings continue. In total, the DDA has participated in more than 100 meetings to shape the design, including technical meetings with staff, downtown stakeholders, community members, residents, employees, and others.

On August 9, City Council voted to support two-way restoration on First and Ashley Streets and the Huron Street recommended transportation elements.

The project team will now seek MDOT support for Huron Street and begin detailed design for First, Ashley, and William Streets.

Learn more at peoplefriendlystreets.org

Other Updates and Information**Ann Arbor Station:**

The archeological investigation of the Fuller Road site began in August and is required as part of the Environmental Assessment process. Preliminary shovel testing has been completed. Mechanical stripping will occur the week of August 13-17, weather permitting. Preliminary Engineering (PE) process is proceeding well. . The PE effort is informing the preparation of a revised Environmental Assessment. For additional background please visit the [project website](#).

Driver Behavior Study:

The City of Ann Arbor, under the guidance of Dr. Ron Van Houten and his team from Western Michigan University, continue with the Changing Driver Behavior study. The study will measure the impact of enhanced enforcement at crosswalks and communications feedback on stopping/yielding rates on major commuting routes within Ann Arbor. The study will replicate work Van Houten [performed in Gainesville, Florida](#).

A number of major commute routes are part of the study, with half receiving enhanced enforcement and stopping/yielding rate feedback, the other half acting as controls where data will be collected to find if compliance rates outside the targeted routes improve. The study uses road signage as well as local and social media to provide feedback to drivers on the yielding/stopping rates from the previous week compared to the record rate.



The research team had additional budget remaining for one additional data collection effort, which was finalized in July. This data collection effort found that driver yielding for pedestrians was at 65%. The WMU team will be finalizing their report soon.

MDOT Coordination:

The City has regular coordination with MDOT on all projects. MDOT allows for local installed improvements on their facilities, subject to their review. MDOT, in cooperation with WATS and the City, convened an initial stakeholder meeting to address the 2022 N. Main Street project planning and design process. MDOT is looking to initiate their design effort later this summer and listened to the Community's interest and issues. The next meeting will be held once MDOT's design consultant has been retained. MDOT offered to share their internal preliminary traffic modeling and the City will be working with those files in advance of future meetings.

Traffic Calming Program Update:

Staff is working on an update to the existing Traffic Calming Program including changes to the Program objectives, engagement process, project area qualification criteria and toolbox of devices. Staff is working with a Traffic Calming Task Force established by the Transportation Commission to discuss the Program Update. The following materials are now available from Traffic Calming Program Update public engagement efforts:

- [June 20 Open House feedback summary](#)
- [Transportation Commission Q&A](#)
- A2 Open City Hall feedback - Visit [A2 Open City Hall](#) and choose 'Traffic Calming Program Update' from the closed topics listing to view results.
- [Traffic Calming Task Force meeting notes](#)

Related materials are available at a2gov.org/trafficcalming.

Traffic Calming Program Submittals:

Updates on recent Traffic Calming Program petitions are provided below:

- Bluett Drive (Nixon to Yellowstone): The Bluett neighborhood achieved sufficient neighborhood response rate, but did not have enough support for the project plan as presented to move forward to construction. The project area will move into Step 10; Optional Survey. Step 10 materials, including a revised concept plan, have been mailed to project area residents. The postmarked deadline to return Step 10 surveys is August 16. The outcome of the Step 10 survey will determine whether the project area concept plan moves forward. Step 10 is the final step in the Traffic Calming Program public engagement process.
- Scio Church Service Drive (Seventh to Chaucer): The speed study was conducted, and met the speed criteria for the program, however does not meet the minimum volume of traffic criteria. Staff plans to advance the petition and recommend that Council waive the minimum volume criteria, should the street complete the entire Traffic Calming process. The project is in the queue after Bluett. The public engagement process will proceed following completion of the Bluett Traffic Calming process.



- Crest (Liberty to Buena Vista): A petition for Traffic Calming was received and is currently being reviewed.

Transportation Plan update:

An item for City Council consideration has been framed for early September consideration.

Lowertown Mobility Study:

This study is planned to be conducted in response to the request from City Council to review and update previous studies of vehicular, transit, bicycle, and pedestrian movement leading to and traveling through the Lowertown area. The Request for Proposal process is complete and City Council will be presented with the award of the contract later this summer.

Quiet Zone/Train Horn Noise:

A contract has been executed with SRF Consulting. A project kicked off in July and the consultant has started the data collection process. The city is providing requested data and potential stakeholders to the project team. SRF staff is coordinating with FRA as an initial step in establishing dates for a field study of the corridor. Preliminary discussions are pointing to an early October field diagnostic study. Once the date is known, a general public meeting will be scheduled to occur during the SRF Team's visit. The Commission will be provided information regarding the schedule of this project.

Speed Reduction Committee Recommendations:

Staff will begin the process to define metrics on how best to measure progress to achieve the recommendations set forth in the Speed Reduction Committee Recommendations. In the interim, this section is meant to provide an update on which projects align with the recommendations.

1. Dedicated Funding and Staff – The formation of the Transportation Group including the hiring of the Transportation Manager are the first steps to align staff resources for speed reduction. Additionally, the process to fill a transportation engineer vacancy is also underway. Opportunities for discussions about funding will present themselves later this year as the biennial budget process kicks-off.
2. Road Design – Adopt City Policy of Using Safe Systems to Design Roadways – Staff are currently contemplating how to advance this recommendation.
3. Increase Enforcement Efforts – Staff are currently contemplating how to best coordinate efforts between the Police Department and the Engineering Department. Efforts currently underway that can feed into this initiative include: the Driver Behavior Study identified above, analysis of data collected from the speed reader signs, and integrating other speed data collected as part of other efforts.
4. Expanded and Sustained Public Outreach Campaigns – recent campaigns include the recent "In Ann Arbor, we stop for pedestrians at crosswalks. Period."; Staff has also started discussions about how to pertinent information on the website.



5. Amend the Traffic Calming Program – the updated Traffic Calming Program is before Transportation Commission for their consideration at their August 15th meeting.
6. Lobby for speed changes on state-owned roads, starting with Washtenaw Avenue – work has not yet begun on this item
7. Create a Vision Zero Task Force – The Transportation Commission passed a resolution of support for a Vision Zero Task Force at their July meeting. The Transportation Plan update (detailed above) will have a focus of Vision Zero and will set the vision for Ann Arbor’s future transportation network. The steering committee for this initiative could serve as the intent of the Vision Zero Task Force.