



MEMORANDUM

TO: Mayor and Council
FROM: Howard S. Lazarus, City Administrator
DATE: February 5, 2018
SUBJECT: Staff Response to Council Resolution R-17-472 – Lowertown Area Mobility Study

This memorandum is in response to City Council Resolution R-17-472, which directed the City Administrator to have staff develop the scope, schedule cost, and funding sources necessary to review and update previous studies of vehicular, transit, bicycle, and pedestrian movement leading to and traveling through the Lowertown area. The Resolution further directed that this information be presented to the Transportation Commission at its January 18, 2018 meeting; and this information along with Transportation Commission comments and recommendations, and any necessary budget amendments be presented to City Council at its February 5, 2018 meeting for consideration.

Scope

Engineering staff completed a draft of the scope necessary to conduct the requested study (see attached). This draft scope would be the basis of a potential Request For Proposal that would be issued to hire a qualified consulting firm to conduct the study, should Council choose to fund it. Existing staff does not have the capacity to conduct the study without the additional resources of a consulting firm.

Transportation Commission Review

The draft scope was submitted to the Transportation Commission for their review and comment at their January 18, 2018 meeting. Two comments were received, which are summarized in the attached document. These comments will be worked into the final scope of services.

Cost & Funding Sources

Using the draft scope of services, staff contacted several consulting firms to obtain rough estimates of the cost to construct the requested study. Based on feedback from these firms, staff estimates the cost of the study to be approximately \$600,000. It should be noted that this is a rough estimate, and that actual detailed proposals for the work could vary substantially from this amount.

Funding for this study could come from two possible funding sources – either General Fund or Act 51 Fund Balance. If funding from Act 51 Fund Balance is utilized, this would reduce the

funding that would otherwise have been available for road treatments, such as crack sealing and surface treatments.

If Council chooses to direct the study to move forward, it is recommended that detailed proposals be obtained from consulting firms before any actions are taken to allocate funding, so that a firmer cost estimate is in hand. The necessary actions to allocate funding would then be included in the Council Resolution to approve the contract with the selected consulting firm.

Schedule

Upon allocation of funding and authorization to proceed, it is estimated that the study will take approximately two years to complete.

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

2 Attachments

cc: C Hupy
N Hutchinson
C Slotten
K Coleman



Lower Town Area Mobility Study – Scope, Schedule, Cost Estimate and Potential Funding Sources

Background

With Resolution R-17-472, City Council directs the City Administrator to have staff develop the scope, schedule cost, and funding sources necessary to review and update previous studies of vehicular, transit, bicycle, and pedestrian movement leading to and traveling through the Lower Town area. City Council also directs the scope, schedule, costs and funding sources be presented to the Transportation Commission at its January 18, 2018 meeting; and this information along with Transportation Commission comments and recommendations, and any necessary budget amendments be presented to City Council at its February 5, 2018 meeting for consideration.

Scope for Lower Town Area Mobility Study

- A. The Lower Town area lies approximately one-half mile northeast of downtown Ann Arbor. The Huron River defines its south and east boundaries, while Traver Creek and the residential neighborhoods of Broadway, Traver and Pontiac Trail lie to the north and west. Study area include all areas of Lower Town, and additionally Pontiac Street/Pontiac Trail from Lower Town to Dhu Varren Road, Broadway Street from Lower Town to Catherine Street, Maiden Lane from Lower Town to Fuller Road, Plymouth Road from Lower Town to Barton Drive, and Barton Drive from M-14 to Plymouth Road.
- B. Study must address the mobility needs for users of all means of transportation, including pedestrians, bicyclists, transit riders, and drivers and passengers of private automobiles.
- C. Collect planning documents, policy statements, capital project information, metropolitan planning organization travel demand model, crash data and transportation study results from relevant development projects. Summarize road user needs and mobility challenges identified in existing documents. Planning documents include but are not limited to the ones listed as follows.
 - City Master Plan – Land Use Element 2009
 - City Master Plan – Transportation Plan Update 2009
 - City Master Plan – Non-motorized Transportation Plan 2007 and 2013 Update
 - North Main Huron River Corridor Vision
 - Northeast Area Transportation Plan 2006
 - The Treeline – Allen Creek Urban Trail Master Plan
 - Connector Feasibility and Alternatives Analysis Studies
 - Fuller East Medical Intersection Improvement Analysis
 - City Council Resolution Regarding Non-motorized Path Improvements
 - University of Michigan Medical Center Campus Master Plan
 - University of Michigan North Campus Master Plan
 - Ann Arbor Area Transportation Authority (AAATA) Transit Improvement Plan
- D. Utilizing the City Public Engagement Toolkit – Conduct public meetings and collect input on mobility and land use concerns from residents, road users and stakeholders. Establish detailed study goals.
- E. Investigate roadway, transit and pedestrian/bicycle infrastructure operational conditions and crash patterns in the study area. Evaluate available data from City’s existing traffic signal infrastructure and past transportation counts. Propose the need for new data

collection including pedestrian, transit ridership and traffic counts, and perform data collection with approval by the City.

- F. In cooperation with Washtenaw Area Transportation Study (WATS) modeling, review and establish travel demand model capturing travel patterns within Lower Town, and between Lower Town and other destination areas. Propose modeling software combinations that are suitable for travel demand model for this study with future expansion to city-wide model, capabilities of microscopic traffic analysis for key intersections and easy data transition between travel demand model and microscopic analysis. Conduct evaluations for this study using software combinations approved by the City.
- G. Identify existing and future mobility and safety deficiencies in study area for all travelers including pedestrians, bicyclists, transit riders and road users considering development projects listed as follows.
 - Northsky, off Pontiac Trail
 - Cottages on Barton Green, off Pontiac Trail
 - Nixon Farm North and Nixon Farm South, off Nixon Road
 - 1140 Broadway, off Broadway Street and Maiden Lane
 - Existing and future University of Michigan parking structures, off Wall Street
 - Ann Arbor Station, off Fuller Road
 - Provide inventory of vacant parcels in the core study area for future possible development projects. Alternatively, rely on WATS/Southeast Michigan Council of Governments (SEMCOG) forecast by Transportation Analysis Zone (TAZ) to generate future mobility demand forecast.
- H. The center of Lower Town area is near the intersection of Broadway and Maiden Lane. Propose and evaluate traffic and transportation access, and circulation alternatives for the convergence of the following streets, sidewalks, bicycle facilities and transit stops.
 - Broadway Street
 - Plymouth Road
 - Traver Road
 - Moore Street
 - Pontiac Street
 - Swift Street
 - Wall Street
 - Maiden Lane
 - Canal Street
 - Intersection of Fuller Road and Maiden Lane
- I. Evaluate all uncontrolled crossings per NCHRP 562 and propose pedestrian crossing treatment recommendations.
- J. Evaluate observed and modeled congestion on Broadway/Division Street that occasionally extends to Catherine Street and propose mitigation as part of the development of alternatives above.
- K. Evaluate observed and modeled congestion near Ann Arbor STEAM at Northside and propose mitigation alternatives.

- L. Engage transportation system management (TSM) and travel demand management strategies. Propose and evaluate travel demand management solutions including opportunities outside of the study area.
- M. Coordinate efforts of this study with the following ongoing projects
 - Intersection improvement at Fuller Road & Maiden Lane
 - 2018/2019 City transportation plan update
- N. Provide preliminary study recommendations including appropriate public review engagement.
- O. Propose early mitigation items for implementation in fiscal year 2019. Establish deployment plan for study recommendations.
- P. Prepare draft and final report documenting recommended improvement needs, policy considerations, timeline for implementation and possible funding sources.

Estimate of Project Schedule

It is estimated that the study will take two (2) years to complete. Early recommendations will be prepared for implementation in FY 2019.

Estimate of Project Cost

A high-level cost estimate to deliver the scoped items by a consulting team is approximately \$600,000. Actual priced proposals will vary from this estimate.

Potential Source of Fund

Act 51 fund and/or general fund are identified as potential sources.



**Transportation Commission response to R-17-472
Resolution Requesting Staff Review of Mobility in the Lowertown Area**

January 18, 2018

The Transportation Commission recommends that the scope, schedule, costs and funding sources for the staff review of mobility in the Lowertown area be provided to City Council by 2/5/2018 for their consideration with the following comments and recommendations from the Transportation Commission:

- Explore Better utilization of Right-of-way for public transit
- Consult with Northside STEAM looking at residential streets used as cut throughs (Traver and Chandler)