

## Hess, Raymond

**Subject:** FW: Notes from Dec 2 Healthy Streets Subcommittee Meeting

**From:** Bret Hautamaki <XXXXXXXXXX>

**Sent:** Thursday, December 2, 2021 12:44 PM

**To:** Molly Kleinman <XXXXXXXXXX>; Hess, Raymond <XXXXXXXXXX>

**Subject:** Notes from Dec 2 Healthy Streets Subcommittee Meeting

This message was sent from outside of the City of Ann Arbor. Please do not click links, open attachments, or follow directions unless you recognize the source of this email and know the content is safe.

Molly, Raymond-

Here are my notes from this morning's meeting. Please feel free to modify, add, delete as you see fit. Note that I included screenshots of the S Main and E Packard vehicle speed data; hopefully that's not a problem.

- Neighborhood Slow Streets barriers/signs were taken down the week of Nov 15, with Revena coming down last
- Neighborhood Slow Streets were well-received overall, with the slight exception of Iriquois which had eight neighbors complain about the installment
- S. Main will not be restored to 4 lanes for the winter
  - Compelled by vehicle travel data to keep the treatment at least until the Spring
  - Creating a memo to Council to summarize the S Main outcome and plans for the future
  - No Council approval needed to make the treatment permanent next year, though funding allocation might be required
- No complaints received for the East Packard Healthy Streets changes
- Vehicle travel data for this installation:

E. Packard (Easy to Chesterfield)							
Pre-Construction				Post-Construction			
	WB	EB	Total		WB	EB	Total
Thu 6/3	10378	11692	22070	Thu 10/14	11772	9216	20988
% at/below 35 mph	5.4	3.4		% at/below 35 mph	26.9	50.7	
# at/below 35 mph	557	400	957	# at/below 35 mph	3169	4673	7841
% above 40 mph	71.5	74.2		% above 40 mph	8.8	15.6	
# above 40 mph	7416	8670	16087	# above 40 mph	1036	1438	2474
35 mph threshold - this is a new potential speed limit discussed for the corridor (most of exists as 40 mph, though there is a short stretch of 35 mph near Buhr Park)							
40 mph threshold - in A2 Moving Together Towards Vision Zero, 40 mph is the highest speed presented when comparing speed and pedestrian fatalities.							

- Note significant speed reductions, which opens up the possibility to reduce the speed limit to 35 mph
- Haven't yet tabulated pedestrian/bike counts, but will in the future
- Some complaints for the Packard installation between Hill & State
  - No bollards yet; will wait until after Winter to decide whether or not to install
  - May use green paint in bicycle zones and/or modify signal timings
  - Transit has mentioned some issues with getting stuck in the traffic in this area
  - May also install delineators in the Spring
  - City needs to have high-level discussions around bollard/delineator maintenance year-round
  - The pre-Healthy Streets traffic pattern was a leftover from the Stadium Blvd bridge reconstruction project detour (approx a decade ago). The new traffic pattern is similar to what was in place prior to the construction detour.
  - Received grants to address lighting and crosswalks in the Packard-Hill-State area (unrelated to Healthy Streets)

- South Main:

- A lot of complaints initially, but still a fraction of those received in 2020
- Public response is approx 60% opposed / 40% in favor
- AM/PM backups are observed to go away quickly
- Drivers, transit, and Fire have all indicated that they appreciate the left turn lane
- Regarding spillover onto neighboring streets, received one complaint from the Ashley/First area, but no data on spillover. Also complicated by DDA weekend street program, student move-in, 7th St water main repair, etc.
- Vehicle data:

	A	B	C	D	E	F	G	H	I	J	K	L	M
1	S. Main (Davis to Hill)												
2		Pre-Construction					Post-Construction						
3		NB	SB	Total			NB	SB	Total				
4	Thu 6/3	4727	7577	12304		Thu 10/14	6779	8431	15210				
5	% at/below 30 mph	29.6	50.1			% at/below 30 mph	73.1	86.1					
6	# at/below 30 mph	1397	3797	5194		# at/below 30 mph	4955	7259	12215				
7	% above 40 mph	3.9	2.1			% above 40 mph	0.4	0.1					
8	# above 40 mph	184	162	346		# above 40 mph	27	8	36				
9													
10	30 mph threshold - this is the speed limit where data was collected (25 mph limit is in place slightly north of this location)												
11	40 mph threshold - in A2 Moving Together Towards Vision Zero, 40 mph is the highest speed presented when comparing speed and pedestrian fatalities.												
12													

- Significant speed reductions observed, along with daily volume increase
- The decision point for this kind of road diet is typically around 20k-21k vehicles per day (15k observed)
- No delay data collected, but team will work to show temporal speed data throughout the day to illustrate the extent to which backups occur during AM/PM peaks
- Would like to do another round of public engagement prior to making this permanent.
- Desire to publicize the available data and make decision-makers and residents aware of the success of the installation and the significance of the speed data
- Suggestion to investigate whether AAATA has been impacted by delays or backups on S Main due to this installation
- Is transit signal prioritization a possibility, broadly, across the city? Yes, but the City, AAATA, and technology all need to become better aligned.
- Haven't yet tabulated pedestrian/bike counts, but will in the future
- No data that Healthy Streets has caused any crashes but it is also difficult to determine how much the program contributed to the significant reduction in overall crash rate in the city for 2020 (which goes against the state and national trends).

Thanks,

-Bret Hautamaki

Ann Arbor Transportation Commission