

Traffic Calming Program Update



- Background
- Proposed Traffic Calming Program update
 - Objectives
 - Engagement process
 - Project qualification criteria
 - Device toolbox
 - Other updates and considerations

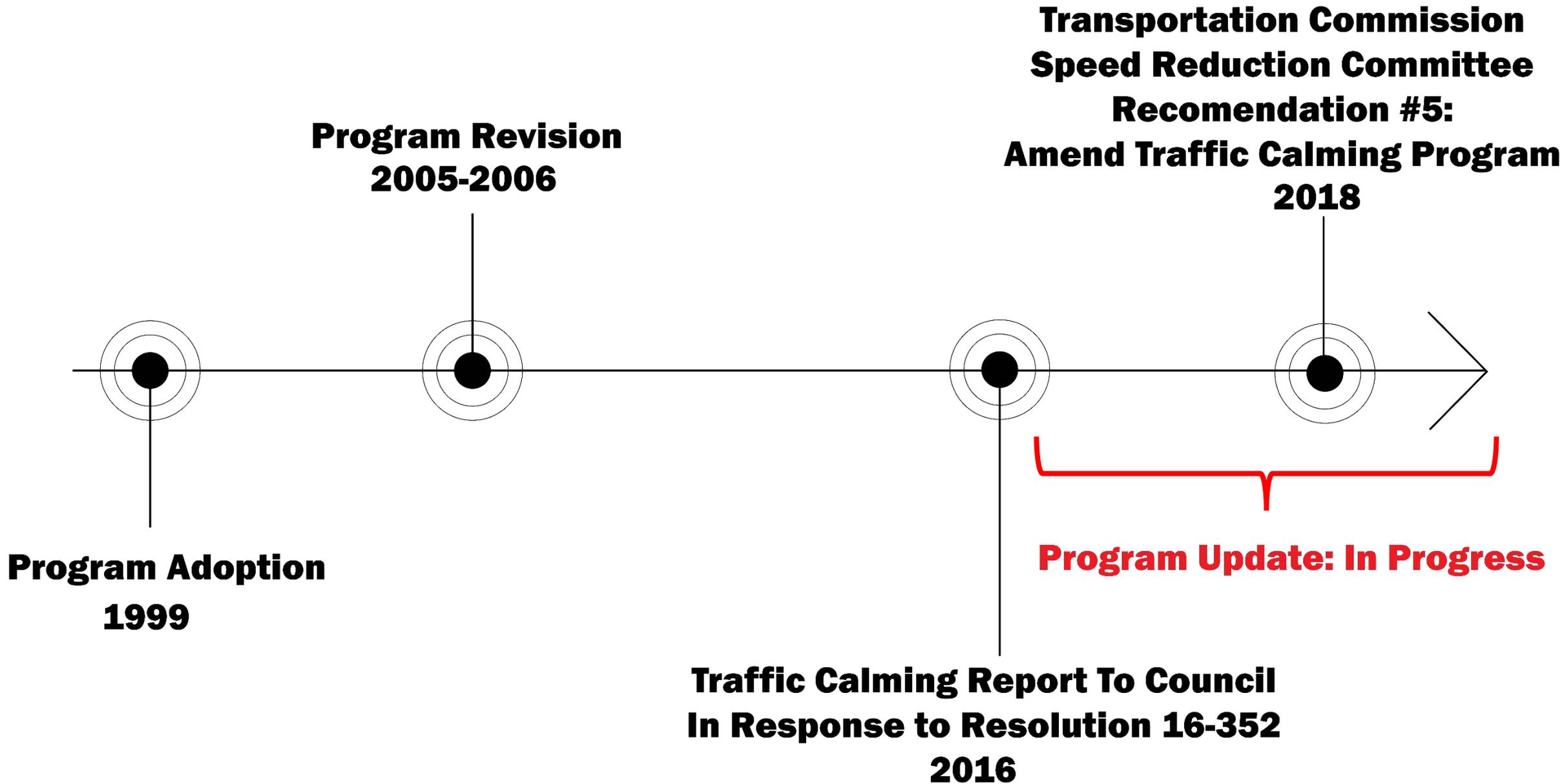
BACKGROUND

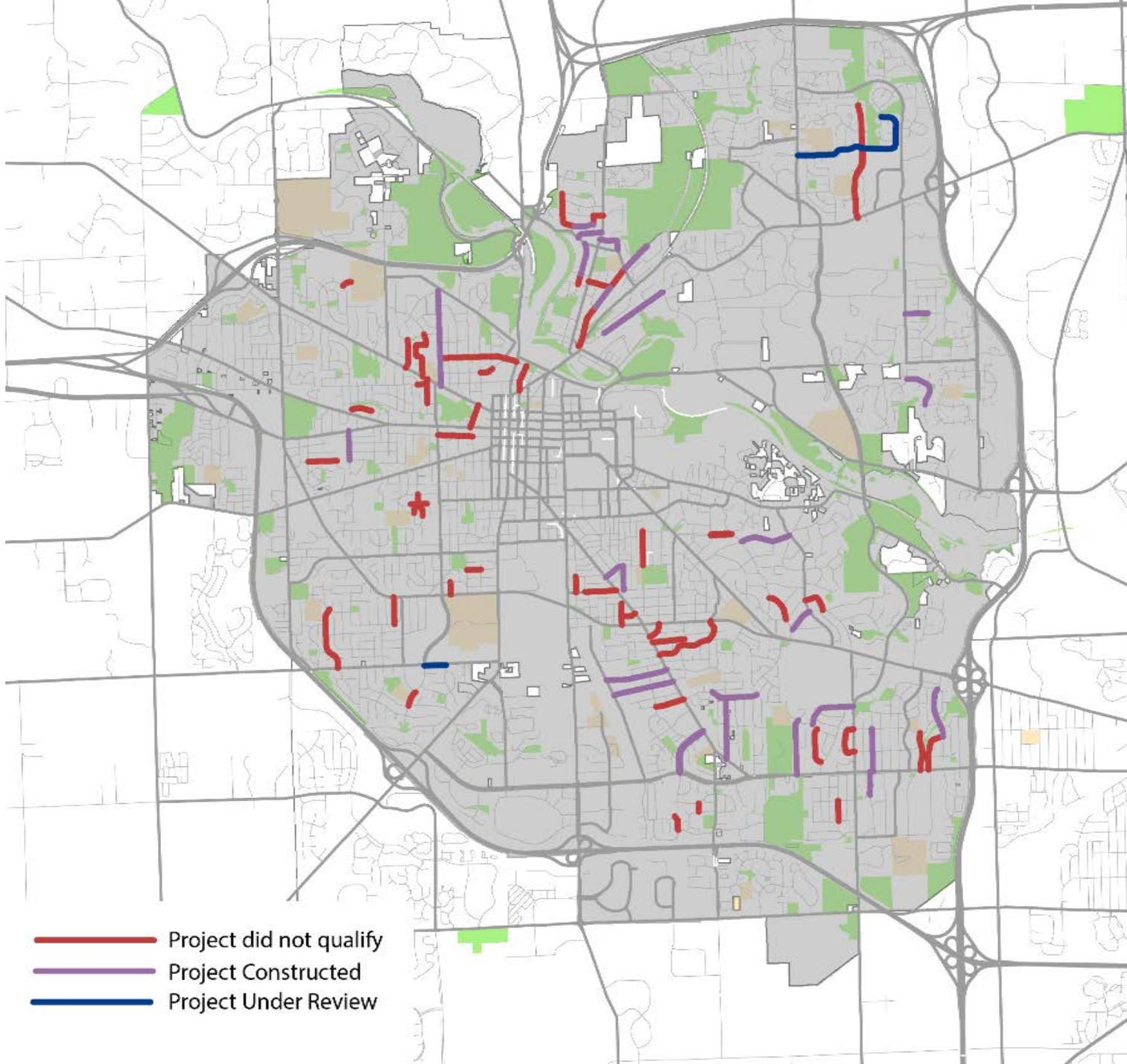
What is traffic calming?

“**Traffic Calming** is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users.”

Lockwood, Ian. *Institute of Transportation Engineers (ITE) Traffic Calming Definition*.

ITE Journal, July 1997, pg. 22.





- 25 Projects Constructed
- 46 Projects did not qualify
- 2 Projects under review

— Project did not qualify
— Project Constructed
— Project Under Review

Current Program Resources

- One project area per year
- Funding Source
 - State of Michigan Act 51 – State Trunk Line Highway System
 - Limitations and Constraints
 - Competing uses of funds

Current Program Resources

Staff time for Program Management

- Traffic Engineering
- Facilitation and Public Engagement



Construction of New Devices



Maintenance for Existing Devices



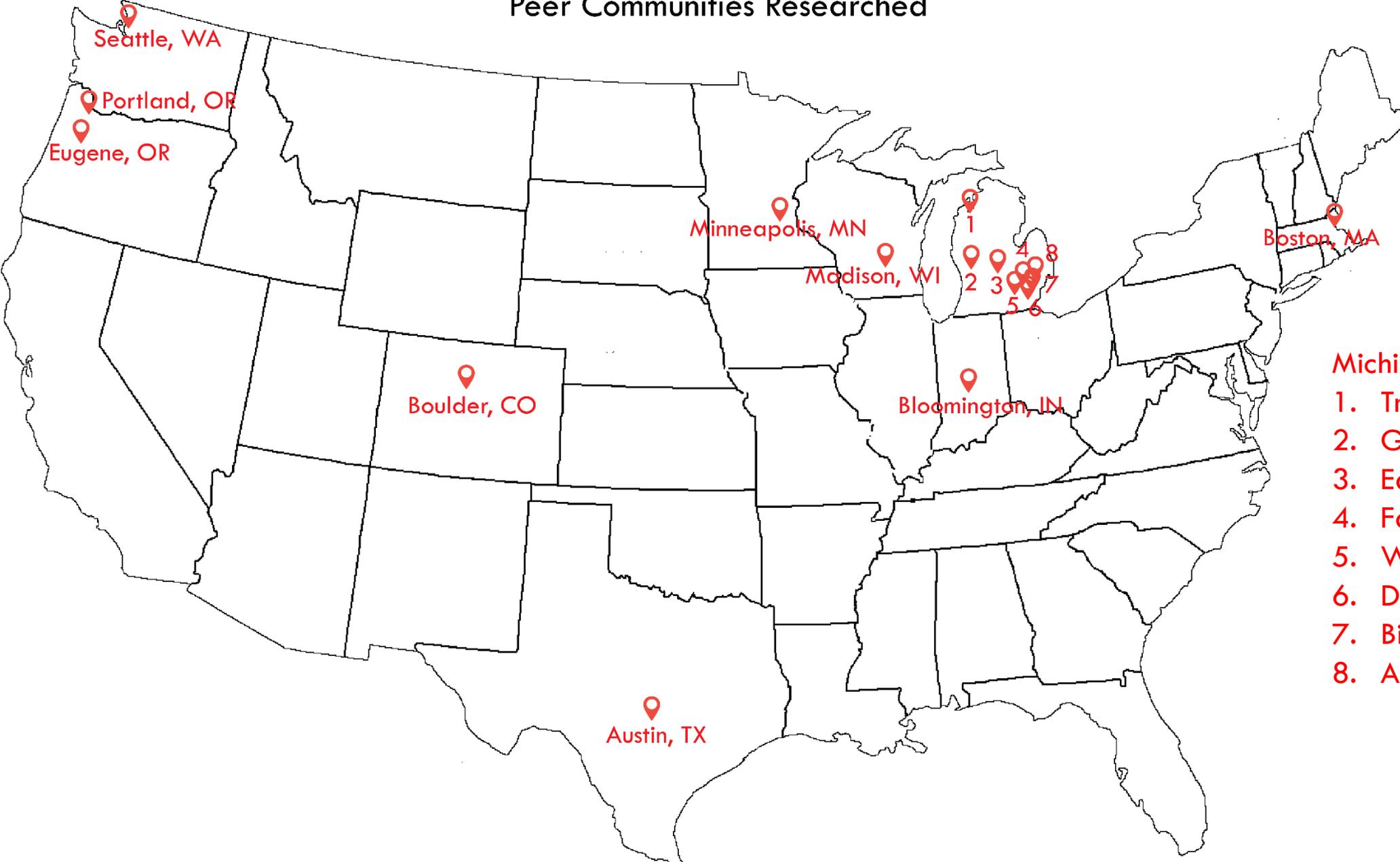
\$37,517 FY19 Program budget

Program Update

- Local streets program
 - Does not apply to major streets, collectors, arterials



Peer Communities Researched



Michigan Communities

1. Traverse City
2. Grand Rapids
3. East Lansing
4. Farmington Hills
5. Washtenaw County
6. Dearborn
7. Birmingham
8. Auburn Hills

**PROPOSED
TRAFFIC CALMING
PROGRAM UPDATE**

Objectives

Program Objectives

- Improve the safety and convenience for pedestrians and cyclists by reducing the speed of vehicular traffic
- Use engineering best practices and stakeholder engagement to advance Vision Zero principles as adopted by City Council
- Empower residents to make their neighborhood streets safer through a resident-driven process



Engagement Process

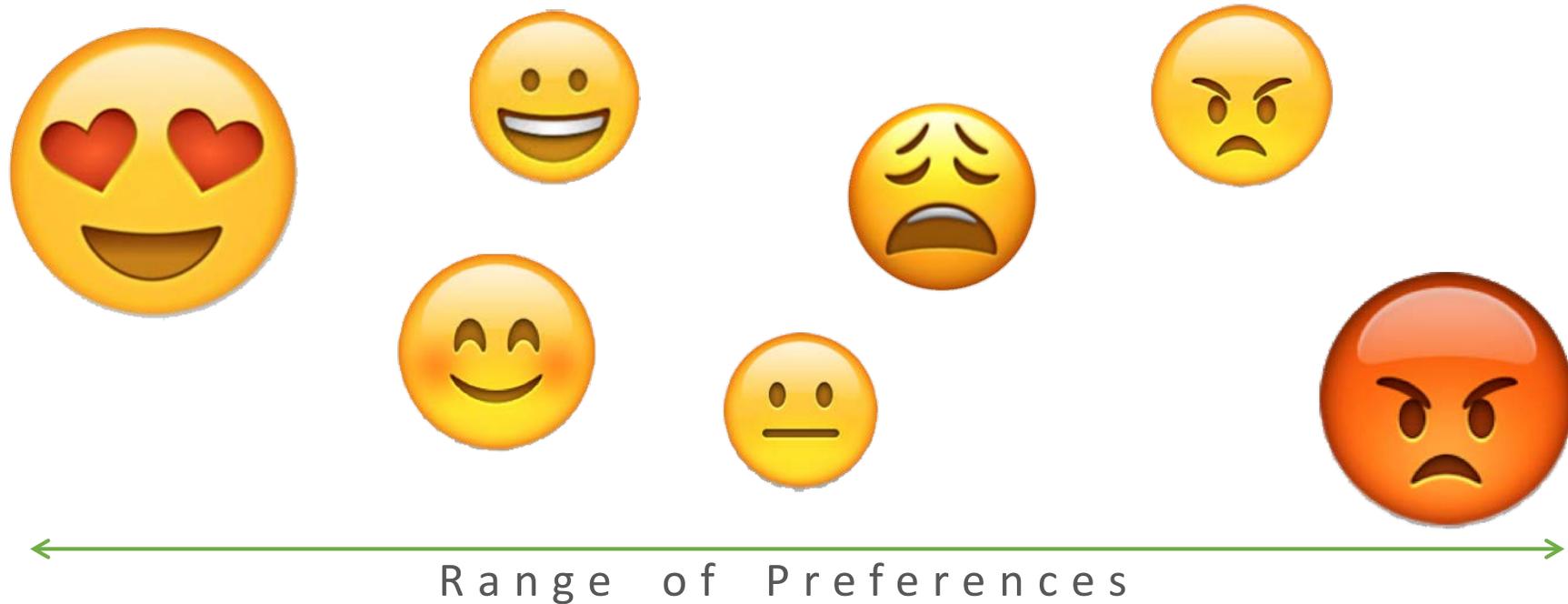


Project Area Definition

- Addresses adjacent to the defined project area and addresses 100 ft. from where the project street intersects a local cross street.
- Cul-de-sac properties within the project area notified for information only
- Other corridor users welcome at public meetings
- Emphasize voices of those most affected and invested



Traffic Calming Public Engagement



Public Engagement Process and Support Thresholds

Resident
Initiated
Petition



50% Project Area

- Establish community buy-in early

Initial
Questionnaire



50% Responses

- Feedback about existing conditions

Meeting #1
Orientation/
Workshop



- Emphasis on understanding Program and options
- Anonymous feedback

Meeting #2
Walking



- Visualize draft plan on-site

Final Polling



Greater than 50%
Responses

- Electronic response option

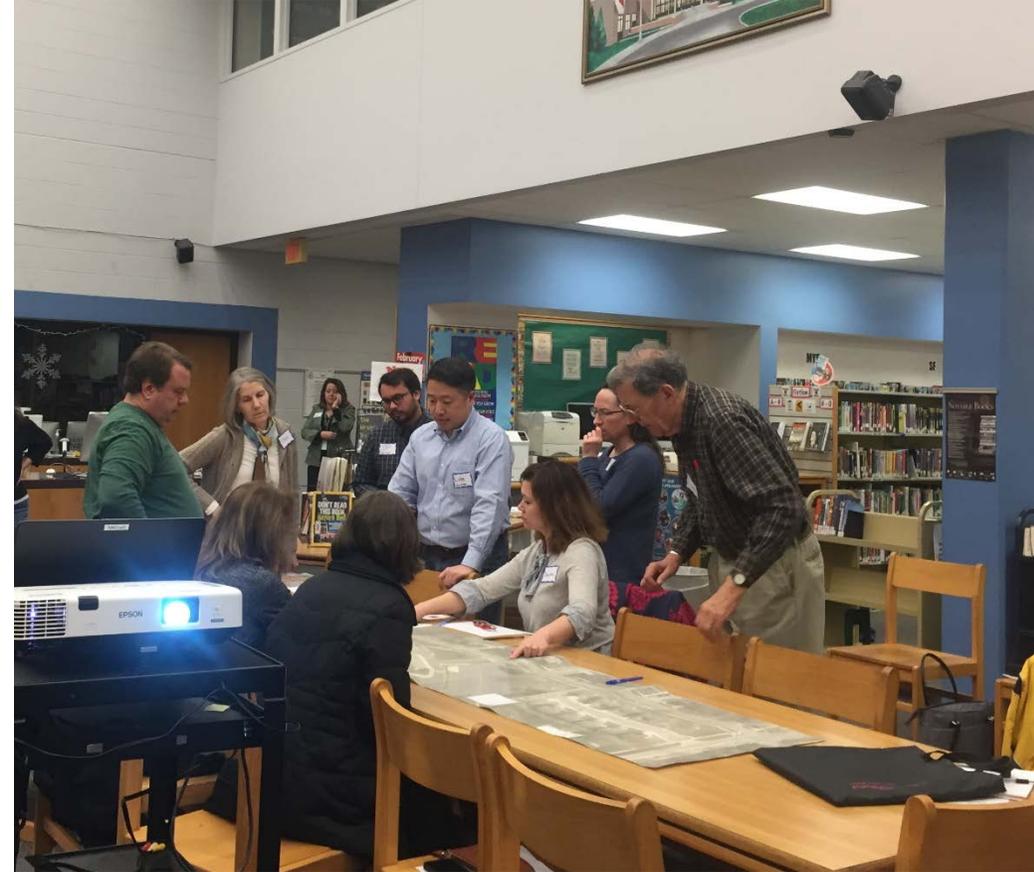
Public Engagement – Community Role

- Initiate request
- Build community support and interest
- Provide input about existing conditions and community preferences
- Establish an understanding of the Traffic Calming Program and options available
- Help inform plan development and the decision making process



Public Engagement – Staff Role

- Evaluate petitions based on qualification criteria
- Conduct speed study
- Project area mailings and communications
- Gather community input
- Provide professional engineering expertise
- Develop plan taking community feedback into consideration



Public Engagement – Staff Role

- Where demonstrated safety concerns are identified by professional engineering staff, decisions about improvements will be made outside of the Traffic Calming Program.

Internal Engagement/Staff Coordination

- Engineering
- Public Works
- Ann Arbor Fire Department (AAFD)
 - Traffic Calming projects shall not impact primary emergency routes.
 - International Fire Code: 503.3.4.1 Traffic calming devices: Traffic calming devices shall be prohibited unless approved by the fire code official.
- Ann Arbor Police Department (AAPD)
- Ann Arbor Area Transportation Authority (AAATA) and Ann Arbor Public Schools (AAPS)
 - Bus routes – input needed

Project Qualification Criteria



Project Area Qualification

- Qualification scoring approach
- Award points on an incremental basis
- A total of 10 points needed for project qualification

Criteria	Range	Points
Qualifying Petition Support	<50% does not qualify	
	51 - 75 %	3
	76 - 90 %	5
	> 90%	7
85th Percentile Speed	<25 mph does not qualify	
	25 mph	0
	26 - 27 mph	3
	28 - 30 mph	5
	> 30 mph	10
Percent Violators	0 - 30%	0
	31 - 50%	5
	> 50%	10
Average Daily Traffic (ADT)	<=250 vehicles	0
	251 - 500	1
	501 - 750	2
	751 - 1000	3
	1001 - 1500	4
	1501+	5
Speed Related Crash History (5 years)	No	0
	Yes	5
School Travel (max 5 pts)	Outside of walk radius*	0
	Inside of walk radius*	2 each
	School property adjacent to project	5
	Published priority school walk route	
*defined by school	Petition aligned with Safe Routes to School Committee Workplan	
Major Pedestrian Generators (e.g., park, library, shopping plaza, senior housing, community center.) (max 3)	Adjacent to corridor	3
	Within 1/8 mi. of project area	1 each
	Within 1/4 mi. of project area	1/2 each

Petition Support

- Resident initiated
- Establish community buy-in early
- Minimum requirement: Signatures from 50% of all addresses within the identified project area

Qualifying Petition Support	<50% does not qualify	
	51 - 75 %	3
	76 - 90 %	5
	> 90%	7

85th Percentile Speed

- The speed at which 15% of traffic is traveling over
- Speed study conducted by City of Ann Arbor over seven consecutive days
- Holidays and major events avoided for data collection

85th Percentile Speed	<25 mph does not qualify	
	25 mph	0
	26 - 27 mph	3
	28 - 30 mph	5
	> 30 mph	10

Percent Violators

- Percentage of vehicles exceeding the legal speed limit

Percent Violators	0 - 30%	0
	31 - 50%	5
	> 50%	10

Average Daily Traffic

- Average number of cars counted over a 24 hour period

Average Daily Traffic (ADT)	<=250 vehicles	0
	251 - 500	1
	501 - 750	2
	751 - 1000	3
	1001 - 1500	4
	1501+	5

Crash History

- Reported crashes that cite excess speed in previous five calendar years
- Must be a police report on file

Speed Related Crash History (5 years)	No	0
	Yes	5

School Travel

- Walk Radius
 - Quarter mile around a public school
 - Other Factors

School Travel (max 5 pts)	Outside of walk radius*	0
	Inside of walk radius*	2 each
*defined by school	School property adjacent to project	5
	Published priority school walk route	
	Petition aligned with Safe Routes to School Committee Workplan	

Major Pedestrian Generators

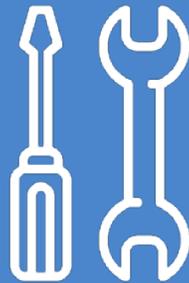
- Locations people are likely to walk to.

Major Pedestrian Generators (e.g., park, library, shopping plaza, senior housing, community center.) (max 3 pts)	Adjacent to corridor	3
	Within 1/8 mi. of project area	1 each
	Within 1/4 mi. of project area	1/2 each

Other Items Considered – not included

- Excessive speeding/jackrabbits – a very few number of individuals going excessively fast
- Peak hour speeding/rush hour rushing
- Cut-through Traffic

Traffic Calming Device Toolbox



* = new additions

Traffic Calming Device Considerations

- Effectiveness
- Suitability within the corridor
- Emergency response access
- Solid waste collection
- Winter maintenance
- Access for delivery vehicles
- Stormwater/drainage

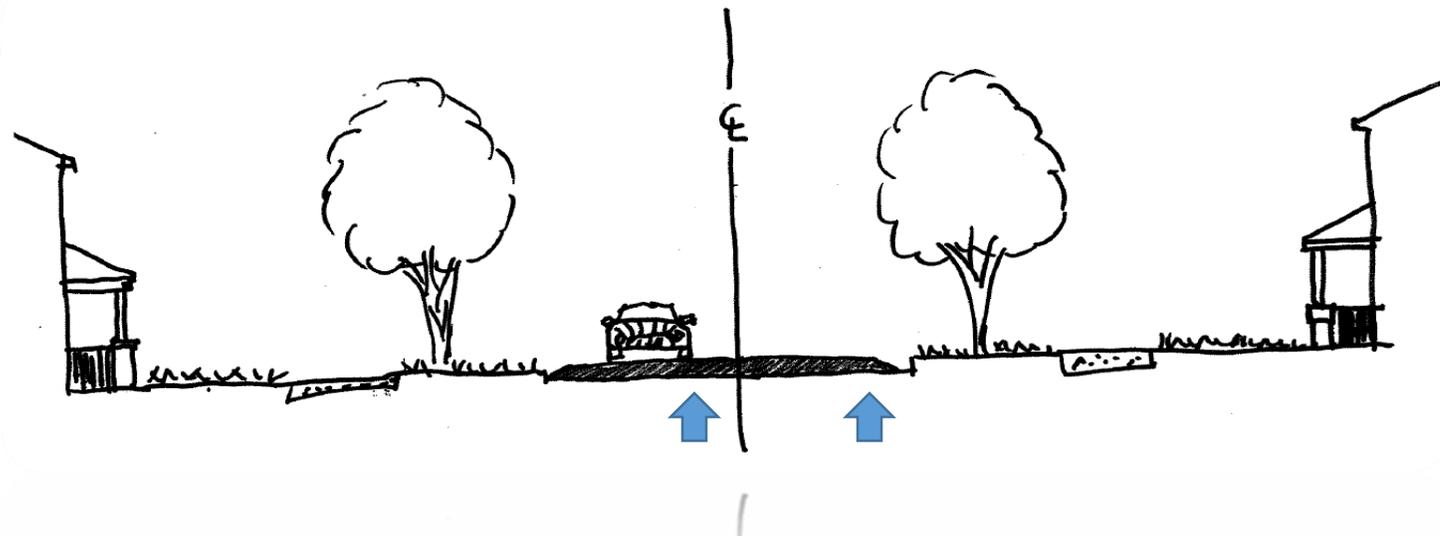
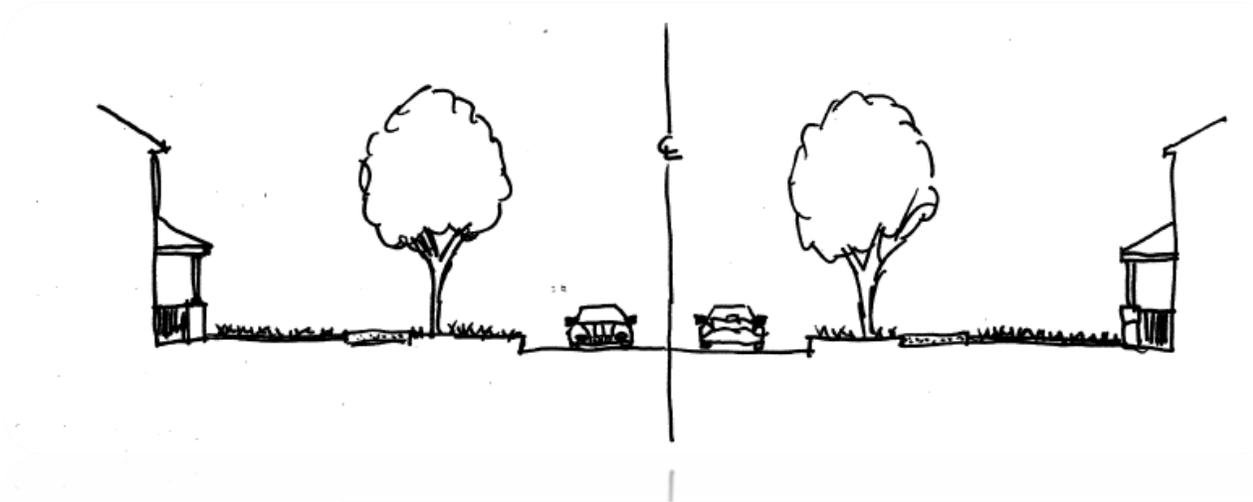
Neighborhood Gateway Treatment*



Neighborhood Gateway Treatment at Green and Burbank, Ann Arbor

Neighborhood would bear landscaping installation and maintenance costs.

Vertical Deflection



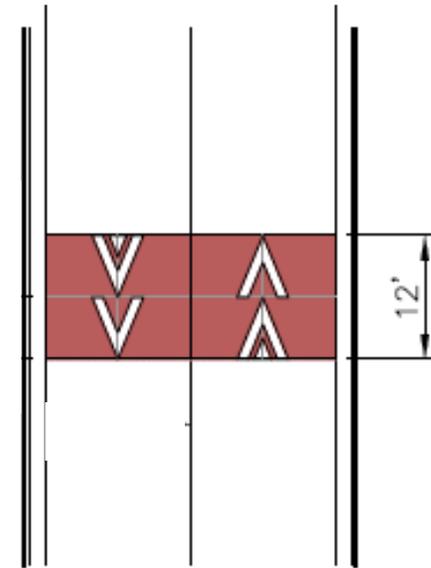
Speed Hump



Speed Hump on Brooks St, Ann Arbor

Approximately 12-foot width and 3-inch height.

Does not impact on-street parking.



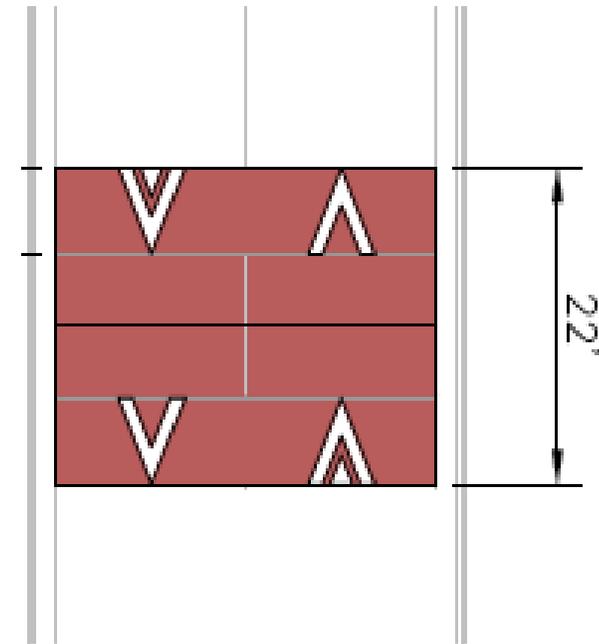
Speed Table*



Speed Table, Northhampton, Massachusetts
Credit: City of Northhampton

Typically 22-foot width and 3-inch height.

Does not impact on-street parking.

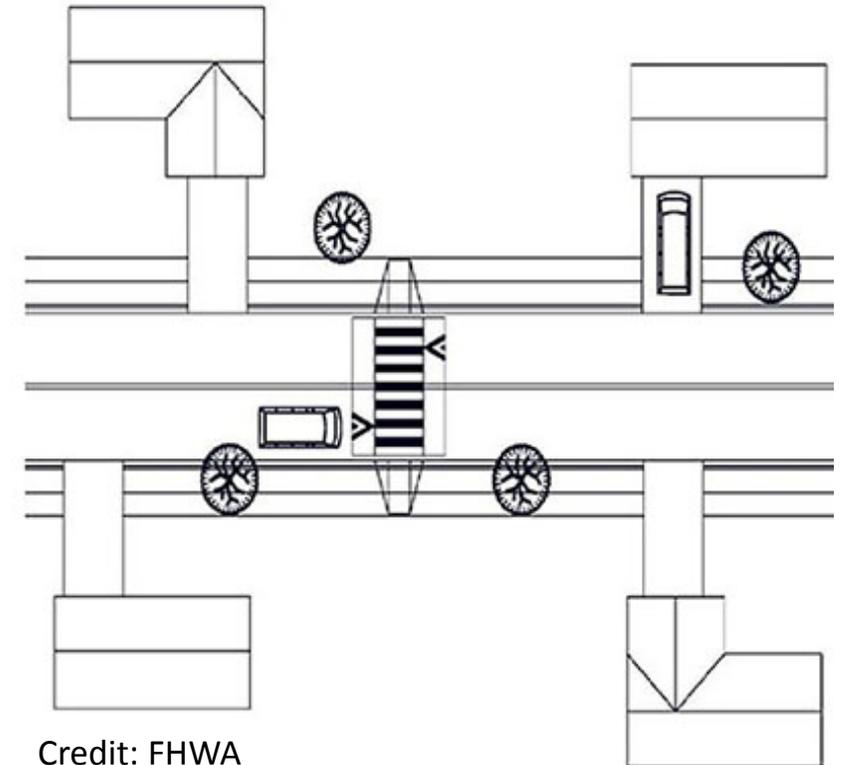


Raised Crosswalk



Raised Crosswalk on South Forest Avenue, Ann Arbor

Typically 18-foot width and 3-inch height.

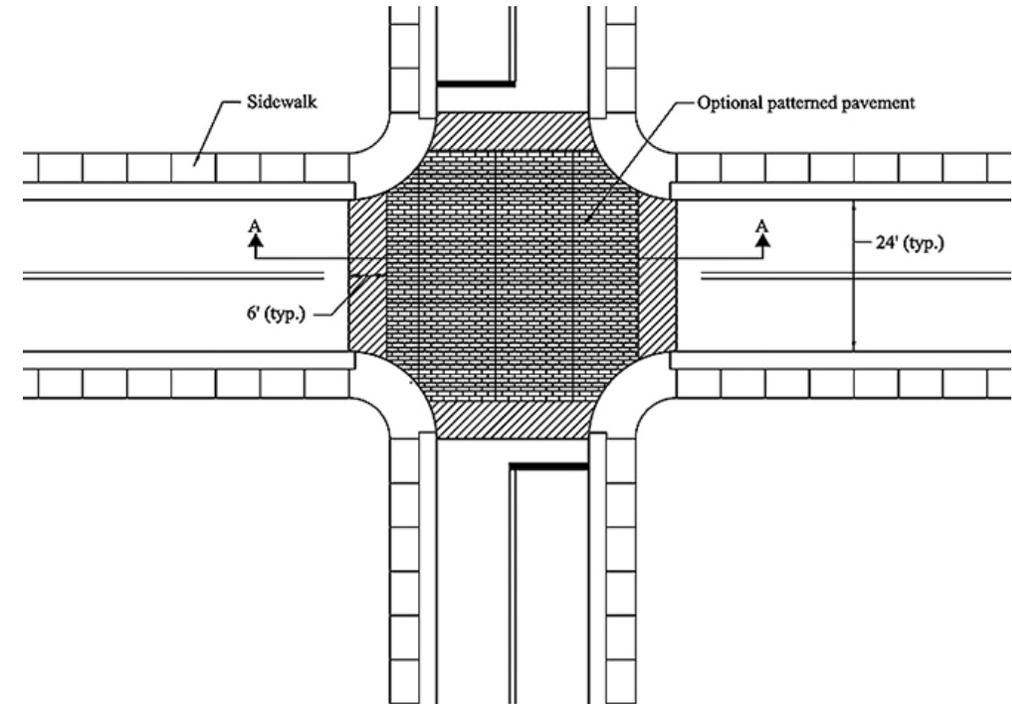


Credit: FHWA

Raised intersection

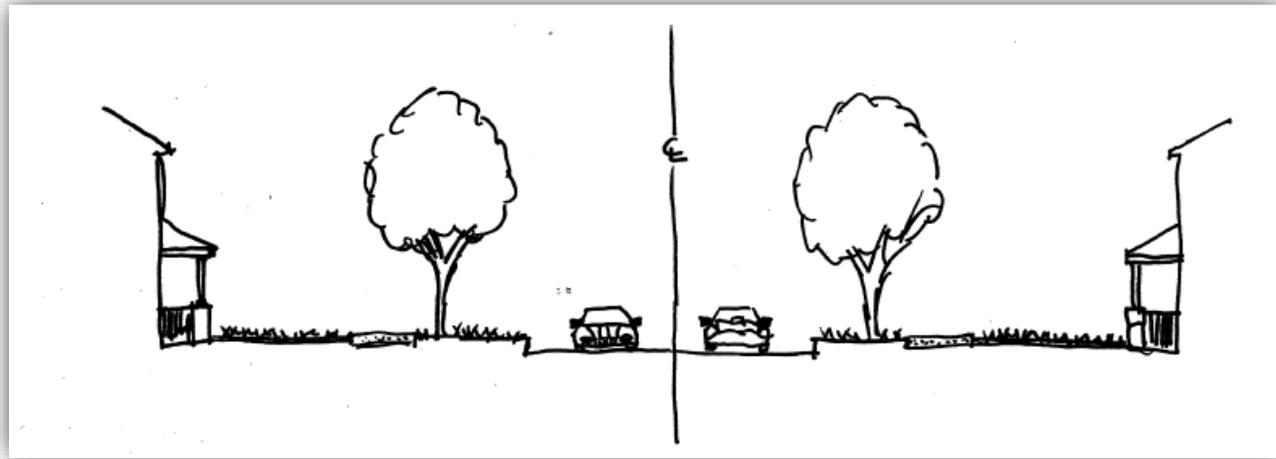


Raised Intersection at Jewett Ave, Ann Arbor



Credit: FHWA

Horizontal Deflection

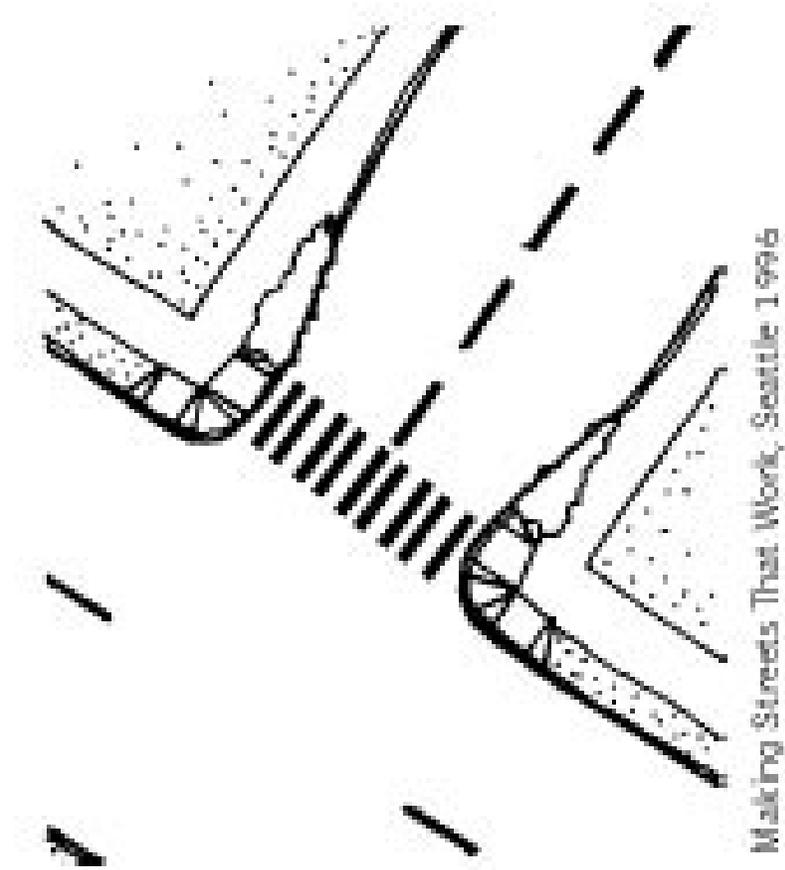


Curb Extension/Curb Bump Out

Curb extensions can be applied in different ways including pedestrian bump out, choke-point and chicane.



Landscaped Bump Out on Brooks Street, Ann Arbor

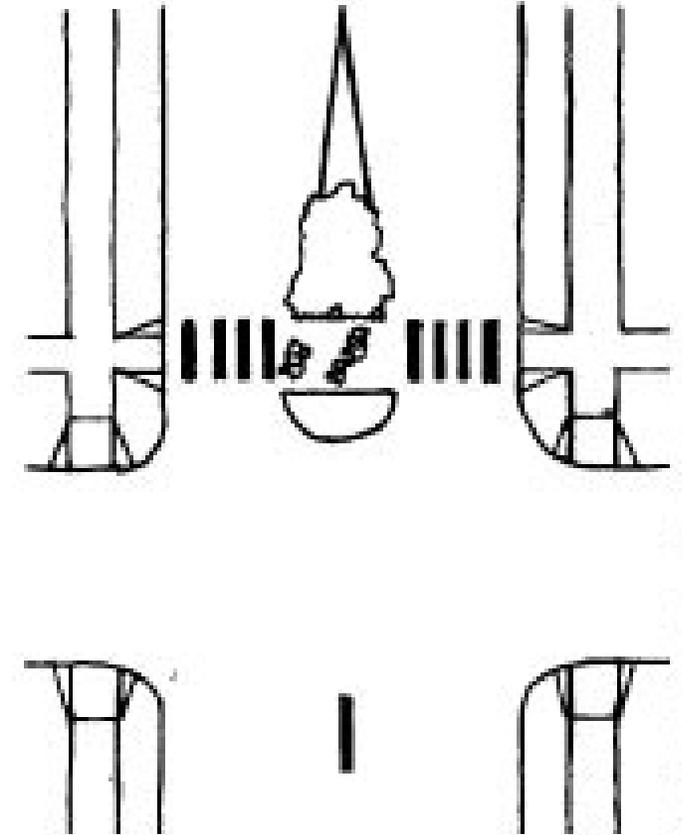


Credit: FHWA

Pedestrian Island/Median*



Pedestrian Island/ Median at Georgetown and Bluett, Ann Arbor

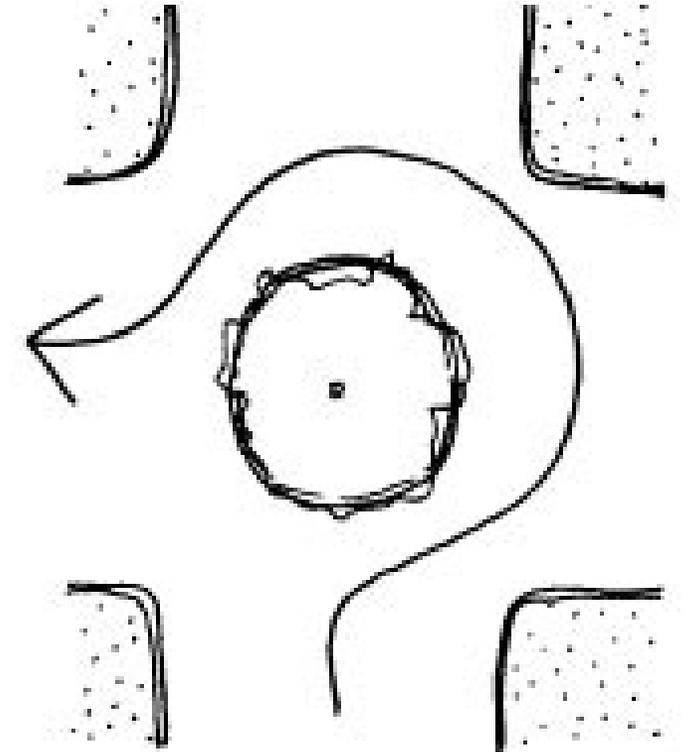


Credit: FHWA

Residential Traffic Circle



Residential Traffic Circle Yost Blvd, Ann Arbor

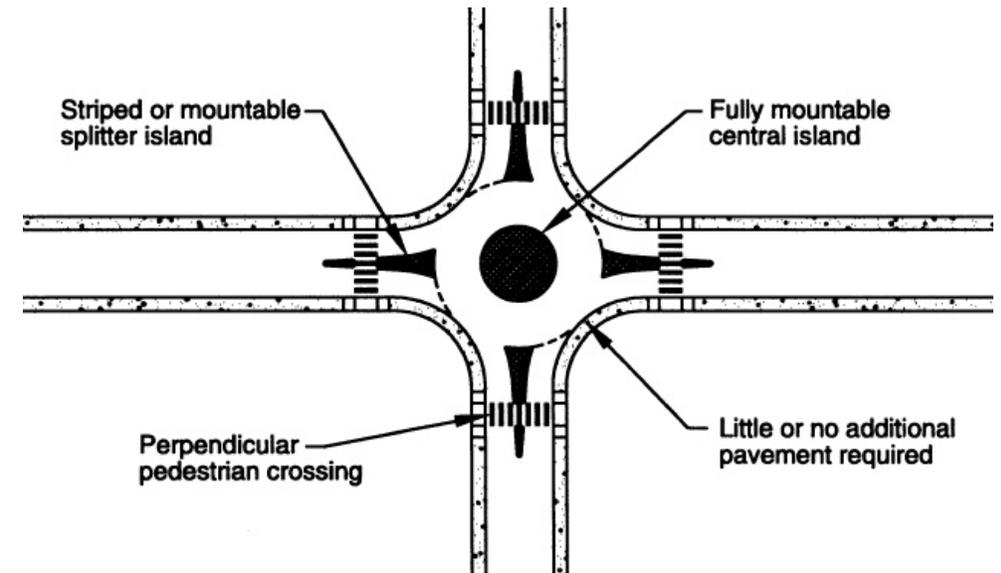


Credit: FHWA

Compact Urban or Mini Roundabout*



Compact Roundabout Pittsfield Blvd, Ann Arbor



Credit: Kittelson & Associates

Other Items Considered not included – Device Toolbox

- Temporary or Permanent Radar Feedback sign
- Marked Crosswalks
- Lane Narrowing
- Speed Limit Enforcement
- Diverters/Deterrents
- Active transportation priority elements
- Speed Cushions
- Speed Limit Sign
- Traffic Signal
- Stop Sign
- Street Closure

Other updates and considerations

Miscellaneous Updates

- Two year requirement before resubmittal for non-qualifying project areas
- Local street defined by National Functional Classification
- Request that Council authorize the Administrator, or the Administrator's designee, to manage and maintain the Program.
 - Removes the need for City Council approval of each individual Traffic Calming plan before construction
 - Removes the need for City Council approval of new changes to the Program
 - Efficiency
 - Consistency
 - Flexibility

Update process and Next Steps

- Community-wide Open House – June 20
- Transportation Commission meeting – June 20
- A2 Open City Hall topic – anticipated June 21 through July 5
- Transportation Commission Traffic Calming Task Force – final recommendation due August 1
- Transportation Commission action – August 15
- City Council consideration – September 4