

## Questions and Answers from project survey and information session

### *S. Seventh and Greenview Drive Water Main Replacement, Road Resurfacing, and Active Transportation Project*

These were frequently asked questions from the survey and the virtual information session held on September 13, 2022.

## Stormwater

**1. Will the stormwater management and level of street surface ensure that stormwater drains away from the driveways on S Seventh so that water/ice does not pool in the driveway aprons?**

When the road is resurfaced, the city expects all the gutter pans, including those at driveways, to function properly and slope to a nearby inlet. If you have a particular problem driveway, please notify us.

**2. Is there a plan to use pervious pavement materials?**

No.

**3. Who maintains the gravel and planted strip next to the road? Is the bump-out now considered the curb?**

Grass mowing and snow clearing on new bump-outs will be the responsibility of adjacent property owners.

**4. Currently, Greenview street water after a rainfall sits in the gutter and does not run off to sewer drain. Will this be corrected by the project (i.e. put an angle on the street to achieve drainage to sewer)?**

When the streets in this project area are resurfaced, cross-slopes will be adjusted to maximum storm water run-off to the current storm system. Additional items of work have been included to adjust the aggregate base and asphalt surface to build the cross-slopes from centerline with a minimum of 2% slope.

**5. I like the flood control, will that narrow the road or is taking up part of the extensions?**

No. Underground infiltration and retention will be installed in trench along each curb line.

**6. Will the runoff area be outside of the bike lane?**

The proposed run-off area is at the curb line. Run-off will enter the infiltration trench through curb inlets or underdrains, filter, and settle into an aggregate retention trench. Once the storm system can allow for more capacity, the retained run-off will be released.

## Bicycle Lanes

**1. Can we have concrete barriers separating cars from bicycles? Paint does not make me feel safe.**

Design treatments such as concrete separation are typically considered on Major streets - those with over 10,000 vehicles/day and/or speeds of 35 mph or higher. Please refer to pages 59-68 of Ann Arbor's Transportation Plan, [Moving Together](#), for more information.

**2. Why can't you just widen the sidewalk so there is a bike lane and a walking lane as well?**

While bicycling on the sidewalk is legal, this level of separation between bicyclists and the rest of the street are typically reserved for major streets. Please refer to pages 59-68 of Ann Arbor's Transportation Plan, [Moving Together](#), for more information.

## **Bump-outs**

**1. Can you potentially add permanent snow posts/stakes around the bump-out to prevent people from driving over them in the winter?**

Yes, stakes would be added to any bump-outs that are added as part of this project.

**2. Wouldn't it be safer to reduce the speed limit down to 10 or 15 mph than to do the bump-outs?**

In addition to State law prohibiting changing speed limits this low, transportation studies have found that changing the design of a road is more consistently and enduringly effective at reducing driver speeds than changing speed limits alone. For different proposed options in this project, such design changes would include adding bump-outs, narrowing travel lanes to 10', creating separate lanes for bicyclists, and adding a buffer between vehicle and bicycle lanes.

**3. How many feet do the bump-outs extend into the road?**

This depends on the location, but each bump-out will extend between 7-9 feet into the road. A location with two bump-outs would narrow the road by this amount on each side.

**4. Have you considered a central pedestrian refuge island and chicanes for the cars for the mid-street crossing rather than bump-outs? If not, why not? If so, why was it rejected?**

Eliminating on-street parking for a few spaces at the proposed Mid-Block Crossing on Greenview to accommodate the bump-out was a safer option than installing an island and transitioning both directions of motor travel away from the centerline, especially at a critical location where focuses is required. Gateway treatment on the surface can still be added at the centerline of the crosswalk.

**5. I am confused by road section drawings - would you be moving the sidewalks adjacent to the road and eliminating the lawn extension?**

The lawn extension will not be eliminated - the bump-outs will be adding to the lawn extension. The only portion of the sidewalk that will be extended is the portion needed to access the crosswalk, but this is a relatively small portion of each bump-out.

**6. What data is available to show the benefits vs detriments of the bump-outs?**

There are numerous bump-out locations installed throughout Ann Arbor, many of which were installed through the city's Traffic Calming program. More information regarding bump-outs is available in the [Traffic Calming Guidebook](#) on page 12.

**7. How are cyclists specifically considered in the design of the bump-outs? If the effective bike lane must be eliminated due to road narrowing, what safety measures will be taken to ensure cyclist safety?**

All bump-outs have been designed to accommodate two-way traffic for both vehicles and bicycles.

**8. Would you also improve signage for pedestrian crossings?**

The Crosswalk Design Guidelines will shape the installation at each crosswalk, but gateway treatments and warning signs can be incorporated.

**9. Wouldn't this squeeze bikers and automobiles closer together increasing risk of incident?**

The bump-outs will accommodate the same widths of lanes as the main section, primarily two ten-foot lanes and two five-foot bike lanes. The bump-outs merely replace the on-street parking space. One exception, if buffered bike lanes are installed, they will have to transition to designated bike lanes through the bump-outs.

## **Parking**

**1. Why is street parking assumed and provided for free by the City? Especially when all of the homes in this area have a garage and a driveway for cars and guests?**

While some of the proposals for this project include retaining street parking, not all do. Staff have provided multiple options, in part to elicit feedback on what values are important to the neighborhood.

**2. Will parents who don't live along 7th and therefore not local residents no longer be able to pick up their kids during the construction?**

Southbound Greenview Drive and southbound South Seventh Street will be maintained during construction. Due to the construction phases, there may be a time that the single south bound lane is operational, but curbside parking/standing is not. If this occurs, side streets and Delaware are suggested for student drop-offs and pick-ups. The southbound lanes of Greenview and South Seventh will be open to the public. When signs read "Closed to Thru Traffic", then only local residents should have access.

**3. Parking occurs up and down Seventh Street for Lawton drop off and pick up so if you eliminate parking completely it WILL impact Lawton parents and will cause more congestion on other streets and in the small school parking lot.**

Please note that several designs do not remove parking. Regardless of which design is installed, City staff have worked with AAPS/Lawton staff on safety and operational concerns for pickup/drop-off and will continue to do so.

**4. How many on street parking spaces will be eliminated?**

The proposed mid-block crossing on Delaware will probably eliminate four parking spaces. Due to the existing streets not being marked, it is hard to determine how many existing parking spaces might be eliminated. Staff proposed all on-street parking be eliminated on South Seventh Street between Scio Church Road and Braeside Place, which abuts four homes, but the number of affected spaces is unclear. On September 21, 2022, the Transportation Commission made a motion to eliminate on-street parking along South Seven Street between Braeside Place and Lawton Elementary School for the installation of buffered bike Lanes.

## Watermain

**1. What is the expectation about interruptions in drinking water service in the surrounding neighborhoods during the project, if any?**

Surrounding areas will not be affected by the abandonment of the existing water main and transfer of local services leads. However, if valves are not working, and we have to shut-down the water further out, each resident will be given 24-hour notice. Transfer within the project may take a few hours, and residents will be notified by doorhangers, but also knocks on the door the morning of the shut-down.

**2. How long will the water main last? Is it built to last at least 100 years? Will there be access to do maintenance?**

The existing mains were installed in 1963; they are going on 60 years. Access to maintain the main will be through the manholes at valves in wells. Systems can be videotaped for preventive care prior to any major damage.

**3. Is this watermain update related to projected development on Ann Arbor Saline Road at the end of this neighborhood?**

Each water main replacement is based individually on the material, size, and condition of the existing main. South Seventh main is being replaced with the same size, so increase capacity for another development is not driving this project.

**4. Will this help with flooding in the streets and sewer backup in houses with sump pumps?**

This should help flooding. The trench will hold water that was usually setting on the surface waiting to enter the storm system.

**5. Will this improve water quality?**

By replacing the water mains, we eliminate any damage to the pipe or joints in which surrounding soils or bacteria may enter. The replacement will also remove the build-up of natural minerals found in the water that can reduce capacity over time.

**6. What impact will there be on existing structures? What is the process for repairing damage to private property that occurs as part of this project?**

The work proposed in this project is all within the public right-of-way. There is an allowance for sprinkler system repairs in case the contractor accidentally damages existing features, but if any other damage occurs, the contractor is required to have a damage claim process in place. The City is held harmless.

**7. Is there any lead in the current watermain system? Will the replacement watermain system be free of lead?**

The city has a program to replace all the service leads from the main to the house. Currently, all galvanized service leads that were once tapped off the main with lead, are replaced to the right-of-way and if the City's program is not ready to replace the service from the ROW to the house, at least this work can be done after construction is complete. However, this is not the case for Greenview and South Seventh Street.