

Vision Zero Implementation Subcommittee Meeting #1

Meeting Date/Time: February 23, 2022; 6p.m. – 7:30p.m.
Location: Virtual (Zoom)

Meeting Summary

Attendees

VZIC Members:	Julie Boland, Ann Arbor Transportation Commission; Bret Hautamaki, Transportation Commission; Larry Deck, Citizen; Jonathan Levine, University of Michigan Taubman College of Architecture and Urban Planning; Seth Pederson, Washtenaw Biking and Walking Coalition; Nate Phipps, Bicycle Alliance of Washtenaw; Nathan Voght, Washtenaw County Office of Community and Economic Development
City Staff:	Eli Cooper, Raymond Hess, Cynthia Redinger, Suzann Flowers
Consultant Team:	Stacey Meekins, Franny Ritchie, Sid Shah, Oliver Kiley, Janet Attarian, Carolyn Lusch

Meeting Agenda

Purpose: Subcommittee kickoff and introduction; discuss opportunities for immediate interventions

Agenda:

1. Introductions
2. Moving Together Overview
3. Implementation & Action Plan Overview
4. 2022 Quick-Build Projects
5. Anticipated Next Steps
6. Public Comment Period

Presentation Summary

A presentation provided a brief summary of the results from Ann Arbor Moving Together, the transportation plan update, followed by an overview of the current effort to develop an implementation and action plan, including an overview of the engagement strategy.

The role of the Vision Zero Implementation Subcommittee was introduced as a subcommittee to the transportation commission. The subcommittee will be co-chaired by Julie Boland and Bret Hautamaki, who both serve on the transportation commission. All other members will be members at large.

The remainder of the presentation focused on an overview of quick-build strategies and project locations that have been identified for quick-build implementation in FY 2022. Locations were selected based on the safety analysis conducted during Moving Together, project feasibility, and the absence of recent, ongoing, or upcoming projects that have or will address safety issues.

Locations have been selected, but not designed yet and feedback was sought from the subcommittee members on the proposed strategies and to share their experiences at these locations. Discussion that occurred throughout the presentation and following is summarized below.

Discussion

General

- Will this effort look at trails as well as streets?
 - The focus is on the locations with high numbers of crashes and/or severe crashes; in some cases, that may be where streets and trails intersect.
- Are there budget constraints on the quick-builds?
 - Yes, there are budget constraints but also these treatments are low cost.
- Can we look at crash rates and not just at total crashes? Probably the locations that are the most dangerous are avoided by the pedestrians and cyclists, thus you don't have a lot of crashes at that location and it doesn't come up through your data analysis.
 - When we have the data on volume, we use it, but don't have it for every location. Also, the counts are collected at different times of the year, so it's hard to standardize and compare.
 - While the focus right now is on these near-term implementations, the project will include a program of longer-term improvements and looking at crash rates could be useful for that.
 - We did extensive public engagement asking people for locations they consider dangerous and where they want better street crossings – which hopefully helps us identify dangerous locations beyond crash data analysis. If

there are such locations that you want to let us know about, please put that in the chat or email.

- The quick build proposals are good. However, the E Medical Centre Dr bridge that's being reconstructed includes a narrower sidewalk (from 10ft to 8ft) which is not great. We should not go one step forward and two steps back. How do we have the same considerations for pedestrians and cyclists applied in larger projects?
 - The policy making body makes the decision. Staff has put forward issues and recommendations and that's as far as the staff can go.
- The QBs are mostly retrofits of existing streets. Are we including these VZ principles in projects with new designs like the Scio church road project?
 - Capital projects have transportation engineers assigned to them. Every project is context-sensitive. Looking at the user profiles that need to be incorporated. While designing, the department refers to the current Transportation Plan. It provides guidance on what vehicles should fit. Also, some projects like resurfacing projects might seem like big projects, but they are supposed to only repave. They don't involve changing the curb lines or substantial redesigns. Ann Arbor's crosswalk design guidelines are informed by the FHWA and NACTO guidance.

Quick-Build Locations

Packard

- Can the quickkurb be used all year or will it need to be taken out in winter?
 - The city is working to figure out how to do winter maintenance around these types of treatments.
- What would be the downside of installing the quickkurb along the entire length?
 - The primary benefit of the quickkurb will be at the intersections and not installing the quickkurb along the whole block might free up resources to install other treatments at other locations. The decision of installing quickkurb all way or only at intersections is dependent on the cost, and how much upside there is to install it all the way.
 - Also need to accommodate transit use and delivery vehicles along the street with the bike lane.

Public Comment

Peter Houk: Thanks for this effort but I have a specific concern – Scio Church Road is being resurfaced and it includes bump-outs and buffered bike lane. This represents a once in a generation opportunity to get it right. However, the new design would not address the issue of people using the center lane to pass anyone yielding to a person crossing the street. New design should have something like refuge islands to discourage such behavior. We started a Facebook group “Safe on Scio Church” and we have 43 members in 10 days.

Next Steps

- The consultant team will work on conceptual designs for the 2022 quick-build projects

- Best practices research has begun on Major Streets Traffic Calming
- Public engagement opportunities are anticipated to begin in April