



Transportation Project Updates December 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. Most of the work included in this year's project was completed, however work on one residential street (Wynnstone Dr.) was unable to be completed this year and will be deferred to the spring. Repaving of some asphalt paths along Ann Arbor-Saline Road has also been deferred to the spring. A full list of streets that were 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 is now complete.

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. Various delays occurred during the construction of this project, preventing it from being completed this Fall. The road is now open for the winter, and the remaining construction will be completed as soon as possible in the spring of 2019.

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. Early onset of cold weather and some issues with materials have delayed this project. Concrete work has been completed, and temporary pavement has been placed. It is expected to be reopened for the winter, and the remaining work (brick placement and final asphalt paving) will be completed in the spring of 2019.

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 will advance Concept #1 (keep on street parking; add buffered bike lane on southbound lane and a sharrow on the northbound lane).

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 held a public workshop on December 13 to solicit feedback on desired locations for crosswalks along Maple between Dexter and Miller. About 30 people attended the workshop and their input will be used to guide the design and location of crosswalks. Lastly, a webpage was created for North Maple to provide background of the project as well as project updates: www.a2gov.org/NorthMaple.

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. With the exception of final restoration work, this project has been completed and the new sidewalk is now open to the public.

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. The project website (a2gov.org/Nixon) contains the documents presented at this meeting. Feedback forms were distributed at the meeting and are being received until December 19 at which point a summary of feedback will be posted to the project website. A second [on-line survey](#) to collect additional feedback on the project will close on December 19; the survey will have been open for approximately 5 weeks. 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. A public meeting is in the process of being scheduled for late January. 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). The first special assessment resolution was approved by Council on November 19, but was brought back for reconsideration at the December 3 meeting and tabled. A separate resolution was passed directing staff to complete a comprehensive analysis of various potential improvements to the existing crosswalk. This effort is currently underway and will be provided to Council as soon as it can be completed.

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 was brought to City Council on November 19. It was postponed until December 3 and again to December 17.

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 and scope 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

City and DDA staff continue working toward MDOT support for Huron Street transportation elements and anticipate beginning construction in spring 2019. In addition, the DDA Board shifted construction of the William Street bikeway to 2019 to begin making progress on the City's protected bike lane network. The project team is continuing detailed design for First and Ashley Streets, planned for construction in 2020.

Learn more at peoplefriendlystreets.org

DDA Annual Bike Parking Installations

The seasonal on-street bike racks have been stored to allow for winter snow removal. Anecdotally, demand for year-round bike parking continues to grow. As a result, the DDA installed 32 covered bike parking spaces in the 4th & Washington Parking Structure and they continue to look for opportunities to increase covered bike parking options. Overall, the DDA installed over 60 new permanent bike parking spaces this past year.

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:

.AECOM has resumed work on the environmental review. An update schedule is being developed. Generally, the effort will result in a revised Environmental Assessment report informed by prior comments and knowledge gained during the Preliminary Engineering (PE) effort. Once the revised Environmental Assessment (EA) is approved by the Federal Railroad Administration (FRA) a public review period will be scheduled. 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, conducted the Changing Driver Behavior study. The study measured the impact of enhanced enforcement at crosswalks and communications feedback on stopping/yielding rates on major commuting routes within Ann Arbor. The study replicated work Van Houten [performed in Gainesville, Florida](#).

A number of major commute routes were part of the study, with half receiving enhanced enforcement and stopping/yielding rate feedback, the other half acting as controls



where data was collected to find if compliance rates outside the targeted routes improve. The study used 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 study 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 was presented to City Council on November 19, 2018 and was passed.

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 in the 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:

.All administrative detail has been processed and the contractor is updating and aligning the proposed project schedule with calendar dates as an initial activity. Once the revised schedule is developed a kick-off meeting with the steering committee will occur. Additional early project elements include using the City's public engagement toolkit to establish the steering, advisory and general public meeting expectations. Updates for the Commission will be scheduled as the project advances.

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 Proposals process is complete and City Council was presented a consultant contract on November 19, 2018 to conduct the work. Council postponed action on the contract until January 21, 2019 and directed staff to find a way to bring down the cost.

Quiet Zone/Train Horn Noise:

The consultant, SRF Consulting, developed a draft technical report based on information obtained during the October field investigation. Staff is reviewing the report and is preparing comments for SRF's consideration as well as developing an outreach program once the report is ready for public review.

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, recruitment for a new transportation engineer is currently posted. 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. City staff and DDA staff are also strategizing on an outreach campaign that would accompany the ribbon cutting of the William Street cycle track. 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 was adopted by 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.