



Geddes Avenue Improvement Response to Resident Interests*

*As expressed by the of majority of residents regularly involved in public engagement opportunities

April 6, 2015

Overall corridor impacts

What we heard: **Minimize Impacts (i.e., keep the corridor as is).** Desire to preserve the trees, vegetation, berms, landscaping, etc., that currently fill the Right-of-Way and provide a visual and sound barrier between the road and homes.

Explanation of decision made: The design strives to minimize overall corridor impacts by providing a cross section of minimally acceptable width given the required elements. Staff understands that many residents are requesting a narrower cross section in hope that minimizing the cross section will reduce the overall impact to the corridor. However, a narrower cross section would result in nearly identical construction impacts (such as vegetation clearing and grading for surface features), as compared to the selected width. The depth of the sanitary sewer determines the width required for safe excavation practices; the relatively deep sanitary sewer in this area results in a wide excavation at the surface. Additional considerations related to corridor impacts and width of cross section include the requirement to meet Americans with Disabilities Act (ADA)-compliant sidewalk grades in an area of steep slopes, and the need to provide stormwater control in accordance with the City of Ann Arbor Green Streets Policy, which requires surface infiltration swales rather than buried pipes.

Vegetation

What we heard: **Minimize Tree Loss**

Explanation of decision made: The design has been planned to spare as many trees as possible. The sidewalk alignment and layout of the stormwater swales has been adjusted in spot locations to avoid tree loss. Unfortunately, in some areas the grade difference between the roadway and adjacent slopes will require the removal of trees to allow for an ADA-compliant sidewalk. Tree impacts will be necessary regardless of the width of the lawn extension between the sidewalk and the road (see above for more information on impacts to the corridor, including excavation required for sanitary sewer).

Much of the tree removal for this project is at the eastern end (east of the Gallup Park entrance) to allow installation of a retaining wall in the slope adjacent to the railroad. Replacement trees will be planted as part of the project.

Speeding

What we heard: **Reduce Speeding**

Explanation of decision made: The design proposes horizontal curvature to the roadway and narrow, 10-ft wide, vehicular lanes to slow traffic. Historically, standard vehicular lane width has been a minimum of 11-ft wide. Some communities have begun utilizing narrow, 10-ft wide, travel lanes as a way to slow traffic on arterial roadways. The proposed narrow travel lanes are a



major design element with regard to slowing traffic as well as a response to resident interest for a narrower zone of construction impact.

Bicyclists accommodations:

What we heard: No Bike Lanes

Explanation of decision made: The assertion that an on-street bike lane will decrease safety by encouraging biking is counter to accepted best practices and the reality that bicyclists currently use Geddes regularly. The City of Ann Arbor Non-Motorized Transportation Plan specifies bike lanes on both sides of Geddes Avenue in this area. The selected design includes a bike lane on only the westbound (uphill) side. A bike lane on the eastbound side was not included in the design in response to the concerns of adjacent residents to keep the pavement width as close as possible to what currently exists. The selected design is a compromise between the need to provide safe accommodations for bicyclists and the resident interest for a narrower zone of construction impact.

Lawn Extension

What we heard: 3-Ft Lawn Extension (area between the sidewalk and the curb/pavement)

Explanation of decision made: The design proposes a 5-ft wide lawn extension to provide a comfortable buffer between pedestrians and vehicles, to provide adequate space for underground utilities, and to reduce the amount of snow accumulation on the sidewalk resulting from plowing. Reducing the extension to 3-ft width would negate these long-term benefits and would equate to a sub-standard design counter to engineering best practices. Additionally, a narrower lawn extension would not reduce the construction impacts in any measurable way (refer to discussion of required vegetation clearing and surface grading provided above).