



## Legislation Text

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**File #:** 17-1798, **Version:** 1

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

Whereas, staff has made significant progress in improving crosswalk engineering, enforcement, and education;

Whereas, Council supports continued progress to prevent further fatalities and serious injuries;

Whereas, Vehicle speed is a primary cause of serious injury, and the likelihood of pedestrian death increases exponentially with vehicle speed;

Whereas, The Pedestrian Safety and Access Task Force recommended that the city implement arterial and collector traffic management to encourage driving speeds of 30 mph or less;

Whereas, Road designs that reduce speeds enhance enforcement, education, and other engineered interventions, making road user errors less deadly;

Whereas, Road lane conversions have typically waited until road resurfacing or reconstruction takes place;

Whereas, Studies have demonstrated permanent reductions in vehicle speeds and a 19 to 47 percent reduction in overall vehicle-pedestrian, vehicle-bicyclist, and vehicle-vehicle crashes when lanes are reduced;

Whereas, Many lane reduction case studies document a negligible change in motor vehicle travel time;

Whereas, City Council has adopted a Vision Zero policy, which prioritizes human lives above all other considerations, including motor vehicle travel time; and

Whereas, Vision Zero seeks to minimize consequences of inevitable human errors in the transportation system;

RESOLVED, That the City Council directs the City Administrator, in consultation with the Transportation Commission and other entities as needed, to provide the following deliverables to Council:

Beginning November 15:

1. A monthly status update, until such time the Administrator deems items complete, on the potential of near-term safety improvements for Huron High School students outlined by the Administrator, including the addition of crossing guards, adjustment of and additions to

signage, determination of optimal signal technology (RRFB vs. HAWK), re-routing of AAATA service, feedback from AAPD regarding enforcement, and feedback from AAPS regarding student education and school schedule options

By January 15, responses to the following:

1. a preliminary outline of the approach and potential resources needed to accelerate implementation of Vision Zero as defined via council resolution,
2. a preliminary plan for evaluation of all road signage near mid-block crosswalks to enhance visibility and driver awareness,
3. a preliminary plan to evaluate restriping all incomplete road conversions recommended in the Non-Motorized Transportation Plan, in addition to any other road segments that in staff's evaluation are not optimal for the safety of all road users, and
4. a summary of known local and national safety outcomes of lane reductions, including a summary chart of state and national best practices of traffic models and traffic count thresholds related to lane reductions.

By February 15:

1. a local traffic safety data inventory and data gap analysis, including traffic counts, speeds, and injury and crash data on all 4- and 5-lane roads, major one-way roads, MDOT roads, and known dangerous other roads, and
2. an evaluation of the recommendations and findings of the Transportation Commission concerning speed reduction options throughout the city.

By March 15:

1. a work plan to implement Vision Zero, including additional recommended engineering changes to reduce road user injuries.

Sponsors: Councilmembers Westphal, Smith and Grand