

**PAULINE BLVD WATER MAIN REPLACEMENT PROJECT
DISCUSSION SUMMARY**

Pauline Blvd Water Main Replacement Public Meeting

Date: Thursday, October 12, 2017

Time: 6:00 p.m. to 8:00 p.m.

Location: Slauson Middle School, 1019 W Washington St, Ann Arbor, MI 48103

Attendees: Public present: 31; refer to Appendix A for sign-in sheet.

Council members present: 1; Chip Smith (Ward 5)

City staff present: Jane Allen, Kayla Coleman, Igor Kotlyar, Cresson Slotten, Andrea Wright

Re: Pauline Blvd Water Main Replacement Project

SUMMARY

Note: this is not a direct transcription of the meeting discussion. This summary has been prepared from notes taken during the meeting. Where staff responses or clarification were provided, they are denoted in italics.

Frequently referenced points from the October 12 meeting discussion are synthesized below into the following topic categories: Project Overview and Construction Impacts, Pedestrian Facilities, Bicycle Facilities – general comments; Bicycle Facilities – Alternative B comments (buffered bike lanes on both sides, parking on one side), and Other. Though some comments apply to more than one category, we have attempted to group them in their most logical fit. Poll responses to questions asked during the meeting are provided in Appendix B

Project Overview and Construction Impacts:

1. What paving material will be used for the road? *The road will be paved in asphalt.*
2. What will happen to the 6" water main outside of the project area? Would it affect fire hydrants? When would this portion of water main be replaced? *Some of the existing water mains outside the project area have already been replaced. The water main located in areas that have yet to be replaced will be evaluated by the City and replaced if needed in the future.*
3. Has anything been done to address drainage issues in this area? *During construction the contractor will be directed by the Project Manager to replace any old and broken storm sewer inlets and pipes.*
4. Is paving over the curb to make the bike lane smoother an option? On Davis and Division within the city this was done. For this project paving over the bike lane to make a smoother riding surface was not an option. *On this project we are not overlaying the existing pavement. The existing pavement will be removed to base and replaced with new pavement. When this work is completed it will meet the edge of curb elevation.*
5. Consider larger gutter pans for this area to make biking smoother.
6. What are the hours of construction? *As specified in the City Code, allowable construction hours are 7:00 a.m. to 8:00 p.m.*
7. How do you notify residents of water shut offs? *The City typically tries to notify residents of scheduled water shut offs within at least 48 hours by using door hangers.*
8. How long do water shut offs last? *Water shut downs usually last for the entire work day.*

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9. Could you email residents when water shut offs occur? *Email addresses written legibly on the sign-in sheet from this meeting will be added to an email distribution list for this project. The email distribution list will be utilized for project updates, which will include information about water shutoffs.*
10. Will bus access be maintained during construction? *The City will work with The Ride to determine what services can be maintained and what will need to be temporarily relocated during construction.*
11. Will sidewalk access be maintained during construction? *The pedestrian traffic will be maintained throughout construction. However, sometimes it will be limited to only one side of the street.*
12. What is the length of the project area? *The project area is Pauline Blvd. from W. Stadium to Seventh Street.*
13. What side of the road is the water main on? *Throughout the project parts of the proposed water main will be installed along the north side of the street and parts along the south side.*
14. Is private fiber being placed during construction? *We seek opportunities to coordinate with private fiber companies when feasible, but we do not install fiber at all locations as a standard approach.*

Pedestrian Facilities:

1. How was the new crosswalk location determined? *The crosswalk locations were determined based on observation of the existing crossing pattern. Crosswalk locations are still under review, not yet finalized.*
2. Priority for crosswalk placement should be where people are currently crossing.
3. Has the city observed the current crossing patterns in this area yet? *The City has been observing and will continue observation of the pedestrian crossing patterns.*
4. There should be a focus on improving safety at the Redeemer crossing location. Many school children utilize this crossing.

Bicycle Facilities – general comments:

1. If the Non-Motorized Plan is not being followed for bike lane design then the bar should be set higher, not lower.
2. Bicycle safety should be the first priority of this project.
3. Not enough thought was given to the plan development for the bicycle lanes.
4. In favor of two bike lanes, one in each direction. What are the next steps in removing parking in the areas where parking is a problem? *Potential parking removal will be presented to the City of Ann Arbor Transportation Commission for their recommendation. Parking removal ultimately requires City Council approval.*
5. Bike lanes close to the curb could be unsafe due to drainage.
6. Kalamazoo utilized temporary placement of devices to test different configurations before changing a corridor. Ann Arbor should consider this approach to determine what works best for an area by using a short term trial to assess options.
7. Pauline is almost always plowed first in the winter which makes it a good street for biking because the snow is cleared.

Bicycle Facilities – Alternative B comments (buffered bike lanes on both sides, parking on one side):

1. Alternative B was preferred by many meeting participants without the parking alternating sides – maintain parking on one side or the other.

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2. Interested in seeing a graphic representation of how alternating parking would work for Alternative B.
3. Would the bike lane shift with alternating parking? Confusion was expressed about the vehicle and bike lane configuration if parking were to alternate sides.
4. Alternative B is a terrible idea.
5. Why are people opposed to alternating parking?
6. Alternating parking seems dangerous for bicyclist in the bike lanes. It seems that drivers will be unsure of where to park and enter the bike lane more frequently.
7. I have never seen the centerline of the road jog.
8. Could the City investigate the treatment in Detroit located in Cork Town? Could this treatment be used in this area? *The Floating Parking Facilities that are used in Cork Town, Detroit, were discussed by the design team. This type of treatment works well in areas with high utilization of on-street parking where the parking spaces will normally be filled and the parked cars will create an effective buffer between traveling cars and bicyclists. Areas where on-street parking is underutilized for part or all of the day may find this treatment leads to misuse of the floating parking, e.g. improper passes of left turning vehicles. Furthermore, installing floating parking in an area with this density of private, personal or shared, driveways could have significant negative impacts to sight lines for motorists entering the roadway. A large number of parking spaces may need to be eliminated in order to keep parked cars out of the decision sight triangles of these driveway. Decreases in the density of parked cars would contribute to the concerns previously expressed.*
9. Trash cans could become a problem if this treatment is implemented.
10. Could vertical delineators be placed in the buffer similar to Cork Town? *Vertical delineation devices could be considered for areas without parking at some point in the future. Currently the City does not have the staff, resources, or equipment to maintain vertical delineation elements. City Engineering and Public Works staff are currently working through the maintenance needs created by the pedestrian gateway treatment vertical elements. As these concerns are better understood and necessary management strategies developed the City may be able to consider using these devices in the future. However, vertical delineation devices would not appropriate as part of this watermain project.*

Other:

1. The polling done during the meeting is not accurate data collection. *General feedback is gathered via public meetings to help inform the project team in their decision making process, among other considerations.*
2. Will there be another public meeting to discuss the decisions made? *The project team will review feedback from this meeting and determine whether outstanding items need additional input. Communications about the project will be posted to the project website and distributed using the email distribution list. There will be input opportunities via public comment periods at Transportation Commission and City Council if proposed parking removal continues to move forward.*
3. Will the website be regularly updated? *Yes. The website will be maintained with project information. Notification of website updates will be distributed to the email distribution list.*

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Appendix A: Sign-in sheets

Name/Representative of (please print clearly): Please provide your name and the name of any group or organization that you represent (if applicable).		
1. LANCE BURGHARDT	14. Sam Firke	27. Joan + Jeff Masters
2. BRYAN WILLIAMS	15. Ian Ogden	28. Mar Epstein
3. Aden Bisaro	16. ISSAM ELNAQA	
4. Paul Giacovelli	17. Sharon Ongaro	29. LINDA GLASSCOCK
5. Michael Tung	18. Peggy Glahn	30. PETER Houk WSWC
6. BRAD PAIZONS	19. Mick Lafferty	
7. Ryan Williamson-Cadogan	20. Scott Harland	31. Katie Honoway
8. Amy Slatten	21. Matt Catarzule	32. SETH PETERSON
9. David Welsh	22. Kelly Schwarz	33. MARILYN KNEPP
10. FVO DINO	23. Adam Goodman	
11. Barbara Kraft	24. JEAN-BAPTISTE JEANMAN	34. MICHAEL TUNG
12. Eric Boyd		
13.		

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Appendix B: Polling question responses

Results from audience response exercise are provided below. Roughly 29 meeting attendees participated in each question asked.

1. Where do you live?

	Percent
On Pauline Blvd between Stadium and Seventh	23%
Within the project area (i.e. T received a meeting invitation mailed to my home address)	19%
Outside of the project area	58%

2. How do you most often use Pauline Blvd between Stadium and Seventh?

	Percent
Walking	7%
Bicycling	55%
Riding the Bus	0%
Driving	38%

3. Would you support maintaining the existing conditions on Pauline: parking on both sides of the street and sharrows marked on street for cyclists?

	Percent
Yes	28%
No	72%

4. Would you support maintaining parking on both sides of the street and adding a bike lane on the north side, no buffer?

	Percent
Yes	7%
No	93%

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5. Would you support removing parking from one side of the street (alternating sides) and adding buffered bike lanes to both sides?

NOTE: due to confusion and opposition regarding the concept of alternating parking along this section of the corridor, meeting participants were encouraged to set parking placement preferences aside in responding to this question. Participants were asked to respond “Yes” to express support for this configuration with any of the following: (1) parking on alternating sides, (2) parking on the north side only, (3) parking on the south side only.

	Percent
Yes	90%
No	10%

6. Which is your preferred alternative for the section of Pauline Blvd with existing parking and sharrows?

NOTE: see note on question 5 for clarification of Option C listed below.

	Percent
A. Parking on both sides and sharrows for cyclists (maintain existing configuration).	3%
B. Parking on both sides and bike lane on north side only (no buffer).	0%
C. Parking on one side (alternating) and buffer bike lanes on both sides.	90%
D. I would not support any of the above alternatives.	3%
E. I do not care	3%