



## MEMORANDUM

TO: Mayor and Council Members  
FROM: Howard S. Lazarus, City Administrator  
DATE: February 23, 2017  
SUBJECT: Follow-Up on Report to City Council - School Safety Work Plan

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I am providing this memorandum as a follow-up to the February 2<sup>nd</sup> report (the “report”) provided to Council in response to Council action R-16-428, which directed the City Administrator to:

- Work with Ann Arbor Public Schools (AAPS) 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 report provided an overall discussion of the past, ongoing, and planned education, enforcement, engineering, and evaluation efforts, but did not address the location specific recommendations that Council requested. The information provided below and in the attached documents are intended to satisfy the remaining requirements and form the basis of discussion of the Work Plan for the remainder of FY17 and for the FY18/19 budget cycle.

### ***Prioritization***

The City received a letter dated November 10, 2016 from Ann Arbor Public Schools (AAPS), indicating that its top priority was to have a comprehensive review of school crossings located on arterial/collector streets. The letter specifically requested the establishment of designated School Zones at these locations, and specifically mentioned:

- Stadium Boulevard between Main and Seventh (Pioneer High)
- Division and Fifth Avenues between Kingsley and Catherine (Community High)
- Maple Road adjacent to Skyline High
- Washtenaw Avenue adjacent to Tappan Middle School

AAPS has also identified Fuller Road adjacent to Huron High School as a high priority location.

Of these locations, Maple Road adjacent to Skyline is under the jurisdiction of the Washtenaw County Road Commission, and AAPS was directed to that organization. Similarly, Washtenaw Avenue is under the jurisdiction of the Michigan Department of Transportation (MDOT), and AAPS was directed to the appropriate person at that organization. City staff will continue to support AAPS as it works collaboratively with other government units.

Taking into account these requests from AAPS, City staff has developed four priority tiers of actionable items as follows:

- Tier 1: Upgrade Signage and Pavement Markings Adjacent to Schools. This includes all locations within City of Ann Arbor jurisdiction.
- Tier 2: Additional Capital Improvements on Major Streets Adjacent to Schools and Local Streets Adjacent to Middle Schools. This category includes improvements requiring a higher level of design and capital investment. Examples of possible treatments in this category include pedestrian islands, bump outs, Rectangular Rapid Flashing Beacons (RRFBs), digital speeds signs, etc., as appropriate to each location.
- Tier 3: Evaluate and Recommend Additional Capital Improvements adjacent to Elementary Schools. As most elementary schools are located within neighborhoods on low volume, low speed roadways, recommendations for improvements at these locations will likely be very site specific, and will require working with individual Safe Routes to Schools committees to determine needs.
- Tier 4: Evaluate and Recommend Improvements on School Walking Routes. This includes pedestrian improvements in the larger area surrounding schools that are not immediately adjacent to the school property. This work is predicated upon the AAPS Safe Routes to Schools committees establishing formal Walking Routes for each school.

### ***Implementation***

Outlined below are the steps that are currently underway, steps that will be undertaken shortly, and future steps for each of the priority tiers listed above. Council should remain aware and appreciative of the flexibility staff requires to implement this work, retaining the ability to reprioritize based upon scheduling of related work, the opportunity to deliver a “complete streets” approach, and the availability of funding from multiple sources.

- Tier 1: Work on this tier is currently underway. Work currently occurring includes the installation of School Speed Zones at the locations referenced in the School Safety Report (Page 19). This signage is being installed as AAPS provides City staff with the appropriate hours for the signs. In addition to this, school areas are being targeted as a priority for upgrading pavement markings and signage, which will occur in the spring. The work represented in this category consists of routine maintenance work, and funding is already available within existing operating budgets. This work will continue into the future as part of routine maintenance programs. A detailed listing of the work is provided in the attached Work Plan document.
- Tier 2: Staff is currently working on evaluating pedestrian crossings at these locations, which are specified in the attached Work Plan document. Crossings will be evaluated using the draft Crosswalk Design Guidelines, and recommendations will be made for each location, including estimated costs. The total estimated cost for Tier 2 work is \$397,594. It should be noted that the grant received by Safe Kids Huron Valley will focus its work on Huron High School, and will move forward on an independent timeline established by the grant requirements. City Council has also passed Resolution R-17-055 directing that a Rectangular Rapid Flashing Beacon (RRFB) be installed at the Fuller/Gallup location.

- Tier 3: It is anticipated that work for this tier will be extensive, considering the approximately 20 elementary schools in the City, and the need to meet individually with the Safe Routes to School committees for each school to best understand their unique needs and concerns. Because of the time demands for this tier, staff is proposing to use a consultant to perform the work necessary to produce recommendations and cost estimates. Staff's current working estimate for consulting services and construction is \$1,130,000 (includes \$500,000 for professional services).
- Tier 4: Staff will work with AAPS staff, parent groups, and other stakeholders to establish their official Walking Routes for each school. Staff was a preliminary working estimate of \$2,768,000 (includes \$500,000 for professional services).

As always, please do not hesitate to contact me if I can be of further assistance on this matter.

Attachments

Tier 1 Work Plan

Tier 2 Work Plan

Distribution:

C Hupy

N Hutchinson

# School Crosswalk Treatments - Tier 1

Work in this Tier includes upgrading/refreshing pavement markings and standard crosswalk signage. Costs for this work are already incorporated into FY17 operating budgets.

School	Pavement Markings		Signs (standard)		Reduced Speed Zones	
	Planned	Complete	Planned	Complete	Planned	Complete
<b><u>High</u></b>						
Community	FY17; Q4		FY17; Q4		n/a	n/a
Huron	FY17; Q4		FY17; Q4		FY17; Q3	
Pathways to Success	FY17; Q4		FY17; Q4		FY17; Q3	
Pioneer	FY17; Q4		FY17; Q4		FY17; Q3	
<b><u>Middle</u></b>						
Ann Arbor Open	FY17; Q4		FY17; Q4		n/a	n/a
Clague	FY17; Q4		FY17; Q4		n/a	n/a
Forsythe/Wines	FY17; Q4		FY17; Q4		n/a	n/a
Scarlett/Mitchell	FY17; Q4		FY17; Q4		n/a	n/a
Slauson	FY17; Q4		FY17; Q4		n/a	n/a
Tappan	FY17; Q4		FY17; Q4		FY17; Q3	
<b><u>Elementary</u></b>						
Abbot	FY17; Q4		FY17; Q4		n/a	n/a
Allen	FY17; Q4		FY17; Q4		n/a	n/a
Angel	FY17; Q4		FY17; Q4		n/a	n/a
A2 STEAM	FY17; Q4		FY17; Q4		n/a	n/a
Bach	FY17; Q4		FY17; Q4		n/a	n/a
Bryant	FY17; Q4		FY17; Q4		n/a	n/a
Burns Park	FY17; Q4		FY17; Q4		n/a	n/a
Carpenter	FY17; Q4		FY17; Q4		n/a	n/a
Dicken	FY17; Q4		FY17; Q4		n/a	n/a
Eberwhite	FY17; Q4		FY17; Q4		n/a	n/a
Haisley	FY17; Q4		FY17; Q4		n/a	n/a
King	FY17; Q4		FY17; Q4		n/a	n/a
Lakewood	FY17; Q4		FY17; Q4		n/a	n/a
Lawton	FY17; Q4		FY17; Q4		n/a	n/a
Logan	FY17; Q4		FY17; Q4		n/a	n/a
Pattengill	FY17; Q4		FY17; Q4		n/a	n/a
Pittsfield	FY17; Q4		FY17; Q4		n/a	n/a
Thurston	FY17; Q4		FY17; Q4		n/a	n/a

School Crosswalk Treatments - Tier 2

Work in this tier includes capital improvements on major roads adjacent to schools and some local roads adjacent to middle schools. Treatments listed below include all pavement markings and signage that would be appropriate in accordance with the Crosswalk Design Guidelines.

School	In-Lane Signs <sup>1</sup> ("Gateway Treatment")			Pedestrian Islands			Bump Outs			RRFBs			Other Treatments			
	Planned <sup>3</sup>	Complete	Est. Cost	Planned <sup>3</sup>	Complete	Est. Cost	Planned <sup>3</sup>	Complete	Est. Cost	Planned <sup>3</sup>	Complete	Est. Cost	Type	Planned <sup>3</sup>	Complete	Est. Cost
Community High																
Fifth Ave			\$ 800										Fifth Ave. Reconstruction Project will rebuild this crossing in 2018			
Division St	X		\$ 1,200						\$ 6,406							
Huron High <sup>2</sup>																
Fuller Road	X		\$ 1,600									\$ 50,000	Sidewalk installation for potential relocated crosswalk			\$ 175,000
Pathways to Success																
Packard Street	X		\$ 1,200									\$ 70,000				
Pioneer High																
Seventh Street	X	X	n/a													
Scio Church													Sidewalk installation planned as part of 2018 Resurfacing Project			
Stadium Blvd.										X	X	n/a				
Ann Arbor Open													Sidewalk Gap on Red Oak			\$ 11,465
Clague													Traffic Calming: Raised mid-block crosswalks on Bluett			\$ 19,053
Nixon	X		\$ 1,600													
Forsythe/Wines																
Newport & Red Oak			\$ 1,200													
Scarlett/Mitchell																
Lorraine			\$ 800										Ramps across Lorraine, ramps across school driveway			\$ 5,091
Slauson																
Washington Street									\$ 14,117							
Eighth Street													Waterworks crosswalk			\$ 5,522
Tappan			\$ 800										Engineering review of intersection of Brockman/Sheppard/Driveway (Staff time)			
Stadium & Brockman																\$ 31,740
TOTALS			\$ 9,200			\$ -			\$ 20,523			\$ 120,000				\$ 247,871

Total Estimated Cost (All Treatments) = \$ 397,594

Notes:

- <sup>1</sup> Materials only; does not include labor.
- <sup>2</sup> At this location, there is a grant process being conducted by Safe Kids Huron Valley. The ultimate treatment at this location will be determined by this process. The number shown above indicate a short term treatment (in-lane signage) at the current crosswalk location; and an anticipated RRFB crossing at a revised location further west.
- <sup>3</sup> Locations will be marked "Planned" once they have been vetted through the AAPS Transportation Safety Committee (TSC).