



Legislation Details (With Text)

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Title:	Resolution to Establish Speed Limits no Greater than 25 mph throughout Near-Downtown Residential Neighborhoods				
Sponsors:	Mike Anglin, Jack Eaton				
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Attachments:	1. Memo to Mayor and Council 8-17-15 - Speed Limits no Greater than 25 mph				

Date	Ver.	Action By	Action	Result
10/19/2015	2	City Council		
10/19/2015	2	City Council	Withdrawn	
8/17/2015	2	City Council		
8/17/2015	2	City Council	Postponed	Pass
6/15/2015	1	City Council		
6/15/2015	2	City Council	Amended	Pass
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5/18/2015	1	City Council		
5/18/2015	1	City Council	Postponed	Pass

Resolution to Establish Speed Limits no Greater than 25 mph throughout Near-Downtown Residential Neighborhoods

Whereas, As part of its Vision Zero initiative to eliminate pedestrian deaths from traffic accidents, the City of New York has set a local speed limit of 25 miles per hour or lower for all streets other than limited-access highways or major arterials;

Whereas, The Federal Highway Administration publication Methods and Practices for Setting Speed Limits notes that "Adjustments for roadway factors may reduce the 85th percentile speed by as much as 10 mph (16 km/h) below the 85th percentile speed based on sound and generally accepted engineering judgment," including "horizontal and vertical curves," "driveways with restricted visibility" and "high driveway density," and others;

Whereas, Speed limit changes alone have a marginal impact in changing motorist behavior and are best paired with road engineering that promotes save driving speeds; and

Whereas, In 2011 the City of Ann Arbor declared its commitment to complete streets in Resolution R-11-088;

RESOLVED, That the City Administrator is directed to establish speed limits of no higher than 25 miles per hour for all local streets;

RESOLVED, That the City Administrator shall set the speeds of arterial and collector streets at the lower of the access point formula set in the State of Michigan Motor Vehicle Code or identified by a traffic study, except in such cases as a traffic study indicates compelling evidence for the need of a higher speed to improve safety;

RESOLVED, That implementation of speed limit changes shall be phased in based on road maintenance, documented safety hazards, or a resident petition under the requirements of the Ann Arbor Traffic Calming program;

RESOLVED, City Council direct the Administrator to determine if changes should be made in the city's road design guidelines to improve pedestrian safety; and

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

Sponsored by: Council Members Anglin and Eaton

As Amended by Ann Arbor City Council on June 15, 2015