



Transportation Project Updates November 2018

2018 Construction Projects

Annual Street Resurfacing Project:

This suite of projects 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 focused on various local streets. The latest report from the general contractor following the resolution of the labor dispute is that they intend to complete all of the scheduled work this season. 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 and is expected to wrap up in November.

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 was completed in October, and the road is now open to traffic.

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; 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 will continue in to November.

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 be completed by the end of 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, along with the resurfacing



between Stadium and Scio Church was completed at the end of August. Staff will continue to monitor the effectiveness of these treatments and make adjustments as necessary. The project included advisory bike lanes as well lane reconfigurations at Seventh and Stadium and Scio Church.

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. This effort was followed with a postcard survey to properties along N. Seventh Street to determine sentiments about the potential loss of parking to accommodate buffered bicycle lanes. There was overwhelming support among the neighborhood to keep the on-street parking and staff is drafting a new concept with this in mind. This concept will be shared with the neighborhood in the coming weeks.

North Maple Road Restriping:

Based on the results of the analysis by City Engineering staff, the conversion to a three-lane section of this portion of North Maple was determined 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 is currently planning a public engagement effort at the end of November 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:

This project entails filling sidewalk gaps on the north side of Federal/Commerce Drive, and along the north/east side of Nixon Road near Burbank Drive. Construction was delayed due to the labor dispute and started on October 8. The Green Road portion of the project has been completed. Work on Federal/Commerce is expected to be completed in mid-November.

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). City and Ann Arbor Public Schools staff



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](#). Approximately 60% of the improvements have been completed, and the remainder will be completed in 2019.

RRFB Installations:

RRFB installations have been recently completed at the following locations:

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

One additional location (Green Road at Greenbrier) is planned, however it has been delayed due to a conflict with the bus stop/bus shelter location. Staff is working on this issue, and will install the RRFB once resolved.

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 Rd. It has been determined that a traffic signal is warranted at this location. City design and further discussions with AAATA are underway.

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. The Transportation Commission received a presentation about the project in August 2018.

The second public meeting for this design effort was held on October 24. A summary of feedback obtained from the meeting will be posted on the [project website](#)



(a2gov.org/Nixon) as soon as it is ready. There will also be a second on-line survey to collect additional feedback on the project. See the project website for more information.

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.

A second round of public engagement was undertaken in October and November. Staff presented the proposed project to Huron High School students at a lunchtime "pop-up" workshop on October 17th, and received over 115 feedback forms. A public meeting



was also held on the evening of November 1st. A summary of the feedback obtained from all the public meetings can be found on the [project website](#).

The first of the series of Special Assessment Resolutions was presented to City Council on September 17. City Council postponed a decision on this item until the November 19th meeting, requesting that staff conduct additional public engagement in the interim (see above description).

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 resulted in Apple and Pear Streets being removed from the project, while still accomplishing the highest priority goals of the committee. This change in scope reduces 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.

A second public meeting was held on October 4. A summary of feedback and comments obtained from this meeting is posted on the website. The second special assessment resolution will go before City Council at a to-be-determined date.

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

This project entails 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

On August 9, City Council voted to support two-way restoration on First and Ashley Streets and the Huron Street recommended transportation elements. On October 15th,



City Council will be asked to adopt a resolution authorizing the DDA to bond the Huron, First, Ashley, and William Street projects.

The project team is now seeking MDOT support for Huron Street and continuing detailed design for First, Ashley, and William Streets.

Learn more at peoplefriendlystreets.org

DDA Annual Right-of-Way Repair Program

The DDA is wrapping up miscellaneous fall repairs to improve the pedestrian experience and access downtown, including replacing aging streetlights, repairing sidewalk brick, improving landscaping, and enhancing and creating new loading zones.

Ann/Ashley Parking Structure Expansion

The DDA Board is pursuing a 3 story/400 space expansion of the Ann/Ashley Parking Structure. The goal is to encourage development of surface parking lots in the Main Street area. In addition to vehicle parking spaces, the project includes expanded bike parking, improved storm water management, LED lighting, and added capacity for electric vehicle charging stations.

Other Updates and Information

Ann Arbor Station:

The archeological investigation of the Fuller Road is complete and was provided to FRA in advance of MISHPO review as part of the Environmental Assessment process. Preliminary Engineering (PE) drawings were submitted to FRA in late September for their review and staff is waiting for comments. The PE effort is also informing the preparation of a revised Environmental Assessment. Staff has submitted a Consolidated Rail Infrastructure and Safety Improvement (CRISI) grant application for the Final Design Activities associated with the Phase I project. Applications were due to the FRA by Oct 12, 2018. 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%. Staff shared the draft stud with the Transportation Commission in November.

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 has encountered an issue with retaining design contractors for this effort. Best information is that the stakeholder process will be delayed until early 2019. City, WATS and MDOT staff are coordinating information regarding a possible meeting. MDOT offered to share their internal preliminary traffic modeling and the City will work with those files in advance of future meetings.

Traffic Calming Program Update:

Staff, with input from the Transportation Commission and its Traffic Calming Task Force, finalized the draft update to the Traffic Calming Program. 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.

A [draft update to the Traffic Calming Program](#), incorporating community feedback received, was presented for City Council consideration at the October 1, 2018 City Council meeting. The Traffic Calming Program update was not approved by City Council.

Based on the discussion from Council, City staff modified the update to the Traffic Calming Program and presented it to the Transportation Commission on October 17, 2018, where it received a positive recommendation to City Council. The modified update to the Traffic Calming Program will be presented to City Council at a to-be-determined date.

In the meantime, staff will continue to operate under the [existing Traffic Calming Program](#); established in 1999 and last updated in 2006.

Traffic Calming Program Submittals:

Updates on recent Traffic Calming Program petitions are provided below:



- 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. Staff plan to begin the public engagement process with the Scio Church Service Drive project area this fall or next spring.
- Crest (Liberty to Buena Vista): A petition for Traffic Calming was received and is currently being reviewed.
- Fernwood (Lorraine to Packard): A petition for Traffic Calming was received and is currently being reviewed.

Transportation Plan update:

A resolution to approve the selected consulting firm for this effort was approved at the September 17 Council meeting. The contract with the consultant is currently routing for signatures. A project kick-off meeting will occur as soon as contracting is completed. We will notify the Commission as the project is initiated.

Lower Town 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 Lower Town area. The Request for Proposal process is complete and City Council will be presented with the award of the contract on November 19, 2018.

Quiet Zone/Train Horn Noise:

The consultant, SRF Consulting, coordinated a field investigation on October 3rd of the Ann Arbor Railroad (AARR) corridor with representatives from the City, Federal Railroad Administration (FRA), Michigan Department of Transportation and Ann Arbor Railroad. A public meeting was held that evening and a video of the meeting is available for viewing at :

<https://a2ctn.viebit.com/player.php?hash=VwP56wuP1rM8> The Commission will be kept informed as the project advances.

Crosswalk Streetlight Implementation

City Council lifted the moratorium on the installation of street lights and budgeted funding for implementation over the past few years. To deal with the backlog of requests for streetlights, City staff developed a prioritization model criteria to determine how to implement the lights with the potential for the greatest impact. The evaluation criteria were centered on crosswalks and included additional consideration of: the history of crashes; crash potential; proximity to transit stops; City vs. DTE system addition; proximity to activity generators/destinations; current lighting levels; street classification; and public requests/desire. It is anticipated that 25 to 40 locations will be able to be implemented with this funding in the coming year. It should also be noted that all crosswalk lighting is installed to provide positive contrast lighting to the



pedestrian when in the crosswalk. City Council was provided an update on this streetlight implementation at their meeting on September 4, 2018.

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. The City is currently developing its biennial budget and suggestions on projects/studies/staffing are welcome.
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 share pertinent information on the website. Staff will also formulate new outreach strategies over the winter before the next construction cycle begins next spring.
5. **Amend the Traffic Calming Program** – as discussed above the modified update to the Traffic Calming Program will be presented to City Council on November 19, 2018.
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 the intent of the Vision Zero Task Force.

**Ann Arbor Public Schools
Student & School Safety Update**

November 5, 2018

Traffic Safety Considerations

Huron High

In the continuing effort to improve the cueing along Huron Parkway and Fuller Rd into Huron High School, AAPS hired a staff member who is experienced in traffic control to move cars forward to use the entire drop off lane. The intent is to fill the entire drop off loop with cars pulling more cars off the main roads more quickly especially in the morning.

A Huron parent proposed to City Council and the Mayor that an additional drive be created just west of the Fuller Rd. signal near the student parking lot. AAPS asked both the City transportation engineers and OHM to review this proposal. Both suggested this does not represent good traffic safety to create a driveway so close to a signal.

AAPS is working with the City of Ann Arbor on the proposal to move the current pedestrian crosswalk at Fuller Rd. and Gallup Park further west to a safer location. A second community meeting was held on November 1. City Council will be voting on the first stage of the proposal in November.

Community High

Working with the DDA and the City we altered the bus pick up location for a few weeks along Catherine to match the construction schedule.

A2 STEAM (K-8)

The A2 STEAM Safe Routes to School committee and City Engineers have been working to present a sidewalk gap plan to the residents in this area. There is opposition to this proposal that is partially funded by a SRTS Michigan Fitness TAP grant. The opposition is mainly due to the assessment costs for the neighbors. There is another community meeting planned for November 15, 6:30pm at the Leslie Science Center.

Safe Routes to School Committees

These schools have engaged or plan to engage their SRTS teams to work with the City and AAPD on assessing and making improvements for the school commute (walk, bike, drop off and pick up):

- Dicken Elementary School – 2135 Runnymede
- King Elementary School – 3800 Waldenwood
- Bach Elementary School – 600 W. Jefferson
- Lawton Elementary School - 2250 S. Seventh
- Ann Arbor Open (K-8) – 920 Miller

Traffic Control Order approved by AAPD:

- Pioneer High School – Right Turn Only allowed at the “Clock Tower” entrance/exit onto Stadium Blvd. between 7-9am and 2-4pm. Allowing left turns conflicted with the crosswalk that is heavily used by students.
- A2 STEAM (K-8) - No Right Turn @ Barton Dr. exit that crosses into a highly used pedestrian crosswalk that is also managed by a Crossing Guard. No Right Turn between 8-8:30am and 3:15-3:45pm.