



Legislation Details (With Text)

File #: 22-1453 **Version:** 1 **Name:** 9/19/22 S. Division Parking Removal
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Title: Resolution to Remove Parking on Division Street between Hoover Street and Packard Street

Sponsors:

Indexes:

Code sections:

Attachments: 1. S Division 2-way Bikeway_Sum of Cmmnts.pdf, 2. Division PMK 6-22-22.pdf

| Date | Ver. | Action By | Action | Result |
|-----------|------|--------------|----------|--------|
| 9/19/2022 | 1 | City Council | Approved | Pass |

Resolution to Remove Parking on Division Street between Hoover Street and Packard Street
Attached for your review and approval, please find a resolution approving the City Administrator’s issuance of a traffic control order prohibiting on-street parking on the west side of Division Street from Hoover Street to Hill Street and on the east side of Division Street from Hill Street to Packard Street.

The project will include removal of the existing pavement markings on Division Street and replacing with markings that will establish a two-way cycle track to extend the existing cycle track to the Division Street terminus at Hoover Street. In addition to the pavement markings, vertical elements will be placed to provide separation from vehicle travel lanes and signage changes to support the changes to corridor operations.

Options for proposed street layout were vetted through internal stakeholders before being presented to the public through online engagement in March 2022 with the survey closing on April 2, 2022. Residents directly affected by the change in the street layout were contacted via mail inviting them to participate in the survey. The survey was also advertised through the City’s normal electronic communications and social media platforms as well as an MLIVE article published on March 15, 2022.

Participants were provided information about the existing and proposed design and asked about how the design change would affect their travel and/or parking choices in the corridor. The survey received 445 responses: 70% residents outside the project area, 21% residents in the project area, and 9% non-residents.

The respondents indicated that the change in design would shift travel choices through the corridor towards using non-motorized travel. The survey results also indicated overall support for the project with a survey-wide support level of 3.89 out of 5 stars.

The survey also asked if residents had any questions or concerns regarding the project with the intention of creating a frequently asked questions document. The majority of the 196 responses to

this section were comments and those comments have been attached in full with the survey results summary.

The removal of the on-street parking from Division Street, as described above, was recommended by the Transportation Commission for approval by City Council on May 18, 2022.

The City Code requires Council approval before the City Administrator may issue a traffic control order prohibiting parking for more than one block. Therefore, the attached resolution is being submitted to City Council to obtain that approval for prohibiting on-street parking on the west side of Division Street from Hoover Street to Hill Street and on the east side of Division Street from Hill Street to Packard Street.

Budget/Fiscal Impact: The project as planned is estimated to cost \$63,000.00. and has funding available in the existing road reconfiguration capital budget

Prepared by: Cynthia Redinger, Transportation Engineer
Raymond Hess, Transportation Manager

Reviewed by: Brian Steglitz, Interim Public Services Area Administrator

Approved by: Milton Dohoney Jr., City Administrator

Whereas, The City of Ann Arbor aims to establish and maintain a complete network for non-motorized transit, consistent with the goals established in the City's transportation plan *Ann Arbor Moving Together Towards Vision Zero* and the *A2Zero* carbon neutrality plan;

Whereas, The Ann Arbor Downtown Development Authority installed a two-way cycletrack on Division St. between Packard St. and Catherine St. in 2021;

Whereas, Extending the Division St. cycletrack to Hoover St. would provide the opportunity to complete a bi-directional, low-stress connection between housing and downtown as well as University of Michigan destinations;

Whereas, Removal of parking on the west curblin of Division St. between Hoover St. and Hill St. and removal of parking between the bike lane and travel lane on Division St. between Hill St. and Packard St. would provide the opportunity to continue the two-way cycle track to Hill St.;

Whereas, Removal of parking would facilitate movement of large vehicles along the corridor which currently experience periodic difficulty when cars are incorrectly parallel parked;

Whereas, Community engagement shows overall community support for the project as documented in the attached engagement summary; and

Whereas, The Transportation Commission reviewed the proposal and recommended approval at their meeting on May 18, 2022;

RESOLVED, That City Council approve of the City Administrator's issuance of a traffic control order prohibiting parking on the west curblin of Division St. between Hoover St. and Hill St. and removal of parking between the bike lane and travel lane on Division St. between Hill St. and Packard St and ordering installation of appropriate signage for "No Parking Tow Away Zone;" and

RESOLVED, That the City Administrator be authorized to take the necessary administrative actions to implement this resolution.