



Greenview Drive (Scio Church to Stadium) Water Main, Stormwater, and Road Improvements

Engagement Session

June 7, 2023

City of Ann Arbor – Public Services Area – Engineering

www.a2gov.org/greenview



Meeting Norms

- Commit to learning and avoid speculation.
- Remember the importance of rights and the dignity of others.
 - Critique ideas, not people.
 - Use thoughtful language to create a comfortable forum for everyone.
 - Inappropriate language will result in removal from the meeting.

Agenda



Project Overview

Proposed Design Options

Individual and Group Exercise

Questions

Next Steps



Project Staff – City of Ann Arbor



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Project Boundaries

- West Stadium Blvd to Scio Church Rd
 - Residential road
 - 0.5 miles





Recent Updates in the Area

- Scio Church should be opened to traffic in June.
- 7th and Greenview construction added to project.
 - 2nd public meeting June 27.





Project Overview

- Replace aging water main
- Install stormwater management system
- Repave the street
- **Provide transportation safety improvements**



Transportation Plan: Mobility Values

Vision Zero

“By 2025, no one dies or is seriously injured in crashes on Ann Arbor’s streets.”

Carbon Neutrality

“By 2030, our transportation system contributes zero emissions towards climate change.”



All Ages and Abilities Route: Examples



hit by a car
driving at...

20 MPH



9.5 out of 10 pedestrians survive.



30 MPH



5 out of 10 pedestrians survive.



40 MPH



1 out of 10 pedestrians survive.



residential

downtown



Proposed Design Options

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Public's Perceived Problems (March 16, 2023)

- Speeding and reckless driving
- Low enforcement of speeding and parking
- Game days: parking blocks fire hydrants, reduces visibility
- Lack of safe crossings; long wait times
- No consideration for low vision persons
- Double yellow line – highway look
- Avondale intersection – sight distance to/from Avondale
- Used as a cut-through for traffic

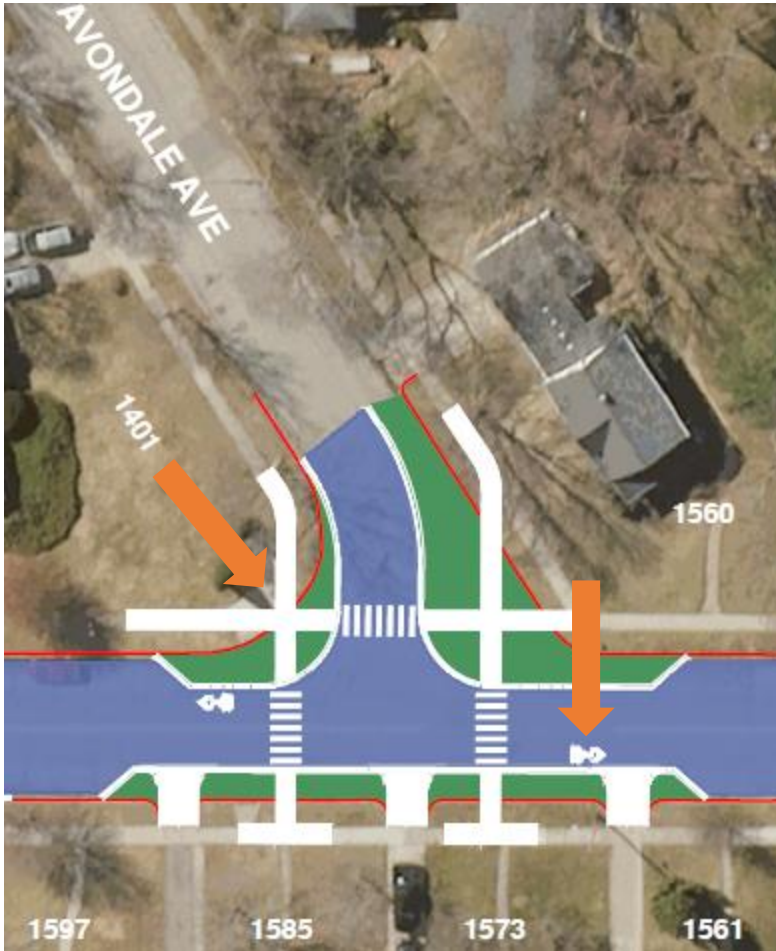


Summary of Public's Proposed Designs

Potential Solution(s)	Group 1	Group 2
Roundabout at Avondale	X	
Curb bumpouts	X	X
Midwalk crossing	X	X
Chicanes		
Remove centerline		X
Narrow width of Greenview Dr		



Proposed Designs Applied to Each Option



- Avondale realignment
- Remove centerline
- Add sharrow bike symbols

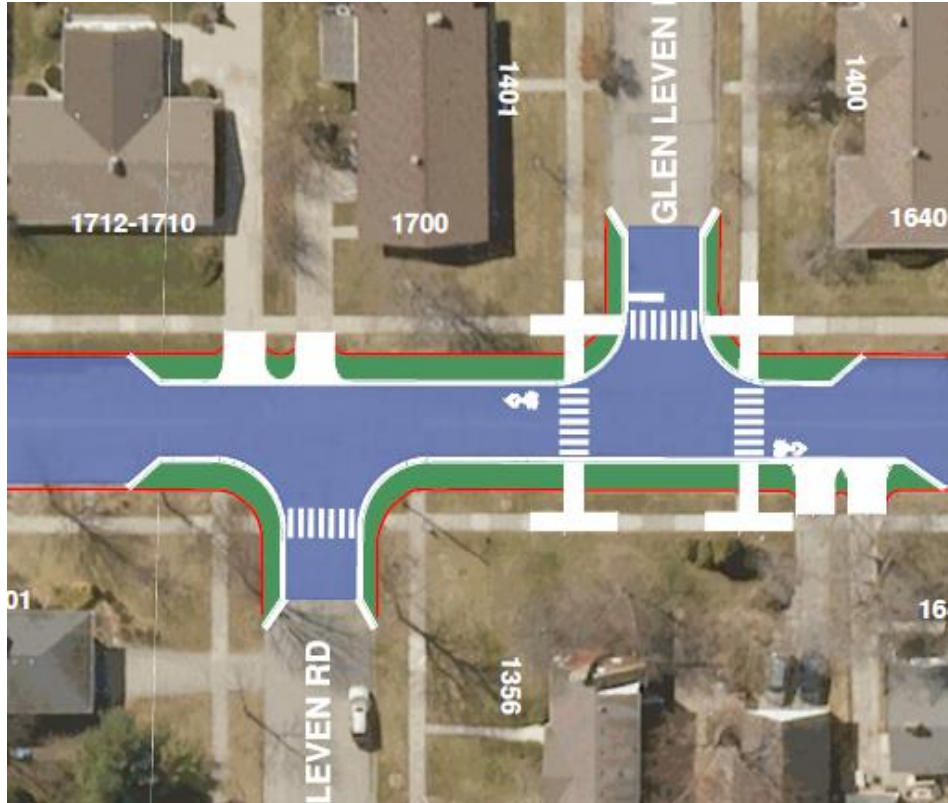


Proposed Designs Applied to Each Option

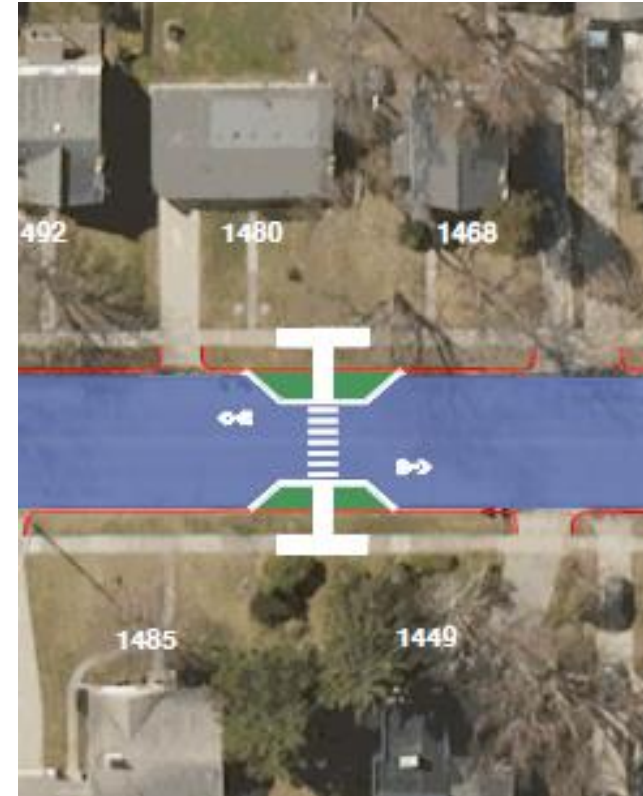
Features	Problem Addressed	Other Considerations
Avondale Realignment	<ul style="list-style-type: none">• Sight distance for movements to/from Avondale• Speeding and reckless driving	<ul style="list-style-type: none">• No roundabout• Slows turns onto Avondale• Matches adjacent intersections• Increases visibility at intersection
Remove center line	<ul style="list-style-type: none">• Speeding• Highway look	Gives road more residential “feel”
Sharrow bike symbol	<ul style="list-style-type: none">• Visibility• All Ages and Abilities bike route	Brings attention to cyclists using the road



Design Option 1: Bumpouts, Crosswalks (Least Expensive)



Intersection crossing



Mid block crossing



Design Option 1: Bumpouts, Crosswalks

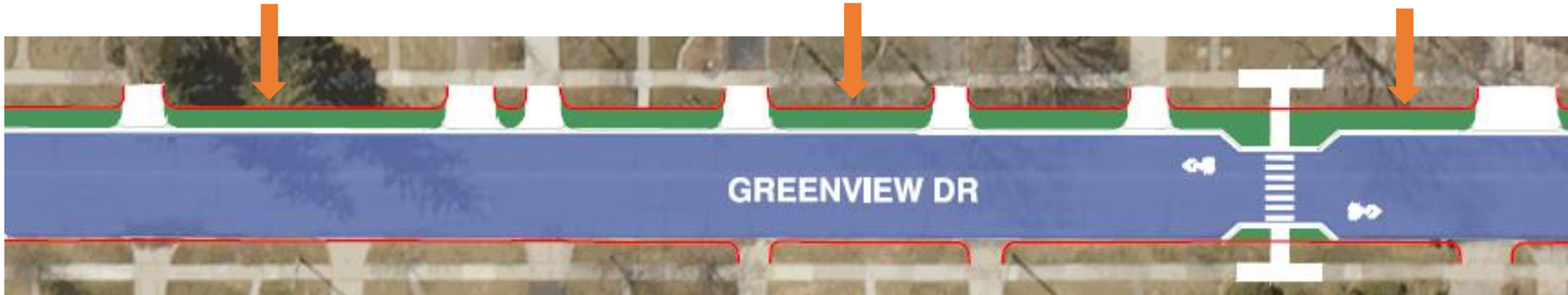
(Least Expensive)

Features	Problem Addressed	Other Considerations
Bumpouts at intersections and one mid-block	<ul style="list-style-type: none">• Speeding and reckless driving• Parking near intersections• Lack of safe crossings• Visibility• Used as a cut-through for traffic	<ul style="list-style-type: none">• Lawn and/or driveway extensions are homeowner's responsibility to maintain• Street is narrowed to 20 feet between bumpouts• Rest of road is unchanged (36 feet wide)
Crosswalks	<ul style="list-style-type: none">• Lack of crossings• Visibility	Removed 2 legal parking spaces (for midblock crossing)



Design Option 2: Option 1 + Narrow West Side

(10% More Expensive Than Option 1)





Design Option 2: Option 1 + Narrow West Side

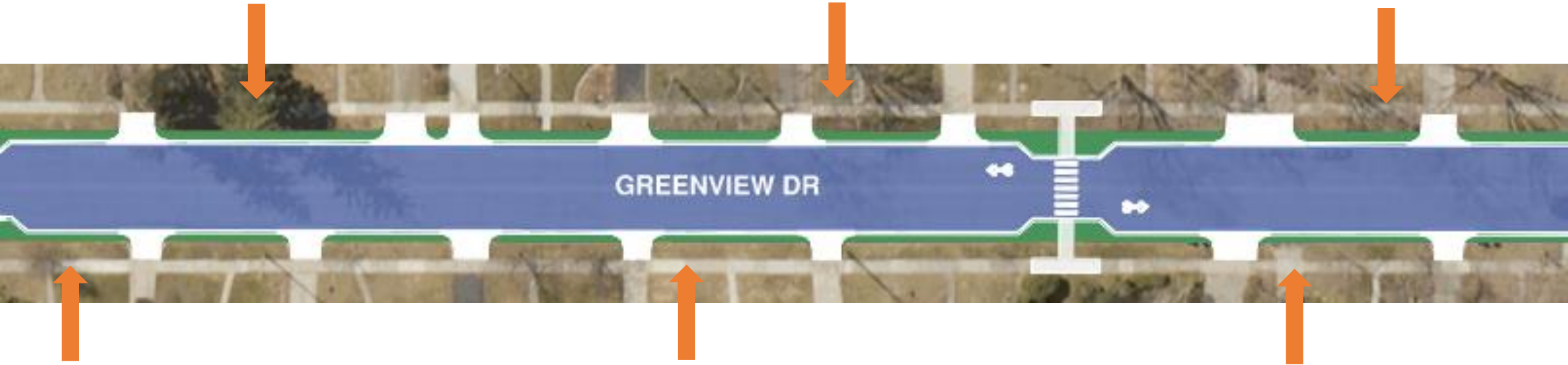
(10% More Expensive Than Option 1)

Features	Problem Addressed	Other Considerations
Bumpouts (same locations as option 1)	<ul style="list-style-type: none">• Speeding and reckless driving• Parking near intersections• Lack of safe crossings• Visibility• Used as a cut-through for traffic	<ul style="list-style-type: none">• Lawn and/or driveway extensions are homeowner's responsibility to maintain• Street is narrowed to 20 feet between bumpouts
Crosswalks	<ul style="list-style-type: none">• Lack of crossings• Visibility	Removed 2 legal parking spaces (for midblock crossing)
Narrow West Side	<ul style="list-style-type: none">• Speeding and reckless driving• Visibility• Parking is preserved	<ul style="list-style-type: none">• Entire street is narrowed to 30 feet (west side moved in ~6 feet)• Road width consistent with adjacent roads• Gives more residential feel• Entire west side has extended lawn and driveway approaches• Alignment (center of road) slightly shifted east



Design Option 3: Option 1 + Narrow Both Sides

(30% More expensive Than Option 1)





Design Option 3: Option 1 + Narrow Both Sides

(30% More expensive Than Option 1)

Features	Problem Addressed	Other Considerations
Same bumpout locations as Option 1	<ul style="list-style-type: none">• Speeding and reckless driving• Parking near intersections• Lack of safe crossings• Visibility• Used as a cut-through for traffic	<ul style="list-style-type: none">• Lawn and/or driveway extensions are homeowner's responsibility to maintain• Street is narrowed to 20 feet between bumpouts
Crosswalks	<ul style="list-style-type: none">• Lack of crossings• Visibility	Removed 2 legal parking spaces (for midblock crossing)
Narrow Entire Street	<ul style="list-style-type: none">• Speeding and reckless driving• Visibility• Parking is preserved	<ul style="list-style-type: none">• Entire street is narrowed to 30 feet (both sides moved in ~3 feet)• Road width consistent with adjacent roads• Gives more residential feel• Every resident has extended lawn and driveway approaches• Alignment (center of road) stays the same



Another Potential Option: Traffic Calming

- Separate, Council-approved program
- Includes elements you drive over to retrofit roads (i.e., speed humps, raised intersections)
- Based on resident petitions
- To inquire for more information: TrafficCalming@a2gov.org



Exercise Instructions

1. The proposed designs are on tables.
2. Attendees circulate around the tables to review the designs and fill out an individual evaluation sheet.
3. Meet back at a table and discuss evaluations with the group



Discussion & Questions



Next Steps for Engagement

City to create design options considering input from March meeting



Final design option shared with public this summer

Construction Spring – Fall 2024



In person meeting in late spring to present and refine design options

Informational session to discuss construction impacts this winter



Contact Information

- Stay tuned at [A2gov.org/greenview](https://www.a2gov.org/greenview). **Subscribe** to receive updates.
- Contact Tracy with any questions or comments about the project
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- Contact Michelle with any questions or comments about engagement by **June 16**
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Thank You!

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