

..Title

Resolution to Support Huron Street Transportation Improvements

..Memorandum

Attached for your review and approval please find a resolution to support Huron Street transportation improvements, from Third Street to Division.

Huron Street is owned by the Michigan Department of Transportation (MDOT) and they have requested City Council support to consider these recommended improvements.

In alignment with City Council's commitment to Vision Zero and advancing initiatives that enhance safety and accessibility of the right of way for vulnerable and at-risk users, the DDA seeks approval to convey local support for these changes to MDOT.

Background

In July 2016, the Ann Arbor Downtown Development Authority (DDA) hired Smithgroup JJR and Fishbeck, Thompson, Carr & Huber (FTCH) to lead a collaborative design process with MDOT and the City of Ann Arbor for Huron Street improvements, from Third Street to Division Street.

The public engagement component consisted of over 40 one on one meetings, pop-up workshops, and eight interactive public presentations and design workshops.

With coordination from City and MDOT staff, the consultant team conducted a detailed analysis of existing issues and best-practice solutions. The analysis captured:

A total of 297 crashes from 2013 – 2016:

- 16.5% resulted in injury
- 16 involved vulnerable users (5.4% of crashes)
- 75% of vulnerable user crashes resulted in reported injury (90% of pedestrians involved in a crash and 50% of bicyclists involved in a crash sustained injuries)
- Vulnerable users were disproportionately injured

Angle/Sideswipe accidents account for about 40% of vehicle crashes on Huron Street (common with multi-lane roadways)

Speed is directly correlated to likelihood and severity of injury and the majority of speeding on Huron Street (66%) is occurring during the non-rush hours.

The recommended design approach addresses these issues and balances perspectives— significantly improving safety for all users with little impact on vehicular travel time.

Recommended changes include:

1. Overall signal timing adjustments to ensure adequate pedestrian walk time and visibility **(predicted to reduce vehicle/ped crashes by 59%)**
2. A permissive/protected left turn phasing for the westbound left turn at the Huron and Fifth Avenue intersection to reduce conflicts between left turning vehicles and pedestrians crossing the street **(predicted to reduce crashes by 14%)**
3. Restricted right turns on red along the corridor to prevent vehicles encroaching into the crosswalk before turning **(predicted to reduce all crashes by 3%)**
4. Non-rush hour parking to buffer pedestrians on Huron Street sidewalks from Third Street to State Street, as requested by the City Transportation Commission **(predicted to reduce vehicle crashes by 29%)**
5. A fully signalized intersection at Third and Chapin to provide clarity for pedestrians and motorists using the intersection, addressing concerns from vulnerable users at the YMCA and Lurie Terrace and implementing near term Treeline Trail elements.

Project traffic engineers estimate that during rush hours, vehicular travel time will decrease slightly due to updated signal timing and the left turn signal at 5th Avenue. During the non-rush hour, when parking, loading, and passenger drop-off is proposed, modeling shows a slight increase per block.

..Staff

Prepared by: Amber Miller, AICP, DDA Capital Projects Manager

Reviewed by: Susan Pollay, DDA Executive Director; Nick Hutchinson, P.E. City Engineer; Craig Hupy, Public Services Area Administrator

Approved by: Howard S. Lazarus, City Administrator

..Body

Whereas, In October 2016, the Ann Arbor Downtown Development Authority (DDA) began a collaborative design process with the Michigan Department of Transportation (MDOT) and the City of Ann Arbor for Huron Street improvements, from Third Street to Division Street;

Whereas, Transportation options have been informed by best practice solutions, crash and speed analysis, and discussions with City and MDOT staff;

Whereas, Recommended transportation elements include:

1. Optimize signal timings for pedestrians (longer crossing times, leading pedestrian interval)
2. "No turn on red" along corridor to reduce crosswalk encroachment
3. Permitted/protected left signal at Fifth Ave
4. Non-rush hour parking, from Third to State, to buffer sidewalk
5. Full traffic signal at Chapin/Third

Whereas, Huron Street is owned by MDOT, which has asked for a resolution of support from the Ann Arbor City Council to consider approving these changes;

Whereas, Over the past 3 years City Council has reinforced a commitment to Vision Zero and prioritizing human lives and safety, as described below:

- Resolution to Accept the Recommendations of the Pedestrian Safety & Access Task Force, affirming the Vision Zero goal of zero traffic fatalities by 2025
- Resolution Supporting Vision Zero Implementation, Including Near-and Long-Term Roadway Safety Measures at Huron High School and Citywide
- Resolution Directing the City Administrator to Review Traffic Calming, Speed Limits, and Design Speed for Road Reconstructions
- Resolution to Adopt the City's Legislative Agenda for FY 2019, including a commitment to advancing initiatives that enhance safety and accessibility of the right of way for vulnerable and at-risk users

Whereas, in alignment with City Council's commitment to improving safety for all roadway users, the DDA seeks support for these changes;

Whereas, On March 7th, 2018, The DDA Board passed a resolution to support these recommendations and urge the City Transportation Commission and Ann Arbor City Council to convey strong local support for these changes to MDOT;

Whereas, On March 21st, 2018, The City Transportation Commission passed a Resolution to Recommend City Council Support for Key Huron Street Transportation Improvement Elements, urging the Ann Arbor City Council to convey strong local support for these changes to MDOT;

RESOLVED, That City Council approves the following transportation improvements:

1. Optimize signal timings for pedestrians (longer crossing times, leading pedestrian interval)
2. "No turn on red" along corridor to reduce crosswalk encroachment
3. Permitted/protected left signal at Fifth Ave
4. Off-peak parking, from Third to State, to buffer sidewalk
5. Full traffic signal at Chapin/Third