

Granger Ave from State to Packard Pilot On-Street Parking and Pavement Marking Discussion Summary and Feedback Responses

Date: Tuesday, July 25, 2018

Time: 6:00 p.m. to 7:30 p.m.

Location: Ann Arbor Senior Center (1320 Baldwin Ave)

Attendees: Public present: 13; refer to Appendix B for sign-in sheet
Council members present: 1; Graydon Krapohl (Ward 4)
City staff present: 2; Cynthia Redinger (Traffic Engineer) and Andrea Wright (Project Management Analyst)

RE: Granger Ave from State to Packard Pilot On-Street Parking and Pavement Marking Discussion

Summary

Note: The following is not a direct transcript of the meeting discussion. This summary has been developed from notes taken during the meeting; comments are paraphrased. Questions and comments from residents are marked with a 'Q,' answers and responses from Staff are marked with an 'A.' Where clarifications or responses have been added after the meeting, these are denoted as "post-meeting notes."

Frequently referenced points from the July 25 meeting discussion are synthesized below into the following topic categories: Devices, Visibility, Enforcement, Parking, and Other. Though some comments apply to more than one category, we have attempted to group them in their most logical fit.

Devices

Q: Alternating parking and pavement markings wasn't enough. What more can be done?

A: *Post-meeting notes: Post installation data collection showed a very modest lowering of speeds on Granger Ave. City staff will monitor the pilot project's performance through the fall and provide a recommendation to the City Engineer. In addition to the continuance of the parking pilot on Granger Ave, residents should consider applying for traffic calming under the revised traffic calming program. Program revisions will be reviewed by the Transportation Commission at their August 15, 2018, meeting with council action to follow sometime this fall.*

Q: Could RRFBs be used on this street?

A: *Post-meeting notes: Inclusion of RRFBs would not be consistent with crosswalk design guidelines.*

Q: More STOP signs and crosswalks are needed. Could this be looked into?

A: *Post-meeting notes: Staff will evaluate the corridor for the inclusions of these elements. Staff expect this analysis to be completed by the end of the year.*

Q: What is the difference between crosswalk design guidelines and Traffic Calming?

A: *Post-meeting notes: The crosswalk design guidelines provide guidance for the design of a crosswalk based on the type of facility and the amount of traffic and pedestrian activity. Traffic Calming uses a series of physical devices to change the driving environment and encourage slower speed choice.*

Q: Could Granger have gateway treatments installed?

A: *Post-meeting notes: The design of crosswalks, including pedestrian gateway treatments, would need to be evaluated through the City's crosswalk design guidance.*

Granger Ave from State to Packard Pilot On-Street Parking and Pavement Marking Discussion Summary and Feedback Responses

Additionally, fully accessible crosswalks, including ADA compliant ramps, would need to be installed for a marked crosswalk to be established.

Q: At Golden and Granger, could pavement markings be placed to help the intersection be safer?

A: *Post-meeting notes: This intersection does not currently have an accessible crossing. If the sidewalk program is able to install a crossing, the crosswalk design will be evaluated.*

Q: Could a ramp be installed at Golden and Granger?

A: *Post-meeting notes: See above.*

Q: Traffic shift and pavement markings helped a little bit. Stay with it.

Q: Why does Granger and Lincoln by the school have a STOP sign?

A: *Post-meeting notes: The intersection of Granger Ave. and Lincoln Ave. was established in 1955 by City Council action and in accordance with the requirements established in the 1954 Edition of the Manual of Uniform Traffic Control Devices. The Council action cites safety as the compelling reason for the installation; however, no further documentation has been found.*

Q: What is a chicane?

A: *Post-meeting notes: A chicane is a series of alternating curves or lane shifts that are located in a position to force a motorist to steer back and forth out of a straight travel path.*

Q: What traffic calming device is on Independence Blvd and Gladstone Ave?

A: *Post-meeting notes: A raised intersection.*

Q: We need to keep cyclists in mind when incorporating curb bump outs.

Q: Could a gateway treatment on State at Granger be installed?

A: *Post-meeting notes: This intersection is currently on the crosswalk enhancement request list.*

Q: Not enough speed feedback signs are posted. Can more be posted?

A: *Post-meeting notes: Temporary signs that flash the speed of passing traffic can be used, upon request. When the flashing sign is used routinely it becomes part of the scenery and is not as effective. Requests for a flashing speed radar sign can be submitted via the [AAPD traffic complaint questionnaire](#).*

Visibility

Q: Concerned about visibility at Granger and Golden, Granger and East Park, and Granger and Sheehan. Since the alternating parking shift, sight distance concerns at crosswalks have increased. Can this be looked into?

A: *Post-meeting notes: Transportation Staff is currently evaluating this and will have results by the end of the year.*

Q: I liked the idea of alternating parking at first. With traffic view being blocked now the feeling of risk is greater. Could crosswalk markings be incorporated?

A: *Post-meeting notes: See above.*

Q: Alternating parking change caused crosswalk visibility issues and line of sight issues.

Q: Was the White and Granger No Parking sign moved closer to the intersection? Pedestrian view safety zone was shortened due to this. A curb bump out at this intersection would be a good idea. South-West corner is a big problem!

A: *Post-meeting notes: The No Parking signs installed for corner clearance at intersections are located at the distances required by state law and local ordinance. Adjustments to sign placement will be made if any sight distance obstructions are identified in the sight distance review currently underway.*

Granger Ave from State to Packard Pilot On-Street Parking and Pavement Marking Discussion Summary and Feedback Responses

Enforcement

Q: Could enforcement be increased at Golden? People daily go the wrong way down this one-way street.

A: *Post-meeting notes: Requests for enforcement go through the Ann Arbor Police Department at www.a2gov.org/trafficcomplaint.*

Q: People are parking too close to the No Parking zones making it unsafe. Who could we reach out to for enforcement?

A: *Post-meeting notes: See above.*

Q: Could a left turn restriction from State onto Granger be implemented?

A: *Post-meeting notes: Turn restrictions at the intersection of State onto Granger was evaluated and was determined that turn restrictions were not needed.*

Q: Is Granger a detour route for construction projects in the area? Who do we notify if the buses are not following detours?

A: *Post-meeting notes: Granger is not currently an official detour route for any project. Concerns about AAATA operations must be addressed through The Ride.*

Parking

Q: Can the parking along Granger from Golden to Packard be changed? It's too long.

A: *Post-meeting notes: City staff will evaluate the feasibility of this option as the pilot project moves forward.*

Q: Ambulances not being able to reach residents on Granger due to parking on both sides in the past which resulted in only one side of parking due to petition.

Q: Alternating parking is not beneficial to cyclists or pedestrians.

Q: Alternating parking isn't helping during the day because parking is mostly empty. During the night parking is usually full.

Q: The parking change isn't working.

Q: Could changes be made to the parking shift to better accommodate resident concerns? Could more alternating parking be implemented to shorten long blocks of parking? Currently, block alternating parking is too long.

A: *Post-meeting notes: City staff will evaluate the feasibility of this option as the pilot project moves forward.*

Other

Q: How was the speed data collected?

A: *Post-meeting notes: Speed data was collected with automatic traffic recorders over the period of a week.*

Q: Focus on speeding is needed.

Q: Focus on crossing the street for pedestrians is needed.

Q: Can the City research to see if Granger is still a thoroughfare still?

Granger Ave from State to Packard Pilot On-Street Parking and Pavement Marking Discussion Summary and Feedback Responses

A: *Post-meeting notes: Granger continues to be designated as an ACT 51 major street. This designation means that Granger needs to be maintained at a level consistent with its occasional need to serve as an alternative system connection between Packard Ave. and State St.*

Q: Would have liked the communication to be clearer and have more options.

Q: What is the tentative timeline with Traffic Calming Program changes?

A: *Post-meeting notes: The proposed revisions to the Traffic Calming program will be considered by the Transportation Commission at their meeting on August 15, 2018. City staff expect the Transportation Commission to endorse the revised program, including input from their subcommittee. The program updates will then need to be acted upon by City Council. City staff are hopeful that the revisions will be approved by City Council sometime this fall.*

Q: What is the timeline on this Granger Ave (Packard to State) On-Street Parking and Pavement Marking Pilot?

A: *Post-meeting notes:*

The pilot's public engagement process thus far has been:

- *April, 2017: Speed data collected.*
- *July 27, 2017: First Letter and parking preference post card survey mailed to Granger Ave. residents.*
- *October 27, 2017: Flyer reminding residents of the Official start of the Pilot Program which shifted parking and placed new pavement markings went into effect on November 27, 2017.*
- *November 27, 2017: Parking shift went into effect.*
- *May 31, 2018: Second Letter and feedback post card survey mailed to Granger Ave. residents.*
- *June, 2018: Speed data collected.*
- *July 20, 2018: Public Meeting Reminder flyer hand delivered to residence.*
July 25, 2018: Public meeting.

Appendix A: Feedback Form Responses

Q: The last speaker at the meeting does not speak for me or my household!

Q: The other disadvantage of alternate-side parking is that it is much more difficult to explain to visitors where they can park. I appreciated being able to tell service people, friends, etc, that parking was only on the South side of the street. These days I see a lot more cars parking on the wrong side of the street because it is so confusing.

Granger Ave from State to Packard Pilot On-Street Parking and Pavement Marking Discussion Summary and Feedback Responses

Appendix B: Sign-in sheet

Name/Representative of (please print clearly): Please provide your name and the name of any group or organization that you represent (if applicable).
JACKIE BYARS
BRAD BATEY
Robin Ross

Cherry (+Ken) Waterman
Garydan Krapch
Katherine Lawrence
Jill Halpern
Christina Weiland
Anne Lechartier

Name/Representative of (please print clearly): Please provide your name and the name of any group or organization that you represent (if applicable).
Charles Lever
RON MATHEWS
Kwam Ng