

“The Transportation Commission is established to foster excellence in the planning, design, construction, and maintenance of a sustainable and resilient multimodal transportation network for the City of Ann Arbor. The Transportation Commission will serve as an advisory body to the City Council and the City Administrator on transportation policy with a focus on accessibility, mobility, equity, and safety for all citizens.”

– *City of Ann Arbor Code of Ordinances Title I, Chapter 8, Section 1:207*

The Ann Arbor Transportation Commission was created by City Council to replace the Taxicab board, that was no longer relevant, and to respond to recommendations brought forward by the Pedestrian Safety and Access Task Force.

The first meeting of The Transportation Commission was held in February of 2017. Learning to work together, agreeing on our own format and a work plan was the focus of many of the earlier meetings. For many there was also a great deal to learn about our role and how to fulfill the expectations of City Council. In the process the Commission began to be more actively involved in advising on policy as well as proposed improvements and plans for Ann Arbor’s many Transportation needs.

The presentations and discussions that take place with the Transportation Commission provide an opportunity for greater community awareness and understanding about complex transportation subjects. The Transportation Commission also provides City staff and Council the opportunity to hear concerns and ideas from a diverse group of stakeholders. The reports and presentations the Commission receives are shared freely with the community, and made part of the public record. The Commission is committed to improving public access to archives and documents as we move forward.

Through focused committee work with specific charges we’ve been able to give time and attention to important topics including the capital planning for transportation, speed reduction, the Traffic Calming Program, and now looking ahead to future micro-mobility needs and challenges. The commission also provides a place for networking, exchange of ideas, and getting to know the many participants in the areas of transportation helping to unite the city, University of Michigan, Ann Arbor Public Schools, Ann Arbor Area Transportation Authority, and advocacy groups in the area.

Transportation needs are best addressed holistically, with the time and opportunity for a good planning process that is inclusive as well as transparent. The Transportation Commission is well on it’s way to meeting those needs for Ann Arbor and being an important component in ensuring that Ann Arbor meets our Vision Zero goals, and has as safe and effective a transportation system as we deserve.

Commissioner Voices

“Since my role on the Transportation commission is to be a University representative and a non-voting member of the commission, I try my best to bring information about initiatives and ideas being tested or implemented at the University that might help inform the commission when it comes to proposing policy. I appreciate that the members of the commission are sincere in their effort to be thinking about the community in it's broadest context rather than focused on a narrow group or area of the city. I consider it an honor to be a part of a commission that is focused on community benefit.”

Steve Dolen

University of Michigan
Executive Director of Logistics,
Transportation and Parking
Operations

ATTACHMENTS:

Transportation Commission Ordinance

Roster of Members – Past and Present

CIP Committee

Charter for CIP Committee

CIP Committee Recommendations

Revised Charter for CIP Committee

FY18-19 Major Street Projects Requested for Review

Speed Reduction Committee

Charter for Speed Reduction Committee

Speed Reduction Committee Report

Staff Comments to Speed Reduction Committee Report

Traffic Calming Task Force

Charter for Traffic Calming Task Force

Resolution to Adopt and Updated Traffic Calming Program, and

Attachments (See Attachment E: Transportation Commission Traffic Calming Task Force Recommendations)

Shared Active Transportation/Micro Mobility Committee

Charter for Micro Mobility Committee

Commissioner Involvements in City Process

Guest Presentations and Featured Agenda Items

Transportation Commission Resolutions and Notable Actions

Commissioner Voices

“Communicating and working with city staff has provided me, and the Ann Arbor community, a better understanding of the challenges staff encounter, the long-term vision that staff and the community continue to shape, and the opportunities collaborative efforts help foster. My committee work in particular—including the CIP Committee, the Speed Reduction Committee, and the Traffic Calming Task Force—has allowed me to share my ideas and voice my concerns, dialog with staff and council members, and work toward positive outcomes for the community. My respect for the work staff engages in has continued to grow throughout this process and I believe this is reciprocated in staff that is more open to ideas generated by Commissioners and the community. I look forward to my continued work on the Transportation Commission. “

Bradley Parsons

Board Member Washtenaw Biking and Walking Coalition

1:207. - Transportation Commission.

- (1) The Transportation Commission is established to foster excellence in the planning, design, construction, and maintenance of a sustainable and resilient multimodal transportation network for the City of Ann Arbor. The Transportation Commission will serve as an advisory body to the City Council and the City Administrator on transportation policy with a focus on accessibility, mobility, equity, and safety for all citizens.
- (2) The Transportation Commission shall consist of 11 voting members. Appointments should be of individuals who, insofar as is possible, have an interest in the various forms and modes of transportation needs of the community. Members shall be appointed by the Mayor and approved by the City Council unless otherwise stated.
 - (a) To support a holistic evaluation of the community's concerns, the voting members of the Transportation Commission shall be as follows:
 1. Six members of the public.
 2. One owner or operator of a transportation business operating in Ann Arbor.
 3. One member of the Planning Commission, appointed by the Planning Commission.
 4. One member of the Commission on Disability Issues, appointed by the Commission on Disability Issues.
 5. One individual appointed by the board of the Ann Arbor Area Transportation Authority.
 6. One member of the City Council.
 - (b) The City Administrator, the Transportation Manager, and the Chief of Police shall be nonvoting members of the Transportation Commission. The City Administrator shall designate staffing to support the Transportation Commission.
 - (c) The Regional Transit Authority of Southeast Michigan, the University of Michigan, and the Ann Arbor Public Schools may each appoint one nonvoting member to the Transportation Commission.
 - (d) Unless otherwise stated in this subsection, voting members of the Transportation Commission shall be appointed to three-year terms, which shall be staggered so that approximately one third of the terms expire each

year. Initial terms may be for less than three years so that the terms are staggered. The City Council member shall be appointed for a one-year term in the same manner as for City Council committee appointments. Members appointed by other City boards or commissions shall continue to serve until they are no longer members of the appointing board or commission or until the appointing board or commission appoints a different member. The member appointed by the board of the Ann Arbor Area Transportation Authority shall continue to serve until the board appoints a different member.

(3) The Transportation Commission shall have the following powers and duties:

(a) Advise the City Council and City Administrator on:

1. Transportation grants.
2. Streets and highways.
3. The use of, restrictions on, and upkeep of public rights-of-way.
4. Bus and rail service.
5. Pedestrian and bikeway programs and projects.
6. Safety-related programs and projects.
7. Regulation of vehicles for hire, including taxicabs, transportation network and ride-sharing entities, pedicabs, and other transportation vehicles; and all related matters including permits, annual permits, franchise permits, transportation franchise requests, renewals, rate adjustments, and hours of operation.

(b) Provide comments to the Planning Commission, City Council, Downtown Development Authority, and the Ann Arbor Area Transportation Authority on transportation policy, and the impact of proposed projects to the same.

(c) Recommend to the City Council and the City Administrator priorities and budget allocations related to transportation.

(d) Provide recommendations on the City's transportation master plans including the City Transportation Plan and Non-Motorized Transportation Plan.

(e) Report annually to the City Council and the City Administrator regarding the activities of the Transportation Commission, which shall reflect the effectiveness of the city's transportation strategy process and make recommendations for any changes thereto.

- (f) Make proposals and recommendations to achieve and maintain a holistic and inclusive transportation ecosystem that meets the mobility needs of all people, including the mobility-impaired.
- (g) Form special purpose task forces and subcommittees to carry out the business of the commission.
- (h) Perform other duties as directed by City Council.

(Ord. No. 16-26, § 1, 11-21-16; Ord. No. 18-23, § 1, 9-17-18)

Editor's note— Ord. No. 16-26, § 1, adopted Nov. 21, 2016, repealed the former § 1:207 and enacted a new § 1:207 as set out herein. The former § 1:207 pertained to the Taxicab Board and derived from Ord. No. 78-66, 9-26-66; Ord. No. 24-70, 5-11-70; Ord. No. 58-81, 10-5-81; Ord. No. 39-82, 10-4-82; Ord. No. 43-04, § 5, 1-3-05; and Ord. No. 14-27, § 1, 12-1-14.

**TRANSPORTATION COMMISSION ROSTER – Past and Present**
Staff Liaison: Kayla Coleman – Systems Planning Analyst (KColeman@a2gov.org)

Voting Members	Non-voting Members (Staff)	Term of Service
Linda Diane Feldt (Chair)	Public	1/17/2017 – present
Robert Gordon (Vice Chair)	Public	1/17/2017 – present
Kathy Griswold	Councilmember	12/3/2018 – present
Zachary Ackerman		12/4/2017 – 12/3/2018
Chip Smith		1/17/2017 – 12/4/2017
Julie Boland	Public	6/1/2018 – present
Stephanie Preston		1/17/2017 – 5/31/2018
Michael Firn	Transportation Business – Sic Transit Cycles	1/17/2017 – present
Tim Hull	Disability Commission Representative	4/3/2017 – present
Cyrus Naheedy	Public	1/17/2017 – present
Bradley Parsons	Public	1/17/2017 – present
Kyra Sims	AAATA Representative	5/17/2018 – present
Prashanth Gururaja		1/17/2017 – 5/17/2018
Scott Trudeau	Planning Commission Representative	1/17/2017 – present
Molly Kleinman	Public	8/23/2018 – present
Missy Stults		1/17/2017 – 4/11/2018

Non-voting Members (External Agencies)	Term of Service
Steve Dolen	University of Michigan
Liz Margolis	Ann Arbor Public Schools
Marios Demetriou	
Jennifer Hein	
Matt Webb	Regional Transit Authority of Southeast Michigan
Carmine Palombo	
Lucas Reigstad	
Ben Stupka	

Non-voting Members (Staff)	Term of Service
Sergeant Bill Clock (Alternate - Officer Jamie Adkins)	Designee for Chief of Police
Raymond Hess	Transportation Manager
Eli Cooper	Transportation Program Manager
Luke Liu	Traffic Engineer
Howard Lazarus	City Administrator

CIP Committee Proposal

Prepared by: Linda Diane Feldt

July 2017

An ad hoc committee with the following charge:

At least three and not more than five commission members Review the CIP materials from the 7-19-17 meeting. Prepare and present options for the commission that may include:

- A resolution addressing the CIP expressing Commission support or concern
- Resolutions or proposals for Commission action on specific components of the CIP
- Other options for Commission action

The committee presentation will be for the August 2017 meeting. Final materials for the Commission would be due Aug. 9, with a draft outline to Kayla Coleman and Linda Diane Feldt outline by 10 a.m. August 4. In order to secure a public meeting space and give public notice this committee would need to plan to meet ASAP.

Unless otherwise requested by the Commission, the committee would disband after the August meeting.

ACTION TAKEN: A motion was made by Smith, seconded by Trudeau, that the CIP Recommendations be Approved by the Commission and forwarded to the Planning Commission, City and should be returned by 11/14/2017. On a voice vote, the Chair declared the motion carried.

Recommendations from the CIP Committee for Transportation Commission

Approval

Prepared by: CIP Committee Members – Linda Diane Feldt, Cyrus Naheedy, Bradley Parsons
October 2017

- Council should direct that all CIP road improvement and reconstruction projects for 2018-2019 include efforts to calm traffic and lower speed consistent with vision zero principles of design:
 - Discourage speeding by design
 - Encourage walking, biking, and/or public transit use
 - Provide accessibility to all, regardless of age or physical abilityPotential speed limit reduction opportunities should also be considered.

- Suggest that the Planning Commission update CIP categories to separate Transit, Active Transportation, and Other.

Comment: Rail transportation consumes a significant amount and percentage in the existing Alternative Transportation category. Moving Rail Transportation projects to a Transit category would allow a more realistic and understandable context for bike and pedestrian improvements.

- The city should explore opportunities to identify CIP projects related to Safe Routes to Schools and provide logical public access to these projects and funding amounts when available. We support this being part of the upcoming CIP update.
- The city should add a bicycle network program to the CIP similar to the sidewalk gap program.

Comment: This program would seek to fill existing bicycle network gaps and set priorities based on previous plans, specifically the 2013 non-motorized plan

- The city should determine locations where there are stairs in the sidewalk system and incorporate into the CIP a program or series of projects to examine and improve the safety of the sidewalk system at these locations. Example: stairs at Third St. and Krause. A short term solution to install warning signs at these locations is also suggested.
- The proposed Bicycle Boulevard project for Washington St. should be considered for inclusion during the next full CIP cycle (Fall 2018).
- Suggest that the Planning Commission move proposed work on 7th St. from Other Transportation to Alternative Transportation. The CIP Committee would like to review major street projects, including 7th St. and ensure that the Transportation Commission is informed and involved.

CIP Committee Charter revision

Prepared by: Linda Diane Feldt

January 2018

A permanent committee with the following charge:

The Capital Improvements Plan (CIP) Committee, established at the July 19, 2017 Commission meeting, will identify upcoming major street projects for possible Commission review. Review requests should include projects planned for the upcoming two-year span and requests will be updated by the CIP Committee at least annually.

Major street projects selected for review should focus on arterials and collectors and projects that involve significant changes in capacity, geometry, intersection efficiencies, and non-motorized/active transportation features.

The CIP Committee will be composed of at least three and not more than four commission members, and may include public members. All meetings will be held in accordance with the Open Meetings Act. Notes from all meetings will be shared with the full Commission. Membership on the Committee and the charter will be reviewed annually by the commission.

ACTION TAKEN JANUARY 18, 2018: A motion was made by Naheedy, seconded by Gordon, that the Major Street Projects list be Approved as presented. On a voice vote, the Chair declared the motion carried.

FY 2018-19 Major Street CIP Projects Requested for Transportation Commission Review

Prepared by: Cyrus Naheedy, CIP Committee

2018

Project Name	ProjectID
Jackson Avenue – Wagner to MDOT Jurisdiction Resurfacing	TR-SC-18-05
ASRP – State Street – Packard to Hoover	TR-SC-16-19
ASRP – Stone School (Packard to Eisenhower)	TR-SC-14-01
First, Ashley and William Streets (DDA)	
Huron Street (3 rd to Division) (DDA)	
Nixon Rd. Corridor design	

2019

Project Name	ProjectID
ASRP – Boardwalk – (Eisenhower north to end)	TR-SC-16-09
ASRP – Hoover (Main to State)	TR-SC-16-07
ASRP – Traverwood (Plymouth to Huron Pkwy)	TR-SC-16-15
ASRP – Stone School (Eisenhower to I-94)	TR-SC-16-20
Platt Road (Washtenaw to Huron Pkwy)	

Potential topics for future discussion:

- Fuller/Maiden Lane/E. Medical Center - TR-SC-08-01
- Seventh Street
- Local Street Resurfacing

Speed Reduction Committee Proposal

Prepared by: Linda Diane Feldt

August 2017

A committee shall be formed of not fewer than 3 and not more than 5 members of the Transportation Commission and up to 3 others from the general public.

This committee will research and prepare recommendations for Commission action at the October or November 2017 meeting. The areas of focus will include:

- Reducing speeds on all city owned roads to 25 mph
- Further speed reductions in residential areas
- Suggestions for speed reduction on State owned roads within the City
- Suggestions to reduce crashes and improve safety
- A proposed resolution to City Council regarding lowering speeds city-wide to calm traffic and improve pedestrian and bicyclist safety
- Implementation methods
- Gathering information from other communities (i.e., benchmarking research) to address implementation and gaining support for a speed reduction program
- A comprehensive approach to lowering speeds which may include engineering, educational efforts, and changing current speed limits

The committee shall provide a draft outline of recommendations to Commission Chair and Staff Liaison by 10 a.m. on October 2, 2017. Final materials to present to the Commission will be due by 10 a.m. October 9, 2017 for placement on the October meeting agenda, and November 6, 2017 for the November meeting agenda.

The committee will coordinate with the Staff Liaison to secure a public meeting space and provide public notice of committee meetings.

Unless otherwise requested by the Commission, the committee would disband after the November meeting.

ACTION TAKEN MARCH 21, 2018: A motion was made by Councilmember Ackerman, seconded by Gordon, that the Speed Reduction Committee Recommendations be Accepted by the Commission and forward the Recommendations and related staff comments to City Council and the Council Policy Agenda Committee and should be returned by 4/2/2018. On a voice vote, the Chair declared the motion carried.

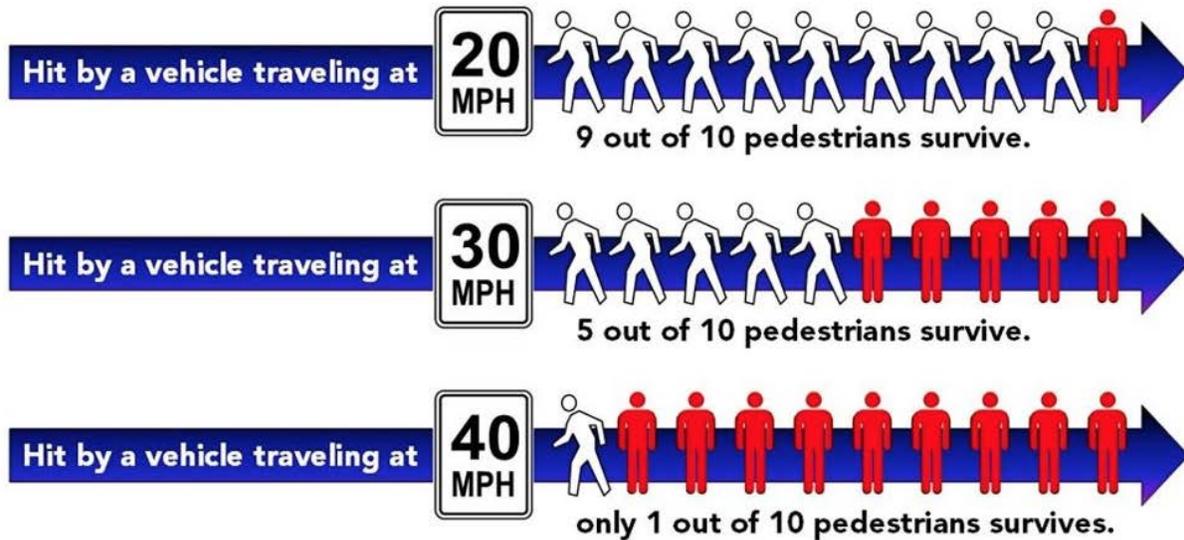
Speed Reduction Committee Recommendations Transportation Commission

Draft Recommendations, March 12, 2018

Subcommittee Members: Bradley Parsons, Stephanie Preston, Chip Smith

Executive Summary

In keeping with Ann Arbor’s Vision Zero goal of zero traffic-related fatalities by 2025, the reality of lowering speeds must be addressed. Numerous [studies](#) show that pedestrian fatality rates increase dramatically with even moderate increases in vehicle impact speed.



The purpose of this committee was to research and prepare recommendations for Commission action to address a prior proposed resolution to City Council regarding lowering speeds city-wide to calm traffic and improve pedestrian and bicyclist safety. The scope of the committee includes reducing speeds on all city owned roads to 25 mph, possible further reductions in residential areas, suggested reductions on State owned roads, and suggestions to reduce crashes and improve safety.

Recommendations

Based on research, work with staff and other transportation professionals, this committee *does not* recommend a city-wide 25-mph speed limit for a number of reasons, including (but not limited to) location and traffic volume, functional classification, context, state and federal regulations, traffic patterns, surrounding land uses, and current road designs.

Other Recommendations:

- 1. Dedicated Funding and Staffing**
- 2. Adopt City Policy of Using Safe Systems to Design Roadways**
- 3. Increase Enforcement Efforts**
- 4. Expanded and Sustained Public Outreach Campaigns**
- 5. Amend the Traffic Calming Program.**
- 6. Lobby for Speed Changes on State-owned Roads.**
- 7. Create a Vision Zero Task Force**

A summary of our key recommendations is contained in the body of this report. Each is discussed in more detail in the corresponding numbered recommendation later in the document. Our suggested changes include an important combination of speed changes, road design changes, cultural changes, enforcement, changing qualifications for traffic calming, and systematic study of key problematic corridors. These efforts must be undertaken in combination for change to occur. Simply changing speeds without corresponding changes in road design, enforcement, and education about how to use crosswalks or to observe and pass bicycles will not be effective.

Mission of the Subcommittee

The purpose of this committee was to research and prepare recommendations for Commission action to address a prior proposed resolution to City Council regarding lowering speeds city-wide to calm traffic and improve pedestrian and bicyclist safety.

The scope of the committee involved analyzing the possibility of reducing speeds on all city-owned roads to 25 mph, possible further reductions in residential areas, suggested reductions on State owned roads, and suggestions to reduce crashes and improve safety. Inherently, this includes developing ideas for implementation. The Committee also used information from benchmark communities in our analysis and in the generation of our recommendations.

Sub Committee Background

The committee met bi-weekly on Fridays at 11am in the fall of 2017 for the purpose of compiling research, working with staff, asking questions about current policies and procedures and to work toward consensus recommendations that can be successfully implemented.

Based on research, work with staff and other transportation professionals, this committee *does not* recommend a city-wide 25-mph speed limit for a number of reasons, including (but not limited to) location and traffic volume, functional classification, context, state and federal regulations, traffic patterns, surrounding land uses, and current road designs. Additional recommendations are outlined and described below and on subsequent pages.

SPECIFIC RECOMMENDATIONS:

- 1. Dedicated Funding and Staffing.**
- 2. Adopt City Policy of Using Safe Systems to Design Roadways**
- 3. Increase Enforcement Efforts**
- 4. Expanded and Sustained Public Outreach Campaigns**
- 5. Amend the Traffic Calming Program.**
- 6. Lobby for Speed Changes on State-owned Roads.**
- 7. Create a Vision Zero Task Force**

Recommendation 1: Dedicated Funding and Staffing

Create dedicated Vision Zero funding for safety improvements, including traffic calming, outreach and enforcement. Currently, a significant barrier to safer streets in Ann Arbor is funding and resources. Funding is needed to pay for: enhanced enforcement, capital improvements, programming, staffing and communications. Funding should be separate from and in addition to existing street reconstruction funds. This should be overseen by the City's Mobility Coordinator, who has yet to be hired. This position has been identified in the budget as a recurring expense by the City Administrator.

Recommendation 2: Road Design - Adopt City Policy of Using Safe Systems to Design Roadways

This committee recommends that the City Administrator and/or City Council adopt a policy of requiring a safe system approach to designing roadways and setting speed limits.

The publication referenced in Recommendation 6, *Reducing Speeding-Related Crashes Involving Passenger Vehicles* (Safety Study NTSB/SS-17/01 PB2017-102341. National Transportation Safety Board, 2017) recommends adoption of a safe system approach to setting speed limits. Specifically, the report states:

The safe system approach to speed limits differs from the traditional view that drivers choose reasonable and safe speeds. In the safe system approach, speed limits are set according to the likely crash types, the resulting impact forces, and the human body's ability to withstand these forces (Forbes and others 2012). It allows for human errors (that is, accepting humans will make mistakes) and acknowledges that humans are physically vulnerable (that is, physical tolerance to impact is limited). Therefore, in this approach, speed limits are set to minimize death and serious injury as a consequence of a crash (Jurewicz and others 2014). This approach is far more commonly applied outside of the United States, such as in Sweden (where it is called Vision Zero), the Netherlands (where it is called Sustainable Safety), and several jurisdictions in Australia (OECD 2008). However, it is now gaining acceptance in the United States, particularly in Vision Zero cities and municipalities.

The safe system approach calls for road designers to move from the conventional design (in which the posted speed limit is determined by the anticipated operating speed) to a proactive urban street design approach (in which the posted speed limit is determined by a target speed based on a desired safety result). The safe-system-approach-recommended maximum target speeds for urban roads are typically near the low end of the AASHTO minimum design speeds.¹

Recommendation 3: Increase Enforcement Efforts

As indicated in the National Transportation Safety Board's 2017 study "[Reducing Speeding-Related Crashes Involving Passenger Vehicles](#)," **speed limits must be enforced to be effective**, including high-visibility enforcement. Increased enforcement efforts need to be prioritized by the Ann Arbor Police Department. To do this, a different approach to enforcement that engages and involves all road patrol officers rather than a dedicated traffic enforcement unit should be evaluated. Other enforcement recommendations and support needed include:

- Performing high-visibility enforcement at targeted locations based on citizen reporting, crash data, speed study analysis, and radar sign reporting.
- Providing additional resources, including filling the vacant traffic officer position.
- Establishing a zero-tolerance policy on speeding, with citations for all infractions regardless of potential court outcome (i.e., not limited to speeds > 10mph over the posted

¹ *Reducing Speeding-Related Crashes Involving Passenger Vehicles, Safety Study NTSB/SS-17/01 PB2017-102341. National Transportation Safety Board. 2017. Pp 27-8.*

limit).

- Creating recurring, high-visibility enforcement campaigns aimed at speeding—similar in design to the recent crosswalk compliance campaign.
- Investigating automated enforcement possibilities, including seeking an exception for camera-based tickets at the State level if needed.

Recommendation 4: Expanded and Sustained Public Outreach Campaigns

Expand and enhance education efforts regarding the crosswalk ordinance, safe crossing, the 5-foot passing ordinance, and our commitment to safety, in order to foster cultural change. These campaigns should include collaboration with U-M, AAPS, large employers, and other local entities. Successful implementation is accessible to outsiders and recurs over time, to take into account our transitory population. For example, signs on roads entering town are more visible than articles in local papers. The city can also work with large employers to teach new employees our culture and specific rules.

The [City of Ann Arbor Pedestrian Safety and Access Task Force](#) noted an “unfamiliarity and misunderstanding of traffic laws and local expectations” as one of five “underlying issues to address.” The Speed Reduction Committee recommends **sustained public outreach campaigns** similar to those recommended by the Task Force, to include:

- Multifaceted, ongoing outreach efforts targeting residents, students, out of town commuters and visitors using a variety of targeted outreach methodologies. Such outreach might include extensive social media advertising, advertising on busses, public service announcements on local radio, and signage throughout the city.
- Engage public, private and institutional entities to integrate simple positive and memorable messages into their existing correspondence and interactions with their clientele.
- Emphasize that use of our roadways is a shared responsibility.
- Educate roadway users on the correlation between speed and injury severity.
- Increase the percentage of motorists who stop for and yield to pedestrians at all crosswalks and other pedestrian safety and awareness issues as deemed appropriate.
- Raise awareness of the local 5 foot passing ordinance.

Recommendation 5: Amend the Traffic Calming Program

As of November 2016, 76 street segments petitioned for traffic calming, with 24 segments receiving treatments (32%). 43 segments (57%) did not qualify based on speed criteria.

To improve the effectiveness of the Traffic Calming Program we recommend **implementing short-term changes** to broaden the existing Traffic Calming Program to allow more streets to qualify for resident driven improvements, to expand the toolbox of devices considered in the existing Traffic Calming Program, and to reform the process and engagement format. For example, staff should consider the following in the Program update already in progress:

- Reduce the qualifying speed criteria.

- Establish qualifying criteria aligned with the [“main objectives”](#) of the program, including: “promote non-motorized transportation”, “improve the quality of life for residents”, “reduce cut-through traffic,” and “create attractive streets.”
- Add non-speed qualifying parameters currently in use in other communities, such as: 25% of traffic non-resident during problem hour (East Lansing) and proximity to schools and pedestrian generators (Washtenaw County Roads Commission).
- Add vehicle deterrents and active transportation priority elements as part of the solutions toolbox, along with creative neighborhood-derived solutions.
- Simplify and reduce thresholds in the 10-step process.
- Maintain a high level of public input in the design process, allow residents to offer potential solutions, and include a resident-centered design workshop.

Information about the existing program requirements and process is provided in the [Traffic Calming Guidebook](#). Additional information on the Traffic Calming program can be found in the [Traffic Calming, Speed Limits, and Design Speed Report](#).

Recommendation 6: Lobby for speed changes on state-owned roads, starting with Washtenaw Avenue

Washtenaw is an MDOT controlled road, which limits the ability of city staff to make decisions about the posted speed limit and roadway design. Attractors of non-motorized activity exist along the corridor, including Tappan Middle School, Burns Park Elementary, Angell Elementary, University of Michigan, AAATA bus stops, churches and synagogues.

Other factors include: The highest speed limits in the city (45mph between East Stadium Blvd and Tuomy Road). A crash history for 2016 of 25 crashes in a 0.3 mile span near the Washtenaw/Stadium split, with 80% rear-end collisions and 50% involving new drivers and—most importantly—two fatal incidents in the last two years (one bicycle, one motorist). Speeding cars involved in accidents also damage adjacent properties with significant damage to fences, bushes, and even the first floor of a house.

We recommend that City Council authorize the City’s lobbyist, Representatives Rahbi and Zemke and Senator Warren and City staff to engage MDOT on the following items:

- Conduct a comprehensive corridor study, including an engineering evaluation of the corridor’s current conditions and street geometry, to determine changes necessary to reduce the speed limit throughout the corridor.
- Develop cost estimates for the changes required to lower the speed limit between Hill and Arlington to 25 mph.
- Explore opportunities to alter the physical roadway for speed reduction through street design.

Recommendation 7: Create a Vision Zero Task Force

This committee recommends the Council authorize the formation of a Vision Zero Task Force charged with creating a Vision Zero Action Plan and responsible for oversight and implementation. This Vision Zero Task Force should also be charged with:

- Developing a **Neighborhood Slow Streets Program**, to include:
 - Creating a neighborhood-based approach to transportation.
 - Creating a higher level of respect for non-motorized users by the community.
 - Enhancing community-City partnerships on transportation facilities and design.
 - Expanding the street design toolbox to create active transportation corridors.
- Developing a program for **System-wide changes to lowering speed**, that include:
 - Identifying priority corridors that include proximity to schools and parks, where bike facilities are present, high pedestrian activity zones, and where speeding is documented.
 - Adopting a “Safe Systems” approach to speed limits and roadway design.
 - Allowing for resident-initiated review of corridors for speed reduction
 - including an online crowd-sourced data tool for transportation system users to provide feedback and locate problem locations.
 - Performing ongoing crash data analysis to identify locations, priorities, and preferred outcomes.
 - Identifying a toolbox of engineering devices that could be suitable for higher functional class streets.

Speed Reduction Committee - Final Recommendations

Staff comments - March 16, 2018

Staff congratulate the Committee on their hard work to prepare these recommendations and working through many comments, edits and drafts to reach this point. The final work product reflects the dedication of the Committee members.

Final staff comments are provided here, for consideration.

- General comments:
 - Please note that following Council action on the final recommendations of the Transportation Commission, staff will need to develop cost estimates, identify funding needs and determine implementation strategy for many of the recommendations.
- Executive Summary
 - Suggest that reference to supporting resolution be incorporated to back up the opening statement: “In keeping with Ann Arbor’s Vision Zero goal of zero traffic-related fatalities by 2025, the reality of lowering speeds must be addressed.” [Resolution to Accept the Recommendations of the Pedestrian Safety and Access Task Force¹](#)
 - Suggest that the hyperlinked text ‘studies’ incorporate a footnote providing the full URL.
 - Suggest that a reference/source be provided for the un-cited graphic used.
- Sub-committee background
 - “Based on research, work with staff and other transportation professionals” – For transparency and credibility suggest that the Committee site what ‘other transportation professionals’ were involved.
- Recommendation 1
 - The referenced “Mobility Coordinator” is not a title currently used by the City, however, staff believe the following suggested revision could more accurately describe the budgeted position, and achieve the Committee’s intended recommendation: “This should be overseen by a City staff member focused on mobility. An additional position has been included in the Public Services Area budget as a recurring expense by the City Administrator that could be used for this role.”
- Recommendation 2
 - “The publication referenced in Recommendation 6...” Should this read Recommendation 3, instead of 6? Or, consider removing reference to the other recommendation to simplify.
- Recommendation 6
 - Consider ‘request’ instead of ‘authorize’ in the sentence that reads “We recommend that City Council authorize the City’s lobbyist, Representatives Rahbi and Zemke...” City Council does not have authority over State Representatives.
- Recommendation 7
 - Request for additional explanation or example to clarify “crowd-sourced data tool”
 - Staff support this recommendation and see opportunity for implementation at the time Vision Zero is defined through the Transportation Plan Update.

¹ <http://a2gov.legistar.com/LegislationDetail.aspx?ID=2471931&GUID=8FA4544F-8822-460D-908C-446FA7505252&Options=&Search=>

Task Force on Traffic Calming

Charter drafted by Linda Diane Feldt for consideration at the June 2018 Transportation Commission meeting

Composition: 3-5 Commission members, 1-2 public members optional

Duration: Approximately 2-3 meetings anticipated before August 1, 2018.

End Product: Provide suggestions in response to the June 2018 Traffic Calming Program Update discussion; may include an endorsement of the proposed update and/or additional recommendations. The Task Force may choose to provide the Commission with verbal information and updates, written summaries of reports and policies, and links to helpful resources for the Commission to consider. The Task Force report should be provided to the Commission chair and staff liaison no later than August 1 for consideration at the August 15 Transportation Commission meeting.

Scope of work: Discuss background information on neighborhood traffic calming efforts, public feedback and current proposed Program Update changes. Including but not limited to:

- Compile and consider Transportation Commissioner feedback and reactions to the Proposed Program Update presented at the June 20 meeting.
- Become familiar with the efforts and recommendations of the Speed Reduction Committee (final report recommendation 5: Amend the Traffic Calming Program)
- Utilize resources available about the existing Traffic Calming Program ([Guidebook](#), [Google Map of past projects](#), [Program Orientation presentation](#); a2gov.org/trafficcalming) to better understand the existing process and changes proposed.
- Review the proposed Program Update (overview presentation and detailed tracking – to be provided by staff) and consider whether Speed Reduction Committee recommendations are appropriately incorporated and/or addressed.
- Gather and discuss additional background information as needed; may include review of particular project area results (available upon request from staff), benchmarking research of peer communities and industry best practices (ITE, FHWA).
- Submit questions and requests to staff liaison where additional information or staff support is desired.
- Discuss additional opportunities to improve the existing Traffic Calming Program (may extend beyond the Speed Reduction Committee Report and proposed changes), with consideration to limited staff time and resources and the importance of compliance with safety and industry best practices.
- Next steps may include suggestions for the Vision Zero Task Force also suggested in the Speed Reduction Committee Report, recognizing that the Vision Zero recommendations will include comprehensive traffic calming recommendations.

Staff Support: As available especially in providing history of past Traffic Calming Program project areas and technical expertise of industry best practices. Some staff participation at task force meetings is anticipated for dialogue.



Legislation Details (With Text)

File #: 18-1804 **Version:** 2 **Name:** 11/19/18 - Traffic Calming Program Update (Revised)

Type: Resolution **Status:** Passed

File created: 11/19/2018 **In control:** City Council

On agenda: 11/19/2018 **Final action:** 11/19/2018

Enactment date: 11/19/2018 **Enactment #:** R-18-460

Title: Resolution to Adopt an Updated Traffic Calming Program

Sponsors:

Indexes:

Code sections:

Attachments: 1. Traffic Calming Program Update - Process Overview_UPDATED.pdf

Date	Ver.	Action By	Action	Result
11/19/2018	1	City Council		
11/19/2018	2	City Council	Amended	Pass
11/19/2018	2	City Council	Approved as Amended	Pass

Resolution to Adopt an Updated Traffic Calming Program

The City of Ann Arbor Traffic Calming Program began in December 1999 and has been updated over the past twenty years. Traffic calming is intended to reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. The City’s resident request-based Traffic Calming Program allows City staff to partner with the community to create a safer environment for motorists, bicyclists, and pedestrians of all ages and abilities on local streets.

The updated Traffic Calming Program (the “Program”) outlined in the attached resolution will replace the existing Traffic Calming Program for local streets. The intent of the Program update is to incorporate feedback from residents, City Council, the Transportation Commission and staff to bring it in line with contemporary best practices in traffic calming and public engagement.

The updated Program includes four focus areas: an updated process overview (Attachment A); updated public engagement process and program objectives (Attachment B); updated qualification criteria (Attachment C); and updated toolbox of devices (Attachment D).

The updated Program was developed after careful consideration of several factors, including: industry best practices, staff observations, past project area feedback, and peer community review. Additionally, consideration was given to the 2016 Report to City Council on Traffic Calming as well as the 2018 Speed Reduction Committee Recommendations. Community Input was also sought online through an [A2 Open City Hall survey <https://www.opentownhall.com/portals/116/Issue_6453>](https://www.opentownhall.com/portals/116/Issue_6453) as well as an open house held on June 20, 2018 at City Hall.

The public comments from the open house and A2 Open City Hall topic are available on the Traffic Calming website (<https://www.a2gov.org/trafficcalming>).

Staff worked closely with the Transportation Commission's Traffic Calming Task Force over four meetings in July and August to finalize the Traffic Calming Program revisions and work through details and next steps (Attachment E). The final draft of the updated Program was presented to the Transportation Commission on August 15, 2018; the Commission unanimously recommended approval to City Council.

Highlights of community concerns that are addressed in the program update include:

- Simplify the 10-step process: Fewer defined steps in the updated Traffic Calming Program simplify the community-facing Program by removing staff action items and maintaining the level of public engagement opportunities.
- Lower the thresholds for projects to qualify; reduce the qualifying speed criteria: The qualification scoring matrix greatly improves the opportunity for project areas to qualify by providing various non-speed based qualifying parameters and eliminating a minimum speed threshold.
- Expand the toolbox of devices considered: Devices not previously included in the Traffic Calming Program have been added.
- Simplify and lower the thresholds for project approval: Changing the final polling thresholds to 50% support from responses received achieves a simpler criterion compared to the previous two-part evaluation criteria. In recent cases where community support was not achieved with the existing Program, support would have been met if a 50% support criteria had been in place.
- Maintain a high level of public involvement: The existing and proposed Program include an initial questionnaire, two meetings, and a final polling process for each project area. The recommendation to hold meeting #1 as an orientation/workshop is intended to achieve improved community understanding of traffic calming concepts, and allow a more comfortable format for discussion and neighborhood collaboration.

Highlights of public participation in the Program update are provided below:

- Transportation Commission Speed Reduction Committee - 8 meetings and recommendations to amend the existing Traffic Calming Program
- 20 participants at June 20 Open House
- 252 responses were registered for the A2 Open City Hall topic
- 42.5% "solutions driven by community preference rather than data or engineering expertise" is a concern about the Traffic Calming Program
- 63.2% proposed thresholds for community participation seem reasonable
- 54.5% proposed community engagement format and strategy seem effective
- 66.4% proposed program objectives capture what they think is important
- Transportation Commission Traffic Calming Task Force - 4 meetings and 9 recommendations
- Unanimous support from the Transportation Commission accepting the Traffic Calming Task Force recommendations and recommending that City Council approve the revised Traffic Calming Program.

City Council considered a prior version of the updated Traffic Calming Program at the October 1, 2018 City Council meeting. City Council denied approval for the updated Traffic Calming Program at this meeting. Comments related to the Traffic Calming Program included the following:

- Impression that the updated process would reduce the level of public involvement in the Traffic Calming Program.
- Concern that addressing safety concerns outside of the Traffic Calming Program would not include a separate community engagement effort.
- Concern that removing City Council approval of individual traffic calming project implementation would remove the voice of City Council.

Comments un-related to the Traffic Calming Program included the following:

- Concern that the staff response to R-18-275 does not adequately address what was requested in the resolution.
- Examples of recent street resurfacing or safety improvement projects cited as examples of insufficient community engagement.

In response to the concerns raised about the Traffic Calming Program, the Program materials are now updated to better clarify the rationale and process for addressing demonstrated safety concerns. The process emphasizes that community engagement will be a critical component of addressing safety improvements. Additional language has been modified to emphasize that the Traffic Calming Program applies only to local streets and to emphasize the resident driven nature of the process.

The revised final draft of the updated Program incorporating feedback from the October 1, 2018 City Council meeting was presented to the Transportation Commission on October 17, 2018; the Commission unanimously recommended approval to City Council.

Prepared by: Kayla Coleman, Community Engagement Specialist
Raymond Hess, Transportation Manager
Nicholas Hutchinson, P.E., City Engineer

Reviewed by: Craig Hupy, Public Service Area Administrator

Approved by: Howard S. Lazarus, City Administrator

Whereas, The City's Traffic Calming Program began in 1999, but has not been substantially updated since 2006;

Whereas, 46 project areas have never qualified for traffic calming under the City's Traffic Calming Program;

Whereas, There is a community desire for greater flexibility in the qualification criteria for the City's Traffic Calming Program;

Whereas, The Transportation Commission formed a Traffic Calming Task Force, which worked with staff to update the Traffic Calming Program;

Whereas, The updated Traffic Calming Program has been developed based on industry best practices, staff observations, past project area feedback, peer community review, the 2016 Traffic

Calming Report to City Council, the 2018 Speed Reduction Committee Recommendations, and additional community input;

Whereas, The Transportation Commission recommended approval of the updated Traffic Calming Program at its August 15, 2018 meeting, reviewed the subsequent modifications and recommended approval of the revised, updated Traffic Calming Program at its October 17, 2018 meeting;

Whereas, It is City Council's role and authority to provide policy direction; and

Whereas, It is the City Administrator's role to implement policy.

RESOLVED, That City Council approves the updated Traffic Calming Program, as described in Attachments A-D;

RESOLVED, That the updated Traffic Calming Program supersedes and replaces any prior Traffic Calming Program, City Council rescinds all previous resolutions and voids all administrative actions giving rise to the superseded and replaced Traffic Calming Program;

RESOLVED, That City Council maintains authority over Traffic Calming Program updates and approval, and approval of individual project plans before construction;

RESOLVED, that the City Administrator has authority to manage and maintain the program including implementation of individual traffic calming projects, after City Council approval; and

RESOLVED, That the City Administrator be authorized to take the necessary administrative actions to implement this resolution.

As Amended and Approved by Ann Arbor City Council on November 19, 2018.

CITY OF ANN ARBOR TRAFFIC CALMING PROGRAM

PROCESS OVERVIEW

- Step 1: Petition
 - Petitioner defines the project area limits and gathers petition signatures.
 - 50% of addresses within the project area must sign the petition.
 - One signature per household.
 - Staff evaluate petition and project area based on qualification criteria; if qualification criteria are met, proceed to step 2.
- Step 2: Initial Questionnaire
 - A questionnaire is distributed to all addresses within the project mailing area for initial feedback about the existing conditions. Educational materials about the Traffic Calming Program are distributed with the questionnaire.
 - The questionnaire asks residents whether they support the Traffic Calming process moving forward. If at least 50% of addresses within the mailing area support the process moving forward, then proceed to step 3.
- Step 3: Meeting #1 Orientation/Workshop
 - Meeting #1 includes a program orientation and workshop style discussion. Engineering staff share starter ideas to address the concerns shared via the initial questionnaire, and gather additional community feedback.
 - Licensed engineers develop a preliminary plan to distribute prior to Meeting #2, based on starter ideas shared at Meeting #1, community feedback as well as street conditions such as geometry or utility locations, and industry best practices.
- Step 4: Meeting #2 Walking
 - Meeting #2 is held on-site. The preliminary plan is marked on-street by Engineering staff prior to Meeting #2. Meeting attendees walk the length of the project area to view device placement and visualize the draft plan on-site. Additional community feedback is gathered.
 - Licensed engineers will develop a final plan to distribute as part of the final polling based on starter ideas shared at Meeting #1, community feedback from Meeting #1 and 2, as well as street conditions such as geometry or utility locations, and industry best practices.
- Step 5: Final Polling
 - A final polling card is distributed to all addresses within the project mailing area to determine community support for the final plan. An electronic response option to return final polling cards is provided.

- If greater than 50% of the returned final polling cards support the final plan, the plan moves forward for construction.

Project Mailing Area Definition

- Addresses adjacent to the defined project area and addresses 100 feet from where the project street intersects a local cross street.
- The property owner and current resident are included. Where one parcel includes multiple units, each unit will be included in the mailing list and invited to participate in final polling.
- Cul-de-sac properties within the project area notified for information only.
- Other corridor users welcome at public meetings.

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

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
- Monitor project areas for demonstrated safety concerns. The following safety concerns could warrant consideration outside of the Traffic Calming Program¹: a documented crash pattern,

¹ Separation from the Traffic Calming Program is necessary to clearly set the community expectation that decisions about addressing documented safety concerns will be made by professional engineering staff, City administration and/or City Council depending on the scale of the project. Public engagement and communications will be essential components; however, safety improvements must not be left entirely to community polling. Eligible funding sources for capital improvement projects and/or maintenance work associated with a safety concern could differ from the Traffic Calming Program funding.

critical sight distance problem, non-motorized travel need, and/or sensitive travel population (e.g., a primary route for elderly persons or children). The following process will be used when professional engineering staff determine presence of a documented safety concern within a Traffic Calming project area:

- Determine the appropriate public engagement strategy based on the scale of the project and using the City of Ann Arbor Community Engagement Toolkit.
- Notify the traffic calming project area: provide documentation of the safety concern and share next steps in the engagement strategy for the safety concern.
- Proceed with the remainder of the traffic calming project area, setting aside discussion of the safety concern location.

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)
 - Input needed when bus routes are present along the project area

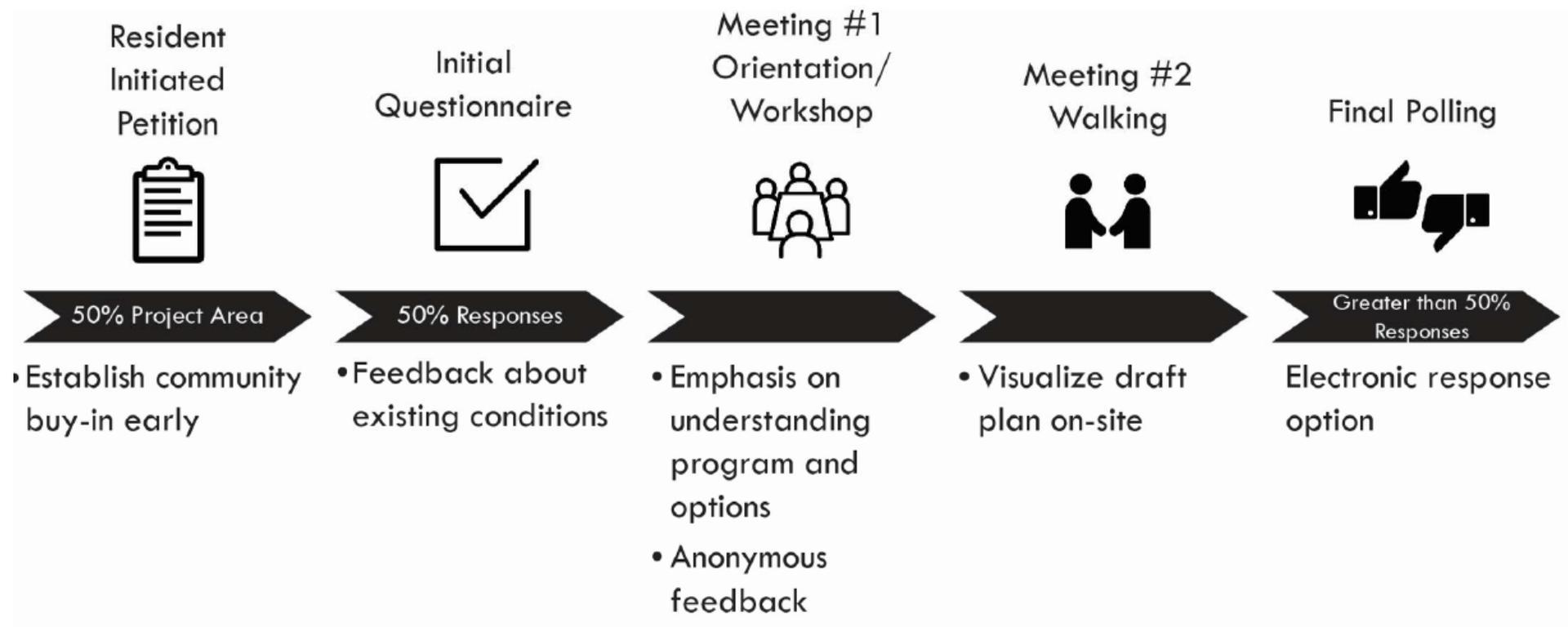
Program Objectives

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

Miscellaneous Updates

- Two year requirement before resubmittal for non-qualifying project areas
- “Local street” defined by National Functional Classification

Public Engagement Process



Program Objectives

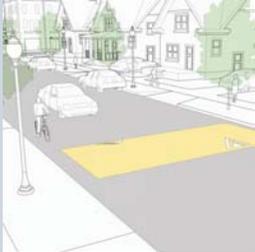
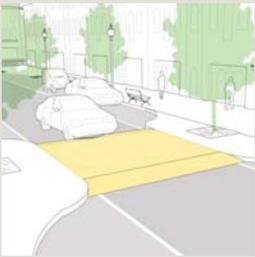
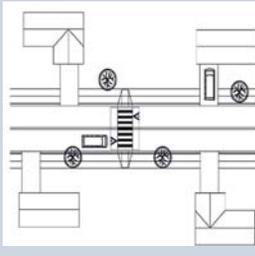
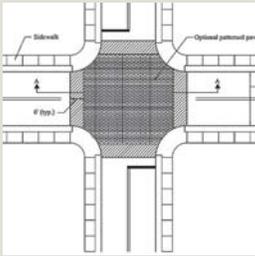
- Empower residents to make their neighborhood streets safer through a resident-driven process
- Improve the safety and convenience for pedestrians and cyclists by reducing the speed of vehicular traffic on local street
- Use engineering best practices and stakeholder engagement to advance Vision Zero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

Qualification Criteria

- Awards points on an incremental basis
- A total of 10 points needed for project qualification

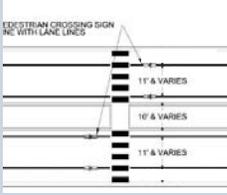
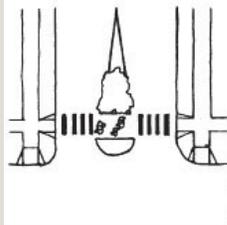
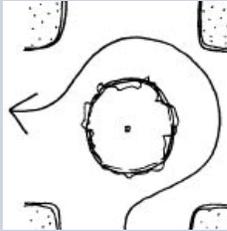
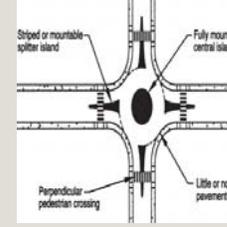
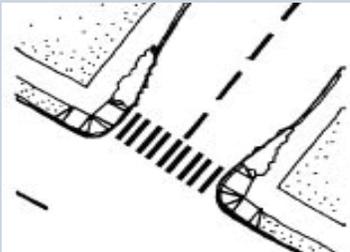
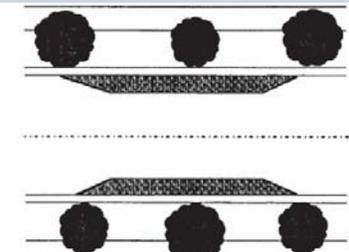
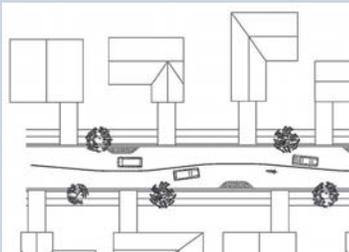
Criteria	Range	Points
Qualifying Petition Support <ul style="list-style-type: none"> • Resident initiated • Establish community buy-in early • Minimum requirement: Signatures from 50% of all addresses within the identified project area 	<50% does not qualify	
	51 - 75 %	3
	76 - 90 %	5
	> 90%	7
85th Percentile Speed <ul style="list-style-type: none"> • The speed at which 15% of traffic is traveling over • Speed study conducted by City over seven consecutive days • Holidays and major events avoided for data collection 	<25 mph	-1
	25 mph	0
	26 - 27 mph	3
	28 - 30 mph	5
	> 30 mph	10
Percent Violators <ul style="list-style-type: none"> • Percentage of vehicles exceeding the legal speed limit 	0 - 30%	0
	31 - 50%	5
	> 50%	10
Average Daily Traffic (ADT) <ul style="list-style-type: none"> • Average number of vehicles counted over a 24 hour period 	<=250 vehicles	0
	251 - 500	1
	501 - 750	2
	751 - 1000	3
	1001 - 1500	4
	1501+	5
Speed Related Crash History (5 years) <ul style="list-style-type: none"> • Reported crashes that cite excess speed in previous five calendar years • Must be a police report on file 	No	0
	Yes	5
School Travel (max 5 pts) *defined by school <ul style="list-style-type: none"> • Walk Radius <ul style="list-style-type: none"> • Quarter mile around a public school 	Outside of walk radius*	0
	Inside of walk radius*	2 each
	School property adjacent to project	5
	Published priority school walk route Petition aligned with Safe Routes to School Committee Workplan	
Major Pedestrian Generators (e.g., park, library, shopping plaza, senior housing, community center.) (max 3 pts) <ul style="list-style-type: none"> • Locations people are likely to walk to. 	Adjacent to corridor	3
	Within 1/8 mi. of project area	1 each
		1/2 each
	Within 1/4 mi. of project area	

- Vehicles driving over vertical device greater than 25 mph will feel discomfort
- Devices are marked with painted chevrons to increase visibility for oncoming motorists
- Emergency response may be delayed 2 to 10 seconds per device
- Possible increase in traffic noise

		Description/Considerations	Cost
Speed Hump  		<p>Speed humps are 12 feet wide, 3 inches high, have a parabolic shape, and extend the full width of the street.</p> <ul style="list-style-type: none"> • 20-25% speed reduction on average • 18% average traffic volume reduction • 13% average crash reduction 	\$
Speed Table  		<p>Speed tables are typically 22 feet wide – including a 10 foot wide center platform and slopes tapering down on each side, 3 inches high and extend the full width of the street. The center platform width is variable and can be customized to the location.</p> <ul style="list-style-type: none"> • 12% average traffic volume reduction • 45% average collision reduction • Less speed reduction than speed humps 	\$\$
Raised Crosswalks  		<p>Raised crosswalks are 18 feet wide – including a 6 foot wide center platform marked with crosswalk striping and slopes tapering down on each side, 3 inches high and extend the full width of the street.</p> <ul style="list-style-type: none"> • 20-25% average speed reduction • 18% average traffic volume reduction • 13% average crash reduction • Increases the visibility of pedestrians • Installation must be ADA-compliant 	\$\$
Raised Intersections  		<p>A raised intersection involves ramping each side of an intersection approach and raising the entire intersection 3 inches. Where there are pedestrian crossings, crosswalks can also be marked and raised to the elevation of the raised intersection.</p> <ul style="list-style-type: none"> • Improves pedestrian visibility • May require utility work • Installation must be ADA-compliant 	\$\$\$
Other			
Neighborhood Gateway Treatment  		<p>A physical landmark that indicates a change from a higher speed arterial road to a lower speed residential or commercial district.</p> <ul style="list-style-type: none"> • Increases awareness for residential speeds • May require additional right-of-way • Neighborhood would bear landscaping installation and maintenance cost 	\$

Traffic Calming Device Toolkit: Horizontal Deflection Devices

- Provide opportunities for neighborhood landscaping
- Neighborhood would bear landscaping installation and maintenance costs
- Landscaping must be designed to maintain pedestrian visibility
- Emergency response may be delayed 2 to 10 seconds per device
- Narrowed roadway section can reduce speed (perception of less room for error)

		Description/Considerations	Cost
Pedestrian Gateway Treatment  		<p>Signs within crosswalk indicating vehicles have to stop for pedestrians. Must be consistent with crosswalk design guidelines.</p> <ul style="list-style-type: none"> • Defines the area of preferred crossing for pedestrians • Communicates high pedestrian activity areas to motorists • Pedestrian awareness and visibility improved • Will have painting and maintenance expense • Results have shown high yielding rates 	\$
Pedestrian Island/Median Landscaping  		<p>Raised islands placed in the center of the street at intersection or midblock locations.</p> <ul style="list-style-type: none"> • Reduces pedestrian crossing width by providing a refuge within the street • Reduces pedestrian-motorist crashes • May require additional right-of-way • May interrupt driveway access and result in U-turns at the end of medians 	\$\$
Residential Traffic Circles  		<p>Raised circular islands of pavement, most commonly at four-legged intersections. Does not change existing traffic control, e.g., stop signs.</p> <ul style="list-style-type: none"> • 10% reduction in midblock speed • 70% reduction in intersection crashes • 28% reduction in overall crashes • Can provide an attractive gateway to a neighborhood • Minimal effect on cut through traffic • Left turns may be difficult for larger vehicles • May shift vehicles closer to crosswalks • Bicyclists navigate with traffic around circle • Possible driver confusion entering traffic circle after yielding to traffic already in circle 	\$\$
Compact Urban/Mini Roundabout  		<p>A type of roundabout characterized by a small center island. This changes traffic control to yield upon entry.</p> <ul style="list-style-type: none"> • Decreases conflict points • May require additional right-of-way • May require changes to intersection configuration • May shift vehicles closer to crosswalks • Bicyclists navigate with traffic around circle 	\$\$\$\$
Curb Extensions <p>An extension of the curb line to the physically and visually tighten the corridor by narrowing street width. Two parallel curb bump-outs can be used to create a single lane width passageway, or choke-point. Alternating curb bump-outs can be used to create a chicane effect.</p>			\$-\$\$\$\$
Curb Bump Outs  	Choker/Neckdown  	Chicane  	<ul style="list-style-type: none"> • 2-lane chokers <ul style="list-style-type: none"> • 4% speed reduction • Minor reduction in traffic volume • 1-lane chokers <ul style="list-style-type: none"> • 14% speed reduction • 20% reduction in traffic volume • Rely on regulatory signs and driver courtesy • Devices applied at intersection and midblock locations: <ul style="list-style-type: none"> • Shorten pedestrian crossing distance • Improve pedestrian visibility • Eliminate illegal parking • May require drainage considerations • May require loss of on-street parking • May cause debris to collect around the device

Transportation Commission
Traffic Calming Task Force Recommendations

Task Force Members: Councilmember Ackerman, Jared Hoffert, Bradley Parsons, Patti Smith

Task Force recommendations regarding the proposed Traffic Calming Program Update are provided below. Additional background and detail is provided in Appendix A.

1. Recommend allowing streets with an 85th percentile speed less than 25 mph the opportunity to qualify and replace <25mph "does not qualify" with "-1" on the qualification criteria rubric.
2. Recommend Traffic Calming Program annual budget of \$100,000-\$150,000 and exploration of funding options outside of ACT51.
3. Recommend ongoing exploration of a "Tier 2" addition to the existing Traffic Calming Program to address speed, safety and cut-through traffic.
4. Recommend that unanticipated outcomes of treatments be identified in the toolbox.
5. Recommend flexibility to expand the toolbox of treatments, including temporary treatments, and treatments not specifically identified in the Program.
6. Recommend staff utilize a variety of tools and techniques for public input and reaction including presentation of design alternatives for a project area, when appropriate.
7. Recommend that staff improve public awareness about programs that are complementary to Traffic Calming, including an updated, user-friendly online interface.
8. Recommend staff consider ways to better integrate Ann Arbor Public Schools (AAPS) into discussions and solutions when Traffic Calming requests are near schools, and encourage AAPS to involve staff and the community in traffic calming related work they may pursue or recommend.
9. Recommend that Council maintains authority for Traffic Calming Program approval.

MOTION: The Transportation Commission accepts the Traffic Calming Task Force recommendations and recommends that City Council approve the revised Traffic Calming Program inclusive of the changes described above.

August 15, 2018: A motion was made by Gordon, seconded by Naheedy, that the Traffic Calming Task Force recommendations be Accepted as amended by the Commission and forwarded to the City Council and should be returned by 10/1/2018. The Transportation Commission recommends that City Council approve the revised Traffic Calming Program inclusive of Task Force recommendations. On a unanimous voice vote, the Chair declared the motion carried.

Appendix A

Background

The Traffic Calming Task Force met with staff four times in July and August to review the draft Traffic Calming Program update. The following are highlights from the discussion which resulted in the Task Force recommendations. Staff comments are provided in italics.

Supporting Detail

1. 85th Percentile Speed Qualification Criterion

As currently drafted, the Traffic Calming Program requires the 85th percentile speed to be at or above 25 mph in order to qualify for the Traffic Calming Program. The Task Force recommends that this criterion be changed so that neighborhoods could qualify if they experience an 85th percentile speed below 25 mph and that a value of negative one (-1) be given for an 85th percentile speed below 25 mph.

- *Staff agrees with this recommendation.*

2. Traffic Calming Program Budget

Currently, City Council budgets under \$40,000 annually for the Traffic Calming Program to cover all staff costs and construction costs associated with traffic calming petitions as well as maintenance of existing treatments. The Task Force believes this funding amount to be inadequate to fund the desired two to three traffic calming petitions per year and recommends a budget between \$100,000 and \$150,000 annually. The Task Force has concerns about the exclusive use of Act 51 funds for the Traffic Calming Program because of possible limitations on that funding source.

- *Staff believes that a budget between \$100,000 and \$150,000 would adequately fund between two and three traffic calming projects from petition through construction. Staff will request augmentation of the Traffic Calming budget as part of the next biennial budget process.*

3. Tier 2 Traffic Calming Program

As currently drafted, the Traffic Calming Program applies to neighborhood streets only (i.e., functional classification is 'local') and emphasizes speed reduction. The Task Force recommends that the City explore a Tier 2 Traffic Calming Program so that community stakeholders can address concerns related to safety, speeds, and cut-through traffic. The San Jose Tier 2 Traffic Calming Program should be referenced as an example.

- *Staff agrees and will pursue development of a Tier 2 Traffic Calming Program upon completion of the neighborhood street Traffic Calming Program update and contingent upon available budget and resources. Staff will engage the Transportation Commission in the development of the Tier 2 Traffic Calming Program.*

4. Treatment Considerations – Unanticipated Outcomes

The Task Force has observed that certain types of treatments may have unanticipated outcomes. For example, vehicles may swerve into the crosswalk as the driver navigates

through a residential traffic circle. Therefore, the Task Force recommends that these considerations be added to each treatment in the toolbox.

- *Staff agrees with this recommendation.*

5. Flexibility to Expand the Toolbox

The Task Force recommends that flexibility for temporary traffic calming installations be accommodated as part of the Program, including use of tools not specifically identified in the toolbox.

- *Staff agrees with this recommendation.*

6. Public Engagement Tools

The Task Force suggests that a menu of options for public engagement be provided, including development of design alternatives for a traffic calming project area.

- *Staff agrees with this recommendation.*

7. Increase Public Awareness about Complementary Programs

The Task Force has observed community confusion about what is (and what is not) included in the Traffic Calming Program. Information about requests for stop signs, street lights, increased speed enforcement, and other programs require different processes and lines of communication. The Task Force recommends that information about programs that complement the Traffic Calming Program be added to the Traffic Calming website.

- *Staff agrees with this recommendation.*

8. AAPS Coordination

The Task Force recommends improved communications with AAPS, including AAPS involvement in Traffic Calming project area discussions and neighborhood engagement on AAPS initiated projects. Leverage opportunities to coordinate complementary Safe Routes to School projects and traffic calming projects.

- *Staff agrees with this recommendation.*

9. Program authority

Recommend that Council maintains authority for Traffic Calming Program updates and approval. This is consistent with Council's role to establish policy. The Task Force agrees that the administrator should manage and maintain the Traffic Calming Program and that individual Traffic Calming project plans should not require City Council approval. The City Administrator, or designee, should have the authority to implement the approved Program.

- *Staff agrees with this recommendation*

Shared Active Transportation/Micro-Mobility Committee

Charter drafted by Linda Diane Feldt for consideration at the October 2018 Transportation Commission meeting

Composition: up to 3 members of the public, 1 University of Michigan representative, 2-3 Transportation Commission members

Duration: 3-4 meetings. Draft report for Council anticipated by February 2018.

End product: Provide policy suggestions related to implementation of shared active transportation/micro-mobility in Ann Arbor. May include recommendations related to appropriate riding space (sidewalk, bike lane, road), enforcement, vendor agreement, safety and other best practices. The Committee will take a holistic perspective to the current and possible future issues, beyond just electric scooters.

Scope of work: Develop recommendations and areas of further concern for City Council action.

- Provide definitions of terms relevant to the discussion.
- Identify a data collection strategy for future planning and evaluation: What information should be tracked? Data collection methodology?
- Review previous policies and planning documents, identify areas needing update to accommodate shared active transportation/micro mobility.
- Develop a statement on equity and disability concerns or ideas.
- Address any special safety concerns: provide data, and recommendations to address safety concern (especially related to e-scooters).
- Provide recommendations for licensing and monetizing private operators
- Provide recommendations for curbside planning in future development, involve DDA in immediate needs.
- The committee work shall reflect the following values:
 - o Safety of all transportation system users.
 - o Encouraging a welcoming environment for expanding transportation options.
 - o Consistency with City Transportation Plan and other policy documents.
 - o Consideration for future possible transport and impacts/interactions.

Staff support – As available. Staff participation at committee meetings is likely needed.

Transportation Commissioner Involvements in City Process

Transportation Manager: Interview Panel – March 2018

- Linda Diane Feldt, Chair
- Steve Dolen, University of Michigan

Comprehensive Transportation Plan Update: Consultant Team Selection Committee – May-June 2018

- Robert Gordon, Vice Chair

Transportation Commission Guest Presentations and Featured Agenda Items

Presentations made by City of Ann Arbor staff unless otherwise noted.

March 15, 2017

- Allen Creek Berm Opening (ELI COOPER)
- Notable Transportation Projects, Plans and Policies (KAYLA COLEMAN)
- Transportation 101 (BRAD STRADER – MKSK)

April 19, 2017

- Funding and CIP Process (DEB GOSSELIN)
- Typical Project Process Overview (DEB GOSSELIN)
- Design Criteria and Right-of-Way Capacity (BRAD STRADER – MKSK)
- RTA Overview (BEN STUPKA – RTA)

May 17, 2017

- Transportation Plan and Non-motorized Transportation Plan (ELI COOPER)
- Transportation Plan Update (BRAD STRADER – MKSK and KAYLA COLEMAN)
- Sustainability Framework Overview (MATT NAUD)
- Climate Action Plan Overview (MATT NAUD)
- Climate Action Plan Land Use and Access Element (EMILY DRENNEN)

June 21, 2017

- AAATA/The Ride and GetDowntown (SARAH PRESSPRICH GRYNIEWICZ – AAATA)
- University of Michigan (STEVE DOLEN – UM)
- Clean Energy Coalition/ArborBike (SEN REED – CEC)
- Smart Cities and Intelligent Transportation Systems (BRAD STRADER – MKSK)
- Traffic Signal System Overview (LUKE LIU)
- iNet - Smart cities - City of Ann Arbor overview (TOM SHEWCHUK)
- Connected Transportation Environment (DR. JAMES SAYER – University of Michigan Transportation Research Institute (UMTRI))

July 19, 2017

- Capital Improvements Plan (DEB GOSSELIN)
- Scio Church Road Improvements (JENNIFER NELSON)

August 16, 2017

- Overlap of School Crosswalk Safety Issues and Bike Routing (BRADLEY PARSONS)
- County Public Safety/Community Mental Health Millage (HOWARD LAZARUS)

- Transportation Commission Role in Major Street Projects (HOWARD LAZARUS)
- Introduction Safety and School-City Coordination (HOWARD LAZARUS)
- Community-wide Safety Initiative (A2 Be Safe)(LISA WONDRASH)
- School Safety Work Plan (NICK HUTCHINSON)
- Funding Flow for Transportation Projects (NICK HUTCHINSON)

September 13, 2017

- Treeline: Allen Creek Urban Trail Master Plan (CONNIE PULCIPHER)

October 18, 2017

- Ann Arbor Station (ELI COOPER)
- Ann Arbor Crosswalk Ordinance Review (HOWARD LAZARUS)
- Pedestrian Safety and Access Task Force (PSATF) Briefing (LINDA DIANE FELDT)
- PSATF Recommendations Implementation Progress (CRESSON SLOTTEN)

November 15, 2017

- DDA Overview (SUSAN POLLAY and AMBER MILLER)
- Parking Demand (ROBERT HAMPSHIRE – UMTRI)

December 20, 2017

- Ann Arbor Airport Presentation (MATT KULHANEK)
- Winter Maintenance (MOLLY MACIEJEWSKI)
- Transportation Plan Update Presentation (ELI COOPER)

January 18, 2018

- 2018 Street Resurfacing and Related Projects

February 14, 2018

- Bicycle Parking Ordinance (ALEXIS DILEO)
- Transit Zoning District (ALEXIS DILEO)
- SEMCOG 2045 Regional Transportation Plan (TREVOR BRYDON – SEMCOG)

March 21, 2018

- Huron Street (3rd to Division) (AMBER MILLER)
- Highway Safety Improvement Program (HSIP) Grants (CYNTHIA REDINGER)
- Ann Arbor Public Schools (AAPS) Non-motorized Safety Update (LIZ MARGOLIS)

April 18, 2018

- FY2019 Budget (HOWARD LAZARUS)
- WATS Overview and N. Main St. Project (RYAN BUCK)

May 9, 2018

- Fuller Road Sidewalk near Huron Highschool (BRIAN SLIZEWSKI)
- Transportation Pavement Asset Management (NICK HUTCHINSON AND DEB GOSSELIN)
- S. State Street Transportation Study (ELI COOPER)

June 20, 2018

- Traffic Calming Program Update (KAYLA COLEMAN, JP MANSOLF AND CYNTHIA REDINGER)
- Transportation Plan Update (ELI COOPER)
- Capital Improvements Plan (CIP)(DEB GOSSELIN)
- AAATA/The Ride Service and Millage Discussion (MATT CARPENTER)

July 18, 2018

- First & Ashley and William Street (SUSAN POLLAY - DDA)
- Effective Proposals/Recommendations and Committee Work (LINDA DIANE FELDT/KAYLA COLEMAN)

August 15, 2018

- Nixon Corridor Design (CHRIS WALL)
- Crosswalk Ordinance Requested Clarification (RAYMOND HESS)

September 12, 2018

- Connected Transportation Environment (DR. JAMES SAYER - University of Michigan Transportation Research Institute)
- Dockless Bike and Scooter Introductory Discussion (LINDA DIANE FELDT & SCOTT TRUDEAU)
- Community Engagement Toolkit Introduction (KAYLA COLEMAN)
- Citizen Input and Process for City Street-Related Improvement Projects (R-18-275)(RAYMOND HESS)

October 17, 2018

- E-Scooter Update (RAYMOND HESS)
- Traffic Calming Program Update (KAYLA COLEMAN AND LINDA DIANE FELDT)
- Ann Arbor Public Schools (AAPS) Transportation Update and School-City Coordination (LIZ MARGOLIS AND RAYMOND HESS)

November 14, 2018

- Hoover (Main to State)(CHRIS WALL)
- Ann Arbor Bike Share (CHRIS SIMMONS (AAATA) AND SHIFT TRANSIT)
- Changing Driver Behavior Study Report (SGT. CLOCK)
- N. Seventh Street Transportation (RAYMOND HESS)

December 19, 2018

- Crosswalk Design Guidelines Discussion (CYNTHIA REDINGER)

Transportation Commission Resolutions and Notable Actions

March 15, 2017

Election of Chair and Vice Chair

- A motion was made by Councilmember Smith, seconded by Gordon, that Linda Diane Feldt be elected as the Chair of the Transportation Commission. On a voice vote, Temporary Chair Feldt declared the motion carried.
- A motion was made by Councilmember Smith, seconded by Parsons, that Robert Gordon be elected as the Vice Chair of the Transportation Commission. On a voice vote, Chair Feldt declared the motion carried.

Resolution to recommend submitting a grant application to the Michigan Department of Natural Resources Grants Management for a Non-motorized Access in the Allen Creek Railway Berm Opening Project

- A motion was made by Naheedy, seconded by Firn, that the Resolution be Approved by the Commission and forwarded to the City Council. On a voice vote, Chair Feldt declared the motion carried.

July 19, 2017

CIP Committee Proposal

- A motion was made by Smith, seconded by Trudeau, that the CIP Committee Proposal be Approved as presented. On a voice vote, the Chair declared the motion carried.
- CIP Committee members: Bradley Parsons, Cyrus Naheedy, Linda Diane Feldt

August 16, 2017

Speed Reduction Committee Proposal

- A motion was made by Parsons, seconded by Preston, that the Speed Reduction Committee Proposal be Approved. On a voice vote, the chair declared the motion carried.
- Speed Reduction Committee members: Bradley Parsons, Councilmember Smith, Stephanie Preston

County Public Safety/Community Health Millage Memo

- A motion was made by Smith, seconded by Trudeau, that the Memo be Approved. On a voice vote, the chair declared the motion carried.
- Commissioner Preston abstained from the Commission's action on this item.

September 13, 2017

Resolution to Recommend Planning Commission and City Council Initiate the Process to Adopt The Treeline-Allen Creek Urban Trail Master Plan

- This action was made relative to the first resolved clause:
- RESOLVED; That the Transportation Commission supports The Treeline—Allen Creek Urban Trail Master Plan
- A motion was made by Smith, seconded by Firn, that the Resolution be Approved by the Commission. On a voice vote, the Chair declared the motion carried.
- This action was made relative to the second resolved clause: RESOLVED; That the Transportation Commission recommends that the City Planning Commission and City Council initiate the process to adopt The Treeline—Allen Creek Urban Trail Master Plan as an element of the City Master Plan
- A motion was made by Smith, seconded by Firn, that the Resolution be Approved by the Commission. On a voice vote, the Chair declared the motion carried.

October 18, 2017*CIP Committee Recommendations*

- A motion was made by Smith, seconded by Trudeau, that the CIP Recommendations be Approved by the Commission and forwarded to the Planning Commission, City and should be returned by 11/14/2017. On a voice vote, the Chair declared the motion carried.

Resolution Regarding the Proposed Ann Arbor Station

- A motion was made by Smith, seconded by Trudeau, that the Resolution be Approved by the Commission and forwarded to the City Council and should be returned by 11/9/2017. On a voice vote, the chair declared the motion carried with a no vote made by Gururaja.

November 15, 2017*Ann Arbor Crosswalk Ordinance Review*

- A motion was made by Smith, seconded by Gordon, that the Transportation Commission recommends that City Council maintain the Crosswalk Ordinance in its current iteration based on the review and discussion of the ordinance that the Commission has had and the research that has been done by staff. On a voice vote, the Chair declared the motion carried.
- Approved by the Commission and forwarded to the City Council due back on 12/18/2017

January 18, 2018*CIP Committee Charter Revisions*

- A motion was made by Gordon, seconded by Councilmember Ackerman, that the CIP Charter Revisions be Approved as presented. On a voice vote, the Chair declared the motion carried.

Major Street Projects Requested for Review

- A motion was made by Naheedy, seconded by Gordon, that the Major Street Projects list be Approved as presented. On a voice vote, the Chair declared the motion carried.

Review of Mobility in the Lowertown Area - Commission Recommendations

- A motion was made by Gordon, seconded by Trudeau, that recommendations be Approved by the Commission and Forwarded to the City Council and should be returned by 2/5/2018. On a voice vote, the Chair declared the motion carried.

Pauline Blvd. Parking Removal Resolution

- A motion was made by Parsons, seconded by Gordon, that the Resolution be Approved by the Commission and forwarded to the City Council and should be returned by 2/20/2018. On a voice vote, the Chair declared the motion carried.

March 21, 2018*Election of Chair and Vice Chair*

- A motion was made by Councilmember Ackerman, seconded by Trudeau, that Linda Diane Feldt be re-elected as Chair and Robert Gordon be re-elected as Vice Chair. On a voice vote, the Chair declared the motion carried.

Speed Reduction Committee Recommendations

- A motion was made by Councilmember Ackerman, seconded by Gordon, that the Speed Reduction Committee Recommendations be Accepted by the Commission and forward the Recommendations

and related staff comments to City Council and the Council Policy Agenda Committee and should be returned by 4/16/2018. On a voice vote, the Chair declared the motion carried.

Huron St (3rd to Division) Materials - Transportation Commission Resolution of Support

- A motion was made by Councilmember Ackerman, seconded by Firm, that the Resolution be Approved as amended by the Commission and Forwarded to the City Council and should be returned by 4/16/2018. On a voice vote, the Chair declared the motion carried.

April 18, 2018

Transportation Commission Resolution - FY 2019 Proposed Budget

- A motion was made by Gordon, seconded by Naheedy, that the Resolution be Approved by the Commission and forwarded to the City Council and should be returned by 5/7/2018. On a voice vote, the Chair declared the motion carried.

May 9, 2018

Crosswalk Ordinance Additional Comments

- A motion was made by Gordon, seconded by Councilmember Ackerman, that the Additional Comments be Approved by the Commission and forwarded to the City Council. On a voice vote, the Chair declared the motion carried.

June 20, 2018

Traffic Calming Task Force Charter

- A motion was made by Boland, seconded by Councilmember Ackerman, that the Traffic Calming Task Force charter be Approved. On a voice vote, the Chair declared the motion carried.

Transportation Commission Recommendation for A Vision Zero Transportation Plan Update

- A motion was made by Parsons, seconded by Sims, that Resolution to Recommend that City Council Initiate the Process to Update the Vision Zero Oriented Transportation Plan update be Approved by the Commission and forwarded to the City Council and should be returned by 7/16/2018. On a voice vote, the Chair declared the motion carried. A No Vote was made by Commissioner Naheedy.

July 18, 2018

First & Ashley and William Street Transportation Resolution

- A motion was made by Trudeau, seconded by Gordon, that the Resolution of Support for Key First & Ashley and William Street Transportation Concepts be Approved by the Commission and forwarded to the City Council and should be returned by 8/9/2018. On a voice vote, the Chair declared the motion carried.

Resolution to Support Vision Zero Related Activities

- A motion was made by Boland, seconded by Councilmember Ackerman, that the Resolution to Support Vision Zero Related Activities be Approved by the Commission and forwarded to the City Council and should be returned by 8/23/2018. On a voice vote, the Chair declared the motion carried.

Traffic Calming Task Force Report and Task Force Member Appointments

- A motion was made by Parsons, seconded by Councilmember Ackerman, that the community member appointments to the Traffic Calming Task Force be Approved. On a voice vote, the Chair declared the motion carried.

August 15, 2018*Traffic Calming Task Force Recommendations - discussion and action*

- A motion was made by Gordon, seconded by Naheedy, that the Traffic Calming Task Force recommendations be Accepted as amended by the Commission and forwarded to the City Council and should be returned by 10/1/2018. The Transportation Commission recommends that City Council approve the revised Traffic Calming Program inclusive of Task Force recommendations. On a unanimous voice vote, the Chair declared the motion carried.

October 17, 2018*Shared Active Transportation/Micro-Mobility Committee Charter*

- A motion was made by Councilmember Ackerman, seconded by Parsons, that the Shared Active Transportation/Micro-Mobility Committee charter be Approved as Amended. On a unanimous voice vote, the Chair declared the motion carried.

Transportation Commission 2018 Annual Report - Select Commissioners to Prepare Report

- A motion was made by Boland, seconded by Kleinman, that Chair Feldt and Vice Chair Gordon prepare the Transportation Commission Annual Report and present at the December 2018 Commission meeting. On a unanimous voice vote, the Chair declared the motion carried.

Traffic Calming Program Update - Revised

- A motion was made by Parsons, seconded by Trudeau, that the revised update to the Traffic Calming Program be Approved by the Commission and forwarded to the City Council and should be returned by 11/8/2018. On a unanimous voice vote, the Chair declared the motion carried.

November 14, 2018*Micro-Mobility Committee Community Member Appointees*

- A motion was made by Firn, seconded by Trudeau, that the Micro-Mobility Committee appointments be Approved. On a unanimous voice vote, the Chair declared the motion carried.

December 19, 2018*CIP Committee Charter and Membership Annual Review*

- A motion was made by Kleinman, seconded by Councilmember Griswold, that the CIP committee charter be renewed and the existing membership maintained. On a unanimous voice vote, the Chair declared the motion carried.

Micro-Mobility Committee - Appoint Community Member

- A motion was made by Hull, seconded by Kleinman, that the Micro-Mobility Committee appointment be Approved. On a unanimous voice vote, the Chair declared the motion carried.