



TO: Mayor and Council

FROM: Milton Dohoney Jr., City Administrator

SUBJECT: No Turn on Red supplemental information

DATE: September 30, 2022

At the September 19, 2022 meeting, City Council deliberated on a [“resolution to restrict turns on red downtown.”](#) Council postponed action on this item and requested additional information. This memo is meant to address as many of those requested items as possible in the time afforded staff.

Crash data:

There were requests for crash data in the area. Attached to this memo is a map which shows the geographic distribution of “failure to yield” right-turn crashes at signalized intersections in the defined area (bordered by Kingsley, Division, Hoover, and First) over a five year period (2017-2021). Additionally, there is a complimentary data table that shows some of the attributes of these crashes.

In summary, this data shows:

- There are 50 signalized intersections which would be impacted by this resolution
- There were 28 “failure to yield” right-turn crashes at signalized intersections. Of these...
 - 17 involved only motor vehicles
 - 6 involved pedestrians
 - 5 involved bicyclists
 - 0 were fatal or incapacitating crashes

Equity Analysis

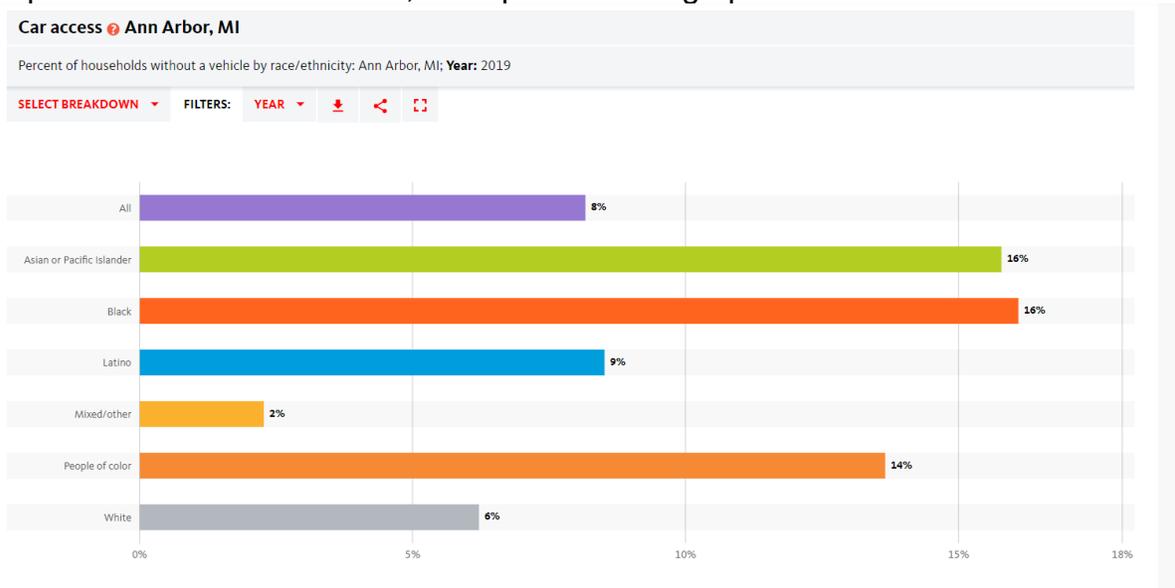
Restricting turns on red in downtown is expected to decrease negative impacts on BIPOC populations, lower socio-economic status individuals, and individuals over 50 as detailed below.

Car Access among Black, Indigenous, and all other People of Color (BIPOC)

To determine if a No Turn on Red restriction would adversely affect BIPOC populations, staff referenced the National Equity Atlas

(https://nationalequityatlas.org/indicators/Car_access#/?geo=03000000000011460). It

shows that the percentage of households in Ann Arbor with no vehicle is far greater among Asian or Pacific Islander, Black, Latino, and People of Color households compared to White households, as depicted in the graph below:



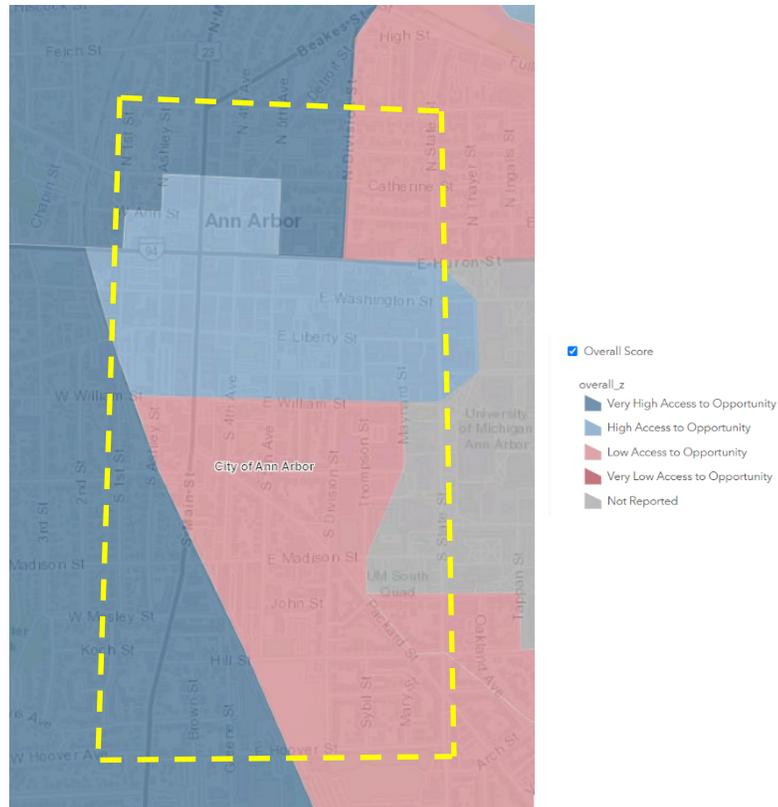
As such, a no turn on red restriction would be expected to benefit the BIPOC populations by increasing safety, especially among those that do not have access to a vehicle and who rely on walking, biking, transit or other forms of mobility.

2020 Washtenaw County Opportunity Index

Staff referenced the 2020 Washtenaw County Opportunity Index

(<https://umich.maps.arcgis.com/home/webmap/viewer.html?webmap=b96eb25d91f844ceafd1c0d2ba69b801>) to help inform potential impacts to vulnerable populations,

especially within the target area. The Opportunity Index Overall Score – which is a composite of Health, Job Access, Economic Well-Being, Community Engagement and Stability, and Demographics – was used to help inform the impact on equity and is depicted in the graphic below.



Because much of the area, has a “low access to opportunity” a similar conclusion can be reached that vulnerable populations would benefit from a no turn on red restriction by increasing safety, especially among those that rely on walking, biking, transit or other forms of mobility.

Elderly Individuals

Based on the crash reports and as can be seen in the attached data table, 11 crashes involved persons over the age of 50. This is relevant because a report from the Federal Highway Administration Research & Technology (<https://www.fhwa.dot.gov/publications/research/safety/humanfac/94021.cfm>) on crashes involving turning vehicles show that 75 year old drivers and up are responsible for the most ‘turn on red’ crashes in urban situations in Illinois and Minnesota, followed by the 65-74 years old cohort. Similar data is reflected from other large cities who have enacted no turn on red restrictions.

Enforcement:

Once all of the required signage is installed, the Police Department (PD) could begin taking enforcement action. As has traditionally been done when a traffic regulation change is enacted, the PD’s involvement would likely begin with an educational component. This would involve officers conducting traffic stops and providing an informational handout detailing the new restriction (or simply a verbal explanation of the change) instead of issuing citations. The educational period could last a few weeks or perhaps as long as a month. Once that time period has elapsed, the No Turn on Red signage would be enforced in a fashion similar to any other traffic control device.

Outreach/Education:

Our most important communications tool will be the signage displayed at the downtown locations where this change is implemented. The communications team can also work with the police department on any educational material they may need while doing enforcement, as was done with the crosswalk safety campaign from several years ago – with special attention paid to address language barriers. Lastly, the City can push messages out through our free media tools including social media, resident newsletter, email blasts, etc. However, without a budget or dedicated funding, those channels may have limited effect.

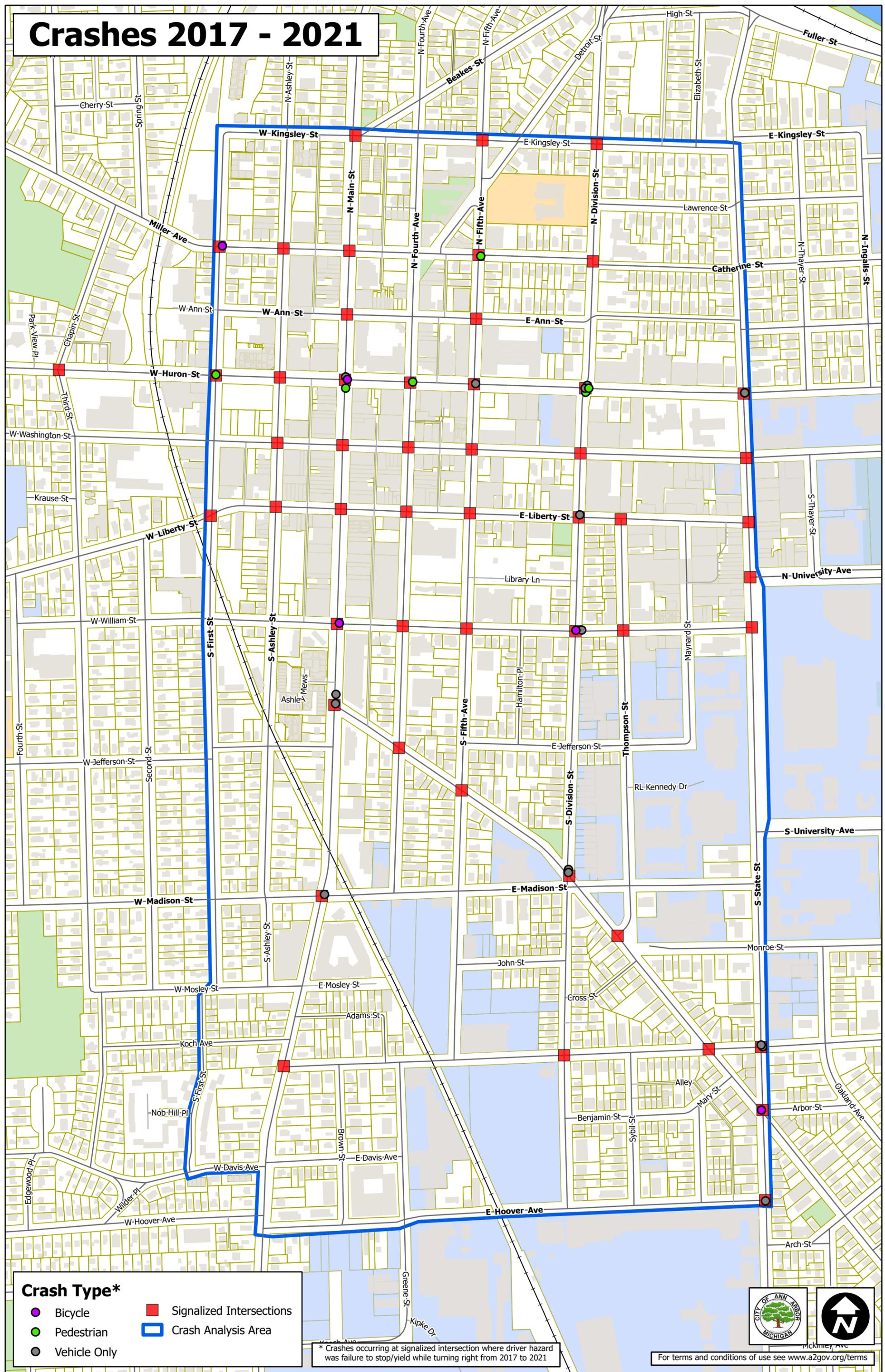
Affected Area:

At the September 19th meeting, there was a suggestion that the area be expanded to include campus. Staff is not opposed to the no turn on red restriction for a different geography than what is proposed in the existing resolution.

CRASH DETAILS WITHIN 'NO TURN ON RED' PROPOSED AREA (2017-2021)

STREET 1	STREET 2	CRASH		CRASH CHARACTERISTIC	AGE (1ST PERSON)	AGE (2ND PERSON)	LIGHTING	
		DATE	CRASH TYPE				CONDITIONS	INJURY SEVERITY
DIVISION	PACKARD	11/12/2017	Rear End Right Turn	Hit Motor Vehicle in Transport	38	41	Daylight	No Injury
DIVISION	HURON	3/20/2018	Side-Swipe Same	Hit Motor Vehicle in Transport	20	28	Daylight	No Injury
DIVISION	HURON	7/28/2018	Pedestrian	Hit Pedestrian	23	28	Daylight	Possible Injury
DIVISION	LIBERTY	6/14/2019	Rear End Right Turn	Hit Motor Vehicle in Transport	18	24	Daylight	No Injury
DIVISION	HURON	2/22/2020	Side-Swipe Same	Hit Motor Vehicle in Transport	43	25	Daylight	No Injury
FIFTH	CATHERINE	9/26/2017	Pedestrian	Hit Pedestrian	55	20	Daylight	Non-Incapacitating Injury
FIRST	MILLER	10/23/2018	Bicycle	Hit Bicycle	Unknown	15	Daylight	No Injury
HILL	STATE	8/9/2017	Angle Turn	Hit Motor Vehicle in Transport	26	68	Daylight	No Injury
HILL	STATE	9/9/2017	Side-Swipe Same	Hit Motor Vehicle in Transport	37	53	Daylight	No Injury
HURON	MAIN	2/21/2017	Rear End Right Turn	Hit Motor Vehicle in Transport	39	28	Daylight	No Injury
HURON	STATE	11/11/2019	Angle Straight	Hit Motor Vehicle in Transport	26	20	Daylight	No Injury
HURON	FOURTH	4/12/2019	Pedestrian	Hit Pedestrian	46	51	Daylight	Possible Injury
HURON	FIRST	2/1/2019	Pedestrian	Hit Pedestrian	45	25	Unknown	Non-Incapacitating Injury
HURON	FIFTH	6/13/2020	Side-Swipe Same	Hit Motor Vehicle in Transport	19	55	Daylight	Possible Injury
HURON	DIVISION	2/13/2020	Pedestrian	Hit Pedestrian	39	21	Dark, Lighted	Non-Incapacitating Injury
HURON	MAIN	7/15/2021	Bicycle	Hit Bicycle	18	28	Dark, Lighted	Possible Injury
MAIN	MADISON	2/7/2017	Angle Turn	Hit Motor Vehicle in Transport	32	57	Daylight	No Injury
MAIN	PACKARD	6/15/2021	Rear End Straight	Hit Motor Vehicle in Transport	32	22	Daylight	No Injury
MAIN	HURON	12/4/2021	Pedestrian	Hit Pedestrian	27	42	Daylight	Possible Injury
PACKARD	DIVISION	11/20/2018	Angle Turn	Hit Motor Vehicle in Transport	18	22	Dark, Lighted	No Injury
PACKARD	MAIN	6/7/2019	Rear End Straight	Hit Motor Vehicle in Transport	75	48	Dark, Lighted	No Injury
STATE	HOOVER	3/19/2017	Angle Turn	Hit Motor Vehicle in Transport	35	21	Daylight	No Injury
STATE	HURON	12/8/2017	Angle Turn	Hit Motor Vehicle in Transport	57	64	Daylight	No Injury
STATE	HURON	11/28/2018	Angle Turn	Hit Motor Vehicle in Transport	85	55	Dark, Lighted	No Injury
STATE	PACKARD	9/18/2019	Bicycle	Hit Bicycle	41	29	Unknown	No Injury
WILLIAM	DIVISION	8/25/2018	Side-Swipe Same	Hit Motor Vehicle in Transport	24	54	Daylight	No Injury
WILLIAM	MAIN	6/11/2020	Bicycle	Hit Bicycle	24	28	Daylight	Non-Incapacitating Injury
WILLIAM	DIVISION	4/14/2021	Bicycle	Hit Bicycle	63	69	Daylight	Possible Injury

Crashes 2017 - 2021



Crash Type*

- Bicycle
- Pedestrian
- Vehicle Only
- Signalized Intersections
- Crash Analysis Area

* Crashes occurring at signalized intersection where driver hazard was failure to stop/yield while turning right from 2017 to 2021

