



## Legislation Text

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**File #:** 18-1142, **Version:** 3

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### Resolution Regarding Citizen Input and Process for City Street-Related Improvement Projects

Whereas, Improved pedestrian safety at schools, reduced vehicle speeds in neighborhoods, and smooth traffic flow/reduced congestion on major corridors are quality of life considerations important to Ann Arbor residents;

Whereas, The City of Ann Arbor has implemented various methods, treatments, and devices designed to address these issues including speed limit changes, speed bumps, “road diets”, gateway treatments, bumpouts, RRFB’s/HAWK’s, increased lighting, refuge islands, raised crosswalks, and the appropriate treatment for a location is a function of the specific location, the issue to be addressed and the likely resulting safety and congestion impacts;

Whereas, There are several entities and processes whereby an action can be recommended including the citizen-initiated traffic calming process, a city-initiated action, a joint City-AAPS action (AAPS Transportation Safety Committee), or an AAPS-initiated action (either AAPS directly or through a specific school’s Safe Routes to School subcommittee);

Whereas, Citizen-initiated traffic calming actions involve extensive public engagement throughout the process including a feedback loop that can result in plan revisions, but for City-initiated and/or AAPS-initiated actions where the public engagement standard should be higher, there is no requirement for public engagement or neighborhood notification;

Whereas, There have been issues regarding citizen engagement and confusion on City-initiated and AAPS-initiated street improvements including:

- impacted neighbors not notified of action prior to implementation (e.g. Prairie bumpouts)
- simultaneous, but independent processes conducted on the same area (e.g. Bluett Traffic Calming/Clague School) with an action contemplated (crosswalk/bumpout at Antietam) that residents are not able to vote on as part of their citizen-initiated Traffic Calming effort; and
- a proposal to re-locate the Fuller Road crosswalk at Huron High School that was subsequently withdrawn in order to obtain parent and neighbor feedback;

Whereas, Regardless of the originating entity, the City of Ann Arbor is ultimately responsible for street-related projects/improvements in the public right-of-way and as a result, it is the City’s obligation to fully engage residents;

Whereas, Lane reductions/”road diets” are a street treatment that directly impacts traffic flow and congestion, particularly on major streets and corridors, and on November 9, 2017, Council passed a resolution directing staff to evaluate potential ”road diets”;

Whereas, In response to a question at that November 9, 2017 Council meeting, the City Administrator indicated that City Council authorization was not required to implement lane reductions;

and

Whereas, Potential lane reductions have been identified for some corridors (e.g. Huron Parkway between Geddes/Fuller and Plymouth) that were identified in the City's 2009 Transportation Plan Update as having a daily volume-to-capacity ratio greater than 1.0 (where the volume of traffic on the roadway is greater than the capacity) and traffic volume likely has increased since 2009;

RESOLVED, That City Council directs the City Administrator to develop and implement a process for City-initiated and AAPS-initiated street improvement actions (excluding routine street repair, maintenance, re-surfacing) that ensures up-front neighborhood input is obtained and notification is provided prior to implementation of any permanent street improvement;

RESOLVED, That the City Administrator report back to Council after consultation with the Transportation Commission on the citizen engagement process selected and how/when it will be implemented; and

Sponsored by: Councilmembers Lumm, Eaton and Bannister

Date: June 28, 2018

**As Amended and Approved by Ann Arbor City Council on July 2, 2018**

**\*As Amended with the Approval of R-23-415 by Ann Arbor City Council on November 6, 2023**