



MEMORANDUM

TO: Mayor and City Council
FROM: Tom Crawford, Interim City Administrator
DATE: June 12, 2020
SUBJECT: "Healthy Streets" – Neighborhood Slow Streets Update

This memorandum is provided to give City Council an update on how staff is handling the "neighborhood slow streets" portion of the Healthy Streets initiative. Staff has identified 18 local streets which will be given "neighborhood slow street" treatment. The consideration for this implementation has changed based on input from the Transportation Commission and members of City Council. More detail is provided below.

Background

Pursuant to City Council resolution [R-20-158](#) (passed 5/4/20), the City Administrator was authorized to "direct staff [to] implement as soon as possible pilot lane or street re-configurations on residential streets based on resident requests (and possible pilot lane or street reconfigurations on non-residential streets) with public safety as a priority and the six E's framework (Engineering, Education, Encouragement, Enforcement, Evaluation and Equity) as part of the solution."

Staff responded with a memo (sent 5/18/20) which outlined the proposed process for implementation of Healthy Streets, including neighborhood slow streets. The memo stated, "When 1/3 of residents on the street have requested the street for a 'local traffic only/no thru traffic' treatment, staff will deploy the appropriate barricades and signage. Equity, emergency response, service delivery, and other factors may also affect the implementation of 'neighborhood slow streets.'"

Staff gave a Healthy Streets update to the Transportation Commission on 5/20/20. When reviewing the proposed criteria for neighborhood slow streets, several members of the Transportation Commission expressed concern that the 1/3 threshold was too high and would be hard for neighborhoods to reach during a time of social distancing and (at the time) stay home orders.

Upon review of the Healthy Streets public engagement tool (<https://www.a2gov.org/HealthyStreetsSurveyResults>), no neighborhood had reached the 1/3

support threshold within two weeks of launching the tool and the suggestion from the Transportation Commission seemed reasonable. Staff looked at areas that have significant pedestrian and/or bicycle traffic, provide logical connections to parks and recreation areas, have sidewalk gaps, are places where it is desirable to maintain social distancing, have an equity consideration, and/or have public support. In regard to public support, staff looked for areas that had multiple requests but not necessarily 30% support from the neighborhood (as originally identified in the memo). Staff also looked at five years of crash data for the proposed segments. Because the neighborhood slow street treatment is expected to slow down traffic and/or reduce cut-through traffic, it is expected that the potential conflicts will be reduced.

During a meeting with City staff and three City Councilmembers on 6/9/20, it was suggested that residents be given notice of proposed “neighborhood slow street” changes before they are implemented and a mechanism to object to the installation. This would be accomplished by placing a staked sign with information on Healthy Streets in the area of where barricades would be erected one week prior to implementation. Staff will record any concerns received and will not implement (or remove) the neighborhood slow street treatment if 20% or more of affected neighbors object.

Process

For the reasons described above, neighborhood slow streets are identified based on any of the following considerations:

- significant pedestrian and/or bicycle traffic;
- logical connections to parks and recreation areas;
- areas of sidewalk gaps;
- places where it is desirable to maintain social distancing;
- equity considerations; and/or
- public support
 - areas that have multiple suggestions through the public engagement tool or other communication with City staff;
 - areas that do not have opposition of 20% or more from affected residents.

Proposed Installations

Based on the considerations enumerated above, the list of streets proposed to get neighborhood slow street treatment are as follows (also shown in the attached map):

Street	From	To
Yost	Washtenaw	Terhune
Brandywine	Packard	Yost
Granger	Ferdon	Packard
Harpst	Packard	Tremmel
Snyder	Seventh	Main
Arborview	Miller	Westwood
Sunset	Newport	Wildt
Chapin	Huron	Miller

(continued)

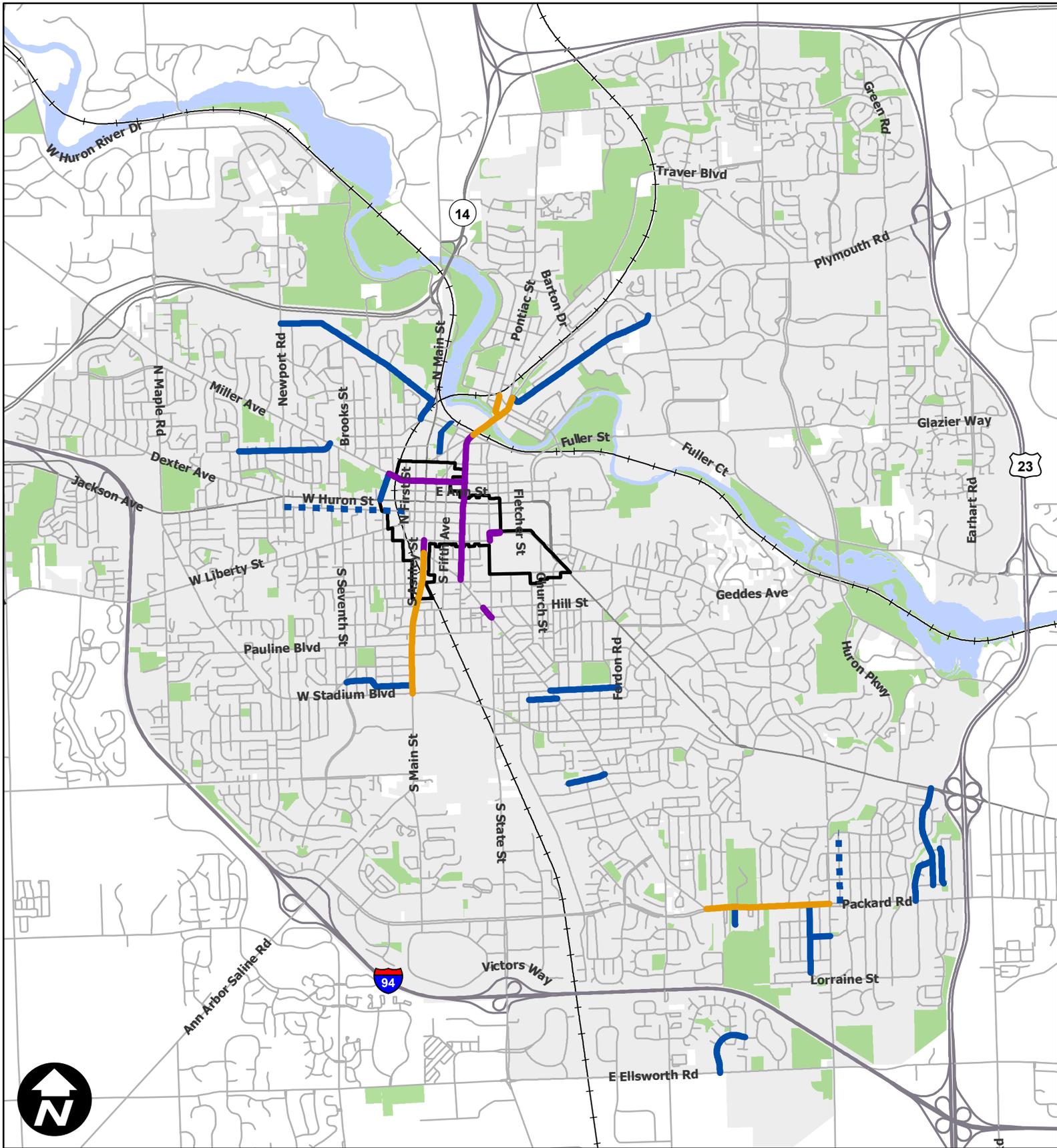
Street	From	To
Hikone	Packard	
Springbrook	Packard	Marshall
Redwood	Platt	
Lillian	Eli	Terhune
N Fourth	Ann	Depot
Brooklyn	Packard	Golden
Shadowwood	Ellsworth	Hemlock
Broadway	Plymouth	Plymouth
Washington (bike boulevard)	Revena	First
Elmwood (bike boulevard)	Packard	Edgewood

Note: the final list of installations may increase (if support is garnered on new streets) or decrease (if opposition of 20% or more is voiced by affected residents). The installation is expected to consist of Type III barricades and signage (local traffic only/no thru traffic and bicycle/pedestrian)

Staff will continue to report to City Council on developments of the Healthy Streets initiative. As always, please do not hesitate to contact me if I can be of further assistance.

cc: J Fournier
R Hess
S Higgins
C Hupy
N Hutchinson

Healthy Streets Recommendations



- Neighborhood Slow Streets
- - - - Neighborhood Slow Streets (Bike Boulevard)

- Arterial Streets*
- DDA Streets*

*Considered under separate Council action

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