Hess, Raymond

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

From: Bret Hautamaki <XXXXXXXXXXX

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

To: Molly Kleinman <XXXXXXXXXXXXXX; Hess, Raymond <XXXXXXXXXXXXX **Subject:** Notes from Dec 2 Healthy Streets Subcommittee Meeting

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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.

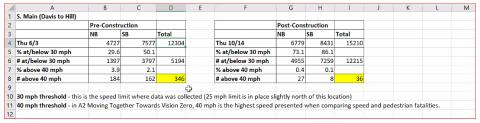
- Neighborhood Slow Streets barriers/signs were taken down the week of Nov 15, with Revena coming down last
- Neighborhood Slow Streets were well-received overall, with the slight exception of Iriquois which had eight neighbors complain about the installment
- S. Main will not be restored to 4 lanes 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:

- A	D		U	L		9			,		_	IVI
E. Packard (Easy to Chest	erfield)											
	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				
						ch.						
35 mph threshold - this is	a new pote	ntial speed li	mit discuss	ed for the	corridor (most of exis	ts as 40 mp	h, though	there is a s	hort stretc	ch of 35 mp	h near Bul	nr Park)
40 mph threshold - in A2	Moving Tog	ether Toward	ds Vision Ze	ro, 40 mp	h is the highest speed	presented	when com	paring spee	ed and peo	destrian fat	alities.	

- 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:



- 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