"E" Topic Area: Enforcement
DRAFT, 5/10/19
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"E" Definition & Description of Subject
Enforcement: Ensuring safe roads for all users

Adapted from the League of American Bicyclists:
Basic laws and regulations need to govern walking and bicycling and the rules of the road to ensure safety for all road users. With a good set of laws and regulations in place that treat all travelers equitably within the transportation system, the next key issue is enforcement. Law enforcement officers must understand these laws, know how to enforce them, and apply them equitably to ensure public safety. A good relationship between the active transportation community and law enforcement is essential; for example, a police representative can participates on a Bicycle Advisory Committee to increase awareness on both sides. Similarly, having more police officers walking and on bikes helps increase understanding of local issues. On college and university campuses, theft prevention is a huge undertaking.

Current State
Ann Arbor has a proactive active transportation set of rules and ordinances. Building off the MVC and UTC, the City's ordinance language goes one step further in extending protection to pedestrians preparing to cross the street. These regulations have been in place for over a decade and have led to an increase in stop compliance by motorists at uncontrolled mid-block crosswalks. Studies undertaken in the City evidenced a stop compliance rate of less than ten percent at such locations in the early 2000s. The recently completed Changing Driver Behavior effort is an example of active enforcement as well as showcasing the increased stop compliance experienced in Ann Arbor today. Additional enforcement options proven effective in other places include camera monitored speed detection and enforcement, red light running cameras and other automated approaches to enforcement, however these options are currently prohibited under state law. Some might consider driver/vehicle intimidation of pedestrians and cyclists as harassment or assault.

Due to staffing limitations, much of traffic enforcement is complaint driven. There is a database used to manage traffic complaints. Ann Arbor has roughly 400 traffic complaints/year. Most of these are related to speeding and intersection violations such as running stop signs. The city currently has 6 radar signs available to address speeding complaints, 4 can be set up by officers, 2 require signs and signals staff to set up. Other complaints include unsafe operation in school zones such as turning violations and parking issues, and oversized truck traffic. Crosswalk complaints are down.

General Needs & Challenges Surrounding This "E" (for Ann Arbor)

Challenges
- Staffing: The AAPD is understaffed, and traffic enforcement currently has 3 of its allotted 6 officers.

Commented [CK1]: Slight modification suggested to provide a more multi-modal focus:
Basic laws and regulations need to govern motorized and non-motorized transportation to create rules of the road that ensure safety for all road users. With a good set of laws and regulations in place that treat all travelers equitably within the transportation system, the next key issue is enforcement. Law enforcement officers must understand these laws, know how to enforce them, and apply them equitably to ensure public safety. A good relationship between the active transportation community and law enforcement is essential; for example, a police representative can participate on a mobility advisory committee to increase awareness on both sides. Similarly, having more police officers walking and on bikes helps increase understanding of local issues. On college and university campuses, theft prevention is a huge undertaking.

Commented [CK2]: Michigan State Police Michigan Vehicle Code (MVC) and Uniform Traffic Code (UTC)

- State law: Michigan State law prohibits several tools and techniques that have been effective elsewhere, including DWI checkpoints, camera monitored speed detection and enforcement, and red light running cameras.
- Many drivers in Ann Arbor are commuting in from elsewhere, with different norms and expectations regarding sharing the road with cyclists and pedestrians.

Overlaps with the 6Es

Evaluation: What kinds of metrics exist right now around enforcement?
What kinds of metrics are other cities gathering that we are not that might be useful? When it comes to crashes and fatalities we are dealing with a relatively small data set. All crashes are reported up to the state, and there is a publicly facing website (https://www.michigantrafficcrashfacts.org/)

Equity: Do we track enforcement by race (who is being stopped, who is being ticketed?) By neighborhood? Age?

Engineering: Enforcement and Engineering also have strong lines of communication, working together to identify areas that have required enforcement where it might be possible to engineer a solution. Are there ways to improve these processes?

Education: Enforcement and Education seem like they should be tightly coupled when it comes to transportation/transit issues. Does education have a clear home in city government the way engineering does, with clear collaborators for enforcement?

Background Research
Relevant Existing City of Ann Arbor or State of Michigan Programs/Initiatives
1) Program: Changing Driver Behavior study, aimed at improving stopping rates at crosswalks. Primarily a research study, run by university faculty, in collaboration with the city
Strengths/benefits: Had a positive impact on stopping rates, provided useful data
Deficiencies/needs: Needs and priorities of academic researcher different from those of the city.

Programs/Initiatives in Other Cities/States
1) Program (Location):
Strengths/benefits:

Other Relevant Research (Strategies, Statistics, Etc.)