

Summary of Lower Town Mobility Study Presentation - Public Meeting of 7/29/2020

WELCOME!
*The Lower Town Area
Mobility Study Meeting
Will Begin Soon.*

Technology Overview - Things to Know

- To help prevent "Zoombombing," (when an unauthorized person or stranger joins a Zoom event and says offensive comments or shows offensive images), the video, speaking, and screen sharing functions are available to presenters, but disabled for participants.
- You can communicate through the Q&A feature.
- You can leave and rejoin the meeting at any time (unless the meeting is at capacity or you are removed for inappropriate behavior).
- Multiple opportunities for questions will be provided throughout the presentation.
- Presentation and additional materials are available at www.a2gov.org/lowertown

The following 5 slides were displayed prior to the start of the presentation. They were to inform citizens on how they could participate and ask questions during the course of the meeting and explain the meeting norms.

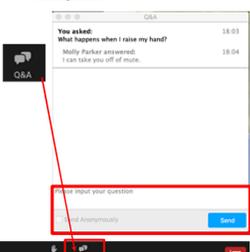
Technology Overview - Ask a question/share a comment

We will be using the Q&A feature for those using a computer and the Raise Hand feature for those who are on the phone.

Computer

Q&A:

- Please use the Q&A feature located at the bottom of the screen to ask a question/comment.
- Type your question/comment.
- Click **Send**.



Phone

Raise Hand:

- Select *9 to raise your hand
- You will be identified by the last 3 digits of your phone number



Zoom Meeting Norms

- Commit to learning and avoid speculation - we encourage you to ask questions through the chat feature so we can explore the issue together.
- When speaking over the phone, please move to a quiet area and silence any background sounds. We want to be sure that we hear what you are saying.
- Please remember the importance of rights and the dignity of others. With that, we ask that you:
 - Critique ideas, not people.
 - Are thoughtful about your language so this can be a comfortable and respectful forum for all participants - inappropriate written and/or verbal comment or language, including personal attacks and accusations, will result in the attendee being removed from the meeting.

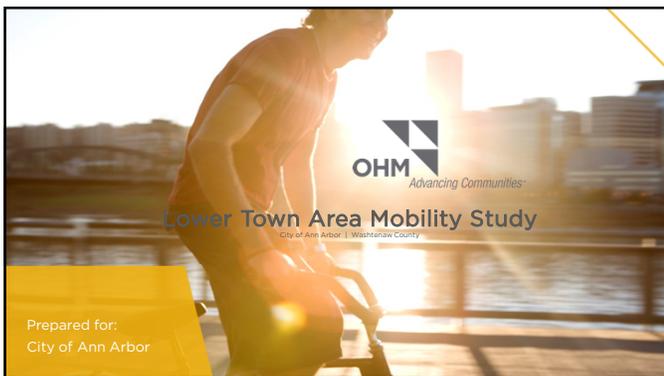
Public Engagement Outreach Survey

Thank you for participating with the City of Ann Arbor. The city is trying to gain a better understanding of who we are reaching to find ways we can continuously improve public engagement efforts and support inclusivity. To help us gain this understanding, please complete this brief, anonymous survey. This survey is completely voluntary; you are not required to fill it out.

To fill out the survey, please visit: <https://bit.ly/2X7LDxW>

Follow-up Expectations

- Meeting summaries will be posted by Monday, August 10th on the project website.
- Your feedback will be considered in addition to technical and cost considerations for the recommendations of this study.



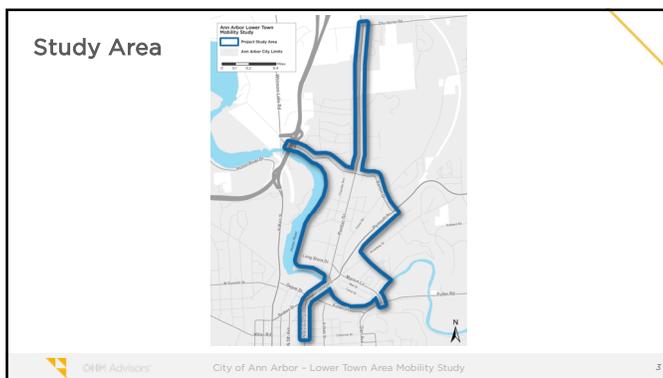
City recognizes there are challenges in the Lower Town area, and there are development projects underway which will bring challenges to traffic safety, congestion and mobility. City Council wants to mitigate these concerns and directed staff to identify the scope to conduct an area-wide analysis of the mobility needs of this area.

This is the first of four public meetings for this study.



Self-introductions were made by the principal members of the study team:

- + Luke Liu, City of Ann Arbor, City Project Manager
- + Stephen Dearing, Quality Control Reviewer
- + Lauren Hood, Facilitator and Public Engagement
- + Steven Loveland, Team Project Manager



The study area is depicted as the dark blue outline on this map. The northern limit is Pontiac Trail at Dhu Varen. To the west is Barton Dr at the M-14 interchange and we follow Barton east to Plymouth Rd. Looking to the south, we include Division St starting at Catherine St. Following it north, it includes the area north of the Huron River, as well as the intersection of Maiden Lane at Fuller Rd by the U of M Hospital.

Project Purpose - Planning Study

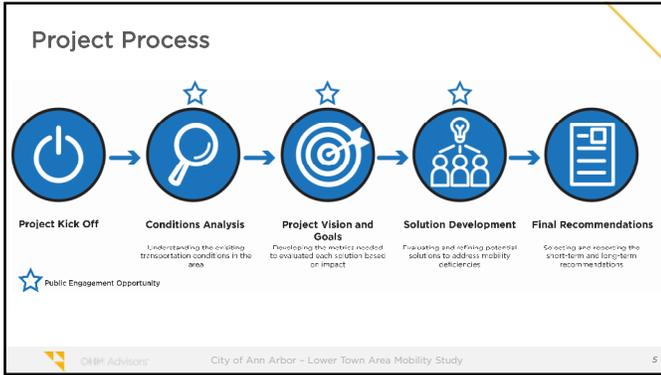
- Understand how growth impacts the movement of people
- Seek ways to support the ease and safety of all travelers, including:
 - Pedestrians
 - Bicyclists
 - Transit users
 - Personal and commercial vehicles
- Obtain community input

Analysis of operations, safety, anticipated growth and congestion will shape the recommendations of the planning study.

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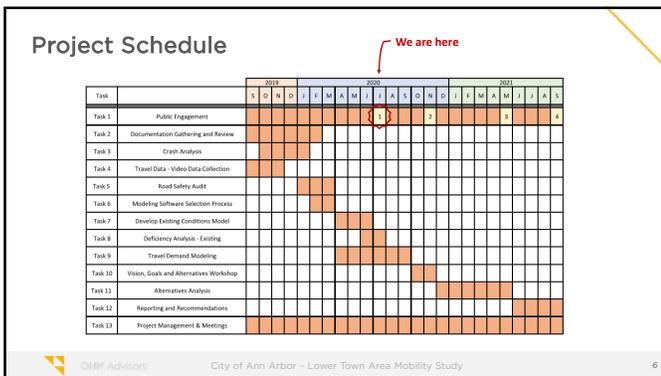
This is a planning study, which is intended to lead to a plan for recommendations of long term improvements to the Lower Town area.

Throughout the study, we will be seeking community input in this and subsequent meetings.



The project process is shown on this slide. We kicked off the study with an internal team meeting and then progressed to the stakeholder meetings to better understand the existing conditions and concerns of the study area.

We are currently in the Conditions Analysis phase, which includes a Road Safety Audit of all the streets in the study area, a pedestrian and bicycle facilities assessment, existing conditions travel modeling, and origin-destination information.



Looking at the project schedule, Task 1 is Public Engagement and is ongoing throughout the project. Tasks 2 through 6 are completed. We are nearing completion of Tasks 7 and 8, Developing the Existing Condition Model and Deficiency Analysis, and have begun Task 9 for the Travel Demand Modeling.

Ultimately, the study will be wrapping up in late 2021.

- ### Efforts to Date
- Public Engagement Of Stakeholder Groups
 - Policy Document Reviews
 - Data Collection
 - Crash Analysis
 - Road Safety Audit (RSA)
 - Analysis Software Selection Process
 - Existing Conditions
 - Field Inventory for Pedestrian and Bicyclist's Facilities
 - Modeling Existing Roadway Capacity
- CH2M Advisors City of Ann Arbor – Lower Town Area Mobility Study 7

These are the items we have finished or are currently working on to date.

We will go into more depth on each of these in the coming parts of our presentation.

Documents Reviewed

Understanding The Context of the Lower Town Area

- City Master Plan – Land Use Element 2009
- City Master Plan – Transportation Plan Update 2009
- City Master Plan – Non-motorized Transportation Plan 2013 Update
- City Master Plan – Sustainability Framework 2013
- City Parks and Recreation Open Space (PROS) Plan 2016-2020
- City Capital Improvements Plan FY 2020-2025
- North Main-Huron River Corridor Vision 2013
- Northeast Area Transportation Plan 2006
- The Treeline – Allen Creek Urban Trail Master Plan 2017
- Connector Feasibility and Alternatives Analysis Studies
- Fuller East Medical Intersection Improvement Analyses
- City Council Resolutions Regarding Non-motorized Improvements
- University of Michigan Medical Center Campus Master Plan (2005)
- University of Michigan North Campus Master Plan (2009)
- Ann Arbor Area Transportation Authority (AAATA) Transit Improvement Plan (2014)
- Amtrak Ann Arbor Station EA, P&N, Appendices et al. (2014)

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Ann Arbor has been focused on safety & mobility for many years. These concerns have been incorporated into many of the policy documents; a reflection of the goals and aspirations of the City. One of the tasks of the project was to review all of these listed documents to see how they discuss the Lower Town area and its needs. We were looking to inform our team of the community's values and expectations. A synthesis report was provided to our project team and a copy is available on the City's project web site.

Parallel Projects

NEIGHBORHOOD SLOW STREETS

City of Ann Arbor
HEALTHY STREETS Program

HEALTHY STREETS

Keep six feet of physical distance between you and others.

Questions, comments or concerns:
Cooper, Eli, A.I.C.P.
Transportation Program Manager
ecooper@a2gov.org
734.794.6430 x43710

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While some of the policy documents may be a decade or more old, we are aware that the City is always exploring ways to make improvements that conform to the challenges that are currently facing the community. So city staff made sure we were made aware of some new initiatives being taken in response to the Covid-19 pandemic. These are separate efforts and are not part of our study.

More information on the City's Healthy Streets program can be found on the City's web site or by reaching out to the City's Project Manager, Mr. Eli Cooper.

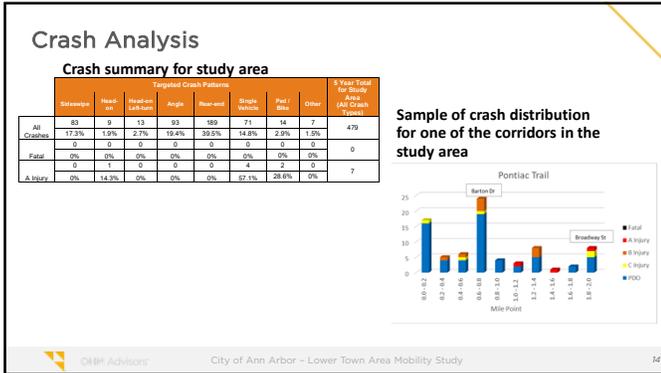
Data Collection

- Summary of Stakeholder Interviews
- Summary of Planning Documents
- Google Earth and Maps
- Field Observations
- Crash History
- Traffic Data

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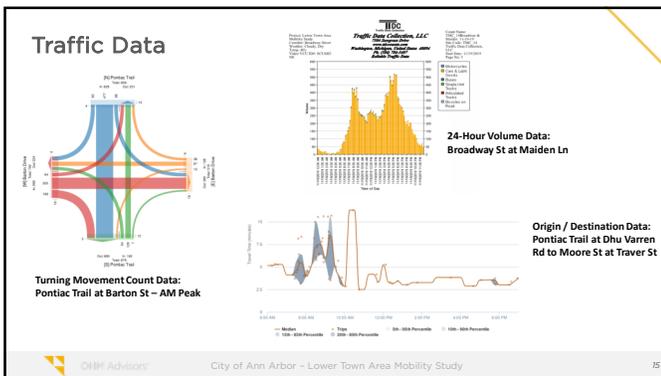
One of the initial tasks was to undertake a robust data collection effort. The stakeholder interviews and summarizing the various planning documents have already been described. The use of aerial photography and field reviews will more fully be describe a bit later. Want to focus next on the crash and traffic data that was obtained and evaluated.

We collected 5 years of crash data for the study area, encompassing 2014 through 2018. This data is summarized in the table here shown. Fortunately, there were no fatalities in the area. The number of serious injuries was 7, of which 2 involved pedestrian.



We use graphical displays of the crash data to help identify concentrations of crashes. This is a sample; it depicts that most of the crashes are occurring at intersections, which is typical. All of the data and summarizing tables and charts were compiled into a report provided to the members of the Road Safety Audit team.

One of the key findings involved the number and complexity of crashes at Broadway / Division / Beakes. This led to looking at mitigations for the crashes. The City will be further evaluating this location for possible solutions.



We collected a variety of traffic data at locations throughout the Lower Town area. This included turning movement counts, 24-hr volume counts and origin-destination data. Like crash data, we use graphical displays of the traffic data to help us understand the patterns behind the raw numbers.

Beyond these basic data types, this area has other complications we needed to understand, such as a busy magnet school and an active freight railroad train that runs through the area. The point is that we have been able to collect and use such data to better understand how the road network is working.



A Road Safety Audit (RSA) for the study area was performed over a 2-week period in February. Used a multi-disciplinary team to consider the safety of all uses: pedestrians, bicyclists, transit users and drivers. It identifies risks to these groups and suggests mitigating measures.

While the Lower Town Mobility Study has a long term focus, the RSA was intended to look for near term fixes the City could implement quickly and cheaply.

Conducted Field Visits

- Walked it
- Drove it
- Made day and night visits
- School review
- Lots and lots of pictures!



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The RSA team, augmented by city staff, did a comprehensive review of the entire study area. We were searching for both the good and the bad aspects of the roadway network.

POSITIVES

- Bicycle infrastructure
- Sidewalk condition
- Leading Pedestrian Interval at Barton/Pontiac Trail
- ADA on-street parking at Northside Grill
- Bus stops with pad/bus pull-off
- Lighting
- School features



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We noted quite a few positive aspects during our field reviews. These will be illustrated in the next several slides.

POSITIVES - Bicycle Infrastructure



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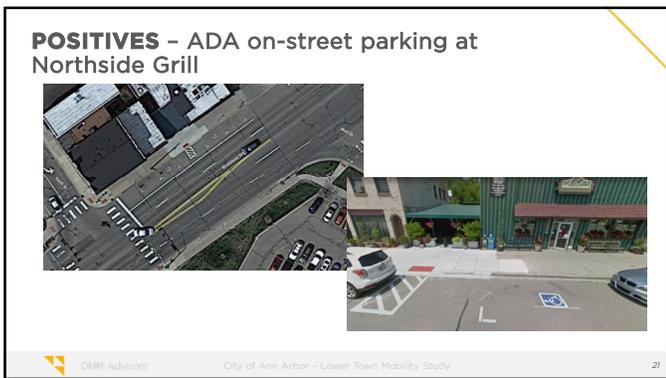
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On the topic of bicycle infrastructure, we saw that there were bike facilities in many areas of Lower Town. We noted on-street bike lanes, sharrows and other pavement markings to delineate bike usage.



Sidewalks were in generally good condition, with many instances of recent replacements and repairs to keep them in compliance with Americans with Disability Act (ADA) standards.



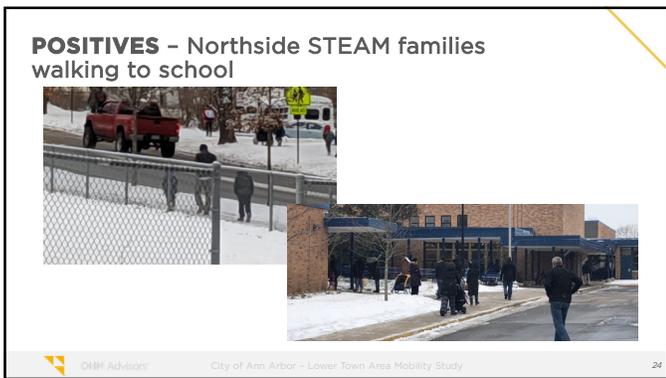
Also the efforts to provide ADA compliant curb ramps was apparent. Rather than only relying on off-street parking, we noted the on-street handicap parking stall provided in front of an active Lower Town business.



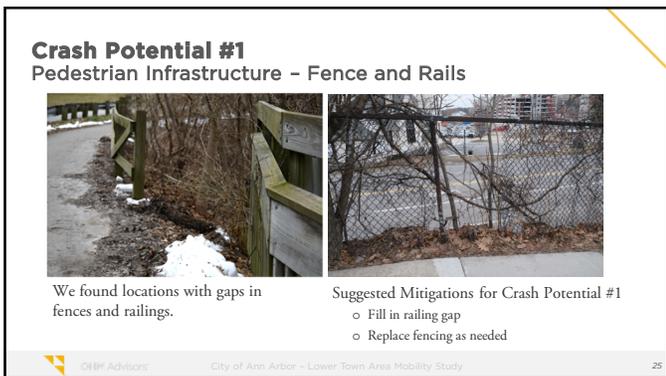
Another positive example is the bus stop along Pontiac Trail, with a bay to remove the bus from the active traffic lane, and concrete pad and shelter for transit users waiting for the next bus to arrive.



The lighting in the Lower Town area is generally good, with lighting provided along most all of the key roads within the study area.



We also found that there were many families attending Northside STEAM school who accompanied their children walking to and from school.



Now we are going to start looking at some of the problems we noted. Many were issues that could be fixed in the near term.

Crash Potential #1
Pedestrian Infrastructure - Pathway Sight Distance



Hidden access to boardwalk along Barton Drive.

Suggested Mitigations for Crash Potential #1

- o Clear brush
- o Provide warning

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In this particular case, there is a mid-point pedestrian connection to the pedestrian boardwalk along the western portion of Barton Dr. The heavy vegetation contributes to drivers not being able to see that this connection exists.

Crash Potential #1
Pedestrian Infrastructure - Cascades Access



Pedestrians must cross Broadway to get to the Cascades when parking along Wall Street.

Suggested Mitigations for Crash Potential #1

- o Provide shortened pedestrian wait times

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We noted that during busy times, visitors to the Cascades will park south of Broadway and then be delayed in crossing at the signal with Swift St. So we are recommending that the city look at shortening the wait times at the signal.

Crash Potential #2
Speed Management - Broadway Bridge



High speeds coming down off either end of Broadway Bridge.

Suggested Mitigations for Crash Potential #2

- o Provide electronic speed warning systems on each end

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The last few slides dealt with issues involving pedestrian facilities. Turning now to traffic operations and safety concerns, we noted that vehicle speeds were elevated coming off the Broadway bridge. Hence the recommendation for electronic speed warning systems.

Crash Potential #3
Traffic Congestion – Broadway EB (PM)



Traffic heading EB backs up from Maiden Lane onto Broadway Bridge.

Suggested Mitigations for Crash Potential #3

- Review and adjust signal timing
- Reduce pedestrian wait time on weekends

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In this example, there is some congestion on Broadway, with backups from the signal at Maiden Lane / Moore St. Adjusting the signal timing may help for weekday commuting peaks, while reducing pedestrian wait times are valuable for the weekends.

Crash Potential #4
Bike Infrastructure – Transitions



Transition from bike lane to path over bridges

- Broadway and Beakes/Division

Bike lanes ending

- Barton Dr at Pontiac Trail
- NB Division approaching Broadway

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While the bicycle infrastructure in Lower Town was good, we found instances of where bike lanes ended or the connections to off-street paths were poor to non-existent.

Crash Potential #4
Bike Infrastructure – Transitions



Suggested mitigations for Crash Potential #4

- Provide a ramp for bikes between path and bike lane
- Extend bike lane with dotted line (S. 7th Street) or use sharrow through intersection
- Signs – Share The Road/Bike Lane Ends

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The mitigations for these types of issues is to provide better signing and offer transitions where alternatives exist.

Crash Potential #5
Traffic Control Devices – Signs



- Sign Location
- Sign Maintenance

Suggested mitigations for Crash Potential #5

- Sign inventory and upgrade as needed

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In some cases, it was just an issue of poor sign placement or signs exceeding their effective lives.

Crash Potential #5
Traffic Control Devices – Pavement Markings



- Inconsistencies in treatments.
- Old markings not fully removed showing mixed message.

Suggested Mitigations for Crash Potential #5

- Survey to identify markings to be corrected or replaced

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Pavement markings also needed attention in some cases. By cleaning up some of these discrepancies, it makes it clearer to drivers (and other) what the intent is.

Crash Potential #5
Traffic Control Devices – Signals



Leading Pedestrian Interval (LPI)

- Activate ped signal 3-7 seconds prior to green light

Location of the crosswalk at Catherine and Division makes it difficult to see pedestrian

Suggested Mitigations for Crash Potential #5

- LPI has been implemented through the city

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In the specific case of Catherine at Division, the irregular shape of the intersection could result in turning traffic not being fully aware of pedestrians crossing 'on the green' as they should.

After making a recommendation for using a Leading Pedestrian Interval (LPI) here, we learned that the City has started using LPI at signals through out the city.

Other Items Considered



Parking

- Bus Stop on Broadway

Suggested mitigations

- Remove the parking in this area

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There were other smaller issues we noted. In this instance, an on-street parking stall coincided with a bus stop. Removing this one parking stall improved access for buses.

Other Items Considered



Lighting

- Fuller/Maiden Lane intersection (*lights set back from crosswalks*)
- Pontiac Street (*Move to Swift is dark*)

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While street lighting was a positive through most of Lower Town, we noted any lights that were out, or where the vehicle-level lighting was not adequate for pedestrians.

Selection of Analysis Tools

Goals:

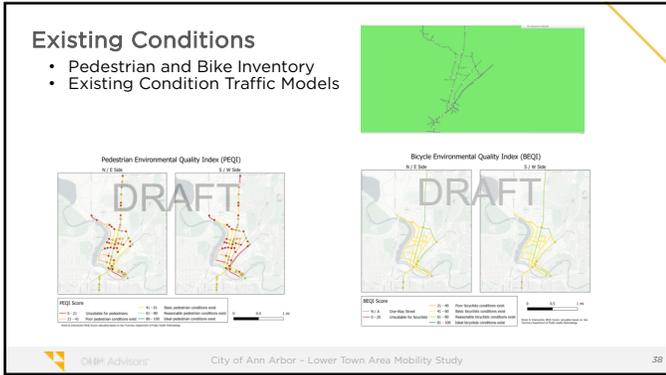
- Identify the tools that allow Ann Arbor to understand the pressures, causes and challenges to mobility in the Lower Town Area.

Objectives:

- Evaluate and select modeling software that analyses multi-modal mobility for pedestrian, bicycle, transit, and vehicular traffic. The project team worked together with MDOT, WATS, and SEMCOG to determine the tools to use for the planning study.

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Moving on to another task in the study, we helped identify the tools best suited for use in our study as well as the future use by city staff for the analysis and evaluation of multi-modal mobility needs.



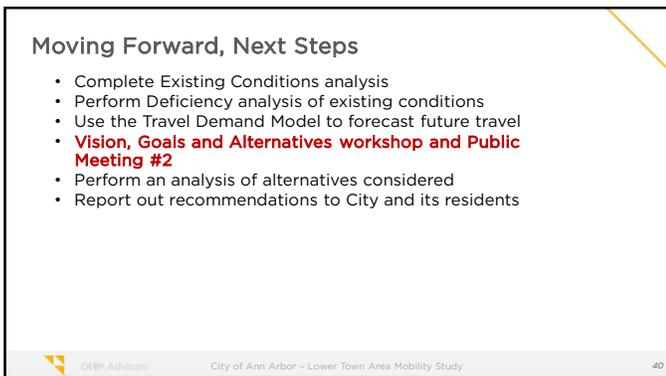
The selected analysis tools were then used by the team in looking at the Lower Town area. For example, for pedestrians, the Pedestrian Environmental Quality Index (PEQI) had us then look at whether sidewalks are present, their width, how far removed from the vehicle travel lane, are the sidewalks maintained and clear of vegetation, etc. This requires an inventory of every segment of road and every intersection. We are almost done with both the pedestrian and bicycle facility inventory and analysis.

The other facet is modeling the existing condition vehicle operations. This looks at the key roadways in the network. This gives us a baseline for evaluating any alternatives as we go forward in the study.



Origin-destination data has been mentioned a few times. We set up stations for the major entrances to Lower Town, so we could determine where traffic is coming from and going to.

One of the things we learned is that in the a.m. commuter period, 84% of all the traffic entering the area is coming from Plymouth Rd at Barton Dr, Barton at M-14 and north across the Broadway bridge. The single biggest movement (19%) was entering on Plymouth then turning left on Maiden Lane and heading to the hospital.



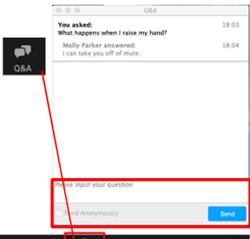
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Raise Hand:

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At various points in the presentation, the public was offered an opportunity to ask questions. These questions and their answers, as well as the ones received after completion of the presentation, are summarized starting on the next page.

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Thank you!



-  **Phone:** (734) 794-6410 ext. 43637
-  **Email:** yliu@a2gov.org
-  **Project Website:** www.a2gov.org/lowertown

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Lower Town Mobility Study - Public Meeting #1 Q & A

Question

- 1 Can you guys post the survey code again? I didn't get it in time. Or put it on the lowertown website?
- 2 With regard to people's belief that transit is a way to address travel demand, I would ask if there has been any comparison between "stated preference" and "revealed preference" when it comes to transit. In other words, do people say they'll use transit but then don't once it gets built?
- 3 Last year the city council voted down a state grant for sidewalks on Traver. Does that mean you are not considering the sidewalks on Traver near the school?
- 4 What does PDO mean?
- 5 Where does the crash data come from? I was rear-ended at Plymouth/Broadway/Maiden Ln but we didn't call the police. It was reported to insurance though. I'm wondering if those kinds of crashes are captured in this data?
- 6 What was/are the source(s) for the crash data?
- 7 Is that from the UD-10 forms?
- 8 How do you know that all the UD-10 forms make it into the database?
- 9 How do you count the number of bicycles?
- 10 Since many are now working from home, at least since March, does this data reflect a long term study reflecting the large amount of traffic before the COVID-19 shutdown?
- 11 If you collected data about bicycles could that be undercounted if done in Winter?

Answer(s)

- Yes, absolutely. <https://bit.ly/2X7LDxW>
My apologies that it is not an easy link to remember. We will get that fixed going forward.
- We understand that there is a perception that when people say they want more transit, it's for someone else, not themselves. While a real concern, in a socially and economically mobile community like Ann Arbor, transit is valued. Increases in routes or frequency will likely be reflected in increased ridership. Ann Arbor already shows a higher transit usage than neighboring communities, so is a feasible way of addressing congestion concerns.
- One of the items on the November ballot that will change how sidewalks will be funded. This study is taking a technical approach and am seeking public comments on your concerns. Later stages of the study will look at issues of prioritization of user needs.
- Property Damage Only
- All Michigan law enforcement agencies are required to submit crash data to the Michigan State Police (MSP), who keeps the state-wide data base. This includes submittals by cities, villages, townships, sheriffs, universities and tribal police. The standard form used is called UD-10. There is a quality control process involved to correct mistakes. If a collision or other incident is not reported to the police, then we have no way of knowing that it has happened. If a report is only made to an insurance company, this does not get into the MSP data base as insurance companies are not legally required to report such claims.
- For our study, we used video data capture for the traffic data collection. This allows us to be able to classify the types of vehicles at the study location, as well as counting pedestrians and bicyclists, and know if the bikes are using the sidewalks or are on-street.
- All of the traffic data for this Lower Town study was taken in November 2019, well before the onset of the pandemic.
- Yes, there is no question but that is possible, indeed likely. The traffic engineering profession needs to develop better methods of collecting both pedestrian and bicycle data. For the purposes of this study, the absolute numbers are not so important as much as knowing about their presence and the general order of magnitude.

- 12 Do you expect that there are many changes to the patterns because of COVID? If so, what do you think?
- What we have seen in southeast Michigan is with the onset of the pandemic lockdowns, traffic volumes are off by anywhere from 40 to 80%. These numbers has subsequently bounced back but are not yet all the way back to pre-outbreak level. However, we have been seeing that the *patterns* of travel have not changes that much. Just the overall level of travel is down; the origin - destination percentages are relatively unchanged.
- 13 Do you intend also to bike these routes? It's a whole different experience than walking.
- Bicycling the study area was not part of our scope of work. We did just finish an inventory of bike facilities, to look for where facilities are lacking.
- 14 Did this study take into account the warm weather visitors to Casades? Things have been crazy this summer
- The summertime issues about the Cascades was a topic that came up often in the stakeholder meetings. So the Road Safety Audit looked at that for immediate and long-term improvements to address those issues.
- 15 With the street sign inventory, will you be looking at School Zone signs on Barton Dr. approaching STEAM? Due to the nature of Barton Dr. (curves and being an arterial road) commuters may not know that they are driving in a school zone.
- We looked at the school zone signs along Barton. There are some sign placement issues and we have provided recommendations on changes to make the existing signs more obvious. There are also refreshments needed for the pavement markings associated with this school zone.
- 16 Any comment on speeding on Barton?
- This is another issue that came up in the stakeholder meetings. But it appeared to be an intermittent, time of day issue. Barton Dr at the city limit (M-14 interchange) is a transition zone, so have chronic problems with some drivers carrying too much speed as they enter the city.
- 17 Traffic seldom stops for pedestrians crossing Maiden Lane at Maiden Lane Ct. Many peds cross here to bus stop or to go to campus. How can we make the cars stop for peds? Even the buses don't stop.
- That is a location of concern, including past pedestrian collisions with injuries. Will be looking at this site to try to develop countermeasures to address these issues.
- 18 Has anything been done to prevent people from using the right lane to turn left onto the Cascades Swift Street. We have had almost close crashes as a result of that. Sorry meant to say Moore Street not Swift Street
- The team was confused about what the issue is that Kunal B. is raising. Perhaps further communication will improve our understanding so we will be able to respond later.
- 19 When will you be factoring in the traffic which will soon be commuting to/coming from/ the 1000+ vehicle U-Mich Wall Street Parking Structure? This affects Nielsen Ct./Maiden Lane and Maiden Lane/Plymouth. And also the new Morningside development—many additional vehicle from that area??
- As we work our way through the travel demand modeling efforts, this will factor in these developments as well as looking out into the future for origin-destination patterns.
- 20 Also any comment on truck traffic on Barton Dr.?
- During our field review for the Road Safety Audit, did not see much in the way of truck traffic. If desired, we can look closely at the turning movement data for the Barton Dr intersections as see what the exact numbers are, but expect it to be a low percentage of the total. The city could evaluate some sort of a truck restriction, but will not be able to get rid of all. If nothing else, the garbage haulers will need to be able to access the homes along that route.

- | | | |
|----|---|---|
| 21 | Did you identify any enforcement opportunities? Speeding on Pontiac Trail, and ignoring the stopsign at Barton Dr and M-14 are two that I see continuously. | During the Road Safety Audit we did identify areas for enforcement, and the northern segments of Pontiac Trail were some of those. For our time at the Barton intersections with the M-14 ramps, we did not note any problems with drivers ignoring the stop signs. |
| 22 | I appreciate your road safety audit and I am very thankful that improvements are being made now. The city has improved the repair process for streetlights (DTE and city owned), but we have crosswalks with no or low lighting. One example is the west corner of Fuller St. and E. Medical Center Dr. When will you be improving lighting? | This was one of the problem intersections identified with the Road Safety Audit. Since the traffic signal poles are too short to add street lighting davits to, city will have to look at alternatives to add the needed street lighting of better illuminate the pedestrian crossings. |
| 23 | Truck traffic has been prevalent on Barton and cannot be discounted. | There is road construction ongoing at the moment along portions of Barton Dr, so the trucking related to that activity is unavoidable. |
| 24 | That's not my experience as a person who lives on that street. I'm talking about large trucks for construction. | |
| 25 | No, trucks for construction on Pontiac Trail. | There is also some homebuilding along and just off of Pontiac Trail north of Barton. So again part of that is unavoidable. |
| 26 | I am not making reference to the trucks on Barton during construction, rather to the time prior to construction began. | However, whether on Barton or Pontiac Trail, it merits our further review to see what trucking is present and whether there is a legitimate origin or destination in the study area. |
| 27 | How can accurate conditions be measured when streets are closed due to construction? | All the traffic counts and volume data we collected was gathered in November 2019. That data is the source for our analysis of existing conditions. |
| 28 | will there ever be consideration to eliminate the on-ramp from Barton Dr to M14 | Our understanding is that Mich. Dept. of Transportation (MDOT) has been able to purchase some property in the northeast quadrant of the existing interchange. So they are now in a position where they can reconfigure that portion of the interchange to improve its safety and operations. |
| 29 | The geometry is being changed by mdot for M14 Barton Ramp. MDOT has already acquired the necessary property to do so. | However, a reconfiguration is not yet reflected in the state's 5-year improvement plan. As a short term measure, have asked MDOT to consider installing message boards along M-14 to aid in driver awareness for slow exiting and entering traffic. |
| 30 | I am surprised to see Traver passing "Basic Conditions exist for bicyclists. Near the Barton intersection, it is straight up dangerous to ride a bike—the potholes could swallow a VW beetle! Also, the fact that there are streets with NO sidewalks within FEET of the school property and it was not mentioned is remarkable. Care to comment? | The poor pavement condition, lack of sidewalk (especially adjacent to the school) and no marked bike lanes were all issues noted in the Road Safety Audit. But the overall width to that segment of Traver combined with its relatively low traffic volumes is why it received a 'Basic Conditions' assessment. We will double check this assessment. |

- 31 Back to cycling and the need to actually bike the facilities that are planned. The city just installed a 2 way bike lane on Williams. Solves all kinds of problems in getting cyclists from campus to downtown. But it creates many problems. Suppose you are cycling west on Williams. How do you make a left turn onto Division? You would have to cross an oncoming cyclist lane, then jump into car traffic that is not expecting you as you get into the left side of the car lane. If you attempted that maneuver on a bike, you'd immediately see the problem. I prefer to stay out of the bike lanes there because I'm trapped and can't safely exit to change my direction.
- A detailed description of some of the pro/con for cycle tracks. Good for through movements, creates challenges for turning bikes. The team will carry this consideration when evaluating possible improvements in this Lower Town study.
- 32 There is street parking on both sides of Traver and no bike lanes, so I agree, it should not pass Basic Conditions.
- As already indicated, we will double check this assessment.
- 33 Can it be determined if there are practical limits for the number of cars that can be allowed into new developments in this area before the streets basically become unusable?
- Keep in mind that we are still working our way through the existing condition modeling. Then we will be forecasting traffic for future conditions based on planned developments. The modeling we will then undertake will be a form of a stress test for the roadway network. When completed will be brought to the City Council. They will have to consider fundamental policy issues of development (tax base, private property rights, etc.) and the social issues of what the built environment is or becomes. Hopefully our report will illuminate these concerns and then it rests with the City Planning Commission and City Council to decide.
- 34 I hope it is still possible for stakeholders/resident homeowners on Wall Street/Maiden Lane/ Island Drive to be interviewed/contribute to your Lower Town Mobility concerns/efforts toward problem-solving?? Has anyone from our neighborhood been interviewed yet? People from our neighborhood would look forward to meeting with you.
- The previous meeting with stakeholders were more focused on agencies and organizations, rather than individuals. But we are looking at opportunities for groups of residents to get together, so we will be in contact with you when we get to this stage in our process.
- 35 Will the eventual bike plan take into account the origin travel study and any volume studies to try and have the biggest impact on the safety of people cycling? Not just areas with the least existing infrastructure? Thanks!
- Yes. The study is not just to identify missing pieces of the infrastructure. Rather, we are hoping to prioritize improvements for having the biggest impacts for the most users. The public will be part of this process, helping identify both improvements and likely priorities.
- 36 Are you taking the local crosswalk ordinance into consideration when evaluating our infrastructure?
- Yes, we are aware of that requirement. It is also part of the model we are using for evaluating pedestrian facilities.
- 37 Pedestrians walk out into the path of moving vehicles. Very dangerous in low light.
- When we are doing our inventory of pedestrian facilities, lighting levels are part of the considerations. While the city has done relatively well in lighting up the community, there are some areas (Fuller at Maiden Ln) where there are some shortcomings. This will be an ongoing issue for us to look at as we work our way through the balance of the study.

- 38 Thank you OHM and Luke Liu for this presentation tonight. Is the current total price for this mobility study the \$594,000 that I recall from last summer? Thanks.
- 39 Michigan determines road speeds by studying what speeds people go and then adjusting them “whatever the road will bear”. Will your approach be to follow what already is and look for safer/more efficient infrastructure, or to put intelligent design into place and engineer changes in existing patterns to enhance the experience of all who are using the road?
- 40 Are you coordinating with Sam Schwartz? Council approved an evaluation of our pedestrian and cycling environment? It should start in a few weeks.
- 41 Follow up to my question. I was alluding to the more general philosophy of design, not just speed limits.
- That is the approximate budget value for the four firms that make up our team. We are approximately half way through the study budget.
- The use of prevailing speeds to set speed limits is suitable for rural roads and areas that are not built up. We recognize that the city has set policy regarding speeds and any changes or modifications that may come out of our study will conform to this policy.
- Yes. City staff is aware of him starting and they are coordinating between the two efforts.
- We will be looking at various techniques that would be considered major road traffic calming, especially for Pontiac Trail and Plymouth Road, to establish an environment for motorists to drive at an appropriate speed.