



## Transportation Project Updates September 2023

[Subscribe](#) to receive monthly Transportation Project Updates.

Visit [a2gov.org/Transportation Commission](https://a2gov.org/TransportationCommission) for additional background.

Contact the Transportation Commission at [TransportationCommission@a2gov.org](mailto:TransportationCommission@a2gov.org)

### **2023 Construction Projects**

#### **Annual Street Resurfacing Project**

This suite of projects encompasses the majority of the City's Street resurfacing activities and includes some asphalt path resurfacing. Work began in July and will last into 2024. Local resurfacing work in 2023 is scheduled to occur in the area bounded by Washtenaw, Geddes Ave, and Huron Parkway, although there will be additional work scheduled with the Road Bond funding outside of that area. Asphalt path resurfacing along segments of Huron Parkway has been completed. A complete list of locations can be found on the [project website](#) and on the [project tracking dashboard](#).

#### **Scio Church Road (Maple to Seventh)**

Work on this project is now substantially complete and the road is open to traffic. The sidewalk between Greenview and Seventh has been delayed to easement needs and the contractor will have to return to the project to complete that portion of the work this Fall.

#### **Sidewalk Gaps**

Gaps in the sidewalk system that are expected to be filled in 2023 include:

- Broadway (north/west side from Broadview Ln to Plymouth) - COMPLETE
- Brooks (Mix wood to Sunset) – Summer
- Earhart Road (east side from Glazier to new development) - Fall
- Ellsworth Road (north side, State to Stone School) – Project is substantially complete; however, one gap remains due to a utility conflict. This remaining gap is expected to be completed this fall.
- Newport (east side from Sunset to Down up Circle) – COMPLETE
- Scio Church Road (north side from Landmark Court to Winsted and Greenview to Seventh) – see above.

#### **State Street Improvement Project (William to Huron)**

The project scope includes resurfacing, watermain work, non-motorized improvements, and installation of our first curb less street (William to Washington). Phase 1, (William to Liberty) was substantially completed in 2022. Phase 2 was complete August 11th ahead of schedule. Minor punch list items remain.

#### **Platt Road (Huron Parkway to Packard)**

Construction is substantially complete, and the road is currently open to traffic.

#### **Broadway Street (Plymouth to Plymouth)**

Construction is substantially complete, and the road is open to traffic.

**Geddes Ave Resurfacing (Observatory to Highland)**

Construction is substantially complete, and the road is now open to traffic.

**State & Hill Improvements**

Overall, this project consists of resurfacing on Hill Street (Fifth to Church) and State Street (South University to Packard and Hoover to Granger). Also included is some watermain consolidation, and safety improvements along both corridors. The final design will result in a protected bike facility the length of the project and 10.5' travel lanes to facilitate bus operations. More information can be found on the project website. Construction on the State Street portion of the project has been substantially completed and it open to traffic. Construction on the Hill Street portion of the project is scheduled to occur in the Spring of 2024.

**South Main Street Watermain & Resurfacing**

This work is complete, and the road is open to traffic.

**Projects Currently in Design/Planning****Seventh Street & Greenview**

This project consists of watermain replacement and resurfacing on South Seventh Street between Scio Church and Greenview, and on Greenview between Seventh and Stadium Boulevard. The Seventh Street portion of the project includes stormwater improvements in the scope and may include road narrowing, raingardens, sand filters, and/or underground stormwater storage. Greenview between Seventh and Scio Church includes watermain replacement and resurfacing. Greenview between Scio Church and Stadium includes watermain replacement, resurfacing, road narrowing, bumpouts, and additional crosswalks. A final public open house is scheduled for September 21 at 6:00 p.m. at the Ann Arbor Library Pittsfield Branch. See the [project webpage](#) for further information. Construction is scheduled for 2024.

**Miller Avenue Improvements Project**

This project includes watermain replacement, stormwater improvements, road resurfacing, crosswalk improvements, and an All Ages and Abilities bike facility. Staff is planning to expand the limits of the bike facility out to Maple Road and is working out the details for how to implement this. A public engagement meeting for the Chapin to Newport portion of the project is scheduled for October 19<sup>th</sup>. More information will be shared when available. Construction is scheduled for 2024.

**Pittsfield Village Improvements Project**

This project encompasses a large area around Pittsfield Boulevard, Whitewood Street, and Pinecrest Avenue. The project scope includes watermain replacement, storm improvements, sanitary sewer improvements, and road resurfacing. Design work is scheduled to begin this fall. Construction is expected in 2025.



## **Other Updates and Information**

### **State Trunkline Jurisdiction Transfer Analysis**

Sam Schwartz is contracted to assess what the City should consider if it were to approach MDOT about taking ownership of the state trunklines that run through the community; namely Washtenaw/Huron/Jackson and North Main. The study started on January 18, 2022. The study team has conducted interviews and collected asset data for the trunkline corridors. There is a draft Benefit Cost Analysis (BCA) tool prepared that uses USDOT guidance for defining benefits. This tool is being applied to the state trunkline corridors in the City. This analysis will conclude November/December 2023.

### **MDOT Coordination**

The city has regular coordination with MDOT on State projects within the city. MDOT allows for locally installed improvements on their facilities, subject to their review and approval. The following projects are currently being coordinated with MDOT:

- Jackson/Huron Crosswalks – The design has been finalized for 4 new crosswalks along Jackson/Huron (@ Vets Park, near Worden Ave, near Virginia Ave, and near Crest/Arbana) and is being transmitted to MDOT. Once approval is received from the State, the project will be put out to bid for construction.

### **Office of Sustainability and Innovations (OSI) Update**

OSI has been working with DTE and the Michigan EGLE Office to install the City's first utility pole mounted EV chargers. This pilot project is grant funded and aims to install 3 EV chargers on 2 utility poles in the old fourth ward. Installation is underway as of September 2023.

### **Streetlight Implementation**

DTE has reported fixing 451 streetlights so far in 2023.

### **Traffic Calming Program Submittals**

Granger (Forest to Olivia) was installed in late August. Granger (State to Packard) is expected to be constructed before November. Baldwin (Packard to Stadium) and Manchester (Buckingham to Needham) are scheduled to go to Council for approval consideration on September 18, 2023. Grandview (Jackson to Dexter) will be reviewed by the Transportation Commission on September 20, 2023. Bird (Newport to Huron River), Arella (Stadium to Pauline), and Henry (Golden to Packard) have kicked off.

City Council adopted [R-23-330 "Resolution to Adopt an Improved Neighborhood Traffic Calming Program"](#) on September 5, 2023. This resolution was a result of work by the Traffic Calming Committee and the Transportation Commission. Staff has already taken advantage of the new guidance whereby, at the request of residents, an extra speed hump was installed on Devonshire as part of the resurfacing project.



## **Transportation Implementation Plan Update**

Quick Build Program – Signs and Signals team are making progress on installing the vertical devices paired with the pavement markings. The goal is to have all the elements installed by the end of August. Once the vertical elements are in, Quick Build yard signs will be placed in and around the locations with a QR code that will take people to a survey. Staff are also looking to deploy intercept surveys around these locations with the goal of collecting those responses during September and October.

Quick Build 2023 project is working through the design process with HRC and are looking to be completed in early fall.

### **Bike Corrals Pilot Program**

The permit process has been built and will go live in late September. The City has taken delivery of 20 rail mounted bike racks that will serve to provide 12 bike parking spaces in each parking bay for up to 10 motor vehicle parking spaces. We are also working in partnership with the DDA to ensure that requests within their service area can add racks. This pilot will start in Fall 2023.

### **World Car Free Day**

In partnership with the Transportation Team, the Office of Sustainability and Innovation, and GetDowntown, we are encouraging people to ditch their gas-powered single occupancy vehicles and walk, bike, take public transit to the downtown area as part of the UN's World Car Free Day. We will provide a pledge that people can take and also provide a mini-challenge and prizes for participants.

### **Carbon Reduction Program Grants**

The City of Ann Arbor was awarded \$1.18M in Carbon Reduction Program Funding for two projects that support the A2Zero and Vision Zero plan implementation. The first is a FY 2024 project that will convert all 4,087 low-efficiency DTE-owned streetlights to LED fixtures that are 1.2 to 3 times more efficient. Staff is currently working with DTE on piloting different LED fixtures at different wattages and different color temperatures before finalizing the order for the upgrade.

### **Crashes**

The crash report developed by the Police Department for July 2023 is attached to this report.

### **DDA Update on downtown Cycle Tracks**

In response to some concerns raised about the downtown cycle tracks, the Downtown Development Authority wrote a memo (attached) on the observations of these facilities to date. Early data indicates that the bikeways are both well used and effective in meeting our Vision Zero goals. The crash pattern in question - drivers failing to yield to people biking and walking - is not occurring frequently. Overall, both crash severity and frequency has decreased following bikeway installation.