

**Questions Raised Following April 17, 2019 Meeting**

Commissioner Questions submitted after the meeting, and staff responses, are provided below.

- 1. With respect to the state crosswalk law, would the proposal from 2018 have preempted the Ann Arbor crosswalk law from being enforced? I think this is key to any discussions of a state crosswalk law that differs from the existing Ann Arbor crosswalk law.**

The state law wouldn't preempt our ordinance unless a court decided our ordinance was in conflict with state law and ruled it unconstitutional. Most of our traffic ordinances mirror state law, this is one exception. We have adopted the Vehicle Code and Uniform Traffic Code by reference so we can write state law as a city ordinance.

- 2. Is the use of level of service as a metric required by law? If so, how much flexibility do we have to augment this with other metrics such that we don't privilege vehicular travel over other uses?**

The City's [Unified Development Code](#) (UDC) states, "Proposals that will contribute traffic to streets or intersections that are or will be as a result of this proposal at a level of Service D, E, or F as defined in the Highway Capacity Manual may be denied by Commission and Council until such time as necessary street or traffic improvements are scheduled for construction." (p195)

Staff is currently discussing other metrics to consider when evaluating the impact of private developments.

- 3. How do we determine the timing of traffic signals with respect to drivers/pedestrians (and how long each has to wait)? How does this vary based on intersection?**

This largely depends on the detection at each of the intersections. Some signals are timed; some have differing levels of sensors that will 'put in a call' to change the signal when activated (e.g. pedestrian push button or detectors in the road); some other signals are adaptive which monitor pervasive movements and make adjustments accordingly.

- 4. How do we decide where access is maintained during road construction projects, and for what modes?**

Again, this largely depends on the type of work that is being performed. The City tries to maintain pedestrian access with all projects but this can be difficult at times if work is being done that affects access to the sidewalks. Also keep in mind that many construction projects in the roadway are actually utility projects since utilities are typically located in the right of way. The Transportation Commission has previously requested a discussion of "Construction Impacts to Active Transportation" and this is currently on the Commission's 2019 Work Plan, anticipated for the August meeting.

- 5. Do we have any requirements as to where parking is located (to avoid interference with other modes)? Also, do we have any existing provisions in zoning code to incentivize non-motorized access?**

Parking standards are defined in 5.19 of the UDC (starting on page 74). Three sections about parking location can be found in:



5.19.4 Access The Parking Spaces and Bicycle Parking Spaces required by this chapter shall be accessible to a public Street or Alley and shall be kept available for the use of occupants, employees or other users of the Building for which the space was provided. Nothing in this section shall preclude a reasonable charge to the occupants of the Building for use of the Parking Spaces and/or Bicycle Parking Spaces.

5.19.8 Design of Vehicle Parking Facilities Parking Structures, Parking Lots and Parking Spaces, shall comply with the following design standards: A. Vehicular Parking Structures, Parking Lots and Parking Spaces shall not be located in the Front Yard. No Parking Space within a Parking Structure or Parking Lot may be closer to the street than the front face of a Building unless an exception is listed in subsection B.

Yes, there are numerous provisions in the UDC related to non-motorized access. A quick “find” search reveals 11 references to transit; 37 references to pedestrians; 95 references to bicycles. An example of the type of language contained in the UDC: “Maximum setback regulations are intended to result in the placement of Buildings sufficiently close to the Public Right-of-Way to better provide access for pedestrians, bicyclists and public transit passengers.”

5.19.9 Design of Bicycle Parking Facilities

B. Location Criteria Exterior bicycle parking facilities shall be placed in close proximity to main Building entrances and in a location that is visible and easily accessible. A physical barrier, designed to prevent motor vehicles from driving into bicycle parking areas, shall be provided between bicycle and motor vehicle parking when bicycle parking areas are located within a Parking Structure or Lot. Bicycle parking in Parking Structures shall be located on the Street level and near an entrance and Public Sidewalk.

**6. What would it take funding/logistics-wise to have the city completely take over construction and snow removal for sidewalks, and if there may be a less ambitious alternative that would ensure sidewalks are built where needed regardless of the politics of special assessments.**

Sidewalk Snow removal – staff is working to compile the cost for city-wide snow removal from sidewalks. In order to fund this endeavor a new revenue source would need to be found (or other services would need to be cut).

Sidewalk Construction – By City Code, first-time construction costs for new sidewalks are assessed to the property owners abutting the sidewalk area. City Council would need to change the City Code and find a revenue source to pay for their construction.

More information is available at:

<https://www.a2gov.org/departments/engineering/Pages/New-Sidewalks-FAQ.aspx>