

## **Resolution to Adopt an Improved Neighborhood Traffic Calming Program**

Whereas, the purpose of neighborhood traffic calming is to slow vehicle traffic to improve conditions for people living, walking, and bicycling in or through a neighborhood;

Whereas, City Council adopted an improved neighborhood traffic calming program in 2018 that lowered the barriers to qualification, increased the program budget, and raised awareness of the program;

Whereas, there are currently 17 active petitions in the existing Traffic Calming Program queue, and staff has engaged a consultant to expedite the review process so an anticipated 10, rather than 3 petitions, can be processed annually;

Whereas, improving the comfort of people walking and biking on city streets addresses key elements of Ann Arbor's A2Zero carbon neutrality plan and comprehensive transportation plan, both adopted after the last evaluation of the neighborhood traffic calming program;

Whereas, the A2Zero carbon neutrality plan calls for reducing vehicle miles traveled by 50% by 2030, which will require significant mode shift to walking, biking, and transit use;

Whereas, the Moving Together Towards Vision Zero Transportation Plan recommends that the City implement a policy to install bump-outs by default on streets with on-street parking as a means of addressing dangerous driving behavior and improving safety for people walking;

Whereas, the Moving Together Towards Vision Zero Transportation Plan calls for creating an All Ages and Abilities Bike network and asserts that consideration for traffic calming treatments should factor in building this network;

Whereas, the neighborhood traffic calming program is popular, demonstrating high demand for slowing vehicle speeds on local streets;

Whereas, City Council maintains oversight over the traffic calming program updates and approval, requiring City Council action to change;

Whereas, City Council currently maintains authority over the approval of individual project plans before construction, even though such plans are an implementation of Council-approved policy;

Resolved, the Transportation Commission recommends that City Council pass a resolution to empower the administrator to manage and maintain the Traffic Calming Program and remove the requirement of City Council approval for individual calming project plans;

Resolved, the Transportation Commission recommends that City Council maintain the current level of funding in order to accelerate the processing of neighborhood requests for traffic calming and meet the demand;

Resolved, the Transportation Commission recommends that City Council direct staff to amend the neighborhood traffic calming program to a collaborative model of public engagement, instead of the current empowerment model;

Resolved, the Transportation Commission recommends that City Council direct staff to install bump-outs by default on streets with on-street parking. Bump-outs should be considered in Capital Improvements Planning streetscape projects;

Resolved, the Transportation Commission recommends the AAPS Transportation Safety Committee should be engaged in the development of a school traffic calming toolkit;

Resolved, the Transportation Commission recommends that City Council direct staff to routinely evaluate opportunities to incorporate traffic calming elements into all capital projects which may disturb the existing road surface, particularly those that are a part of the All Ages All Abilities network identified in the transportation plan, in a school walk zone, where a record of crashes, speeding, and/or resident complaints exists, or [road type? Cut through between major streets], regardless of petition status; and

Resolved, the Transportation Commission's Neighborhood Traffic Calming Committee will continue to work with staff to further define the updates to these programs.