



**Geddes Avenue Improvement (Huntington to Hickory Lane)
Project Update
October 7, 2014**

Project Goals

To reconstruct the failing roadway and provide sanitary sewer service to Geddes Ave properties currently not served. As the project proceeds, the scope will be refined to best meet the overall vision of the City (e.g., non-motorized access, fiscal responsibility, engineering standards) and the desires of the community (i.e., through a robust public engagement process).

- Identify community/neighborhood priorities for the project and incorporate those into the project plan
- Reconstruct the road
- Stabilize the slope along the curve near Geddes Ridge
- Comply with City's Green Streets Policy
- Replace the north side path with an ADA-compliant sidewalk
- Extend sanitary sewer service
- Improve non-motorized access

Summary of Public Input

The project team has been engaging the residents in the Geddes Avenue project area, and additional stakeholders outside of the immediate project area, since initiating the consulting process for this corridor in spring 2014. Many residents have supported improvements to the pedestrian pathway, sight distances, and road surface. There is a strong interest toward speed reduction and safety improvements. The residents would like the existing character of Geddes maintained with minimal changes to the trees and other vegetation. In addition to the aesthetic value, the existing vegetation acts as a noise and privacy buffer between the homes and the traffic on Geddes. Many residents have expressed a sense of private ownership over the features currently within the public right-of-way (e.g., landscaping, fences, trees). Resistance toward changes to the features within the public right-of-way is consistent among many of the residents in the project area.

Improvement charges and other costs associated with the required connection to the proposed sanitary sewer have direct financial consequences on the impacted residents. Some residents are eager to connect to City of Ann Arbor sanitary services; others would prefer delaying this change. Many residents have expressed concern that future improvement charges will be higher and would like the City to "hold" the current improvement charge fees.

Proposed Typical Cross Section

The project team has prepared a proposed typical cross section taking into consideration the feedback that has been received and the City's guiding plans and policies. This cross section minimizes pavement width and associated right-of-way impacts, improves non-motorized access, and includes design features that have traditionally reduced vehicular speeds. The cross section is described below and shown on the attached drawing. The design throughout the corridor will follow this cross section where possible; however, the sidewalk and/or lawn extension may be adjusted at select locations where opportunities exist to avoid tree removal with minimal deviation from the typical cross section.



Geddes Avenue Typical Cross Section:

North to Center of road:

5-ft sidewalk—5-ft lawn extension—4-ft climbing bike lane/paved shoulder OR 2-ft curb & gutter* + 3.5-ft bike lane)—10-ft vehicular lane (westbound)

Center of road to South:

10-ft vehicular lane (eastbound)—2-ft paved shoulder OR curb*—stormwater control features (e.g., swales)

*curb will likely be necessary along the eastern half of the project (near steep grade changes) to control runoff and to help reduce right-of-way impacts due to elevation changes between the roadway and sidewalk.

The project team believes the typical cross section design provides the best compromise to meet engineering requirements, desires of the community, and policy guiding plans and principles. The typical cross section description and attached drawing is a representative of the project corridor; variations will exist. Other considerations related to the typical cross section are summarized below:

Extension: Some residents have specifically requested the lawn extension be narrower than 5-ft; however, a narrower lawn extension would be a substandard design that would negate the long term benefits of the extension. An appropriately sized extension is necessary to provide a buffer between pedestrians and vehicles and storage for plowed snow. Additionally, narrowing the width of the extension would not minimize the short-term construction impacts to right-of-way vegetation at most locations. In cases where a tree can be saved, the lawn extension may be reduced to 3-ft for a short distances around the tree.

Shoulders/Bike Lanes: The Non-Motorized Transportation Plan, adopted by City Council in 2007, proposes on-street bike lanes on both sides of Geddes Avenue and indicates sidewalk along the north side of the right-of-way. Four-foot wide shoulders/bicycle lanes on both sides of Geddes Avenue have been considered. In addition to achieving community goals for non-motorized transportation, 4-ft paved shoulder/bike lanes would provide additional structural stability to the roadway and a pull-off area for service and delivery vehicles such as garbage and mail trucks. However, providing bike lanes on both sides of Geddes Avenue would require consistently increasing pavement width through the corridor and would result in additional right-of-way impacts, which would not be aligned with the priorities that Geddes Avenue residents have expressed. The project team has proposed the cross section including one bike lane in the uphill/climbing direction as a compromise between the desire to keep the overall pavement width comparable to the existing footprint and the interests to provide exclusive, safe facilities for bicyclists separate from pedestrians and motorists.

Trees & Vegetation: Although a large majority of the trees along the corridor will be maintained, some trees will need to be removed to complete the project. The design is being planned to limit impacts to only smaller trees, whenever feasible. Tree impacts will be identified in conceptual design plans; we anticipate conceptual designs to be available by the end of October. Much of the other smaller vegetation within the right-of-way will be removed during the construction due to the extent of the deep sewer trench and the need to grade for the sidewalk and stormwater swales. Trees and other vegetation that need to be removed for this



project will be replaced with new plantings, taking into consideration resident feedback on species preferences.

Sanitary Sewer

Riverview Drive: The extension of sanitary sewer through Riverview was initially anticipated as a necessary element to provide an outlet for the proposed sanitary sewer within Geddes Avenue. However, after further engineering design for the sanitary sewer, it has become apparent that extending the sanitary sewer along Riverview Drive is not a necessary component to provide service to the properties on Geddes Avenue. Therefore, the Riverview Drive Sanitary & Water Main extension will not be pursued as a component of the Geddes Avenue Project. The work on Riverview will be treated as a separate project, the timing of which will be determined during the planning process for the City's Capital Improvements Plan (CIP).

Apple Way Backyard Sanitary Sewer (2651 Geddes, 2665 Geddes, 2675 Geddes, 2685 Geddes, & 2996 Apple Way): Due to the location of their septic fields and the existing topography, these five properties would better be served with a sanitary main extended through their backyards rather than a main located within Geddes Ave. Staff is working with these residents to obtain easements to allow this construction. If all five easements are not obtained prior to the final design stage, the backyard option will be abandoned and the main in Geddes Avenue will be pursued at a lower elevation to serve these properties.

Elements Yet to be Addressed

- **Speeding** – Many residents in the project area are concerned about existing speeds and the potential for speeds to increase following road reconstruction. The proposed 10-ft vehicular lanes are expected to reduce speeding. In addition, the project team is exploring other opportunities to slow traffic along Geddes Avenue, and has prepared a Toolbox of Complete Streets ideas for Geddes Avenue (attached).
- **Landscaping & Retaining Walls** – Staff will work with the residents to determine appropriate transplanting and replacement for disturbed landscaping. The project team recommends that retaining walls follow the City standard of a modular-block retaining wall used in other locations (e.g., Dexter Avenue).
- **Assessments** – Curb will be necessary in some sections of the corridor. Installation of new curb is typically funded with special assessments to the residents. There is also the potential to assess for the other stormwater features.
- **Construction staging** – Due to the construction needs for the Geddes Avenue reconstruction and difficulty in maintaining access through the corridor, it is likely the construction will span two seasons. The exact layout and staging of the construction is yet to be determined.

Next Steps

Open house meetings have been planned with the project area residents on October 7 and 9 to share concept plan drawings of the entire project corridor and individualized graphics indicating impacts to each specific residence. Following the October meetings, the project team will finalize the proposed design, striving to accommodate resident desires as appropriate.

Community Engagement Summary:

March 31 – April 3, 2014: Small group meetings with residents adjacent to the project area (5 groups)

May 29, 2014: Public Meeting (invitations extended to project area residents and a broader stakeholder group)



August 9, 2014: On-site meeting with project area residents (5 groups)
October 7 and 9, 2014: Open house for Geddes Ave project area residents

Anticipated Future Schedule:

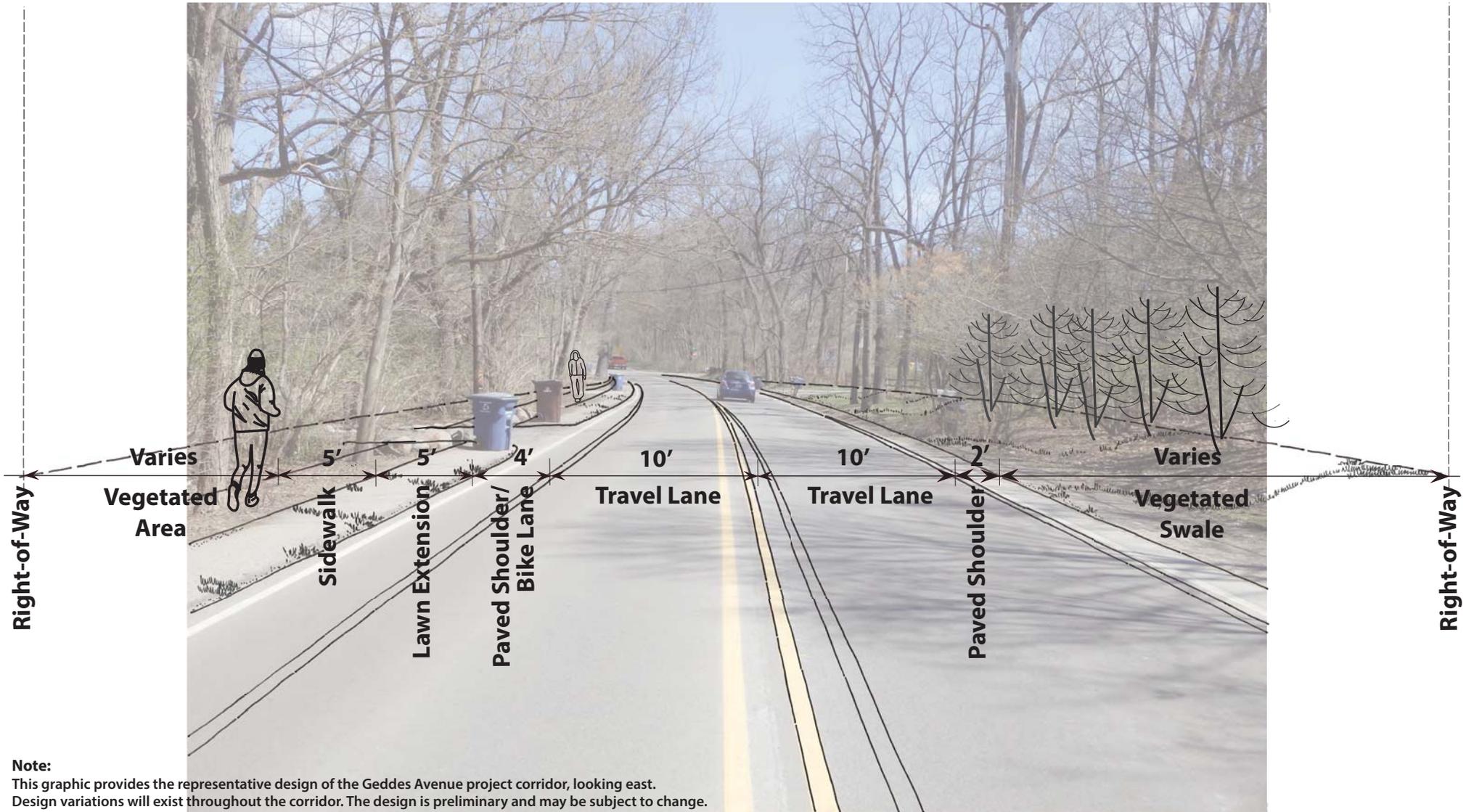
October - November 2014: Refine conceptual plan and begin detailed design
December 2014: Public engagement to share final proposed design and construction staging. City review of project plans.
February 2015: Plans finalized and out for bid
March 2015: Bid Opening
May 2015: Council approval of construction contract
June – October 2015: Construction Phase 1
June – October 2016: Construction Phase 2

QUESTIONS?

Contact City of Ann Arbor Project Manager, Elizabeth Rolla via email erolla@a2gov.org or call 734-794-6410 ext. 43636.

TYPICAL ROAD CROSS-SECTION

GEDDES AVENUE RECONSTRUCTION
City of Ann Arbor, Michigan



Note:
This graphic provides the representative design of the Geddes Avenue project corridor, looking east.
Design variations will exist throughout the corridor. The design is preliminary and may be subject to change.

Complete Streets Toolbox[®] for Geddes Avenue Open House

•Note: we recognize that transit elements have not been included in this toolbox.

Notes

Magnitude of Cost

LEVEL OF CONSTRUCTION COMPLEXITY

Level of Construction Complexity	Item	Notes	Magnitude of Cost
LOW	1 Public Outreach	 <ul style="list-style-type: none"> Increases awareness of issues Explains meaning of rules and devices Difficult to reach all users of the corridor 	\$\$
	2 Speed Limit Enforcement	 <ul style="list-style-type: none"> Effective for speed reduction when police are present Quick timeframe for implementation May change driving culture 	\$\$
	3 Static Speed Limit Signs	 <ul style="list-style-type: none"> Clear definition of legal speed limit Provides context for speed enforcement efforts Not self-enforcing May provide temporary speed reduction; not effective over the long term 	\$
	4 Marked Crosswalk	 <p>Note: Crosswalk marking styles vary</p> <ul style="list-style-type: none"> Defines the area of preferred crossing for pedestrians Communicates high pedestrian activity areas to motorists Painting and maintenance expense 	\$
	5 Marked Crosswalk with Signs	 <ul style="list-style-type: none"> Defines the area of preferred crossing for pedestrians Communicates high pedestrian activity areas to motorists Pedestrian awareness and visibility improved Painting and maintenance expense Primarily used at mid-block crosswalks 	\$\$
	6 Marked Crosswalk with Advance Signs	 <ul style="list-style-type: none"> Defines the area of preferred crossing for pedestrians Communicates high pedestrian activity areas to motorists Pedestrian awareness and visibility improved Painting and maintenance expense Typically used when crosswalk visibility is impaired 	\$\$
	7 Narrow Lanes	 <ul style="list-style-type: none"> May reduce vehicular speeds by creating the perception of traffic friction Less "room for error" Additional width may be available for bicycle lanes Reduces pedestrian crossing time and distance 	N/A
	8 Bike lane	 <ul style="list-style-type: none"> Provides exclusive, safe facilities for bicyclists separate from pedestrians and motorists Provides better level of service for cyclists and pedestrians Component of "Complete Street" under Michigan Law Connects downtown with regional recreational features, including Border to Border Trail access 	\$\$
	9 Temporary or Permanent Radar Feedback Sign	 <ul style="list-style-type: none"> Increases motorists' awareness of vehicle speed Not an enforcement device May provide temporary speed reduction; effectiveness has typically decreased over time Expense for maintenance and energizing 	\$\$

NOTE: The Complete Streets Toolbox ideas are intended to calm traffic and improve safety for all modes of transportation. They are being shared here to provide introductory information on this topic.