



City of Ann Arbor Stadium Boulevard Road Reconstruction

Public Meeting: December 2, 2014
Lawton Elementary School, 7-8:30 p.m.

Introduction

A public meeting was held on December 2, 2014 at Lawton Elementary School to share:

- An overview of the known project elements, including the project goals, rationale and activities related to each goal;
- The overall public engagement plan, including the major stakeholders involved;
- The guiding standards this work must adhere to; and
- A timeline and next steps.

Representatives from the City of Ann Arbor – Project Management Services Unit; Northwest Consultants, Inc. (the engineering consultant for the project); and, Bridgeport Consulting, LLC (providing public engagement support) were present to share a presentation and facilitate discussion. Twenty-seven (27) members of the public attended the meeting. A full copy of the presentation materials can be found by navigating to the City's website (www.a2gov.org) and searching for "Stadium Boulevard Reconstruction."

At least two additional public meetings will be held prior to the start of construction. Direct outreach to stakeholder organizations, area residents, and businesses, is ongoing. Concerned parties are also invited to contact Mike Nearing, City of Ann Arbor Senior Project Manager, at mnearing@a2gov.org or (734) 794-6410, ext. 43635 to learn more.

Project Background

The City of Ann Arbor is planning to undertake the complete reconstruction of Stadium Boulevard from Hutchins to Kipke Streets during the 2016-2017 construction seasons. Some adjacent neighborhood streets will also likely be reconstructed as a result of the underground utility work that is planned for inclusion in the project as well.

The City's desired outcomes for this project include:

- Improved roadway surface conditions;
- Enhanced capacity and condition of the water mains (pipes that carry clean drinking water);
- Enhanced stormwater management and improved water quality; and
- Increased safety and accessibility for pedestrians and bicyclists.



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Project Elements

Underground utilities

Underground utilities will be replaced and improved in conjunction with the roadway reconstruction. One of the underground utility improvements will involve the upgrade and re-routing of a 30" raw water transmission main, which is likely to result in the substantial reconstruction of two neighborhood streets (Prescott from W. Stadium to Potter Avenue; Potter Avenue from Prescott to S. Seventh Street) in addition to the work performed on Stadium Boulevard. *Note:* "Raw water" refers to water extracted from wells and treated at the Ann Arbor Water Plant for use in drinking water.

Stormwater system improvements

The project will also upgrade and improve the stormwater system in the area consistent with the City's approved Storm Water Revolving Fund Plan. Improvements will include treatment of the first-flush and bank-full rain events to the extent practicable. The improvements will provide for better storm water quality (i.e., improved cleanliness and less suspended particles and phosphorus) and reduced storm water quantity (via underground detention and infiltration.)

Non-motorized amenities

Bike lanes will be included within the roadway, to provide connectivity with the bike lanes currently in existence at the east and west borders of the project. Similarly, the City is studying the installation of a sidewalk on the south side of Stadium Boulevard (between the entrance to the University of Michigan Golf Course and the intersection of S. Main and Stadium Blvd.) to eliminate the sidewalk gap that currently exists in this location. These potential improvements are part of the City's "Complete Streets" philosophy and are already in place at both ends of the project limits and along virtually every other major street within the City.

Discussion Summary

A facilitated discussion followed the presentation. Participant questions, and the City of Ann Arbor's responses, are summarized below. The format of this section is as follows:

The Headlines list major issues raised.

- The first bullet summarizes **attendees' stated questions and concerns**.
- The second bullet describes the way(s) in which the final project team **addressed these concerns** and questions.

Non-motorized Plan

- Is there any variance in the plan components due to volume?
- No



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- Decision-making? Can requirements be waived?
- Yes, at the discretion of City Council

Right of Way Limits

- Does the city have the sufficient to ROW to construct the proposed improvements in front of AAGO?
- Yes. The existing ROW line is essentially along the existing chain link fence line
- Include sidewalks, bike lanes within city's right of way
- May repurpose right turn lane (west bound on East Stadium)
- What is the ROW on the north side of Stadium?
- Roughly the brick and metal fence in front of the football stadium

Project Timing

- Can the city perform roadway maintenance prior to road reconstruction in two years?
- Yes, the City will continue to perform routine maintenance on the roadway until such time as construction begins

Guiding Standards

- What is the Complete Streets policy?
- A policy to accommodate all modes of transportation, including vehicles, bicyclists, and pedestrians; the State of Michigan has passed Complete Streets legislation which "gives new project planning and coordination responsibilities to city, county and state transportation agencies across Michigan. The legislation defines Complete Streets as "roadways planned, designed, and constructed to provide appropriate access to all legal users...whether by car, truck, transit, assistive device, foot or bicycle."
- What is the Non-motorized plan?
- A master plan to create a network of on street bike lanes, sidewalks, and crossing locations
- What is the Americans with Disabilities Act (ADA)?
- As it relates to this project, it dictates how the City must construct sidewalks, sidewalk ramps, push buttons at signalized intersections, and other things, to accommodate people of all needs
- City of Ann Arbor Green Streets Policy should be included here as a guiding standard given the stormwater work being done; Fourth Avenue is a successful example of this

Mid-block crossings

- Two existing, putting in more?
- No, but maybe improve and/or relocate existing crossings to better serve pedestrians
- Concern: Low volume of pedestrians, cyclists
- Support for islands: traffic calming, effective on Liberty
- New crossings between Packard and Stadium are not used appropriately



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- Do we have adequate capacity now?
- Elevated walkway for Pioneer crossing?
- ADA compliance could be problematic; also, this is a very expensive thing to do; they tend not to be used because of the effort involved to walk over them
- Can we improve awareness about crosswalks and the local law?
- The City has a Pedestrian Safety and Access Task Force examining these issues

Changes to the area in front of Ann Arbor Golf and Outing

- Concern: potential pedestrian refuge island located westerly of the AAGO driveway
- The project design will take in to consideration the best place for a replacement retaining wall to maximize sight distance
- The final location of any pedestrian refuge island will also accommodate turning movements into and out of the surrounding properties as well as the desired paths of pedestrians
- It is implied that the removal of the wall, fence, and trees will be necessary to this project; there are concerns over safety and aesthetics
- Yes, those things do have to be removed; the City has agreed to work with a small committee of AAGO members to collaborate on the design and address these concerns in the best way possible for all parties
- Could we put a traffic light in front of AAGO?
- The installation of traffic signals is governed by a rigorous set of signal placement warrants; a traffic signal at this location is not warranted
- Suggestion: fence at curb at AAGO to manage pedestrians
- We will evaluate this issue with the AAGO design group

Safety for Pedestrians on Game Days

- Are law enforcement conversations taking place? Do they have an opinion on the addition of a southern sidewalk?
- Yes, the City Police have been consulted; we will be engaging UM Public Safety officers in the coming months; discussions are ongoing
- AA Police do not have a concern about a southern sidewalk interfering with traffic or game day operations
- Will UM sidewalks be adjusted?
- Perhaps. If so, any proposed adjustment is expected to be minimal

Existing Roadway Changes

- Is the roadway going to be changed or widened? If so, by how much?
- This is not a roadway "widening" project, but the pavement may be somewhat wider than what currently exists in order to accommodate on-street bike lanes; however, the increase in width will be partially offset by a reduction in vehicular travel lane widths



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- In order to provide for the anticipated improvements, the City is studying the possibility of shortening the westbound Stadium Boulevard right turn lane onto South Main Street

Area Flooding and Stormwater Concerns

- Will this project help flooding in the area of Edgewood and Snyder?
- Not a lot at this time, but the project is being designed to accommodate future projects to alleviate this problem
- What stormwater improvements will be made?
- Stormwater ponding on Stadium Boulevard itself; reduction in the rate of stormwater runoff coming from the project area; improvements to the stormwater quality
- Can stormwater runoff be captured and infiltrated with underground systems?
- We are currently examining this issue; depending on the soil permeability that exists within the project's limits, we will infiltrate stormwater to the greatest extent possible
- Will this project fix the low spot on Stadium that "ponds"?
- Yes
- Can the stormwater component of this project be performed similar to Fourth Avenue?
- Subsurface conditions are different here, but the design team will endeavor to incorporate those types of improvements to the extent that they are practicable

Prescott Road Impacts

- Will you resurface the road and/or sidewalks?
- The road will be reconstructed from curb to curb
- The City has an Annual Sidewalk Program to repair existing sidewalks and bring them up to City standards, this is on a separate schedule from this project
- How will this affect access to my property?
- Access to your property will be impacted during water main installation. There will be short periods (a few days at most) where access to your driveway is limited; trenches will be backfilled daily
- What about game day parking?
- Game days are an issue for the city as a whole; we are considering how best to stage the construction with this situation in mind
- What will water shut-offs look like?
- The water main replacement along Prescott and Potter is a raw water main replacement, consequently, we are not planning on any domestic water main interruptions on Prescott; this is not the case on Stadium Boulevard. The domestic water main will be turned off for brief periods (six to eight hours at most) with advance notice given to all affected customers
- Can improvements be made to Allmendinger Park?
- No, that work is funded by park millages. It would be inappropriate to fund that work as part of this project



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- Please communicate well with residents
- We will definitely do so

Traffic Re-routing

- What will the alternate routes be?
- We don't know yet as our traffic study is under way; we know that Main street running north and south is a major corridor for AAATA and our traffic re-routing plans will take this need into account

Lessons Learned from Stadium Bridges Project

- Traffic re-routing, Stadium Boulevard shutdown; shorter, more disruptive vs. longer duration, less disruptive

Residential Access on Stadium

- Define "some disruption to resident/driveway access" on Stadium
- You will not be allowed to access driveway for a few days (typically three) while concrete is replaced and hardens; otherwise, we will maintain access to your property throughout construction

Bike Lanes

- It is important to have continuity of bike lanes to ensure more use
- Bike lanes improve safety for motorists as well (improved sight lines, access for emergency vehicles)