

From: Stephanie Preston
Sent: Friday, November 03, 2017 1:07 PM
To: Coleman, Kayla
Subject: Re: Speed Reduction Committee - additional background materials and staff responses

Here are the questions from this week for staff. I was unclear on if I could send it to the group as an open meeting violation (please clarify since the fact that Chip was not at the meeting means that ideally I would email him with an update--and ideally that update is also sent to Bradley--but lmk what if allowed). Sorry I find this rule confusing...Can you email chip to find out if he is for sure attending our next meetings? We can't finish this task if staff are at the other meetings because we need to move beyond asking questions and to writing a report and making decisions with consensus. So we need to be sure at least one of the meetings has just the three of us (and whomever from the public decides to attend).

- Please provide a list of places in the city where you recall the speed has been changed since the 2013 map was published, to replace an updated map .
- Does anyone who worked with Seattle on their sample TCP have info on their speed reduction campaign or how it is going?
- We would like to know staff's view on ideas being proposed about narrowing roads like Huron Parkway (as has been mentioned by Westphal). E.g., have they considered options for road diets or narrowing in places that are 4 lane roads (pros, cons). Have they considered an option with two lanes in peak afternoon/evening but using the extra lane for nonmotorized transport all other (non peak) times. Perhaps in the morning is when there is the greatest conflict between cars and nonmotorized users and Huron Parkway does not back up as much in morning. But staff can give their view on this.
- Is there any data on how speeds have changed on roads where gateway treatments were installed (e.g., 7th)?
- Can we see the original data/report that says that they are as good as RRFBs (a statement often made by staff but we have not seen that information)?
- Can staff recall why the one-way sign was added at W Stadium & Arbordale to prevent people from turning into the neighborhood (e.g., how was it decided to put one there, was it contentious, why is it not used other places?).
- What do we think it would take for the city to lobby MDOT to reduce speed on N/S Main and Washtenaw to < 45?
- Does the city have a fatalities map for places where people were killed in accidents with peds or bikes? E.g., since the main reason to lower the speed from something like 35 to 30 or 30 to 25 is because people are more likely to survive accidents, we wonder if those accidents are occurring in places where we are considering changing the speed.

Thank you for your help!

Best,

Stephanie