Greenview Drive (Scio Church to Stadium)  
Water Main, Stormwater, and Road Improvements  

Engagement Session  
March 16, 2023  

City of Ann Arbor – Public Services Area – Engineering  

www.a2gov.org/greenview
Meeting Norms

- Commit to learning and avoid speculation.
- Remember the importance of rights and the dignity of others.
  - Critique ideas, not people.
  - Use thoughtful language to create a comfortable forum for everyone.
- Inappropriate language will result in removal from the meeting.
Agenda

- Project Overview
- Problems and Potential Solutions
- Group Exercise and Sharing
- Questions
- Next Steps
Project Staff – City of Ann Arbor

City of Ann Arbor – Engineering

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City of Ann Arbor – Engineering

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Project Boundaries

- West Stadium Blvd to Scio Church Rd
  - Residential road
  - 0.5 miles

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Recent Updates in the Area

• Scio Church sidewalk extended and crosswalk removed (see image). Scheduled for summer 2023.

• 7th and Greenview construction to follow this project’s timeline. Public meetings this spring.
Project Overview

- Replace aging water main
- Install stormwater management system
- Repave the street
- Provide transportation safety improvements
Project Timeline

2023

- Public Engagement
- Complete Design
- Solicit Bids from Contractors

Spring – Fall 2024

- Notification of construction
- Construction: Water Main, Stormwater, and Road Resurfacing
Water Main Replacement

Purpose
• Replace existing 6-inch water main with an 8-inch water main
• Improve water quality
• Install new fire hydrants

Impacts
• Short periods of services shutdown
  • Water
  • Road closure
• More information sent to your home closer to construction

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Stormwater

Purpose
• Evaluate opportunities to manage stormwater impacts to the downstream Allen Creekshed
• Install new stormwater management system
  • New catch basins
  • Underground storage

Impacts
• Reduced flooding downstream
Road Resurfacing

Purpose
• New pavement
• Replace damaged curbs
• Final road configuration to be determined

Impacts
• Smoother/safer roads
• Increase the road’s life span
• Less maintenance needed in the short-term
Road Reconfiguration

Purpose
• Improve public safety for all users

Impacts
• Slow down vehicular speeds
• Improve comfort levels for nonmotorized users

36% of all trips within the city made by walking, biking or transit (2019 Transportation Habits Survey)
Road Reconfiguration: Why Are We Doing This?

- Transportation Plan (2021)
- Capital Improvement Plan (2024)
- Community Engagement
- Implementation & Maintenance
Transportation Plan: Public Engagement

- Technical and Community Advisory Committees
- 4 focus groups
- 4 surveys
- 2 Open Houses

- 2 pop up events
- Online mapping exercise
- 2 Transportation Commission meetings
- Virtual open house with polling
Transportation Plan: Mobility Values

**Vision Zero**

“By 2025, no one dies or is seriously injured in crashes on Ann Arbor’s streets.”

**Carbon Neutrality**

“By 2030, our transportation system contributes zero emissions towards climate change.”
All Ages and Abilities Route: What Does it Mean?

• Emphasis on protecting the most vulnerable users.
• Context help determines the design
  • Vehicular speed
  • Traffic volume
  • Street type
  • Community preference
  • Budget

Make routes safe and usable for persons of all ages and abilities. This includes:

  Pedestrians
  Bicyclists
  Motorists
  Disabled persons
  Children
All Ages and Abilities Route: Examples

residential

downtown
Perceived Problems – Public’s Responses

• Speeding and reckless driving
• Low enforcement of speeding and parking
• Game days: parking blocks fire hydrants, reduces visibility
• Lack of safe crossings; long wait times
• No consideration for low vision persons
• Double yellow line
• Avondale intersection
• Used as a cut-through for traffic
## Road Reconfiguration: Design Requirements

<table>
<thead>
<tr>
<th>City’s Perceived Problems</th>
<th>Capital Improvement Plan</th>
<th>Transportation Plan</th>
<th>Other Considerations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway-like design invites speeding</td>
<td>Consider road narrowing</td>
<td>Implement All Ages and Ability bike route to improve safety for all users</td>
<td>Maintain access to the community garden</td>
</tr>
<tr>
<td>Poor visibility at the Avondale intersection</td>
<td>Address intersection</td>
<td></td>
<td>Do not remove trees</td>
</tr>
<tr>
<td>Poor access to crossing</td>
<td>Review midblock crossing elements at north and sound end</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Design Options: Roundabout at Avondale Intersection

<table>
<thead>
<tr>
<th>Purpose of Roundabout</th>
<th>Limitations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Helps to slow traffic</td>
<td>Roundabout limited to Avondale intersection</td>
</tr>
<tr>
<td>Could include a landscaped center</td>
<td></td>
</tr>
</tbody>
</table>

[Images of roundabout at Avondale intersection]
Design Options: Curb Bump Outs

<table>
<thead>
<tr>
<th>Purpose of Curb Bump Outs</th>
<th>Limitations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Narrows road</td>
<td>Can remove parking (location dependent)</td>
</tr>
<tr>
<td>Slows traffic</td>
<td>Additional maintenance for residents in the grassy area between the sidewalk and the road</td>
</tr>
<tr>
<td>Reduces turning speeds at intersections</td>
<td></td>
</tr>
<tr>
<td>Stormwater capture (extra permeable surface)</td>
<td></td>
</tr>
</tbody>
</table>
## Design Options: Additional Crosswalks

<table>
<thead>
<tr>
<th>Purpose of Additional Crosswalks</th>
<th>Limitations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safe access for pedestrians</td>
<td>New crosswalks would reduce parking</td>
</tr>
<tr>
<td>Provides context cues to drivers to slow down</td>
<td>Need a ramp on both sides (not a driveway)</td>
</tr>
<tr>
<td>Combined with curb bump outs can increase pedestrian visibility</td>
<td></td>
</tr>
</tbody>
</table>
### Design Options: Chicanes

<table>
<thead>
<tr>
<th>Purpose of Chicanes</th>
<th>Limitations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Slows traffic by added curvature to the road</td>
<td>Would reduce parking</td>
</tr>
<tr>
<td>Stormwater capture (extra permeable surface)</td>
<td>Additional maintenance for residents in the grassy area between the sidewalk and the road</td>
</tr>
</tbody>
</table>
## Design Options: Remove Centerline

<table>
<thead>
<tr>
<th>Purpose of Removing Centerline</th>
<th>Limitations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gives road a residential “feel”</td>
<td>No lane designation</td>
</tr>
<tr>
<td>Removes look of highway</td>
<td></td>
</tr>
<tr>
<td>Can reduce speeds</td>
<td></td>
</tr>
<tr>
<td>Less maintenance</td>
<td></td>
</tr>
</tbody>
</table>

- **Purpose of Removing Centerline**
  - Gives road a residential “feel”
  - Removes look of highway
  - Can reduce speeds
  - Less maintenance

- **Limitations**
  - No lane designation

![Before and After Comparison](https://via.placeholder.com/150)
# Design Options: Narrow Width of Greenview Drive

<table>
<thead>
<tr>
<th>Purpose of Narrow Greenview Drive</th>
<th>Limitations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Helps to slow traffic</td>
<td>Additional maintenance for residents in the grassy area between the sidewalk and the road</td>
</tr>
<tr>
<td>Parking is maintained</td>
<td>Lengthens construction time</td>
</tr>
<tr>
<td>Less paving = less maintenance</td>
<td></td>
</tr>
<tr>
<td>Road width would match surrounding roads</td>
<td></td>
</tr>
</tbody>
</table>
Design Limitations

Traffic Calming
• Separate, Council-approved program
• Includes elements you drive over to retrofit roads (i.e., speed humps, raised intersections)
• Based on resident petitions
• To inquire for more information: TrafficCalming@a2gov.org

Stop Signs
• Must meet strict federal criteria to be installed

Crosswalks
• Cross walk design will be determined by city guidelines
Group Exercise
## Budget Sheet

<table>
<thead>
<tr>
<th>Potential Solutions</th>
<th>Relative Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roundabout at Avondale</td>
<td>$5</td>
</tr>
<tr>
<td>Curb Bump Out</td>
<td>$2 (per bump out)</td>
</tr>
<tr>
<td>Additional Crosswalk</td>
<td>$1</td>
</tr>
<tr>
<td>Chicanes</td>
<td>$3 (per side)</td>
</tr>
<tr>
<td>Remove Centerline</td>
<td>$0</td>
</tr>
<tr>
<td>Narrow Width of Greenview Drive</td>
<td>$15</td>
</tr>
<tr>
<td><strong>Total Allotted per Group</strong></td>
<td><strong>$20</strong></td>
</tr>
</tbody>
</table>
Exercise Instructions

• With your group, draw on the map where (use the legend) you would like to add the “potential solutions” on Greenview Drive
• You can use any combination of elements but cannot exceed $20
• Groups must account for the limitations listed
• Use the sticky notes to describe your ideas, ask questions, or leave comments
• Elect a spokesperson to share results with the entire group
Next Steps for Engagement

City to create design options considering today’s input

In person meeting in late spring to present and refine design options

Final design option shared with public this summer
Contact Information

- Stay tuned at A2gov.org/greenview. Subscribe to receive construction updates.

- Contact Tracy with any questions or comments TAnderson@a2gov.org
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