



City of Ann Arbor  
**Stadium Boulevard Road Reconstruction**

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

### Introduction

A public meeting was held on September 30, 2015 at Pioneer High School to share:

- A project overview and summary of the process to date;
- Highlights of feedback received and how it was reflected in the final design;
- A construction plan, schedule, and traffic impacts;
- 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. Approximately twenty-three (23) members of the public attended the meeting, including members of Ann Arbor Golf and Outing and representatives from the Washtenaw Biking and Walking Coalition. A full copy of the presentation materials is available here:

<http://www.a2gov.org/departments/engineering/Pages/Stadium-Blvd-Road-Reconstruction-Project.aspx>

Concerned parties are also invited to contact Mike Nearing, P.E., City of Ann Arbor Project Manager, at [mnearing@a2gov.org](mailto: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 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 project team **addressed these concerns** and questions.



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**Design and location of pedestrian crossing on Stadium near Edgewood (8 comments)**

- The crossing at Edgewood is perceived to be dangerous. How will this project address that issue?
  - The Edgewood crossing will be moved to the west of Edgewood and Rectangular Rapid Flash Beacons (RRFBs) will be used.
  - The Ann Arbor Public Schools transportation safety committee and Pioneer High School (PHS) leadership have approved the new crosswalk designs.
  - Streetlights will be of the same design and lighting intensity that currently exist both east and west of South Main Street.
  
- Will there be a center island on the crossing at Edgewood?
  - No. Sufficient right of way does not exist to accommodate a wide-enough island. The design must serve all road users, including those with wheelchairs, strollers and bicycles. The minimum width requires 11 feet (a standard lane width).
  
- I was told that prior to the reconstruction that police would be monitoring the Edgewood crossing on occasion but we have not seen any since the start of school.
  - The City of Ann Arbor will follow up on this request.
  
- Pedestrians cross Stadium on the east side of Edgewood. Have studies been done regarding foot patterns and traffic?
  - Yes, a gap analysis, traffic signal warrant analysis, and pedestrian counts have been performed. This position eliminates the crossing being in conflict with vehicle traffic turning left into PHS or right out of PHS and is therefore safer.
  - RRFBs are intended to draw pedestrians to this area and make motorists aware of the crossing. The school is very much in favor of this location, which provides a more direct path into the front entrance of the school. There will also be four streetlights that illuminate the intersection as well as possible.
  
- Will there be a left turn light or left turn lane into Pioneer High School?
  - No. The analyses that have been performed determined that sufficient gaps in traffic exist to facilitate left turns in and out of the school.
  
- Stadium west of Seventh is three lanes wide, including a turn lane. Can you do the same on Stadium to the east?
  - Traffic volumes are too high to eliminate lanes to create a turn lane. Sufficient right of way does not exist to add an additional fifth lane.



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**Design and location of crossing near Michigan Stadium Gate 2 (10 comments)**

Gate 2 crossing has been discussed at length with local police. The existing island and pedestrian crossing located west of the entrance into the U of M Golf Course was built to be temporary and will be removed. A wider crosswalk with streetlights and will be put in, and changes to Stadium Way will help better direct handicapped traffic and access. There will not be an island blocking the main entrance to AAGO.

- Is this going to be a painted crosswalk?
  - Yes.
- Why don't you make the crosswalk perpendicular across E. Stadium rather than diagonal toward the UM stadium? A new walkway would change the walking pattern.
  - The police specifically requested a diagonal crossing. This design is intended primarily for special events to better control pedestrians; they believe most people are heading east and will walk that way with or without the diagonal crosswalk.
- People use the existing crosswalk; why are you designing this specifically for a handful of events rather than the other 350 days a year?
  - The project team will revisit this issue.
- Is there a below ground pedestrian tunnel under Stadium near this proposed crossing?
  - Yes, there is a tunnel east of there by several hundred feet. It is not accessible to the public because pedestrians have to go through the UM golf course parking lot to enter and exit a parking lot. The gates to the golf course are closed at night.
- Are cars supposed to stop at the crossing? Will signage be consistent with everything else in the city? Will there be RRFBs?
  - Yes, there will be signage and RRFBs. As for consistency, the RRFB is an emerging technology of which the City of Ann Arbor has been an early adopter. Standards are evolving, which has created some inconsistency throughout the city. This project will be designed to the new standard and other crossings will be brought up to the same standard over time as funding becomes available. Note that some locations, including the Edgewood crossing, while referred to as "mid-block" crossings are actually at uncontrolled approaches to intersections, which have slightly different standards.
- A diagonal crosswalk may be confusing to drivers. There should be a warning sign before the crossing and then an arrow pointing down at the crosswalk.
  - The police want to have the ability to countermand the signal and control pedestrian movement themselves. The project team will reevaluate this issue.



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- Will there be overhead lights at the crossing?
  - There will be RRFBs (yellow flashing lights) but not overhead lights.
- Police officers direct pedestrians on football Saturdays. Could they get pedestrians across the street in a perpendicular way? There should be an extra signal for the basketball games.
  - The project team will revisit these issues.

### Traffic patterns (11 comments)

The traffic patterns will change every few weeks because of the multiple stages of the project. There are six major phases.

- During Stage 1 will traffic be able to turn right onto Stadium?
  - No, there will be no turns off of northbound S. Main Street. This stage will only last about a week. Please see graphics describing the traffic detours here:  
<http://www.a2gov.org/departments/engineering/Pages/Stadium-Blvd-Road-Reconstruction-Project.aspx>
- What are you going to do to reduce the amount of cut through traffic on Snyder and Hutchins? They are already used at high rates of speed for this purpose.
  - As was done during the Stadium bridges project, barricades will be placed the side streets of Snyder, Potter, Keech, and Berkeley. The area will be policed to the extent possible. Traffic cannot be redirected entirely because some people have legitimate business in those areas.
- There is no stop sign on Snyder between Stadium and S. Main. Could a stop sign or two be placed there? What about allowing parking on both sides of the street on non-game day days to pinch the traffic?
  - These questions will be examined and parking will be managed as best as possible. City traffic engineers will be working hard to observe and actively monitor the situation. Intelligent choices will be made on how best to mitigate the problem and make incremental adjustments as the project progresses.
- What is the speed limit on Snyder?
  - 25mph.
- Can southbound Seventh be restriped for two southbound lanes? Also, Scio Church between Seventh and Main appears in need of repair.
  - Yes, southbound Seventh will be restriped to two southbound lanes. Patching between S. Main and S. Seventh on Scio Church has already been completed.



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There is also a much longer right turn lane on Scio Church than there is now. Traffic signal timings will be adjusted to minimize wait time.

- Will the restriping of southbound S. Seventh be temporary? What happens to the bike lane?
  - Yes, the restriping is temporary. It is only wide enough for two vehicular lanes so bikes will have to share the road during the project.
  
- Will northbound S. Seventh be restriped?
  - Yes, for one stage of the construction it will have two vehicular lanes only (a little over one month). It will be restriped to have a bike lane after that stage.
  
- Have you considered Saturday night/Sunday work? What about overnights?
  - The work at the intersection of Stadium and Main is the most difficult part of the project and will require a lot of weekend work. The water main tie-ins will have to be performed at night but roadwork will be done during the City of Ann Arbor's hours of work, which are 7am-8pm.
  
- When you say that you will close the gap in non-motorized amenities, I think that is incorrect; Kipke to Packard appears to be in need of improvement and bike lanes. There are two RRFBs and vehicles do not always stop. The voice could say "use caution vehicles may not stop" especially given that there is no safety island. Would you consider anything differently in this project from what you did in past projects?
  - Yes, what we learned in the past will be reviewed. The aim is always to standardize things throughout the city.
  
- Can you give us an idea of what the winter of 2016-17 will look like at the intersection?
  - In general terms, the intersection will be reconstructed to the east just far enough to get through the intersection. S. Main will be open to 5 lanes. On Stadium east of S. Main the right lane will be closed. This means that two westbound lanes, one right turn lane, and one eastbound lane will be open.
  
- Will there be detours in the winter of 2016-17?
  - There will be no detours in the second year. On the east part of the project one side of Stadium will be rebuilt at a time because there are five lanes available to work with. Please see graphics describing the traffic detours here:  
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**Access to Properties (4 comments)**

- Where will residents and visitors be able to park when accessing properties with a driveway that connects with Stadium?
  - Parking on the edge of Stadium will be facilitated and will only be necessary for a few days. Fast drying concrete will be used, but residents will still need to avoid using their driveways for a few days while the concrete cures. During the remainder of the project, these driveways will be accessible.
  
- Since you are working on W. Stadium in 2016, will that affect the property of Ann Arbor Golf and Outing (AAGO)?
  - No.
  
- Will AAGO have continuous vehicle access on all days?
  - Yes, access will be continuous and unaffected except when the curb and gutter and drive approach in front of the property are being replaced, at which time access will be restricted to half width.
  
- Is the grading easement because of changing vertical alignment?
  - Yes. Vertical alignment west of S. Main Street will be revised to improve drainage. The sidewalk will be removed and replaced as well. The improvements will not be as great in areas with steep front yards, but it will be as consistent as possible.