



## Legislation Text

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**File #:** 19-0956, **Version:** 2

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### Resolution to Proceed with a Road Reconfiguration Pilot for Traverwood Drive, from Huron Parkway to Plymouth Road

This is a resolution to approve the pilot road reconfiguration, multi-modal improvements, and non-motorized system expansion along Traverwood Drive from Huron Parkway to Plymouth Road as called for in the City's Non-Motorized Plan. The project would be completed as part of the resurfacing project, which was approved by Council and is to be completed Summer 2019.

The road reconfiguration is illustrated in the attachment (Attachment A) and would include the following:

- Narrowing of vehicular lanes to 10' width to encourage slower speeds.
- Reduce the number of vehicular lanes from three to two. The revised cross section will include one vehicular through lane and one bicycle lane northbound, one vehicular through lane southbound, and parking on the west curb line.
- The southbound vehicular lane will be marked for shared use with bicyclists.
- The addition of parking is intended to address resident needs and provide an opportunity for informal park-and-ride and transit use.

The attached report (Attachment B) provides more detailed information about the existing conditions and anticipated impact of the project. The street currently serves an average daily vehicular traffic volume of 3,500 vehicles and a peak hour volume of 405 vehicles. The proposed design is expected to have a minimal impact to vehicular level of service or volume to capacity ratios while improving the user experience for bicyclists, pedestrians, and transit users.

These concepts were taken through a series of public engagement processes to solicit feedback. The project was discussed with the Transportation Commission on February 20, 2019 and May 15, 2019, and received a favorable recommendation. City Council referred the matter back to the Transportation Commission which gave a positive recommendation on July 17, 2019 after contemplating additional information provided by staff (Attachment D). Additionally, the Transportation Commission provided an additional statement clarifying their position (Attachment E).

Staff created a website which was used to share information about the project (<https://www.a2gov.org/departments/engineering/Pages/Traverwood-Drive-Reconfiguration-Project.aspx>). A public open house was held on May 9, 2019, and an online survey was available May 14 - May 29, 2019. The responses received from the public engagement efforts can be found in the attached report (Attachment C) and are summarized as follows:

- The majority of respondents placed lower importance on driver and passenger safety improvements: 46% Important/Very Important;
- The majority placed importance on pedestrian and bicyclist safety improvements: 58% Important/Very Important;
- The majority support testing the lane conversion and bike lane: 52% Support/Highly Support;

and

- The majority showed lower support for installing additional parking: 18% Support/Highly Support.

Budget/Fiscal Impact: There are no identified budget/fiscal impacts. The proposed striping plan would be implemented under the current resurfacing contract approved by Council and would be completed during Summer 2019. It should be noted that new pavement markings associated with the bicycle lane will need to be maintained; therefore, adding additional operational efforts and costs, yet to be determined.

Prepared by: Raymond Hess, Transportation Manager

Reviewed by: Craig Hupy, Public Services Area Administrator

Approved by: Howard S. Lazarus, City Administrator

Whereas, In March 2011, Council adopted Resolution R-11-088 which asserted the City's commitment to Complete Streets and how the transportation network should serve all users of the corridor;

Whereas, In November 2013, Council adopted Resolution R-13-369 as an update to the Non-motorized Transportation Plan, reflecting a continued interest in pursuing a variety of policies that encourage non-motorized travel, including lane conversions/"road diets";

Whereas, In 2018, via the National Citizen Survey, when Ann Arbor residents were asked about tradeoffs between drive times and safety for pedestrians, cyclists, and motorists, residents responded with an overwhelming preference for increasing drive times to reduce crashes, injuries and deaths;

Whereas, The surface treatment project presents cost-effective opportunities to make potential changes to road configurations;

Whereas, Traverwood Drive, from Huron Parkway to Plymouth Road, is currently configured as one northbound vehicle lane, one southbound vehicle lane, and one two-way left turn lane;

Whereas, Analysis was performed by City staff to determine the feasibility for a road diet on this segment, based on guidance from FHWA Road Diet Information Guide and MDOT Road Diet Checklist;

Whereas, Based on the analysis performed by City staff, Traverwood Drive, from Huron Parkway to Plymouth Road, is proposed to be configured as one northbound vehicle lane, one southbound vehicle lane, one parking lane and one bicycle lane;

Whereas, City staff presented the above plans to the Transportation Commission on February 20, 2019 and May 15, 2019 at which time they recommended approval of the resolution and again on July 17, 2019 at which time they recommended approval of the resolution; and

Whereas, Public input was received on the project at a public meeting on May 9, 2019 as well as an online survey which was available for completion from May 9-29, 2019;

**RESOLVED**, That City Council hereby adopts the proposed pilot road reconfiguration pilot of Traverwood Drive, from Huron Parkway to Plymouth Road, as originally presented and approved on

August 5, 2019;

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 September 16, 2019.**