



# **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](http://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



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## Project Boundaries

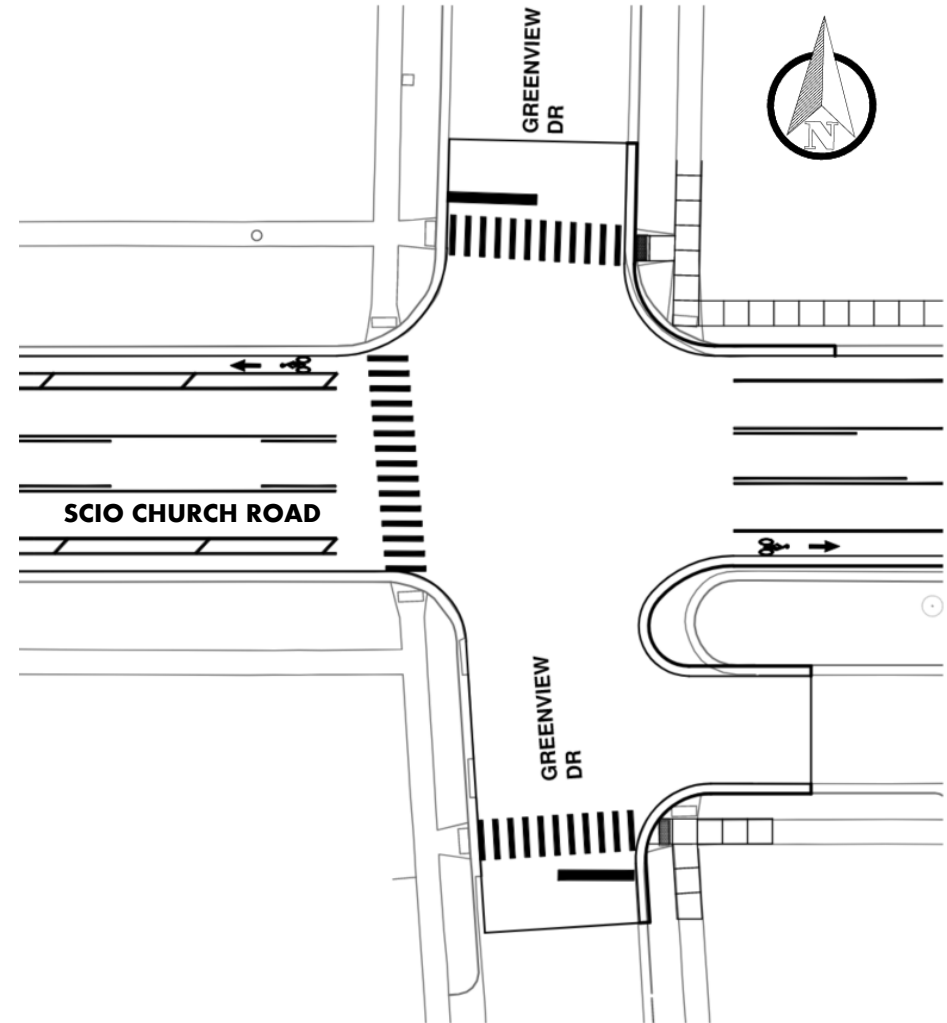
- West Stadium Blvd to Scio Church Rd
  - Residential road
  - 0.5 miles





## Recent Updates in the Area

- Scio Church sidewalk extended and crosswalk removed (see image). Scheduled for summer 2023.
- 7<sup>th</sup> 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







# 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



# 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

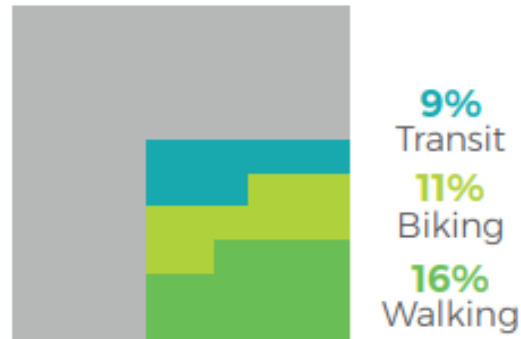
- Improve public safety for all users

## Impacts

- Slow down vehicular speeds
- Improve comfort levels for nonmotorized users

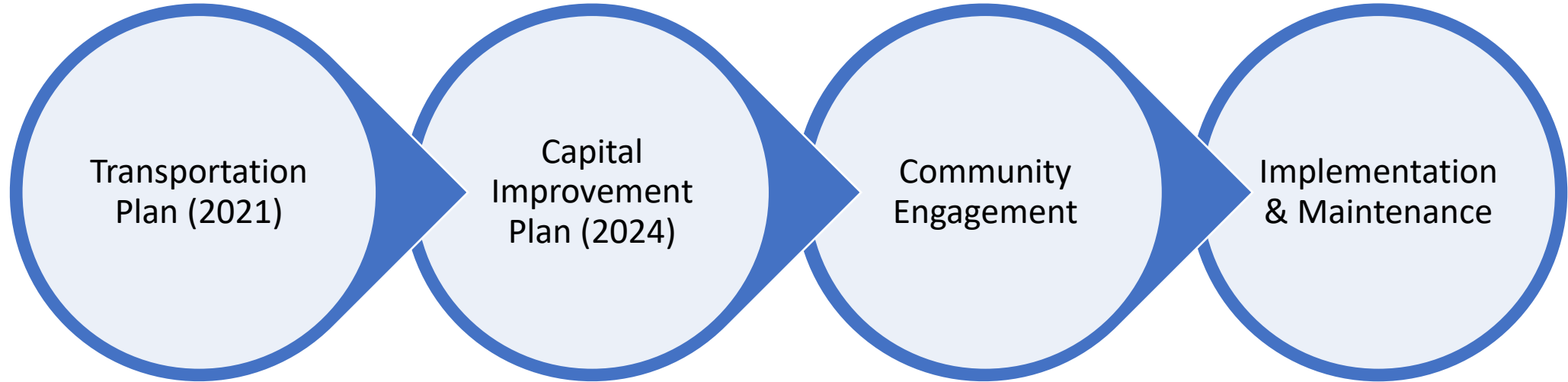
**36%**

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: 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

<b>City's Perceived Problems</b>	<b>Capital Improvement Plan</b>	<b>Transportation Plan</b>	<b>Other Considerations</b>
Highway-like design invites speeding	Consider road narrowing	Implement All Ages and Ability bike route to improve safety for all users	Maintain access to the community garden  Do not remove trees
Poor visibility at the Avondale intersection	Address intersection		
Poor access to crossing	Review midblock crossing elements at north and south end		



# Potential Solutions

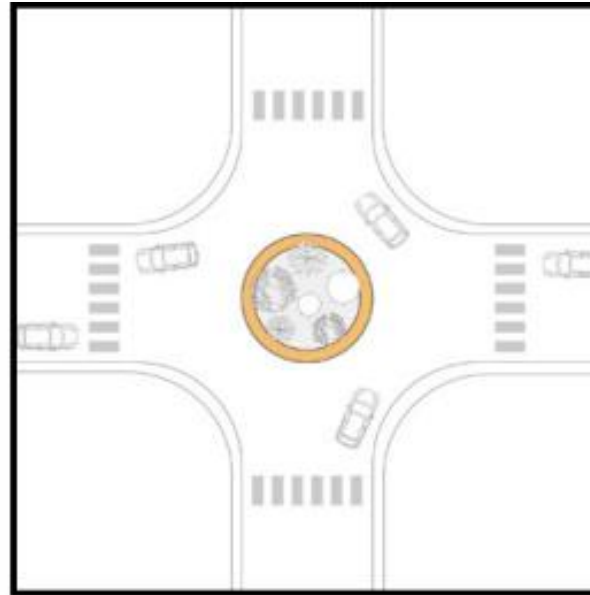
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# Design Options: Roundabout at Avondale Intersection

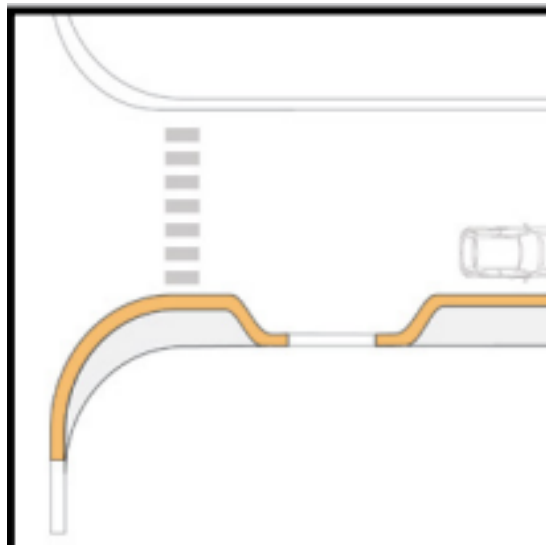
Purpose of Roundabout	Limitations
Helps to slow traffic	Roundabout limited to Avondale intersection
Could include a landscaped center	





# Design Options: Curb Bump Outs

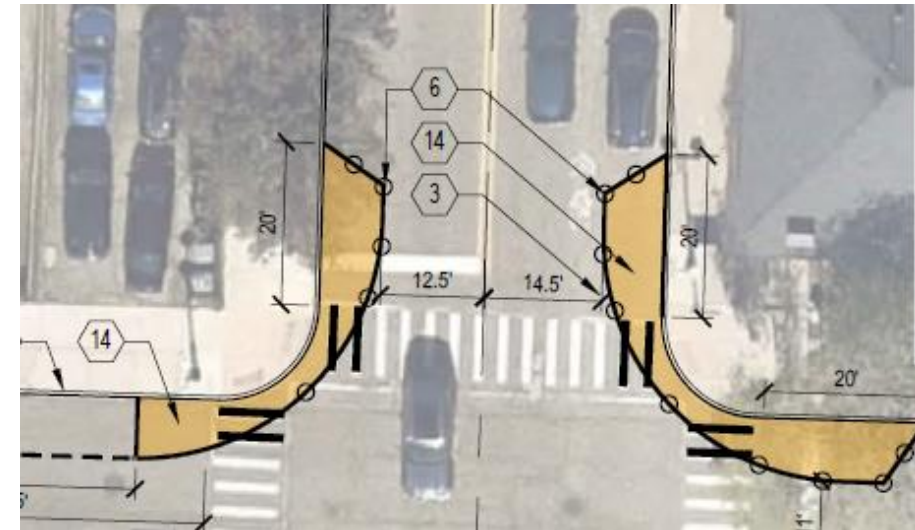
Purpose of Curb Bump Outs	Limitations
Narrows road	Can remove parking (location dependent)
Slows traffic	Additional maintenance for residents in the grassy area between the sidewalk and the road
Reduces turning speeds at intersections	
Stormwater capture (extra permeable surface)	





# Design Options: Additional Crosswalks

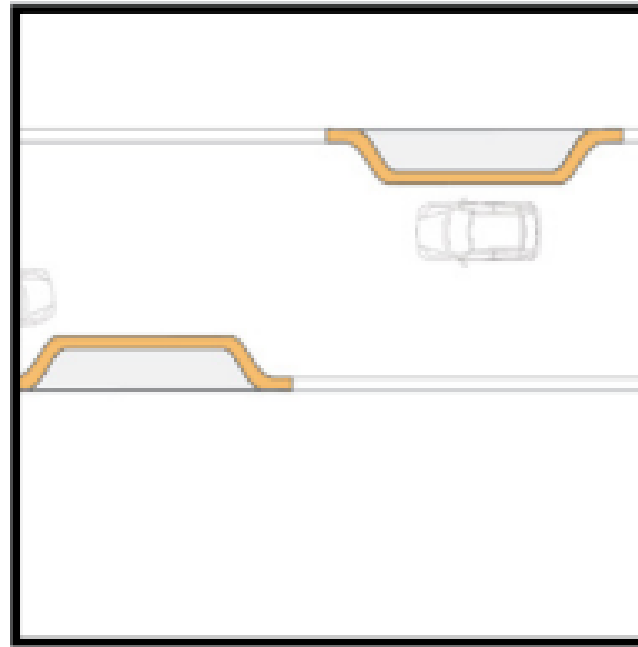
Purpose of Additional Crosswalks	Limitations
Safe access for pedestrians	New crosswalks would reduce parking
Provides context cues to drivers to slow down	Need a ramp on both sides (not a driveway)
Combined with curb bump outs can increase pedestrian visibility	





# Design Options: Chicanes

Purpose of Chicanes	Limitations
Slows traffic by added curvature to the road	Would reduce parking
Stormwater capture (extra permeable surface)	Additional maintenance for residents in the grassy area between the sidewalk and the road







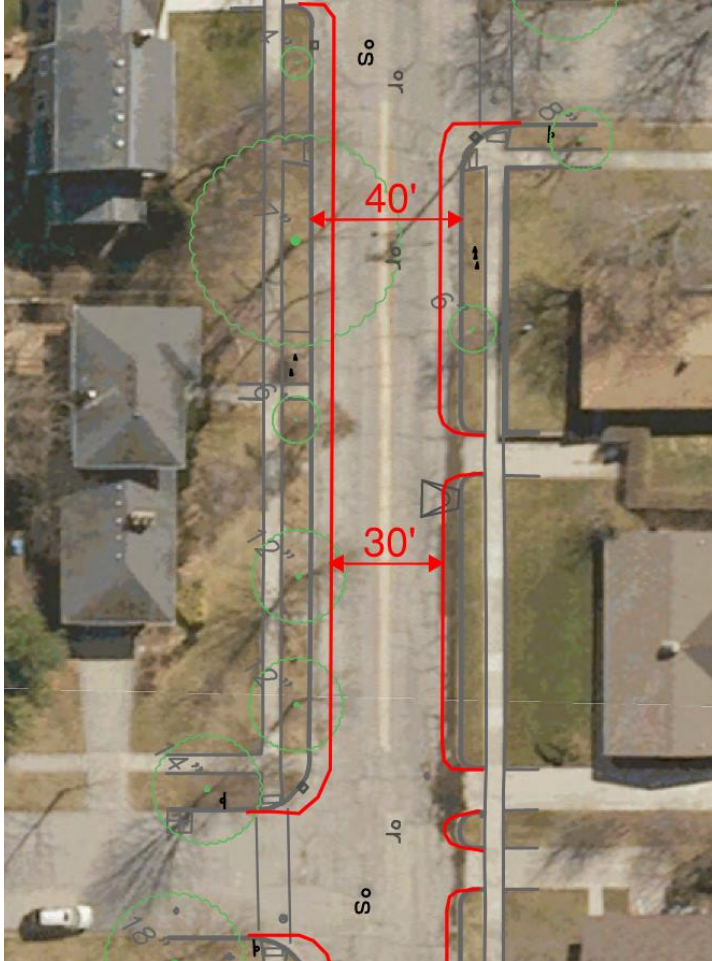
# Design Options: Remove Centerline

Purpose of Removing Centerline	Limitations
Gives road a residential “feel”	No lane designation
Removes look of highway	
Can reduce speeds	
Less maintenance	





# Design Options: Narrow Width of Greenview Drive



Purpose of Narrow Greenview Drive	Limitations
Helps to slow traffic	Additional maintenance for residents in the grassy area between the sidewalk and the road
Parking is maintained	Lengthens construction time
Less paving = less maintenance	
Road width would match surrounding roads	



# 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](mailto: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

Potential Solutions	Relative Cost
Roundabout at Avondale	\$5
Curb Bump Out	\$2 (per bump out)
Additional Crosswalk	\$1
Chicanes	\$3 (per side)
Remove Centerline	\$0
Narrow Width of Greenview Drive	\$15
<b><i>Total Allotted per Group</i></b>	<b><i>\$20</i></b>



## 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



**Questions**



## Next Steps for Engagement

City to create design options considering today's input

Final design option shared with public this summer

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





## Contact Information

- Stay tuned at [A2gov.org/greenview](https://www.a2gov.org/greenview). **Subscribe** to receive construction updates.
- Contact Tracy with any questions or comments  
[TAnderson@a2gov.org](mailto:TAnderson@a2gov.org)  
(734) 794-6410 ext. 43639



**Thank You!**

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