

## Traffic Calming Program Update - Transportation Commission Q and A

**Date:** June 20, 2018 at 7:00 p.m.

**Location:** 2<sup>nd</sup> Floor Council Chambers of City Hall (301 E Huron St.)

Staff presented proposed Traffic Calming Program Updates at the June 20 Commission meeting. Questions and comments from Commission members and meeting attendees related to the Traffic Calming Program Update are paraphrased below. Staff responses are provided where applicable.

### Public Comments

**Q:** Request for signage along Bluett Dr. to indicate a school zone (near Clague Middle School) before trying to implement any other traffic calming device. Wishes especially to consider other options before considering speed humps.

**Q:** Request for signs to be implemented on Bluett Dr. near Clague Middle School to indicate that there is a school there. Opposition to speed humps in this area.

### Commissioner Comments

**Q:** How many petitions per year do you get under the current program, and do you expect that to increase or decrease as time goes on?

**A:** *We get about 3 or 4 petitions per year. Staff anticipates that number to increase. When the Program is updated staff intends to notify past petitioners that had submitted for traffic calming but did not meet the previous program requirements for device installation. All past petitioners would be eligible to resubmit for traffic calming in their neighborhoods.*

**Q:** Suppose you received five petitions in a year for traffic calming, and you only had funding for one. Do you pick the qualifying street that has the most points?

**A:** *In our current program, we operate on a first come first serve basis. We propose that the Program continue to operate on a first come first serve basis after the update. This is in order to not let project areas with lower scores be shuffled back to the bottom of the list time after time in favor of project areas with higher scores.*

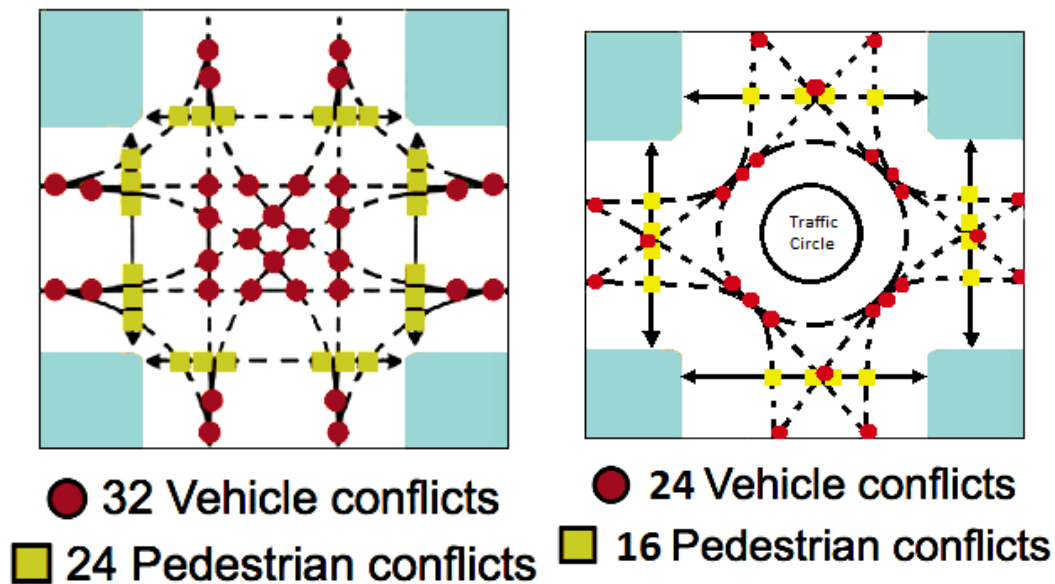
**Q:** Regarding the points rubric, could average daily trips be a multiplier of percent violators? More cars, driving faster increased the chances for more serious injury. It seems as though if you have a lot of trips but only 25 of them are speeding, there are still a higher number of speeding cars than an area with fewer trips and fewer speeders.

**A:** *Post-meeting note: Points are allocated for high volume and points are allocated for percent violators. Staff suggest these criteria be kept separate so that they can be easily evaluated by staff and clearly understood by the public.*

**Q:** What are the risks associated with each of the tools? For example, residents near the Yost residential traffic circle are concerned that the traffic circle is directing traffic closer to the crosswalk which causes motorist/pedestrian conflict.

**A:** *Post-meeting notes: The information about Traffic Calming devices is presented as considerations, which includes both the benefits and concerns that may limit a device's use. Because many items within the Traffic Calming Program are viewed positively or negatively by different people staff have refrained from assigning a positive or negative value to these considerations. Broad impacts of traffic calming devices more generally are addressed in the Traffic Calming FAQ.*

*A standard four approach intersection has 32 vehicle conflict points and 24 vehicle conflict points. Use of a traffic circle for traffic calming reduces the number of conflict points to 24 vehicle conflict points and 16 pedestrian conflict points. Although the use of a traffic circle may adjust the placement of a through vehicle as it traverses an intersection, the traffic calming device would not be installed in such a manner as to shift a vehicle into the pedestrian crossing.*



**Q:** For resubmittal, under the new points system, would everyone be given a blank slate from past submissions?

**A:** Yes.

**Q:** For the petitions and final polling, who qualifies to “vote”?

**A:** *Participation in final polling is based on the project area, as defined by the petitioner. All parcels fronting the project area as well as the parcels within 100 feet of the petition limits (at local cross streets), are considered part of the project area. Renters, homeowners, and property owners get mailed the final polling card. Each address received a polling card, but if there are multiple owners they only get one polling card.*

**Q:** Speed humps should be a last resort tool in traffic calming.

**Q.** While this is an Act 51 funded project, 80% of road maintenance and construction costs comes from millage money. We need to drastically increase the funding for the project and find a new source for the funding so that it is not limited by Act 51 constraints.

*A. Post-meeting note: Currently, traffic calming is not an eligible use of millage dollars based on how the millage was defined. Including traffic calming as an eligible use of millage dollars could be considered in a future millage renewal. (Note: Next up for renewal in 2021.)*

**Q.** Request that quality of life, attractive streets, and cut through traffic not be removed from qualifying criteria.

*A: Post-meeting note: Staff have proposed removing quality of life and attractive streets from the Program objectives because they are too subjective to be meaningful. Our experience with the Traffic Calming Program has revealed a wide range of perspectives on whether traffic calming device installation improves or diminishes the attractiveness of the street or the quality of life for residents on the street. Cut-through traffic is suggested for removal for the Traffic Calming Program objectives because of the challenges associated with measuring cut-through. Staff are open to considering these objectives if a metric can be defined.*

**Q:** Concerned that the budget for traffic calming is way too low. Wishes that the City finds additional funding sources. Wants to get residents more involved in the process so they can be better informed.

*A: Post-meeting note: Staff are open to discussing these ideas with the task force.*