



City of Ann Arbor

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Ann Arbor, MI 48104
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File Number: 19-0956

File ID: 19-0956	Type: Resolution	Status: Passed
Version: 2	Reference:	Controlling Body: City Council
* Requester: Engineering		File Created Date : 06/17/2019
* File Name: 8/5/19 - Traverwood Drive Reconfiguration		Final Action: 08/05/2019

Title: Resolution to Proceed with a Road Reconfiguration Pilot for Traverwood Drive, from Huron Parkway to Plymouth Road

Notes:

Agenda Date: 08/05/2019

Agenda Number: DS-2

Sponsors:

Enactment Date: 08/05/2019

Attachments: Attachment A_Traverwood Drive Pavement Markings.pdf, Attachment B_Traverwood Road Diet Memo_20190513.pdf, Attachment C_Traverwood_Public Survey Summary.pdf, Attachment D_Lane Conversion Memo Response_20190723.pdf, Attachment E_Transportation Commission Road Reconfiguration Additional Statement.pdf

Enactment #: R-19-369

Drafter/Contact: Raymond Hess

Hearing Date:

*** Admin/Mgr:** Craig Hupy, Public Services Area Administrator

Effective Date:

Approval History

Version	Seq #	Action Date	Approver	Action	Due Date
2	1	7/19/2019	Administrator's Office	Approved with Edits	7/26/2019
Notes: Formatting					
2	2	7/19/2019	Howard S. Lazarus	Approved As Is	7/26/2019
2	3	7/19/2019	City Clerk	Approved As Is	7/26/2019

History of Legislative File

Version:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
1	City Council	06/17/2019					
	Action Text:	A motion was made by Councilmember Lumm, seconded by Councilmember Griswold, that the Resolution be approved.					

1	City Council	06/17/2019	Referred	Transportation Commission	07/17/2019	Pass
	<p>Action Text: A motion was made by Councilmember Griswold, seconded by Councilmember Eaton, that the Resolution be referred to the Transportation Commission. On a roll call, the vote was as follows with the Mayor declaring the motion carried:</p> <p style="margin-left: 40px;">Yeas: 10 Councilmember Lumm, Councilmember Eaton, Mayor Taylor, Councilmember Grand, Councilmember Ackerman, Councilmember Bannister, Councilmember Hayner, Councilmember Griswold, Councilmember Nelson, and Councilmember Ramlawi</p> <p style="margin-left: 40px;">Nays: 1 Councilmember Smith</p>					
1	Transportation Commission	07/17/2019	Approved by the Commission and forwarded	City Council	08/05/2019	Pass
	<p>Action Text: A motion was made by Kleinman, seconded by Gordon, that the Transportation Commission recommends that City Council approve the Resolutions to Proceed with Road Reconfigurations for Green Road, from Burbank Drive to Plymouth Road, for Traverwood Drive, from Huron Parkway to Plymouth Road, and for Earhart Road, including a Safety Enhancement Project, from US-23 to South Waldenwood Drive, and appropriate \$34,500.00 and \$40,500.00 respectively from the General Fund and Alternative Transportation Fund Balances; and, that an additional statement from the Transportation Commission be provided to City Council with this action. The Commission action will be forwarded to the City Council and should be returned by 8/5/2019. On a unanimous voice vote, the Chair declared the motion carried.</p> <p>Notes: See attached '<i>Transportation Commission Road Reconfiguration Additional Statement.pdf</i>'</p>					
2	City Council	08/05/2019	Approved			Pass
	<p>Action Text: A motion was made by Councilmember Ackerman, seconded by Councilmember Hayner, that the Resolution be approved. On a roll call, the vote was as follows with the Mayor declaring the motion carried:</p> <p style="margin-left: 40px;">Yeas: 8 Councilmember Lumm, Mayor Taylor, Councilmember Grand, Councilmember Ackerman, Councilmember Smith, Councilmember Hayner, Councilmember Nelson, and Councilmember Ramlawi</p> <p style="margin-left: 40px;">Nays: 3 Councilmember Eaton, Councilmember Bannister, and Councilmember Griswold</p>					

Text of Legislative File 19-0956

Resolution to Proceed with a Road Reconfiguration Pilot for Traverwood Drive, from Huron Parkway to Plymouth Road

This is a resolution to approve the pilot road reconfiguration, multi-modal improvements, and non-motorized system expansion along Traverwood Drive from Huron Parkway to Plymouth Road as called for in the City’s Non-Motorized Plan. The project would be completed as part of the resurfacing project, which was approved by Council and is to be completed Summer 2019.

The road reconfiguration is illustrated in the attachment (Attachment A) and would include the following:

- Narrowing of vehicular lanes to 10’ width to encourage slower speeds.
- Reduce the number of vehicular lanes from three to two. The revised cross section will include one vehicular through lane and one bicycle lane northbound, one vehicular through lane southbound, and parking on the west curb line.
- The southbound vehicular lane will be marked for shared use with bicyclists.

- The addition of parking is intended to address resident needs and provide an opportunity for informal park-and-ride and transit use.

The attached report (Attachment B) provides more detailed information about the existing conditions and anticipated impact of the project. The street currently serves an average daily vehicular traffic volume of 3,500 vehicles and a peak hour volume of 405 vehicles. The proposed design is expected to have a minimal impact to vehicular level of service or volume to capacity ratios while improving the user experience for bicyclists, pedestrians, and transit users.

These concepts were taken through a series of public engagement processes to solicit feedback. The project was discussed with the Transportation Commission on February 20, 2019 and May 15, 2019, and received a favorable recommendation. City Council referred the matter back to the Transportation Commission which gave a positive recommendation on July 17, 2019 after contemplating additional information provided by staff (Attachment D). Additionally, the Transportation Commission provided an additional statement clarifying their position (Attachment E).

Staff created a website which was used to share information about the project (<https://www.a2gov.org/departments/engineering/Pages/Traverwood-Drive-Reconfiguration-Project.aspx>). A public open house was held on May 9, 2019, and an online survey was available May 14 - May 29, 2019. The responses received from the public engagement efforts can be found in the attached report (Attachment C) and are summarized as follows:

- The majority of respondents placed lower importance on driver and passenger safety improvements: 46% Important/Very Important;
- The majority placed importance on pedestrian and bicyclist safety improvements: 58% Important/Very Important;
- The majority support testing the lane conversion and bike lane: 52% Support/Highly Support; and
- The majority showed lower support for installing additional parking: 18% Support/Highly Support.

Budget/Fiscal Impact: There are no identified budget/fiscal impacts. The proposed striping plan would be implemented under the current resurfacing contract approved by Council and would be completed during Summer 2019. It should be noted that new pavement markings associated with the bicycle lane will need to be maintained; therefore, adding additional operational efforts and costs, yet to be determined.

Prepared by: Raymond Hess, Transportation Manager
Reviewed by: Craig Hupy, Public Services Area Administrator
Approved by: Howard S. Lazarus, City Administrator

Whereas, In March 2011, Council adopted Resolution R-11-088 which asserted the City's commitment to Complete Streets and how the transportation network should serve all users of the corridor;

Whereas, In November 2013, Council adopted Resolution R-13-369 as an update to the Non-motorized Transportation Plan, reflecting a continued interest in pursuing a variety of policies that encourage non-motorized travel, including lane conversions/"road diets";

Whereas, In 2018, via the National Citizen Survey, when Ann Arbor residents were asked about tradeoffs between drive times and safety for pedestrians, cyclists, and motorists, residents responded with an overwhelming preference for increasing drive times to reduce crashes, injuries and deaths;

Whereas, The surface treatment project presents cost-effective opportunities to make potential changes to road configurations;

Whereas, Traverwood Drive, from Huron Parkway to Plymouth Road, is currently configured as one northbound vehicle lane, one southbound vehicle lane, and one two-way left turn lane;

Whereas, Analysis was performed by City staff to determine the feasibility for a road diet on this segment, based on guidance from FHWA Road Diet Information Guide and MDOT Road Diet Checklist;

Whereas, Based on the analysis performed by City staff, Traverwood Drive, from Huron Parkway to Plymouth Road, is proposed to be configured as one northbound vehicle lane, one southbound vehicle lane, one parking lane and one bicycle lane;

Whereas, City staff presented the above plans to the Transportation Commission on February 20, 2019 and May 15, 2019 at which time they recommended approval of the resolution and again on July 17, 2019 at which time they recommended approval of the resolution; and

Whereas, Public input was received on the project at a public meeting on May 9, 2019 as well as an online survey which was available for completion from May 9-29, 2019;

RESOLVED, That City Council hereby adopts the proposed pilot road reconfiguration pilot of Traverwood Drive, from Huron Parkway to Plymouth Road; and

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