



Transportation Project Updates December 2017

2017 Construction Projects

Annual Street Resurfacing Project:

Encompasses the majority of the City's street resurfacing activities, including several major and multiple local streets. Work on this program is essentially complete for 2017. 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 2017 target areas can be found at a2gov.org/sidewalks. Work is now essentially complete for the 2017 construction season.

RRFB Installations:

Installation of Rectangular Rapid Flashing Beacons (RRFBs) to enhance several crosswalks throughout the City. The locations for installations this year were selected from the 2013 Non-Motorized Transportation Plan Update and from citizen requests. Installations have been completed at the following locations:

- Platt Road at Williamsburg
- Stadium Blvd. at Greenview
- Stadium Blvd. at Kay Pkwy
- Scio Church Road at Greenview
- Eisenhower at Waymarket/Northbrook
- Ellsworth west of Jonathon Ct.
- Fuller Road east of Bonisteel
- Fuller Road west of Beal

Staff is planning to extend this contract to include further installations in the spring of 2018. More information will be presented once available.

Plymouth/Green Intersection:

This project is complete and the road is fully open to traffic.

Miller/Maple Sidewalk Gaps:

Filling of sidewalk gaps along the north side of Miller Avenue between Maple and M-14, and along part of the west side of Maple Road. The project is now complete and the sidewalk is open to pedestrian traffic. RRFBs have been installed on the new crosswalks on both Miller and Maple and those crosswalks are now open for pedestrian traffic.



Projects Currently in Design/Planning

School Safety Improvements

A list of priority items identified by the A2 Safe Transit group has been shared with the Transportation Safety Committee (TSC). Staff is now going through the items identified on this list and preparing a plan to be implemented in FY18 & 19. This will be considered to be the Tier 3 School Safety improvements.

Annual Street Resurfacing Project:

Encompasses the majority of the City's street resurfacing activities, including several major and multiple local streets. While this project is still in the early planning phases, some of the streets on the tentative list for the 2018 program include Jackson Ave, State Street (Packard to Hoover), Stone School (Packard to Eisenhower) and various local residential streets.

Pauline Boulevard (Stadium to Seventh):

Watermain replacement, street resurfacing, bike facility improvements, and a review of potential crosswalk improvements throughout the corridor. This project is currently in the design phase. Construction is scheduled for the 2018 construction season. Staff met with the CIP Committee on September 6, 2017 and obtained feedback from the committee members. A public meeting was held October 12 to obtain further public feedback on the project, including the configuration for bike facilities and on-street parking. Based on feedback received at this meeting, the City intends to proceed with the installation of buffered bike lanes, and elimination of parking on one side of the street. A poll of the adjacent property owners has been conducted regarding their preference for keeping parking only on the north side, or staggering it on alternating blocks. The results of this poll will be shared on the website as soon as they have been tabulated. The October 12 meeting summary and other project information is available at 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. City Council has accepted the easements for the proposed sidewalk along Pioneer High School, and a resolution to approve a cost sharing agreement with Ann Arbor Public Schools will appear on the December 18 Council agenda. Construction is scheduled for the 2018 construction season.

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. The project is currently out for bid. Construction is scheduled for 2018.

**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, so that the new markings will be placed on a fresh surface. This combined project will utilize Highway Safety Improvement Program grant funding and Federal Surface Transportation Program funds. Additional speed control treatments are currently being evaluated and considered for Seventh Street. New information will be provided as it becomes available. This project is currently in the design phase. Construction is anticipated in spring/summer of 2018.

S. State Street (I-94 to Ellsworth) Maintenance Treatment:

This project consists of a shorter term capital preventative maintenance treatment, utilizing extra Federal aid funding that became available in 2017. Long term improvements on this corridor are anticipated to occur through a future complete reconstruction project envisioned by the State Street Corridor Study (see below).

Ellsworth/Research Park Drive Intersection:

Installation of a crosswalk and related treatments, such as expanding the sidewalk on the south side to service Ann Arbor Transportation Authority (AAATA) riders. This project is currently being evaluated for the appropriate treatments. Construction is scheduled for the 2018 construction season.

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. This project is currently in the design phase. Construction is scheduled for the 2018 construction season.

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 will be undertaken by Wade Trim Associates, and work will begin in January 2018. This project is currently limited to the design of the corridor. A future construction date will be determined through the Capital Improvement Planning process.

Dhu Varren & Nixon 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, and on the west side of Nixon Road from Traver to the south property line of the Nixon Farms development. This project will utilize Federal aid. This project is currently in the planning phase. Construction is scheduled for the 2019 construction season.

**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. Construction dates are still to be determined, but are anticipated for the 2019-2021 timeframe.

Allen Creek Berm Opening:

The project team is in the process of completing design plans. A project design review meeting was held with MDOT last week. The project schedule for construction is focusing on a 24 hour period during late July 2018, with a fall back time in August. The City was notified by DNR staff of the recommendation of funding for a \$300K DNR Trust Fund Grant. We are awaiting final legislative action to complete the DNR Trust Fund Grant funding process. Recent project estimates have resulted in the need for additional resources to fully fund this approximately \$7.5M project. Staff is contacting several entities seeking funding to complete this project.

Washtenaw/Pittsfield Crosswalk:

Per MDOT: As of February 2017 the plan was to allocate FY 2018 funding for a pedestrian crosswalk with signal indication on the east leg of the Washtenaw/Pittsfield intersection. An MDOT update on this project was requested.

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

The draft Environmental Assessment Public Review process was completed on November 2. The project team compiled over 100 comments received into a draft public review and process findings summary document. The materials were forwarded to FRA in November. The project team is waiting for completion of the FRA review to determine next steps for this project. 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 data collection and enhanced enforcement phase of the study have been completed, and the research team is now analyzing the data and preparing their report. The project budget has room for additional enhanced enforcement, and staff is currently exploring this for 2018.

S. State Street Transportation Corridor:

A draft final report is being drafted by the Project consultant. Staff expects to receive the report later this month. Once the report is available a presentation will be made to the Transportation Commission.

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. A preliminary staff to staff meeting was conducted including MDOT, WATS and City staff in preparation of MDOT's 2022 N. Main Street Rehabilitation project. City staff continues to identify a list of local stakeholders to engage in the project planning process. MDOT is looking to initiate their design effort next summer.

Traffic Calming Program Update:

Staff is working on an update to the existing Traffic Calming Program. Speed criteria, public support criteria, and other program details are being reviewed for updates. Updates to the Traffic Calming Program will require City Council approval. Transportation Commission feedback will be sought before changes are presented to Council.

Related materials:

- a2gov.org/trafficcalming
- [Traffic Calming Program Guidebook](#)
- [Response to Council Resolution 16-352: Design Criteria for Local Streets Speed Limits and Traffic Calming; November 6, 2016](#)

Traffic Calming Program Submittals:

Updates on recent Traffic Calming Program petitions are provided below:

- Bluett Drive (Nixon to Yellowstone): Process is currently in Step 4 (first survey) of the Traffic Calming process.
- Scio Church Service Drive (Seventh to Chaucer): The speed study was conducted, and met the 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.
- Baldwin Avenue (Stadium to Packard): A speed study was conducted. This location did not meet the speed criteria qualification requirements.