

RESOLUTION TO REQUIRE SAFE-SPEED STREET DESIGNS IN ANN ARBOR'S TRANSPORTATION NETWORK

Resolved, for the purposes of this resolution, "safe-speed street designs" shall mean geometric designs of all rights-of-way (ROWs) designed for motor vehicle travel that reflect the Vision Zero principles adopted in the City's Transportation Plan — and reaffirmed by City Council — including but not limited to the requirement that the transportation system be engineered to 1) recognize that mistakes or improper behaviors by all users of the system are inevitable and 2) ensure that these mistakes or behaviors do not result in serious injuries and deaths.

Resolved, from the date of this resolution forward, an ROW design shall be described by the City — and by any party commissioned by the City — as having a safe speed only when, at a minimum, it physically limits the fastest feasible vehicle travel path through any conflict point (including but not limited to intersections, mid-block crosswalks, turning movements, or other conflict points where walkers or bikers typically interact with private motor vehicles) to no more than 20 miles per hour. This speed is highlighted in transportation literature as the point beyond which the likelihood of serious injuries and deaths to pedestrians increases rapidly (13% likelihood at 20mph, 40% at 30mph)*.

Resolved, all transportation studies, analyses, designs, and recommendations produced or commissioned by City staff — including those currently in progress — shall comply with the definition of safe-speed street designs established in this resolution.

Resolved, these safe-speed street design requirements shall also apply immediately to all City projects involving resurfacing, re-striping, seal-coating, reconstruction, or any capital or maintenance activity that results in new pavement markings or geometric changes, regardless of scheduling status.

Resolved, unless otherwise directed with a vote by a majority of City Council, these requirements do not apply to streets that meet ALL of the following: (a) contain no lane markings; (b) have posted speed limits of 25 mph or lower as of the date of the adoption of this resolution; and (c) have no history of severe-injury or fatal crashes within the last 10 years. For projects located on state-controlled roadways, these requirements shall apply whenever the City contributes 10% or more of total project cost. Nothing herein prevents the City from contributing a lesser amount for the purpose of improving safety within a state-led project.

Resolved, all ROW designs shall default to no more than one general-purpose through-lane per direction, unless ALL of the following criteria are satisfied for a proposed design:

1. It is demonstrated by professional analysis as both necessary and meeting the definition of a safe-speed street design,
2. It is presented and made available for public comment at the Transportation Commission, and
3. It is approved by a majority vote of City Council.

Resolved, long-term plans for transit-only lanes shall not justify maintaining ROW designs that do not meet the criteria of having a safe speed, unless the transit-only lane is scheduled for installation no more than two fiscal years after a proposed reconfiguration (or any activity that re-stripes lanes).

Resolved, no transportation analysis used to guide City decisions shall rely on traffic counts, “peak hour” traffic, “level of service,” “multimodal level of service,” or similar congestion-based performance measures unless and until all conflict points within the study area are first determined to have safe-speed designs according to the fastest-path standard established herein.

Resolved, because of the urgent threats to public health and safety, this resolution repeals all prior requirements or definitions of public engagement with respect to changes to ROWs, including cross-sections and parking. Public engagement shall be satisfied by: (1) physical notices posted at the site of proposed changes at least thirty (30) days in advance; and (2) presentation and opportunity for public comment at a Transportation Commission meeting before action is taken or a contract awarded, except for low-cost (e.g., “paint-and-post”) pilot safety treatments, for which engagement shall occur after installation.

Resolved, City Council reaffirms Resolution R-25-177, “Resolution to Prevent Roadway Fatalities and Serious Injuries on Major Streets,” and directs the City Administrator to use these funds for a pilot reconfiguration of at least one-half mile of one or more multilane major streets identified in the Transportation Plan as high-crash corridors, to be installed by June 2026.

Resolved, City Council determines that the proposal for extending the Catherine Street Bikeway does not meet the intent of Resolution R-25-177 and directs the City Administrator to provide a public memo to City Council, due within thirty (30) days after adoption of this resolution, identifying any staff obstacles to delivering “pilot” or “demonstration” quick-build projects (i.e., using temporary materials and installed within weeks or months).

Resolved, City Council directs the City Administrator to provide a public memo to City Council, due within thirty (30) days of the acceptance of the Toole Design “Ann Arbor Roadway Rightsizing (A2R2)” report (or April 1, 2026, whichever is sooner), that outlines the budgetary needs and a schedule for reconfiguring at a minimum the entirety of two (2) multilane streets per year identified within the A2R2 project, beginning with the streets that have had the most fatal and serious-injury crashes over the past ten (10) years.

Resolved, City Council directs the City Administrator to provide a memo due within seven (7) days of adoption that effects a formal retraction of the following statements and materials presented by staff at the November 19, 2025 Transportation Commission meeting or contained on the City’s website:

1. “The difficult truth is that engineering can only influence people who are behaving within the bounds of normal expectations.”
<https://youtu.be/PLdne7vIK9g?si=d5XkQJLnldwq5WHx&t=7128>
2. “[Engineering] cannot keep someone from driving over 80 miles per hour on a street with a design speed of 35 miles per hour.”
https://youtu.be/PLdne7vIK9g?si=WSc4zzWtzWS1Q_Nk&t=7144
3. “[Engineering] cannot force someone from blowing through an intersection with all the appropriate signs, markings, and signals in place.”
<https://youtu.be/PLdne7vIK9g?si=LWadJX14ZJA1WrQ6&t=7153>

4. “When we look closely at the most severe crashes, the ones that leave families forever changed, we find that human behavior is often the determining factor.”
<https://youtu.be/PLdne7vIK9g?si=Dwayy01-z5ldZDuq&t=7161>
5. “No amount of engineering can overcome extreme, reckless, or impaired behavior. An uncomfortable truth is that no matter how much we pay attention, we are human and we make mistakes. Those mistakes cannot be eliminated. But if we build our environment better, and we choose to behave in a way that puts safety over speed and convenience, humans can correct for those mistakes.” <https://youtu.be/PLdne7vIK9g?si=ErlgHU3qaqL5sXSD&t=7220>
6. “The path forward for true safety therefore requires more than infrastructure. It requires a cultural shift throughout our community and across our state, toward valuing every life on the road, every time we travel.” <https://youtu.be/PLdne7vIK9g?si=RV6ncozYuPxoun6u&t=7255>
7. All trend lines on crash data, the removal of all data categorizing severity of injury aside from the accepted “serious injury” classification from the UD-10 manual, and all current and future mentions of “dangerous behaviors” unless in the context of specific engineering or enforcement solutions that are acknowledged in the academic literature (with citations) to remedy them.

Resolved, that that the City Administrator shall direct all City staff and consultants to ensure that public communications, engagement materials, and survey instruments do not re-litigate the City’s adopted Vision Zero policies, including by avoiding questions or framing that cast doubt on the City’s commitment to safety as the highest priority or that suggest a need to weigh human life against vehicular delay or lane capacity; and that all such materials shall presume the City’s Vision Zero commitments are settled policy and reflect them accordingly.** This may include eliminating two questions on the current A2R2 survey which read, “For slower, safer roads, I would tolerate [x minutes] of additional delay” and “Do you support repurposing car lanes for things like bus lanes, bike lanes or shorter crosswalks?”

Resolved, that City Council prohibits — and will no longer appropriate — internal or external funding to be used in the preparation or dissemination of any general, transportation-related “education” materials, unless used to communicate to the public 1) specific infrastructure changes or 2) targeted crosswalk enforcement or otherwise approved by majority vote of City Council.

Resolved, upon adoption, this resolution has immediate effect on all current and future transportation-related policies, processes, and projects, and City staff shall immediately communicate all of the above directives to all active consultants, design teams, and relevant City personnel, ensuring that all ongoing and future work complies fully with the requirements of this resolution. The City Administrator shall communicate to City Council within seven (7) days via public memo of any known obstacles to implementing the directives contained in this resolution, otherwise City Council shall assume all parts of this resolution have been satisfied.

* See illustration from Toole Design presentation citing Tefft, B.C. "Impact Speed and a Pedestrian's Risk of Severe Injury or Death." Accident Analysis and Prevention, Vol. 50, 2013, pp. 71-878, accessed via the agenda of the Transportation Commission at:

<https://a2gov.legistar.com/View.ashx?M=F&ID=14813486&GUID=B3364362-5648-4B23-86EA-AD7E953A3E49>

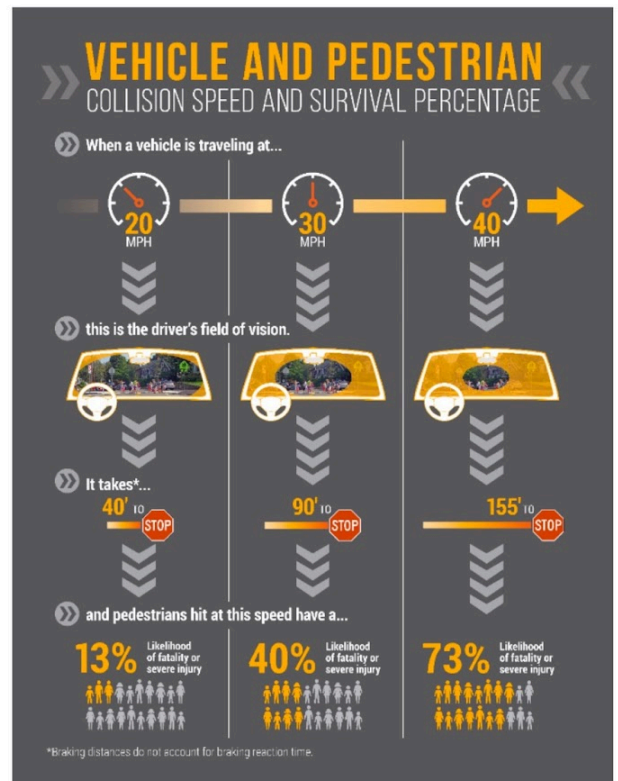
SAFE SPEEDS

Packard Street East of Easy Street Speeds

	Eastbound
Posted Speed Limit	35 mph
85th Percentile	47 mph
Average Speed	41 mph
Percent traveling up to 20 mph	0%
Percent traveling between 21 and 30 mph	1%
Percent traveling between 31 and 40 mph	32%
Percent traveling over 40 mph	66%

TOOLE
DESIGN

Tefft, B.C. "Impact Speed and a Pedestrian's Risk of Severe Injury or Death." Accident Analysis and Prevention, Vol. 50, 2013, pp. 71-878



** The public values about road safety vs. longer motor vehicle drive times were assessed in a statistically valid poll in 2018 via a custom question the city purchased in the 2018 National Community Survey; this is found on page 5 in the technical appendix, accessed on the same page as all of the survey results.) The public demonstrated a tolerance for an increased percentage in travel times in exchange for increased levels of safety, with 71% of the public accepting a 30-60% increase in driving time in exchange for “significantly” or “very significantly” reducing deaths and serious injuries.

Source: Accessed on page 5 of

<https://www.a2gov.org/media/yxvlfurh/the20ncs20technical20appendices-ann20arbor20final202018.pdf>

on the city website page <https://www.a2gov.org/city-communications/community-survey/>

Table 14: Question 14

The City of Ann Arbor is considering introducing new road designs that have been shown in other cities to reduce pedestrian, cyclist, and motorist crashes, injuries and deaths. For example, roundabouts have reduced injuries for all users while decreasing motorist drive times (by creating more steady traffic flow). Other road redesign options reduce injuries but have different effects on motorist drive times. Which of the following statements is closest to the advice you would like to give the City as they make these decisions?	Percent	Number
Substantially increase drive times (a drive that was 10 minutes would be 16) to very significantly reduce pedestrian, cyclist, and motorist crashes, injuries, and deaths	28%	N=171
Moderately increase drive times (a drive that was 10 minutes would be 13) to significantly reduce pedestrian, cyclist, and motorist crashes, injuries, and deaths	43%	N=265
Slightly increase drive times (a drive that was 10 minutes would be 11) to somewhat reduce pedestrian, cyclist, and motorist crashes, injuries, and deaths	20%	N=122
Do nothing and expect the same drive times and levels of pedestrian, cyclist, and motorist crashes, injuries, and deaths	6%	N=36
Reduce drive time, even if it increases pedestrian, cyclist, and motorist crashes, injuries, and deaths	3%	N=20
Total	100%	N=614