



MEMORANDUM

TO: Mayor and Council
FROM: Howard S. Lazarus, City Administrator
DATE: February 9, 2018
SUBJECT: Update on Council Resolutions R-17-421 and R-17-422

This memorandum is in response to City Council Resolutions [R-17-421](#) and [R-17-422](#), which directed the City Administrator to provide updates on various safety related items in the vicinity of Huron High School, implementation of Vision Zero, evaluation of crosswalks, lane conversions, and speed reduction.

R-17-421 Resolution in Support of Additional Pedestrian Safety Improvements at Huron High School Including Street Lighting, Consistent Traffic Enforcement, and Assignment of Crossing Guards.

In terms of street lighting, staff recommends the following changes:

- All fixtures will be upgraded to high output LED and the existing streetlights at the crosswalk will be repositioned to better achieve pedestrian visibility by directing light ahead of approaching vehicles entering the crosswalk (similar in formation to the nearby crosswalk at Fuller Road just west of Huron Parkway).
- Two additional lights will be added to the existing mast-pole arms, one new light on each pole, directed over the existing boulevard island and sidewalk in the center of Huron Parkway crosswalk.
- Two new streetlights will be added to the eastern entrance to Huron High School on a single pole within the concrete center island at the ingress/egress.
- No additional lighting on Huron Parkway is recommended, south or north, so that pedestrians are not encouraged to cross at non-marked areas.

The new lighting configuration along with a planned relocation of the current AAATA bus stop closer to the crosswalk (see below) will better direct pedestrians to use the existing enhanced crosswalk. The cost estimate to accomplish lighting reconfigurations and additions including labor is \$24,000.

Additional update items requested in R-17-421 overlap with update items in R-17-422. See below for more details.

R-17-422 Resolution Supporting Vision Zero Implementation, Including Near- and Long-Term Roadway Safety Measures at Huron High School and Citywide.

Monthly updates on safety measures around Huron High School requested in the Resolution include the following:

Crossing Guards: Covered in the January 2018 Update.

Adjustment of Signage: Staff has reviewed and made the appropriate adjustments to signage.

Review of AAATA Service: In an effort to increase pedestrian use of the existing pedestrian infrastructure, City staff continue to work with the AAPS and AAATA to pursue effective solutions for students crossing at this location. Efforts have included:

- Relocation of the northbound Huron Parkway bus stop to a more appropriate location (50 feet north of the existing crosswalk).
- Relocation of the southbound Huron Parkway bus stop to eliminate vehicle-pedestrian conflicts at the driveway.
- Education and encouragement campaigns by AAPS to increase pedestrian use of the RRFB pushbuttons.

At this time, Transportation Engineering staff have observed positive near term results from the changes implemented, and will continue to evaluate.

Analysis of RRFB vs. HAWK/PHB signal:

The traffic signal warrants established in the Federal Manual of Uniform Traffic Control Devices (MUTCD), and adopted in the Michigan Manual of Uniform Traffic Control Devices (MMUTCD), are designed to evaluate conflict between various travel streams regardless of the travel mode chosen. In order for a traffic signal or HAWK (Pedestrian Hybrid Beacon or PHB) to be installed, the location must meet at least one of the nine warrants in the manual. While the majority of the warrants were clearly not met at this location, the warrant for “School Crossing” required a more in depth analysis.

According to section 4C.06 of the MMUTCD: *The School Crossing signal warrant is intended for application where the fact that schoolchildren cross the major street is the principal reason to consider installing a traffic control signal. For the purposes of this warrant, the word “schoolchildren” includes elementary through high school students.*

City staff collected pedestrian traffic counts on multiple non-consecutive days at the Huron Parkway crossing for Huron High School to be able to complete the School Crossing warrant analysis. The day with the highest pedestrian volumes was used in the analysis. The pedestrian observations from that day are as follows:

Huron High School, Huron Pkwy Crossing

AM

Used Pedestrian Activated Warning System (PAWS)	9
Used Crosswalk but Not PAWS	0
Did Not Use Crosswalk*	41
Total	50

PM

Used PAWS	57
Used Crosswalk but Not PAWS	12
Did Not Use Crosswalk	1
Total	70

The counts showed a clear pattern of behavior choices that were inherently risky. The westbound (AM) travel pattern shows a clear lack of proper use of the existing infrastructure. The eastbound (PM) travel pattern shows a similar lack of utilization of the existing infrastructure.

The standard for the School Crossing warrant is as follows:

The need for a traffic control signal shall be considered when an engineering study of the frequency and adequacy of gaps in the vehicular traffic stream as related to the number and size of groups of schoolchildren at an established school crossing across the major street shows that the number of adequate gaps in the traffic stream during the period when the schoolchildren are using the crossing is less than the number of minutes in the same period (see Section 7A.03) and there are a minimum of 20 schoolchildren during the highest crossing hour.

Before a decision is made to install a traffic control signal, consideration shall be given to the implementation of other remedial measures, such as warning signs and flashers, school speed zones, school crossing guards, or a grade-separated crossing.

Observations of this location show a high compliance rate by motorists *when the pedestrian activated warning system is used by pedestrians*. Installation of a HAWK or pedestrian activated signal would be unlikely to improve an already high yielding rate by drivers at the existing RRFB-enhanced crosswalk, when the core issue is pedestrians not making proper use of the existing infrastructure.

As indicated above, the MMUTCD requires that other countermeasures be evaluated prior to the installation of a full traffic signal or HAWK for any signalized crossing being considered under this warrant. At this time, Transportation Engineering staff have observed positive near term results from the changes already implemented (see above section). Based on these results, and in consideration of the AAPS effort to encourage the increased proper use of the existing

infrastructure, the staff recommendation is to not install a full traffic signal or HAWK at this location. Staff will continue to review the effectiveness of the improvements made to date and reevaluate the signal warrant analysis upon completion of the AAPS educational efforts.

Enforcement: No additional updates. AAPD is working with Ann Arbor Public Schools (AAPS) on busing route changes inside their property and the AAATA drop off spots.

AAPS Education & Schedule Options: No additional updates have been provided by AAPS at this time.

The following two Items were given a specific February 15th deadline in the Resolution:

“A local traffic safety data inventory and data gap analysis, including traffic counts, speeds, and injury and crash data on all 4- and 5-lane roads, major one-way roads, MDOT roads, and known dangerous other roads”

Staff is in the process of obtaining and compiling statistics to report the data, but has not been able to complete this task at this time. The completed analysis will be submitted by the March 15th update. Council can access general information via SEMCOG’s map gallery at: <http://semcog.org/Map-Gallery> for traffic volumes, speeds, crash locations, and the like.

“An evaluation of the recommendations and findings of the Transportation Commission concerning speed reduction options throughout the city.”

Update: The Transportation Commission Speed Reduction Committee expects to make recommendations at the March 21 Commission meeting. A staff evaluation of the Committee’s recommendations could be provided to City Council by April 2.

As always, please do not hesitate to contact me if I can be of further assistance on this matter.

cc: C Hupy
N Hutchinson
C Sloten
K Coleman