



City of Ann Arbor
Stadium Boulevard Road Reconstruction
Meeting Summary

Public Meeting: February 25, 2015
Pioneer High School, 7:00-8:30 p.m.

Introduction

A public meeting was held on February 25, 2015 at Pioneer High School to share:

- An overview of the project, including the project goals, rationale and activities related to each goal;
- A summary of the process to date, including the major stakeholders involved and feedback received so far;
- A preliminary construction plan and schedule;
- A discussion regarding reactions, questions, and suggestions; and
- A timeline and next steps.

Representatives from the City of Ann Arbor, 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. Thirty-three (33) members of the public, including several City Council members, attended the meeting. A full copy of the presentation materials is available here: <http://www.a2gov.org/departments/engineering/Pages/Stadium-Blvd-Road-Reconstruction-Project.aspx>

At least one additional public meeting 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, P.E., City of Ann Arbor 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 planning for 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 South Main Street and Stadium Boulevard) to eliminate the sidewalk gap that currently exists in this location. These improvements align with 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.



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Pedestrian crossing on Stadium near Pioneer High School (PHS) entrance

- Safety is of high concern for students crossing Stadium to get to Pioneer.
 - The City agrees that pedestrian safety is a high priority, and flashing lights are under consideration at this intersection. The City will work with Ann Arbor Public Schools representatives to determine the best option for this area.
- Consider best practices for school crosswalks/zones and mid block cross walks (e.g., posted signs; lights shining directly onto the cross walk; functioning street lights in the area). If flashing lights are installed at one crosswalk, the second crosswalk should be eliminated in order to reduce driver confusion. Or consider an overhead (HAWK) option, like the one at Huron and Chapin Avenue.
 - HAWK signals cost significantly more than the flashing lights, and the Pedestrian Safety and Access Task Force identified no significant improvement in driver compliance; however, the City will look into all these options.
- Consider improving traffic flow at the intersection – the Pioneer entrance is structurally confusing/awkward; some cars cross all four lanes to turn left onto Stadium, and others don't know which lane to use at all. Can these issues be fixed at the same time as the road reconstruction?
 - The City will raise this possibility with the School District.
- Given that we have agreed there are deficiencies for kids at this crosswalk, is there any chance that solar powered RRFBs could be installed sooner than the start of the project and used until permanent ones are installed?
 - The City will consider this option.
- Preference for crosswalk on the western side of the intersection: won't interfere with drivers turning left into Pioneer (or right as they exit); higher volume of pedestrian traffic.

Traffic disruption

- Can you restore Stadium west of Seventh to four lanes to deal with the congestion construction will create?
 - The project limits are from Hutchins to Kipke, so that area is not part of this project. Further, the road may be somewhat narrower than it was before, making four lanes impossible now, but the City will take a look.
- Will official detours be posted?
 - Yes, certainly.
- Observation that the street light cycle at Stadium and Seventh seems way too long.
- Suggestion to notify churches/temples of the detours, to avoid frustration, especially with final paving work to be performed on weekends.



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- Note that buses/limos require significant queuing room during events; the construction will need to accommodate.
- Note that all of the recycling carts reside on the north side of Stadium; please take into consideration during construction. Also, note that the elevation between the curb and the sidewalk is of concern.

Area surrounding Kipke and Ann Arbor Golf & Outing (AAGO)

- Will there be an island near Gate 2 like the one west of the bridge that currently exists?
 - One possibility is the removal of the existing island and installation of a new cross walk near Gate 2.
- Suggestion to consider placing any island east of the AAGO entrance, to aid traffic flow.
- How will snow maintenance be handled on the new sidewalk adjacent to AAGO property? This might be an area where the snow needs to be physically removed (as happens on the bridge).
 - As with all properties in the city, sidewalk snow removal is the responsibility of the property owner. We imagine that the sidewalk will be of sufficient width that even if snow is thrown onto the sidewalk due to plowing in a heavy storm, there would still be a reasonably wide area for pedestrian movement.
- What will be the dimensions of the retaining wall?
 - There are two retaining walls: the bigger one will be 8.5' at max height, average height around 5'; second (shorter) wall is about eye level at maximum, declining back to grade. A few different types of wall are under consideration, so thickness could vary from 8-24".

Sidewalks

- Is there a plan to put a sidewalk along golf course, on the south of Stadium Boulevard?
 - Yes.
- Will there be a sidewalk on the east side of Main Street, south of Stadium Boulevard?
 - No, that is not a part of this project.
- Are we going to fix sidewalks as we work on the street?
 - Yes, we will address that as we go along.

Bicyclist safety

- Observation that with regards to bicyclist safety, there are a few really sketchy places and this stretch of Stadium is one of them. The bike lane needs to be wide enough and continuous.
 - The on-street bike lanes will be 5' wide measured from the center of the white lane line to the face of the curb. This is the standard width of all bike lanes within the City of Ann Arbor.



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Stormwater management

- Can you increase the size of the stormwater pipes along Edgewood going east to address the flooding that occurs in the area (especially near Snyder)?
 - Soil borings have been taken and some areas were found to be suitable for infiltration. This project is not designed to relieve that local low spot; however, work done during this project will not interfere with a future stormwater management project in that area.
 - Related: Ponding along West Stadium will be addressed during this project by improving the roadway slope for improved drainage.

Construction schedule

- Interest in prioritizing the eastern phase first; road condition is worst there. In fact, could you mill the surface of the road as a temporary improvement measure prior to construction?
 - We will consider that as we review the pavement maintenance strategies with our Field Operations personnel that are responsible for these activities within the City.
- Road conditions seem to decline rapidly; when this project is complete, seems you'll be ready to start all over again. Why does the City allow roads to fall into such bad disrepair before fixing?
 - Usually funding is a limiting factor; we'd love to do more, sooner, but available funds drive the prioritization of projects. Also, the City's street millage wasn't marked for routine maintenance. What we are proposing today is a complete reconstruction of the roadway, curbs, sidewalks, etc.

Project funding

- Considering that the university is one of the primary beneficiaries of the project, will they contribute? If not, why not?
 - The City cannot speak for the University; politely decline to comment.
- How much will the project cost?
 - We have planning level cost estimates at \$12M, of which approximately \$2.5M is federal dollars. Other City funding sources, including the water system and storm water funds, will pay for the remainder.

Property owner concern

- The corner of Stadium and Main at 1336 S. Main received notification that the driveway is non-conforming driveway and will be changed. Can you explain?
 - That property used to be a gas station; in 1996, the other non-conforming curb cut was removed. This property is entitled to two curb cuts – on South Main St. and one on west stadium. Let's discuss in more detail after the meeting.