

## Vision Zero Implementation Subcommittee Meeting #2

Meeting Date/Time: May 26, 2022; 6p.m. – 7:30p.m.

Location: Virtual (Zoom)

## Meeting Summary

### Attendees

VZIC Members:	Julie Boland, Ann Arbor Transportation Commission, Chair; Bret Hautamaki, Transportation Commission, Vice Chair; Devon Akmon, Ann Arbor Equitable Engagement; Ken Anderson, Ann Arbor Area Transportation Authority; Zach Damon, Commission on Disability Issues; Larry Deck, Citizen; Jonathan Levine, University of Michigan Taubman College of Architecture and Urban Planning; Amber Miller, Downtown Development Authority; Seth Pederson, Washtenaw Biking and Walking Coalition; Michael Rein, University of Michigan;
City Staff:	Raymond Hess, Cynthia Redinger, Suzann Flowers
Consultant Team:	Stacey Meekins, Sid Shah, Oliver Kiley, Janet Attarian, Carolyn Lusch, Sarah Lagpacan
Public:	Gidon Jakar, E Ventura, Lilliane Webb, Kirk Westphal

### Meeting Agenda

Purpose: Review quick-build opportunities; provide introduction to speed management and 5-year action planning tasks; discuss project prioritization

Agenda:

1. Welcome & Introductions
2. Engagement Update
3. Quick-build Installation Update
4. Speed Management Program Overview
5. Overview of 5-year Actions & Discussion of Prioritization

6. Coordination with Michigan Fitness Foundation
7. 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 engagement activities planned for the Green Fair, an overview of the planned quick-build projects, and an introduction to the speed management and action planning tasks. An interactive component focused on individuals' priorities for projects.

## Discussion

### *Quick-build projects*

- How will the visually impaired know where the crosswalk ends?
  - The crosswalks will not change from the existing configuration, with tactile warning strips at the edges of the sidewalks.
- What is the plan for the winter with the hardened centerlines? Will the posts be year-round?
  - The intent is for the quick-builds to be year-round. Staff is working with public works to coordinate maintaining around the devices.
  - The plows don't need to get into the area where the posts are; there may need to be a little bit of snow clearance by hand in some locations.
- Can the flex posts be concrete instead?
  - The city can't install something rigid without curbing. These projects are meant to be quick-builds and therefore won't include curb work and rigid elements.
- At State and S. University, will the right-turn lane markings be removed? What about the southbound bus stop?
  - The right-turn lane markings will be removed
  - The southbound bus stop will be relocated north of the intersection, in advance of the bump-out.
- Can the crosswalk at Division and Packard be improved?
  - Yes, the city and team are aware of challenges at that crossing and will be incorporating a hardened centerline to increase visibility of the crossing, which will supplement recent changes to bring that crosswalk closer to the intersection. The team will keep an eye on that design after it gets installed and evaluate if changes are necessary.

- Can the in-street signs that say ‘stop for pedestrians’ be used more broadly? Are there locations where they are not appropriate? The most notorious section with unsignalized crossings is along Packard between State and Stadium, which would be a good segment for these signs.
  - The R1-6 sign from the Manual on Uniform Traffic Control Devices (MUTCD) was first used as part of a research project; it showed they were effective at increasing stopping rates and decreasing speed. They have been installed throughout the city and are included in the crosswalk design guidelines.
  - They are installed primarily on high-volume and high-speed corridors. The city has not been installing them on neighborhood streets.
  - There are situations where they would be less durable due to turning traffic.
- What are we going to tell drivers about the areas with the tan paint?
  - The painted area will be bounded by white lines with vertical flexible delineators to keep drivers out of that space.
- Will some of these projects turn into permanent projects?
  - Yes. The city will evaluate their effectiveness and permanent installations will follow.
  - Some of the quick-builds themselves may be the permanent iteration, for instance the quickkurbs along Packard could be permanent.
  - There are future capital projects, for example on State Street, that could make some of these projects permanent.
- Is there a line item for next year for quick-builds?
  - The Vision Zero projects had a one-time allocation in 2022. The good news is that American Rescue Plan funding includes \$2 Million for Vision Zero implementation; still to be decided how that will get allocated over the years. 2024/2025 is the next budget year to program long-term projects.
- How will winter maintenance in the quick-build bump-out areas be handled?
  - DDA will address some shoveling in the downtown, but will need to educate folks as well; we will also need to monitor and adapt and some handwork may be needed.
- Can the bump-outs be made more beautiful? Perhaps with planters?
  - Probably not in this round of quick-build projects, but that would be something we can look into incorporating in future rounds. Incorporating art by painting the asphalt could also be an option.
  - The DDA experimented with vertical elements, but had challenges with those ‘walking away’, but the painted spaces worked well.
- For the future of the program, make sure to not repeat mistakes of past capital projects; vertical elements are effective and low cost – use them more broadly.

## Public Comment

Kirk Westphal: Happy to see the work. Part of VZ plan is to look at opportunity for lane configuration; I encourage that on Platt to also get separated bike lane.

Regarding typologies - need to emphasize the planning department work to rezone along transit routes. Make sure the corridors are not typecast as suburban arterials. Also take into account BRT plans.

## Next Steps

- Quick-build projects will be installed this summer
- Public engagement at the Green Fair
- Progress on speed management and action planning tasks to continue
- Next meeting anticipated: August