

# GRANGER (PACKARD-STATE) TRAFFIC CALMING MEETING #1 DISCUSSION SUMMARY

**Date:** Wednesday, December 7, 2022

**Time:** 6:00 PM – 7:30 PM

**Location:** Zoom Online Meeting

**Attendees:**

Public Present: 7

Councilmembers Present: None

City Staff Present: Andrea Wright (Engineering), Cyrus Naheedy (PE Engineering), Ken Anderson (AAATA)

Consultant Staff Present: Kristy Thullen (EIT, Wade Trim), Lori Pawlik (PE, PTOE, Wade Trim), Chris Wall (PE, PTOE, Wade Trim)

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## Meeting Notes

Questions or comments from attendees were submitted both by computer and phone audio (live) which were paraphrased or through the Zoom Q&A feature which were transcribed and are shown in bold text below. Questions were answered live and are shown in regular text below. Answers and responses from staff during the meeting are marked with an ‘a’. Clarifications or responses provided after the meeting are denoted as “*Post-Meeting Notes.*”

## Overview

An electronic meeting through Zoom was held to provide a brief overview of the Traffic Calming process, to discuss the starter idea specific to Granger Ave (Packard-State) as well as modifications to the Starter Idea. Refer to the Traffic Calming Guidebook available at [a2gov.org/TrafficCalming](https://a2gov.org/TrafficCalming) for additional information on the Traffic Calming process. Considering the Starter Idea shared at Meeting #1, community feedback, street conditions, utility locations, and engineering practices, staff will develop a Preliminary Plan for Meeting #2.

## Discussion

1. Things you drive over: Some of the devices were noted to not be preferred, by the Ann Arbor Fire Department. Are the devices described still options for Traffic Calming if there is public support?
  - a. Yes, all devices presented in the meeting are viable options for the Granger Avenue Traffic Calming project.
2. Things you drive over: Is the only difference between Speed Humps and Speed Tables that Speed Tables are flat in the middle?
  - a. Speed Tables are wider, about 22 ft wide, and have the flat middle area. Speed Humps are only about 12 ft wide with a parabolic shape.
3. Things you drive over: Do Speed Humps slow down traffic more than Speed Tables?
  - a. Statistics offered are from larger studies by the Institute of Transportation. Rather than looking only at data, our experience on single projects is to look at the overall impact of all devices used in the design.
4. Things you drive around: Would a Residential Traffic Circle fit anywhere on Granger?
  - a. Based on preliminary design and review of the area, one could potentially be placed at Granger and White. The devices presented in this meeting have been determined to be viable options for the Granger Avenue Traffic Calming project.

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5. Starter Idea: Has UofM reviewed this plan?
  - a. UofM was not directly brought into this discussion, nor are they typically involved in the Traffic Calming process. Our traffic engineers look at key factors that would impact any large vehicle such as turning radii and width of roadway. If needed, they can be sent the Preliminary Plan.
6. Device #4: How was the location of the Speed Table determined?
  - a. Spacing between devices was kept at a maximum of 500 feet to maintain effectiveness throughout the corridor. The Starter Idea is not an exact location of the device.
7. Starter Idea: What are the noise impacts of these devices?
  - a. There is not available data showing increased noise from these devices. Part of the Traffic Calming project includes a one-year follow-up survey after installation. There have not been any complaints reported.
8. Device #1: Would a Raised Intersection/Raised Crosswalk be a feasible option?
  - a. Yes, provided design standards are met. This may mean a Raised Intersection would be quite large for emergency vehicles to park.
9. Starter Idea: Will the Traffic Calming design impact the current lines/pavement markings on Granger?
  - a. No. The Traffic Calming program is a Retro-Fit Program and does not modify existing devices/designs. Pavement markings would be *added* if necessary to a new device (i.e., a Raised Crosswalk), and would be *replaced* if a new device were to cover existing markings (i.e., replacing bike lane markings over a new Speed Table). In general, this program does not take away existing devices.
10. Starter Idea: There are many near-misses at the Sheehan intersection due to the on-street parking. Is there anything that can be done to improve safety?
  - a. The devices proposed along the street would have a calming/safety effect throughout the corridor. Crashes/near misses related to parked vehicles would be a sight-distance issue and there aren't design solutions available in this program to address this specific factor. All notes and comments are given to the City at the end of the project and can be pursued in studies outside of the program.
11. Polling: How many people are in this meeting? Are only a few of us representing the whole neighborhood? Are those who are not at this meeting going to be able to have input?
  - a. (*Post-Meeting Notes*) Notice of this meeting was provided to all project area addresses. This meeting was recorded and will be available publicly for those who were not able to attend. A project area is determined in Step 1: Resident-Initiated Petition and all addresses within the area are included in project mailings (Initial Questionnaire, Meeting #1, Meeting #2, and Final Polling).
12. Polling: Who is invited to this meeting?
  - a. (*Post-Meeting Notes*) The Granger Avenue Project Area includes all addresses on Granger Avenue from State Street to Packard Street, and 100 feet in from each intersection. Formal invitations are only sent to project area addresses.
13. Starter Idea: At the next meeting, is it possible to have different plans that could be voted on?
  - a. (*Post-Meeting Notes*) No. There will only be one Preliminary Plan presented at Meeting #2. The Preliminary Plan is based on feedback from residents gathered during Meeting #1. The Starter Idea was developed using best engineering practices by professional traffic engineers with the support of additional City parties (AAFD, AAPS, AAPD, and AAATA).

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### **Appendix A:** Sign-in sheet

- Janis Mathews
- Rachel Erdstein
- Jeff
- Mike Sivak
- Cherry
- Tom
- Brad

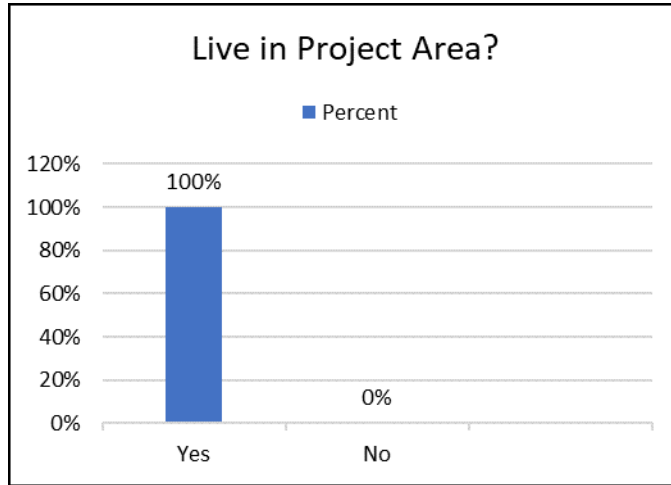
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## Appendix B: Meeting #1 Polling Results

1. Do you live in the designated project area?  
(Granger Packard-State)  
(Multiple Choice)

Responses

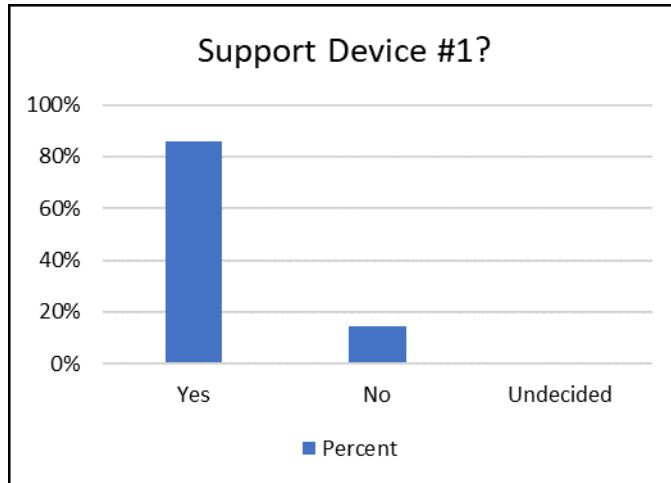
	Percent	Count
Yes	100%	7
No	0%	0
Totals	100%	7



2. Do you support device #1?  
(Multiple Choice)

Responses

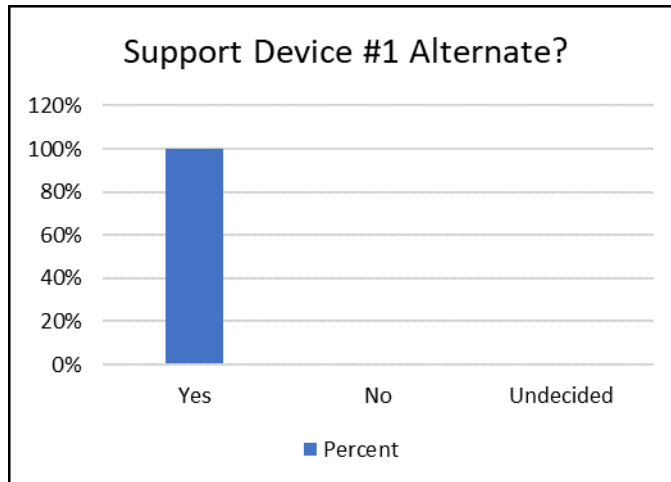
	Percent	Count
Yes	86%	6
No	14%	1
Undecided	0%	0
Totals	100%	7



3. Do you support device #1 alternate concept?  
(Multiple Choice)

Responses

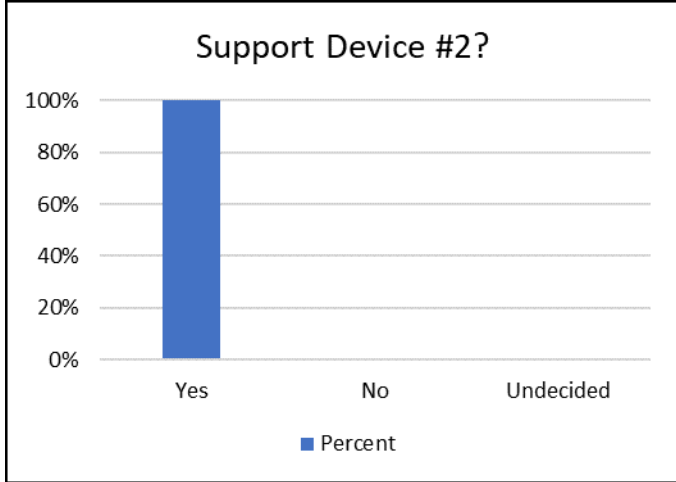
	Percent	Count
Yes	100%	7
No	0%	0
Undecided	0%	0
Totals	100%	7



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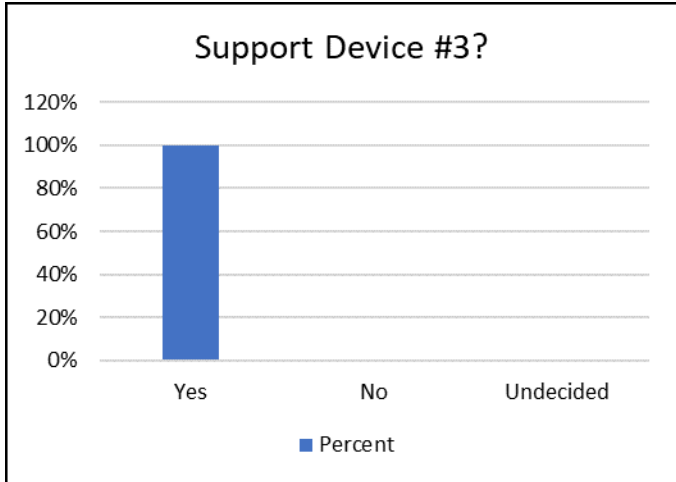
4. Do you support device #2 concept? (Multiple Choice)

Responses		
	Percent	Count
Yes	100%	7
No	0%	0
Undecided	0%	0
Totals	100%	7



5. Do you support device #3 concept? (Multiple Choice)

Responses		
	Percent	Count
Yes	100%	7
No	0%	0
Undecided	0%	0
Totals	100%	7



6. Do you support device #4 concept? (Multiple Choice)

Responses		
	Percent	Count
Yes	100%	7
No	0%	0
Undecided	0%	0
Totals	100%	7

