

City of Ann Arbor

Report to City Council: School Safety

Current Practices, Evaluation and Improvement Opportunities

Prepared by City Staff
January 2016

Contents

Introduction 2

Current Practices..... 6

 Education 6

 Enforcement 9

 Engineering 11

 Evaluation 14

Ongoing and Future Initiatives..... 17

 Education 17

 Enforcement 17

 Engineering 18

 Evaluation 20

Appendix A: AAPS Transportation Safety Committee Charge 21

Introduction

The purpose of this report is to respond to Council resolution number R-16-428, which directed the City Administrator to:

- Work with Ann Arbor Public Schools to evaluate all pedestrian crossing locations near Ann Arbor schools
- Provide a preliminary report to Council with prioritized recommendations and rough cost estimates of those locations where improvements should be made and the type of improvement recommended

The resolution directs that the report should evaluate: improved street lighting; signage; RRFB's; reduced speed limits, and new school zones; increased moving violation enforcement; crosswalk re-design and re-painting; and new crosswalks. The following report builds on the City's continued efforts to improve non-motorized safety. The report is organized into three major sections:

- Introduction section with background information on the City's working relationship with the school district
- Current practices section which lays out ongoing activities and initiatives that various departments are engaged in
- Ongoing and future initiatives section that lays out some of the activities City staff have planned for 2017

Ann Arbor Public Schools Transportation Safety Committee

School transportation safety has been a long-held community value for residents of the City of Ann Arbor. The Ann Arbor Public Schools (AAPS) and the City solidified their partnership for school safety by establishing the Transportation Safety Committee (TSC) in the 1960s. The City and AAPS have used this committee as a forum to develop multi-disciplinary solutions to concerns about the safe travel of students to and from school regardless of their chosen mode of travel.

In a memorandum, dated August 27, 2004, and addressed to the Board of Trustees, Dr. George Fornero stated that the committee was "an integral component of the school district". In this memorandum, attached, Dr. Fornero recommended the adoption of the TSC's revised charge and membership roster as developed and recommended by the TSC.

Ann Arbor Public Schools Transportation Safety committee Committee Charge

The Ann Arbor Public Schools (AAPS) Transportation Safety Committee is an Advisory Committee to the Board of Education, the Ann Arbor City Council and, in a less formal manner, other governmental units including the Pittsfield Township Trustees and the Washtenaw County Road Commission. The charge of the AAPS Transportation Safety Committee is:

- *to identify areas and conditions of unusual hazard to students moving to and from our schools not now adequately protected;*

- *to identify the governmental bodies having legal authority and primary responsibility for providing adequate protection;*
- *to identify areas and conditions of usual hazard over which no governmental unit has jurisdiction sufficient to provide adequate protection;*
- *to recommend to the Board of Education and the administration and all steps it should take under its statutory authority;*
- *to recommend to the Board of education and the administration and an all steps it should take to urge other governmental units to more adequately respond to the safety needs of students en route to and from school;*
- *to hear and respond to the school community concerns and petitions regarding transportation safety issues at regularly scheduled committee meetings;*
- *to make site visits (through subcommittees) to investigate problems identified by our school communities and report back to the full committee; and*
- *to consider neighborhood impact and input before approval of any significant change to a site plan.*

Resolution number R-16-428 directed staff to work with the AAPS in the development of this report. City staff worked with the AAPS through the forum of the TSC to develop this report. Conversations held at the TSC meetings are documented in the committee’s meeting minutes.

Safe Routes to School

Safe Routes to School (SRTS) is another way that the City engages with individual schools regarding student travel to and from school. SRTS is a national and international movement to get kids using active transport to school. SRTS has large bearing on this report and how the City will continue working with AAPS; the following information provides some background on SRTS.

According to the National Center for Safe Routes to School (<http://www.saferoutesinfo.org/about-us/history-srts>):

Research on the safety of children walking and bicycling to school began in the U.S. in the early 1970s and was highlighted by release of the US DOT publication “School Trip Safety and Urban Play Areas” in 1975. The term “Safe Routes to School” was first used in Denmark in the late 1970s as part of a very successful initiative to reduce the number of children killed while walking and bicycling to school. Safe Routes to School spread internationally, with programs springing up throughout Europe and in Australia, New Zealand, Canada, and the United States.

The first modern Safe Routes to School program in the U.S. began in 1997 in the Bronx, N.Y. In 1998, Congress funded two pilot SRTS programs through the US DOT. The National Highway Traffic Safety Administration (NHTSA) issued \$50,000 each for Safe Routes to School pilot programs in Marin County, California and Arlington, Massachusetts. Within a year after the launch of the pilot programs, many other grassroots Safe Routes to School efforts were started throughout the United States.

Efforts to include a larger SRTS program in federal legislation began in earnest in 2002. In 2003, the League of American Bicyclists organized the first meeting of leaders in pedestrian and bicycle issues to talk about Safe Routes to School and how a national program might work. At the same time, a number of states were developing their own SRTS programs, continuing to build momentum for the movement.

In July 2005, Congress passed federal legislation that established a National Safe Routes to School program to improve safety on walking and bicycling routes to school and to encourage children and families to travel between home and school using these modes. The program, which was signed into law in August 2005, dedicated a total of \$612 million towards SRTS from 2005 to 2009. The Federal Highway Administration administered the Safe Routes to School program funds and provided guidance and regulations about SRTS programs. Federal SRTS funds were distributed to states based on student enrollment, with no state receiving less than \$1 million per year. SRTS funds could be used for both infrastructure projects and non-infrastructure activities. The legislation also required each state to have a Safe Routes to School Coordinator to serve as a central point of contact for the state.

From MI SRTS:

in 2003 the Michigan Department of Transportation, through the Federal Highway Administration Transportation Enhancement Program, funded a two-year state Safe Routes to School pilot project which, was administered by the Michigan Fitness Foundation. The purpose of the project was to develop materials and procedures to help Michigan elementary schools begin and sustain SRTS initiatives.

Michigan's SRTS program development focused on providing a program that guided applicants through a successful application for federal grant money. Although this program is distinctly focused on the grant as the goal, it is based in the principles of the national and international programs. This report follows the SRTS strategy for improving transportation safety. The strategy focuses on the Es of safety, as defined in Michigan's program (<http://saferoutesmichigan.org/getting-started/>):

1. **Education** programs are primarily aimed at helping children build their pedestrian, bicycling, traffic, and social skills, but also include programs that educate parents and other motorists.
2. **Encouragement**, through activities, programs, and contests, provides incentives for students to walk and ride to school, as well as programs that encourage communities to maintain safe routes for students.
3. **Enforcement** increases awareness and reduces the frequency of crime and traffic safety problems
4. **Engineering** includes improvements to the built environment that improve the safety of pedestrians and bicyclists.
5. **Evaluation** refers primarily to collecting data from students and parents to assess their behavior, beliefs, and attitudes towards non-motorized travel, and to track the impact of

SRTS projects. This allows SRTS to continually improve programs, and to be able to gauge impact.

6. **Equity** means making a conscious effort to understand and uplift the diverse needs of students, and to work to support safe, active, and healthy opportunities for students and adults in low-income communities, communities of color, and beyond.

This report will focus on Education, Enforcement, Engineering, Evaluation components of the program. Staff felt that these components are most directly related to the specific items addressed in the resolution and the City has the most influence over.

Equity is a driving principal for the City and will not be addressed separately in this report. The importance of this principal is clearly addressed in the City's mission statement:

The city of Ann Arbor is committed to providing excellent municipal services that enhance the quality of life for all through the intelligent use of resources while valuing an open environment that fosters, fair, sensitive and respectful treatment of all employees and the community we serve.

Current Practices

Council's resolution directed staff to work with AAPS while developing this report. AAPS has stated that they are interested in creating comprehensive and systemic change of the way school transportation safety concerns are handled. Part of the systemic changes AAPS have elected to implement was to mandate that all district schools complete the SRTS process. In the spirit of this decision by AAPS, this report will evaluate the current practices engaged by the City to support Education, Enforcement, Engineering, and Evaluation.

Education

Education of pedestrians and bicyclists is important in teaching them how to interact with the transportation network in a manner that will most likely result in the safe use of transportation facilities. Ideally this education begins at home before a child reaches school age, home learning is expanded upon by classroom experiences in the early school years, early education is solidified in driver's training classes, and the individual continues to receive educational information throughout their life.

Various organizations within the City of Ann Arbor and Washtenaw County work to promote the safe travel of students. These organizations rely on and support each other and families to educate all transportation participants of their rights and obligations. Some of the community's prominent safety partners are listed below:

- Safe Kids Huron Valley
- Michigan's Safe Routes to School Program
- AAA Michigan School Safeties Program
- Ann Arbor Public Schools Community Education and Recreation
- City of Ann Arbor Transportation Program
- City of Ann Arbor Police Department
- Washtenaw Biking and Walking Coalition

Following you will find some information regarding programs and activities currently in place that directly involve some participation from City staff.

Rec & Ed's Safety Town

Ann Arbor Public Schools' Community Division provides enrichment and recreational opportunities to residents of Ann Arbor and surrounding communities through the Rec & Ed program. The activities provided by Rec & Ed are considered to be "pay to play" with some scholarships available. Rec & Ed states that their core values drive their mission to enhance the quality of life in the community through recreation and education. One of the programs Rec & Ed has provided for many years is Safety Town.

Safety Town is designed for incoming Young 5's, Kindergarten or First Graders in the fall term. Children learn safety awareness using a child-sized mock Ann Arbor "town" explored on bikes. Kids learn how to evaluate safe from unsafe when confronted with potentially dangerous situations. Guest speakers include police officers, firefighters, water safety specialists, and AAPS' talking school bus. Focus areas of the program are:

- Bike and vehicle safety
- Fire safety
- Riding a school bus
- Stranger safety
- Pedestrian safety

The Safety Town program reaches many families; however, attendance is not compulsory.

Ann Arbor Police Department Community Outreach

The Community Engagement Unit was created in an effort to improve police and community relations. The unit offers a range of services and activities to help inform and educate citizens of all ages about community policing, crime prevention, and outreach programs.

Whenever the unit presents at any school, daycare, tour, etc., they always incorporate safety topics such as seatbelts, bike helmets, bike safety, and pedestrian safety. Elementary, Middle, or High School presentations always involve safety topics pertinent to their age (e.g. driving, walking, biking, helmets, texting and driving, etc.)

The following is a list of the unit’s activities from January 2016-November 2016:

- Safety Town (4 Weeks) Dicken Elementary School
- Confident Kids Camp-1st United Methodist Church
- Children’s Creative Center Preschool-Safety Presentation
- Foundations School-Safety Presentation
- Tutor Time-Safety Presentation
- Little Blue Preschool Safety Presentation
- Safe Kids Event-A2 Hands on Museum
- Peace Neighborhood Center Talent Show
- Lawton Elementary PTO Fun Run
- School Visits: Bach, Abbot, and Lawton
- Ann Arbor Preschool Books and Badges
- Miller/Newport Pedestrian Crossing (school children)
- Station Tour Bach Second Grade
- Assist with Safety Plan-Autistic Student-Burns Park Elementary
- Kindergarten Preschool-Christ the King Church-Safety presentation
- High School Assembly-Safety Topics (Driving, Texting, Biking, etc.) - Greenhills HS
- All school assembly-pedestrian Safety-A2 Steam/Northside
- Crossing Guard assignment-A2 Steam/Northside
- UM Towsley Children’s House Preschool safety talk
- Green Apple Garden School-Safety Talk
- Daisy Troop-Eberwhite School-Safety Talk
- Jewish Family Services Kids Care Fair



Figure 1: Community Engagement with Elementary Students

- Lakewood Elementary-Safety Talk
- Gretchen’s House-Safety Talk
- Bryant Elementary School-All kindergarten classes -Safety Talk
- A2 Steam Bus Safety
- Thurston Elementary School-Bike rodeo
- Child’s Play Daycare-Safety Talk
- Station Tour-Eberwhite School
- A2 Steam Bus Ride-Issues on bus from Pioneer to A2 Steam
- Bike to School-A2 Steam
- Safe Kids helmet fitting-Erickson, Adams, and Eastbrook Schools

City of Ann Arbor’s Education Efforts

The City engages in a number of continuing education efforts with regards to transportation safety. While many of these efforts are not specifically targeted at AAPS populations, they reach the parents of school children. The following list of activities is demonstrative of the City’s work over the past year.

- Develop targeted education materials, e.g. a hand out for Pioneer students and parents regarding the new RRFB
- Continued participation in social media outreach with AT&T’s “It Can Wait” campaign
- Revamp of Transportation website to make information on safety easier to access
- Continued outreach in Waste Watcher and Water Matters about not putting carts in bike lanes
- Social media outreach out about not placing carts in bike lanes
- Placed advertising in traditional media: e.g. ads in AA Observer regarding new sidewalk snow/ice ordinance
- Social media outreach regarding the responsibility of property owners to clear snow/ice from sidewalks
- Sharing weather information so that drivers can use proper precautions
- Sharing Michigan State Police social media posts on “Get your head out of your app” campaign
- Targeted outreach with cart hanger regarding carts in bike lanes
- Outreach and work on projects: e.g. crosswalk design guidelines project
- Produced a new bike map with safety information
- Product giveaways to increase non-motorized safety: e.g. bike light giveaway and outreach
- Produced and posted the annual non-motorized report
- Maintain an information kiosk in City Hall for all modes of transportation
- Staff attend meetings upon request
- Continue with the *Walk. Bike. Drive.* campaign

Walk. Bike. Drive. Campaign

The City's current ongoing transportation education campaign focuses on the shared responsibility of those who walk, bike, and drive in the City. The campaign's branding, shown below, is used to get information out about the campaign's website.



Figure 2: Walk. Bike. Drive. branding

Enforcement

The Ann Arbor Police Department (AAPD) engages in a variety of enforcement activities to support transportation safety throughout the City. The following summary of enforcement activities provides some insight into the department-wide activities focused on school safety that occurred in 2016.

Enforcement Efforts Near Schools

- Traffic Stops that occurred within a 1 block radius of an AAPS building = 1404
- Traffic Stops that occurred by school location:
 - Pioneer HS = 541
 - Skyline HS = 19
 - Community HS = 59
 - Huron HS = 81
 - Slausen MS = 13
 - Tappen MS = 102
 - Clague MS/Logan Elem = 184
 - Scarlett MS/Mitchell Elem = 62
 - Forsyeth MS/Wines Elem = 31
 - Open @ Mack Elem = 20
 - STEAM @ Northside = 75
 - Pittsfield Elem = 25
 - Haisley Elem = 6
 - King Elem = 71
 - Pattengill Elem = 32
 - Lawton Elem = 9
 - Dicken Elem = 3
 - Bach Elem = 11
 - Abbot Elem = 9
 - W. Liberty bet. Crest and 1st Street = 51
- Number of traffic complaints received through the online questionnaire = 94
- Number of school related traffic concerns reported = 62

- Time dedicated to traffic concerns = 7,005 minutes (116.75 hours)
 - 46 traffic concerns generated from on-line Traffic Complaints
 - 16 traffic concerns generated internally by AAPD
- Hazardous Citations Issued = 164
- Non-Hazardous Citations Issued = 6
- Warnings Issued = 74

Crossing Guards

By State of Michigan Statute, AAPD is responsible for hiring, training and managing AAPS Crossing Guards within the City limits. Management of the crossing guard program is handled within the Special Services Unit of the AAPD and in cooperation with AAPS. In 2016, one permanent Crossing Guard and one substitute Crossing Guard were added to the program. A summary of the program follows:

- 17 permanent Crossing Guard and 3 substitute Crossing Guard positions are currently part of the program
 - The program currently has the following vacancies: 1 permanent and 1 substitute
- Crossing Guards are currently assigned at the following schools:
 - Allen Elem – 1
 - Angell Elem – 2
 - Ann Arbor Open – 1
 - Ann Arbor STEAM – 2
 - Bach Elem – 2
 - Bryant Elem – 1
 - Burns Park Elem – 1
 - Clague MS – 1
 - Eberwhite Elem – 2
 - King Elem – 2
 - Lawton Elem – 1
 - Logan Elem – 1
 - Pattengill Elem – 1
 - Slauson MS – 1

Crossing guard placements are reviewed as need arises with the AAPS through the TSC.

Other Activities Supporting Students and the AAPS

The Special Services Unit works in many ways to support students, parents, and the AAPS. Efforts the unit supports in addition to traffic stops includes:

- AAPS Transportation Safety Committee – 11 years
 - School Site Visits.
 - Work directly with building Principals regarding traffic safety concerns both within their parking lots and on the public roadways. Examples: STEAM @ Northside, King School and Logan School

- Work directly with parents regarding crosswalk safety and safe routes to school
- Crash Investigations and Reconstructions as related to AAPS
- Changing Driver Behavior Initiative – Western Michigan University: input into site selection, including recommending site near AAPS buildings; continued involvement in enforcement wave design and implementation
- Officer presence at the crossing of Fuller Rd. west of Gallup Park in response to fatal pedestrian crash. Officers were assigned beginning November 1, 2016 through December 22, 2016 both in the morning and afternoon. Total hours staffed: 54 hours

Engineering

Managing the built environment involves many different units within the City. Activities range from taking and evaluating resident requests to completing capital investment projects to maintaining the investments the City has already made. This report will focus on the capital investment activities the City engages in.

Pedestrian Facilities Development

Sidewalk Gaps

One of the objectives of the Pedestrian Safety and Access Task Force (PSTAF) was to improve pedestrian access, and one prioritized recommendation made to Council was to implement a prioritization model for the systematic removal of sidewalk gaps throughout the City. The PSTAF's recommendations to council included a proposed prioritization model for ranking improvements to the City's sidewalk infrastructure through filling sidewalk gaps.

Project Management and Systems planning staff have worked together to finalize the development of the prioritization model. The model has been applied to all identified sidewalk gaps on in the City, and the model has been verified as returning reasonable results. The results from the prioritization model naturally grouped into tiers, allowing for the highest tier locations to be evaluated for technical feasibility. Projects that were determined to be technically feasible were added to the Capital Investment Program (CIP) this past fall.

The projects added to the CIP are in addition to projects that have been recently completed. These projects, listed below, were funded through a variety of sources.

- Newport Road, west side (Riverwood to Wines Elementary) – 2014
- Waldenwood Drive, east side (Penberton to King Elementary) – 2014
- Pontiac Trail, east side (M-14 to Skydale) - 2014
- Nixon Road, east side (Haverhill to Clague Middle School entrance) – 2015
- Scio Church Road, south side (Maple to Delaware) – 2015
- Barton Drive, south side (Longshore to west of Chandler) – 2015
- Stone School Road, west side (Ellsworth to south of I-94) – 2015
- Ellsworth Road, south side (Stone School to Platt) – 2016

Sidewalk and Ramp Program

Last year, 2016, marked the final year of the City's initial 5-year millage for sidewalks. The millage allowed for city wide repairs to existing sidewalks and installation of ADA compliant ramps at crosswalks. Major achievements of the Sidewalk and Ramp Program in 2016 alone:

- 255 ramp corners updated to ADA compliance, including 9 requests for new compliant crossings
- ADA Ramp construction in vicinity of Scarlett/Mitchell, Bach, Dicken, Pittsfield, and Greenhills Schools
- Elimination of trip hazards:
 - Approximately 6,000 deflections (trip hazards) eliminated by cutting
 - Approximately 2000 slabs lifted (mud jacking) to address drainage concerns
- Approximately 5000 slabs (squares) replaced

The City's 2017 Program has not been finalized. The initial 5-year millage (2012-2016 construction seasons) enabled staff to review and repair sidewalks throughout the City while simultaneously working to complete consent decree ramp work. The result of this work is a sidewalk network in reasonably good repair.

The City's efforts in this regard were recently complimented by the Michigan State University technical assistance team working with the Northside STEAM school community on their SRTS effort. The team informed City staff that tripping hazards are one of the prominent items they find during most walking audit. However, during Northside's walking audit they noticed the numerous repairs that had already been completed to remove tripping hazards.

Crosswalk Design Guidelines

Adopting design guidelines that promote crosswalk consistency was a high priority recommendation of the Pedestrian Safety and Access Task Force (PSTAF) under the objective to improve the physical conditions of the transportation system to reflect best practices for pedestrian safety. The PSTAF's recommendation acknowledged the need to develop context sensitive guidelines that would account for conditions of the actual crossing. The PSTAF also acknowledged the value is providing consistency for motorized and non-motorized travelers as their responses to the infrastructure are an invaluable tool for safety.

Staff began working to implement the recommendation for crosswalk design guidelines in June, 2016. The effort, which is still ongoing, includes research into best practices, developing consistency around current design practices, and a large engagement component to understand community values around crosswalk design. The guidelines will provide context sensitive options for streets of all functional classes.

Street Lighting

Ann Arbor owns and maintains over 2,500 streetlights and pays DTE Energy to operate and maintain an additional 5,100 lights within the City. In 2015 City Council lifted a moratorium on installing new streetlights that was in place for close to 10 years as a measure to deal with growing strains on the General Fund. Since lifting the moratorium, staff from within Public Services have been prioritizing new requests from the community for streetlights, and limited funds (\$200,000) for this purpose were obligated in 2016.

Communities handle street lighting in various ways, from focusing exclusively on roadway illumination, to also incorporating more pedestrian-scale lights in downtown areas, as with Ann Arbor’s LED globe fixtures that exist in much of the downtown area. LED technology is revolutionizing the way street lighting is accomplished, while helping reduce energy consumption typically around 50 percent.

Recommended practices for streetlights focus on intersections and pedestrian crossings where the potential for vehicle and pedestrian conflicts are highest. The Federal Highway Administration (FHWA) recommends installing lighting configurations that promote “positive contrast” by illuminating the area just ahead of the pedestrian in a crosswalk in the direction vehicle travel, is encouraged.

The City’s recent activities installing additional street lighting has focused on the FHWA recommendations:

- Installed intersection lighting at the intersection of Dhu Varren and Olmesaad Boulevard (2014)
- Installed positive contrast lighting at new major mid-block crossings on Ann Arbor Saline Road (2015)
- Worked with the University of Michigan to install positive contrast lighting as the Mitchell Field mid-block crossing of Fuller Road (2016)
- Installed positive contrast lighting at the mid-block crossing of Fuller Road at

Changing Driver Behavior Study

The City is participating with Western Michigan University and the Transportation Research Center for Livable Communities to complete a program focused on long term driver behavior changes at crossings. The research team, led by Dr. Ronald Van Houten and Dr. Jun-Seok Oh, will replicate a study Dr. Van Houten conducted in Gainesville, FL, that he designed for the National Highway Traffic Safety Administration (NHTSA). This study, which received the 2013 Patricia F. Waller Award from the Transportation Research Board (TRB), was very effective at improving driver yielding rates in Gainesville. The original program’s success was found to be sustainable through follow-up research four years later.

Dr. Van Houten contacted the City nearly a year ago as he was interested in demonstrating that the program he designed for Gainesville was replicable. He was particularly interested in working with a Michigan community that was committed to improving the non-motorized environment and creating a change in the driving culture towards a higher level of awareness of non-motorized activities. The goal of this project will be to create sustainable change by reaching a “tipping point” in driver behavior. Reaching the “tipping point” will create an environment where the majority of drivers are exhibiting model behavior.

The program includes:

- Preliminary review of proposed project site locations and city-wide pedestrian crash data
- Identification of community partners, development of program message and relationships with community partners to distribute the program message, and development of the overall implementation plan (enforcement waves, community engagement, stop-compliance feedback to public)
- Baseline data collection, implementation of the plan, and project data collection

- Analysis of all data collected as part of the project
- Preparation of a final report

City Council approved funding in support of the program last June. City staff have worked with the WMU team to identify the study locations that will be used for targeted enforcement. These locations will be evaluated for motorist stop-compliance for pedestrians before, during, and following the targeted enforcement waves included in the program. The WMU team is also completing the city-wide pedestrian crash analysis.

Specific engineering impacts of this program will include:

- Targeted engineering review of the sites selected for the study
- Implementation of any necessary upgrades or maintenance (e.g. pavement markings or signs) prior to the study start
- Better understanding of the effectiveness of certain treatments with the local population

Evaluation

While evaluation exists as a separate concept in the SRTS structure it would be wrong to consider it as a completely separate activity for City staff. Evaluation of safety is something that is ongoing throughout many of the City's service areas and units. AAPD and City engineering staff routinely conduct evaluation as part of their on-going duties. Examples of evaluation routinely conducted by City staff include the following activities:

- AAPD review of City crash trends to identify areas for targeted enforcement activity
- AAPD investigation of serious and fatal crashes
- Engineering and field staff review of locations where a serious or fatal crash occurs
- Annual system-wide crash review to identify high-crash or severe injury locations for potential Highway Safety Improvement Program (HSIP) federal aid grant applications
- AAPD and engineering field reviews with APPS for school safety concerns

Safety Dashboard

The Southeast Michigan Council of Governments (SEMCOG), with funding and support from MDOT as well as local agency participation, developed a regional safety plan in 2015. One of the focus areas of the plan is pedestrian safety. The plan helps to inform how the City is currently performing in comparison to our peers.

According to the plan:

Between 2010 and 2014, pedestrian fatalities in Southeast Michigan were 50 percent more than the statewide average. Additionally, pedestrian fatalities in Southeast Michigan are double the national average. As a result, the City of Detroit has been named as one of the FHWA pedestrian safety focus cities. To address this issue, SEMCOG developed several regional safety policies which focus on the promotion of pedestrian safety. The issue of analyzing pedestrian crashes is more complicated as they tend to be

more distributed across the transportation network. As a result, systemic and risk-based analysis methods are more effective in identifying where to specifically apply engineering focused pedestrian safety improvements.

Percentage Distribution of Pedestrian Crashes by County, 2010-2014

Location	Crashes	Fatalities	A-injuries
Livingston	0%	9%	3%
Macomb	1%	21%	9%
Monroe	1%	17%	3%
Oakland	1%	23%	8%
St. Clair	1%	8%	6%
Washtenaw	1%	15%	11%
Wayne	2%	31%	13%
SEMCOG Average	1%	24%	10%
Michigan Average	1%	16%	7%

Figure 3: Pedestrian Crash Distribution, SE Michigan Traffic Safety Plan (December 2015)

The plan’s approach to systemic improvements is consistent with current City practices and the recommendations of the City’s Non-motorized Plan.

City staff found a need to further understand how the network is performing in comparison to other peer cities within the state and around the country. The following graph summarizes the analysis performed this summer. Crash data from different jurisdictions can be difficult to compare due to the variety of reporting metrics used across agencies. Raw crash numbers were compared to census population data in order to create a meaningful comparison.

Pedestrian Crash Rate Comparison to Select Cities in Michigan and Other Peer Cities

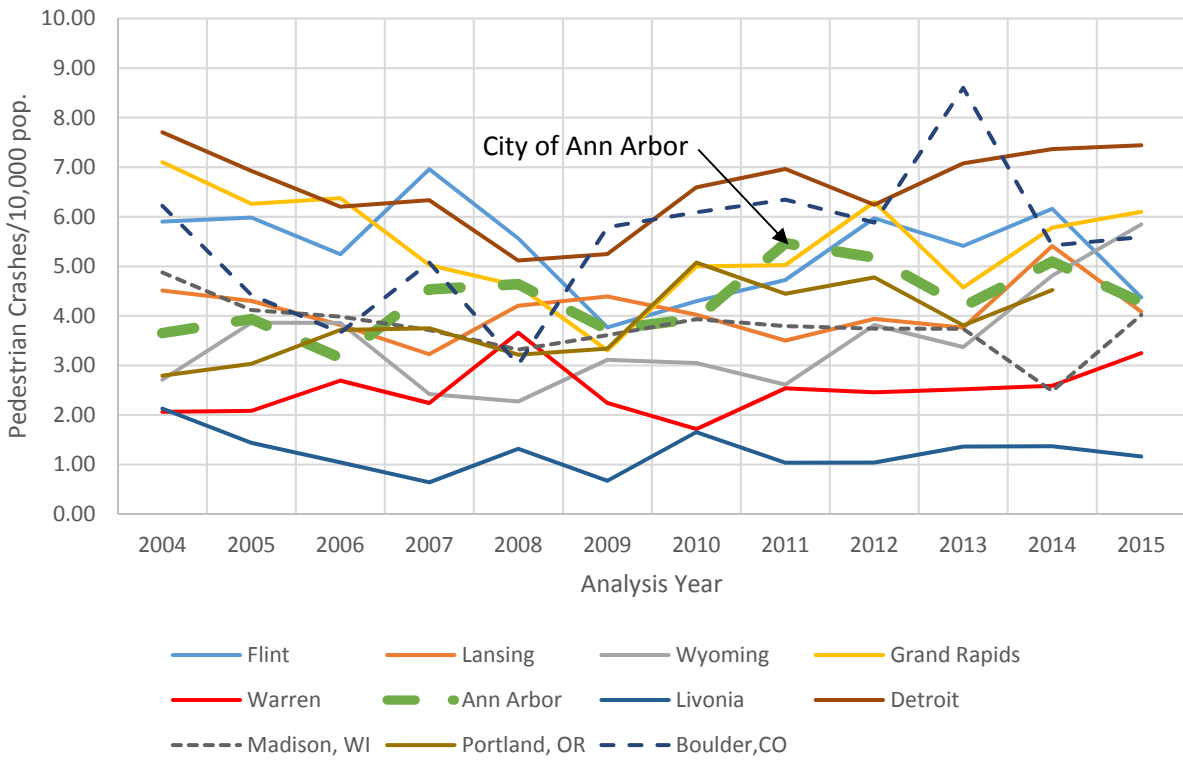


Figure 4: Pedestrian Crash Rate per Capita Comparison

Ongoing and Future Initiatives

The City's Non-Motorized Plan opens with these words: "Tremendous opportunities exist in the City of Ann Arbor for non-motorized transportation." This statement remains true today. Opportunities for non-motorized transportation exist for all types of transportation users, and these opportunities have led to a significant increase in the percentage of persons choosing to travel and conduct their daily lives through non-motorized means.

Increases in non-motorized activity lead to increases in pedestrian and bicyclist exposure and potential conflict with motorized travelers. In order to keep the City's serious injury crashes at low levels and to decrease overall occurrence of non-motorized crashes, all areas of transportation safety need to be working together. The following sections list some updates to practices that will compliment and continue current practices.

Education

City staff will continue to work very closely with AAPS, Rec and Ed, Safe Kids Huron Valley, and other interested parties to continue education efforts towards students and families as well as all transportation users. The extent of education activities will be dependent on the amount of funding available for outreach efforts. However, City staff will continue to seek out resources for low-cost education opportunities. Some ideas on additional areas where staff can support education are:

- Working with AAPS schools to implement education component of SRTS
- Using available materials released by the National Highway Safety Administration (NHTSA) and the Michigan Office of Highway Safety Planning (OHSP)
- Working with Safe Kids Huron Valley to implement their education campaign
- Work with the WMU team to develop consistent messaging for the Changing Driver Behavior program

Enforcement

AAPD continues its work to improve safety every day. A summary of the department's plans for 2017 includes:

- Continued training through activities such as the Michigan Traffic Safety Summit
- Continued response to Traffic Complaints
- Changing Driver Behavior Initiative continued involvement
- 500 hours of enforcement as related to vulnerable roadway users
- Continued placement of Radar Speed signs in and around AAPS buildings
- In process of obtaining additional lasers for increased target speed enforcement
- Community Outreach regarding Traffic Safety through:
 - AAPD Website
 - AAPD Facebook page
- Continued involvement with AAPS Traffic Safety Committee
- Obtain funding for another "26 Weeks to Safer Streets" focused on school zones

Engineering

Engineering is not the only solution to non-motorized, especially around schools, but it is an extremely important component. Creating a built environment that is consistent and reliable for all transportation users increases the effectiveness of the system. City staff will continue working to improve the built environment through all forms of activity, e.g. maintenance and design. The following provide some specific items staff will be working on the next year.

Pedestrian Facilities Development

Development and improvement of pedestrian facilities is dependent upon capital investment projects. Current plans for 2017 include:

- Repairs and upgrades to existing infrastructure through resurfacing and reconstruction projects
- In 2017 the following sidewalk gaps will be filled:
 - Stone School Road, west side (Birch Hollow to north of Pebble Creek)
 - Miller Avenue, both sides (Kuehnle to Maple)
 - Maple Road, west side (Miller to M-14 roundabout)
- Continuation of the Sidewalk Program; details for this year are not finalized, however, the program will be focusing on maintaining the system we have and addressing requests for additional accessible crosswalks and ramps
- Continued systemic installation of Rectangular Rapid Flashing Beacons (RRFBs) at multi-threat, multiple lane approach, uncontrolled locations; locations identified as major mid-block crossings in the
- System-wide evaluation of all crosswalk based on the completed crosswalk design guidelines
 - Transportation engineering staff will work closely with the AAPS and individual schools as they develop walking routes to prioritize improvements on identified walking routes
- In 2017 street lighting will be added to crosswalks along Dhu Varren Rd. between Pontiac Trail and Nixon Rd., Washtenaw Ave. & Platt Rd. intersection/crosswalks, Geddes crosswalk near the northern entrance to the Arboretum, in addition to other mid-street locations prioritized and approved in Resolution R-16-404

A streetlight condition assessment for the entire inventory of City-owned lights will take place in 2017, to gather information and prioritize necessary equipment replacement

Changing Driver Behavior Study

Dr. Van Houten and his research team will be working closely with City staff to implement the Changing Driver Behavior program. 2017 activities will include:

- Receiving the review of pedestrian crashes within the City to identifying crash trends, focus areas, and City crash performance against what would be expected
- Developing a program to complete targeted enforcement waves
- Defining and implementing a strategy for collaboration with community partners to provide a consistent safety message

- Receiving information about driver yielding behavior to better understand how motorists are currently using the transportation system

Other Engineering Activities

- Review and update of school signage adjacent to building parcels
- School speed zone reviews
 - School speed zone reviews have been completed for all schools, see results below
 - Areas with school speed zone reductions will be installed as soon as possible following the receipt of AAPS documentation for first bell and release times for each building

Type	School	Adjacent Street	Speed Limit (MPH)	Recommended Reduced Speed (MPH)
High Schools	Huron High School	Fuller Road	40	25
		Huron Parkway	40	25
	Pioneer High School	Main Street	35	25
		Stadium Boulevard	35	25
		Seventh Street	35	25
	Community High	Scio Church Road	35	*
		Fifth Avenue	25	NA
	Pathways to Success	Division Avenue	25	NA
		Packard Street	35	25
	Middle Schools	Skyline High School	Stone School Road	35
Maple Road			WCRC jurisdiction	
Tappan Middle School		Stadium Boulevard	35	25
		Washtenaw Avenue	MDOT jurisdiction	
Scarlett Middle School		Lorraine Street	25	NA
Clague Middle School		Bluett Road	25	NA
		Nixon Road	30	NA
Forsythe Middle School		Newport Road	25	NA
		Cooley Avenue/Saunders Crest	25	NA
Slauson Middle School		Washington Street	25	NA
	Buena Vista	25	NA	
	Eighth Street	25	NA	
K-8	Ann Arbor Open School (Mack)	Miller Avenue	30	NA
		Red Oak Road	25	NA
		Brooks Street	25	NA
	Ann Arbor STEAM @ Northside School	Barton Drive	25	NA
		Taylor Street	25	NA
		Peach Street	25	NA

Elementary Schools: All buildings in adjacent to City jurisdiction streets were found to be at a 25 mph Speed Limit.

** Speed reduction not recommended due to the distance of the school buildings from the street.*

N/A: Location does not meet requirements for reduction.

Evaluation

Previously in this report it was stated that evaluation is an ongoing activity that takes place in many City service areas. Some of the evaluation areas planned for this year include:

- System wide crash analyses for all modes of travel; some of these evaluations will be conducted as part of the Changing Driver Behavior program
 - System wide evaluations typically begin in May after the verified crash data for the previous year is released
- System wide pavement marking review for maintenance
 - Pavement marking inspection typically occurs in late winter/early spring to prioritize locations for work; school zones and high risk locations are top priority
- Sidewalk review for maintenance, as part of the Sidewalk and Ramp Repair program
 - Sidewalk inspection typically begins in the spring
- Treatment consistency reviews for crosswalks; this work will be prioritized for areas directly adjacent to school parcels and walking routes identified by the AAPS
 - Locations adjacent to school parcels will receive top priority for evaluation; reviews have already begun and changes have been noted for planned road work and maintenance activities in 2017
 - Locations on published walking route maps will be reviewed as the published maps become available; City staff will be available to work with schools as they develop their walking routes; implementation of walking route changes will be dependent on seasonal restrictions and the timing of each map's completion
- Post severe injury crash Road Safety Audits (RSA) by multi-disciplinary teams
 - RSAs will be conducted on an as needed basis
- Driver stop compliance rates for crosswalks throughout the City, to be completed as part of the Changing Driver Behavior program

Appendix A: AAPS Transportation Safety Committee Charge



Ann Arbor Public Schools
2555 South State Street
Ann Arbor, MI 48104
734.994.2230

Dr. George V. Fornero
Superintendent of Schools
fornero@aaps.k12.mi.us

MEMORANDUM

To: President Karen Cross
Board of Education Trustees

From: Dr. George V. Fornero

Date: August 27, 2004 (Revised April 12, 2006; Reviewed and Revised by the Planning Committee on April 27, 2006; Revised June 14, 2006; Approved by the Board of Education on June 14, 2006)

Subject: Transportation Safety Committee

I recommend the following changes to the Transportation Safety Committee. This body has been an integral component of the school district since the late 1960's.

- 1) We adopt the charge drafted by the Transportation Safety Committee (attached)
- 2) We establish a membership roster that consists of the following positions:
 - Deputy Superintendent for Business Services (Chair)
 - 2 members of the Transportation Department (Director, Team Leader or Supervisor)
 - Representative from the Ann Arbor Police Department
 - Representative from the Pittsfield Township Public Safety Department
 - City Traffic Engineer
 - City of Ann Arbor Field Operations Manager
 - Washtenaw County Road Commissioner

- Director of Plant Operations
 - 3 Building Principals (Elem, MS, HS - or Central Administrator for that level)
 - 1 Trustee
 - 1 City Councilperson
 - 4 Community Representatives (at large seats)
- 3) Opportunities to serve in the "at large seats" will be posted on the web-site. These will be three-year terms with the opportunity to continue.
 - 4) A Selection Steering Committee (comprised of members of the Committee and not to exceed five) will recommend "at large" members to the Board of Education.
 - 5) The Committee will establish quarterly meeting times with the understanding that additional meetings may be required.
 - 6) Items for the agenda will be submitted to the Chair of the Committee. The Chair will set the agenda.
 - 7) Minutes of the meetings will be kept, delivered to the appropriate committee of the Board of Education as well as posted on the web-site.
 - 8) Meetings are open to the public. Other community and district staff may be invited to address a particular issue. Affirmation and support of plans, however, is reserved to Committee members only.
 - 9) Recommendations from the Transportation Safety Committee will be made to the appropriate committee of the Board of Education with a simultaneous copy to the Superintendent.

Again, the Transportation Safety Committee has provided a major service to the district over the years. I recommend its continuation.

Ann Arbor Public Schools Transportation Safety Committee
Committee Charge

The Ann Arbor Public Schools (AAPS) Transportation Safety Committee is an Advisory Committee to the Board of Education, the Ann Arbor City Council and, in a less formal manner, other governmental units including the Pittsfield Township Trustees and the Washtenaw County Road Commission. The charge of the AAPS Transportation Safety Committee is:

- to identify areas and conditions of unusual hazard to students moving to and from our schools not now adequately protected;
- to identify the governmental bodies having legal authority and primary responsibility for providing adequate protection;
- to identify areas and conditions of unusual hazard over which no governmental unit has jurisdiction sufficient to provide adequate protection;
- to recommend to the Board of Education and the administration any and all steps it should take under its statutory authority;
- to recommend to the Board of Education and the administration any and all steps it should take to urge other governmental units to more adequately respond to the safety needs of students en route to and from school;
- to hear and respond to the school community concerns and petitions regarding transportation safety issues at regularly scheduled committee meetings;
- to make site visits (through subcommittees) to investigate problems identified by our school communities and report back to the full committee.
- to consider neighborhood impact and input before approval of any significant change to a site plan