



CITY OF ANN ARBOR, MICHIGAN

100 North Fifth Avenue, P.O. Box 8647, Ann Arbor, Michigan 48107-8647
<http://www.ci.ann-arbor.mi.us>

Engineering Division	(734) 994-2744	Fax (734) 994-1744
Fleet Services Division	(734) 994-2815	Fax (734) 994-2701
Transportation Division	(734) 994-2818	Fax (734) 994-1765

Public Services Department

October 22, 2002

Sara Figueroa


Ann Arbor, MI 48104

Dear Sara Figueroa:

We have received your petition for Traffic Calming request on Brockman Boulevard between Packard and Stadium. We greatly appreciate your interest and concerns with the traffic issues on this street.

Our next step is to collect speed and volume data on your street. This process will take a while to complete since Brockman Boulevard has been added to the waitlist. Speed and volume data collection is tentatively scheduled for November 2002. If Brockman Boulevard qualifies for traffic calming we will then survey the area that will be most affected by traffic calming. If fifty percent or more of the neighborhood agrees to further investigate traffic calming on Brockman Boulevard we will continue this process.

Once again, thank you for your interest in the program. If there are any questions or concerns, please call me at (734) 994-2818.

Sincerely,
PUBLIC SERVICES DEPARTMENT



Sharon Lowhim
Staff Civil Engineer

cc: William R. Wheeler, P.E., Public Services Director
Homayoon Pirooz, P.E., Deputy Director, Chief Engineer
Leszek Sipowski, P.E., Senior Project Manager
Sue McCormick, Director, Water Utilities Department



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Public Services Department

January 16, 2003

RE: Traffic calming on Brockman Boulevard, between Packard Street and Stadium Boulevard
Vote requested by February 3rd, 2003

Dear Resident:

Traffic calming has recently been requested in your neighborhood. Brockman Boulevard residents petitioned to include this area in the Traffic Calming program. The petition is the first step of the traffic calming process as approved by City Council. Traffic Calming is an approach that incorporates various tools to help reduce vehicle speed and cut-through traffic on roads. Some of the tools included in Ann Arbor's traffic calming program are education, traffic circles, neckdowns, lane narrowing, and speed humps to name a few. We will explore many options to determine the most effective solution for Brockman Boulevard.

The next step in the traffic calming process is to survey the neighborhood residents that would be affected by the project. If fifty percent or more of the surveys returned are in favor of the traffic calming measures, we will investigate Brockman Boulevard. If this area meets minimum qualifications a public meeting will be held to present the traffic calming tools and to discuss neighborhood concerns.

Included with this letter is a postcard so that you can give us input regarding the implementation of traffic calming measures. Please return this postcard by **February 3rd, 2003**. Keep in mind that only the returned postcards will be counted as to whether traffic calming measures will be investigated, so it is important that you reply. Additionally, a copy of the traffic calming process has been included. This will give an idea of the steps that need to be taken to implement the traffic calming measures.

If you have any questions or concerns, please feel free to contact me at 994-2818. Thank you for your time.

Sincerely,

Sharon Lowhim
Staff Civil Engineer

Enclosures

cc. William R. Wheeler, P.E., Public Services Director
Homayoon Pirooz, P.E., Deputy Director, Chief Engineer
Leszek Sipowski, P.E., Senior Project Manager
Sue McCormick, Director, Water Utilities Department
Street file

TRAFFIC CALMING QUALIFICATIONS

- ◆ The streets must be paved City streets.
- ◆ Streets must be classified as a local or residential collector street, as outlined in the Public Services Department's Standard Specifications.
- ◆ The average daily traffic must be at least 200 and no more than 4,000.
- ◆ The 85th percentile speed must be at least 5 mph over the posted speed limit.
- ◆ The street must not be a primary emergency route (for speed humps).
- ◆ Streets used as bus routes by the Ann Arbor Transportation Authority or the Ann Arbor Public Schools must have their input into the plan.
- ◆ The street must not be a designated truck route.

TRAFFIC CALMING TOOLS

- | | |
|---|---------------------------|
| ◆ Speed Limit Signs | ◆ Deviations |
| ◆ Education | ◆ Speed Humps |
| ◆ Neighborhood Speed Control Program | ◆ Lane Narrowing |
| ◆ Radar Speed Monitoring Trailer | ◆ Raised Intersections |
| ◆ Neighborhood Identification Island, Sign or Obelisk | ◆ Psycho-Perception |
| ◆ Drop-off Zone for Schools | ◆ Special Enforcement |
| ◆ Traffic Circles | ◆ One-Way Streets |
| ◆ Raised Crosswalks | ◆ Realigned Intersections |
| ◆ Neckdowns | ◆ Forced Turn Barriers |
| ◆ Chokers (Travel Both Ways) | ◆ Diagonal Diverters |
| ◆ Lane Eliminating Choker | ◆ Traversable Barriers |
| ◆ Turn Prohibitions | ◆ Street Closure |
| ◆ Semi-Diverters | ◆ Rumble Strips |

TRAFFIC CALMING PROCESS

1. Submit petition obtained from the Public Services Department with at least thirty percent of the residents with frontage on the street to receive traffic calming in support.
2. Public Services Department staff will review the location. Additional streets may be included depending on scope of traffic calming request.
3. The area residents will be surveyed. The process continues if at least fifty percent of the surveys return in favor of the traffic calming measure.
4. Public Services Department staff will determine if the street meets qualifications.
5. If the location meets minimum qualifications, the request will be ranked among other requests for design considerations.
6. Using the data collected, the staff will develop a plan using approved traffic calming tools to improve the traffic situation.
7. Neighborhood meetings attended by City staff, Councilors, emergency response personnel, and area residents will be held to discuss the plan.
8. Area residents will be surveyed. If sixty percent of the voting households show support for the traffic calming plan, provided that sixty percent of the owner-occupied households in the affected area have returned ballots, the plan will be sent to City Council for approval. Projects with budgets less than \$1,000 may be implemented without Council approval.
9. Upon Council approval, the location will be ranked by staff and placed on a waiting list until funding becomes available. Should the residents consider the list too lengthy, residents may elect to fund the approved traffic calming project.

Process as approved by City Council
Resolution R-624-12-99
December 6, 1999

As Corrected
January 13, 2000

As Amended
City Council Resolution R-341-8-02
August 5, 2002

ST FILE



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Public Services Department

April 15, 2003

RE: Neighborhood Meeting regarding Traffic Calming at Brockman Boulevard

Dear Neighborhood Residents:

There will be a meeting on Wednesday April 30, 2003 to discuss the implementation of traffic calming measures on Brockman Boulevard. The meeting is scheduled from 7pm to 9pm. The meeting will be held at the Tappan Middle School in the Media Center (Library). The school is located at 2551 East Stadium Boulevard.

The main objective for this meeting is to hear from residents regarding specific issues about traffic in the neighborhood. This will help us design a traffic calming project that will best fit the needs of the neighborhood. To assist you, we will have a short presentation of Ann Arbor's Traffic Calming Program. This presentation will describe the traffic calming process in general and also the traffic calming tools that may be useful.

We hope that everyone will be able to attend. If you have any questions or concerns please feel free to contact me at (734) 994-2818.

Sincerely,

Sharon Lowhim
Staff Civil Engineer

cc:

William R. Wheeler, P.E., Public Services Director
Homayoon Pirooz, P.E., Deputy Director, Chief Engineer
Sue McCormick, Director, Water Utilities Department
Leszek Sipowski, P.E., Senior Project Manager
John Hieftje, Mayor {electronically}
Roger W. Fraser, City Administrator {electronically}
Heidi Cowing Herrell, Ward 3 Council Member {electronically}
Jean Carlberg, Ward 3 Council Member {electronically}
Daniel Oates, Chief, Police Department {electronically}
Brad Hill, Staff Sergeant, Special Service Section, Police Department {electronically}
Street File, Brockman Boulevard

ST file



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Public Services Department

May 8, 2003

**RE: Traffic Calming on Brockman Boulevard (Stadium Boulevard to Packard Street)
Update from First Meeting held on April 30, 2003**

Dear Resident:

This is to recap your traffic calming process to date. We received a request for consideration for our Traffic Calming Program from residents on Brockman Boulevard between Stadium and Packard. We collected speed and volume data, and found the area meets the minimum qualifications to pursue the process. As a result, we polled this area and found fifty percent or more of the surveys returned were in favor of pursuing traffic calming on this section of roadway.

The first public meeting was held on Wednesday, April 30. In this meeting we presented an overview of the traffic calming program, showing both passive and active means of traffic calming. The meeting included representatives from the Ann Arbor Police and Fire Department who shared information and responded to questions. Neighbors who were present told us about their five main concerns: cut thru traffic (early hour), ignoring the stop sign at Ferdon and Brockman, pedestrian traffic (Ferdon-Packard), speeding, and safety for westbound Winchell/Pedestrians.

Since Brockman between Stadium and Packard qualifies for our traffic calming program, we are able to consider active traffic calming measures contained in the program. Within the next three weeks, we will contact you again to schedule the second public meeting. At this second meeting, we will discuss draft traffic calming plans and solicit your feedback, questions, and input. We consider the draft to be a working document and request your assistance toward revising it, if necessary, to obtain consensus, with the goal being one draft plan that meet your needs.

In summary of the next stages: Following the second meeting a subsequent notification will be sent to set up the third public meeting. This meeting is held on site. Pavement markings are drawn on Brockman (Stadium to Packard) from the draft consensus plan and we walk the perimeters to visually view and discuss the draft plan. Minor adjustments can still be made at this point. A final meeting (fourth public meeting) will then be scheduled, resulting in a final proposed traffic calming plan. A poll is sent out, your responses determine if the proposed plan passes. If the proposed plan does pass, we submit a request to City Council to designate the funds, schedule the work, and approve the installation of your traffic calming measures. Once approved by Council, we build your plan.

Again, we will contact you within three weeks to notify you about the second public meeting. Thank you for your interest in this program. If there are any questions or concerns, please call me at (734) 994-2818.

Sincerely,



Sharon Lowhim
Staff Civil Engineer

cc: John Hieftje, Mayor {electronically}
Heidi Cowing Herrell, Ward 3 Council Member {electronically}
Jean Carlberg, Ward 3 Council Member {electronically}
Roger W. Fraser, City Administrator {electronically}
Sue F. McCormick, Director, Water Utilities Department {electronically}
William R. Wheeler, P.E., Public Services Director {electronically}
Homayoon Pirooz, P.E., Deputy Director, Chief Engineer {electronically}
Leszek Sipowski, P.E., Senior Project Manager {electronically}
Ronald J Heemstra, Fire Marshal, Fire Department {electronically}
Michael Skrypec, Assistant Chief, Fire Department {electronically}
Street file, Brockman Boulevard

Selvig, Beverly J

From: Sipowski, Les
Sent: Wednesday, May 07, 2003 5:03 PM
To: Hieftje, John; Carlberg, Jean; Herrell, Heidi; Fraser, Roger; McCormick, Sue; Wheeler, William; Pirooz, Homayoon
Cc: Lowhim, Sharon; Selvig, Beverly J
Subject: Brockman Traffic Calming 1-st meeting follow-up letter

A follow-up letter describing what happened on the first Traffic Calming meeting and what the next steps will be, was mailed to the neighborhood.

Les Sipowski, P.E., City of Ann Arbor, Traffic
ph: (734) 996-3286, fax: (734) 994-1765
e-mail: LSipowski@ci.ann-arbor.mi.us



Brockman Mtg 1
Letter.doc

Selvig, Beverly J

From: Sipowski, Les
Sent: Wednesday, May 07, 2003 5:03 PM
To: Hieftje, John; Carlberg, Jean; Herrell, Heidi; Fraser, Roger; McCormick, Sue; Wheeler, William; Pirooz, Homayoon
Cc: Lowhim, Sharon; Selvig, Beverly J
Subject: Brockman Traffic Calming 1-st meeting follow-up letter

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Les Sipowski, P.E., City of Ann Arbor, Traffic
ph: (734) 996-3286, fax: (734) 994-1765
e-mail: LSipowski@ci.ann-arbor.mi.us



Brockman Mtg 1
Letter.doc

May 8, 2003

RE: Traffic Calming on Brockman Boulevard (Stadium Boulevard to Packard Street)
Update from First Meeting held on April 30, 2003

Dear Resident:

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The first public meeting was held on Wednesday, April 30. In this meeting we presented an overview of the traffic calming program, showing both passive and active means of traffic calming. The meeting included representatives from the Ann Arbor Police and Fire Department who shared information and responded to questions. Neighbors who were present told us about their five main concerns: cut thru traffic (early hour), ignoring the stop sign at Ferdon and Brockman, pedestrian traffic (Ferdon-Packard), speeding, and safety for westbound Winchell/Pedestrians.

Since Brockman between Stadium and Packard qualifies for our traffic calming program, we are able to consider active traffic calming measures contained in the program. Within the next three weeks, we will contact you again to schedule the second public meeting. At this second meeting, we will discuss draft traffic calming plans and solicit your feedback, questions, and input. We consider the draft to be a working document and request your assistance toward revising it, if necessary, to obtain consensus, with the goal being one draft plan that meet your needs.

In summary of the next stages: Following the second meeting a subsequent notification will be sent to set up the third public meeting. This meeting is held on site. Pavement markings are drawn on Brockman (Stadium to Packard) from the draft consensus plan and we walk the perimeters to visually view and discuss the draft plan. Minor adjustments can still be made at this point. A final meeting (fourth public meeting) will then be scheduled, resulting in a final proposed traffic calming plan. A poll is sent out, your responses determine if the proposed plan passes. If the proposed plan does pass, we submit a request to City Council to designate the funds, schedule the work, and approve the installation of your traffic calming measures. Once approved by Council, we build your plan.

Again, we will contact you within three weeks to notify you about the second public meeting. Thank you for your interest in this program. If there are any questions or concerns, please call me at (734) 994-2818.

Sincerely,

Sharon Lowhim
Staff Civil Engineer

cc: John Hieftje, Mayor {electronically}
Heidi Cowing Herrell, Ward 3 Council Member {electronically}
Jean Carlberg, Ward 3 Council Member {electronically}
Roger W. Fraser, City Administrator {electronically}
Sue F. McCormick, Director, Water Utilities Department {electronically}
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Street file, Brockman Boulevard

ST File



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Public Services Department

May 30, 2003

RE: Neighborhood Meeting Regarding Traffic Calming on Brockman Boulevard.

Dear Neighborhood Resident:

There will be a meeting on **June 11, 2003** at Tappan Middle School, to discuss the traffic calming options proposed for Brockman Boulevard between Packard Street and Stadium Boulevard. The meeting is scheduled from 7pm to 9pm, at the median center room at 2551 East Stadium Boulevard. This is a second meeting out of four public meetings. The recently revised traffic calming program requires the neighborhood and the City to hold a total of four public meetings.

We will present a number of options utilizing tools that most effectively address the neighborhood concerns. The primary goal of this meeting is to reach a consensus on the tools the neighborhood would like to implement. After a consensus is reached, we will invite you to a third meeting, held on site, to modify or make minor alterations to the proposed design.

We hope that everyone will be able to attend. If you have any questions or concerns please feel free to contact me at (734) 994-2818.

Very Truly Yours,
PUBLIC SERVICES DEPARTMENT

Sharon Lowhim
Staff Civil Engineer
Engineering Division

cc: John Hieftje, Mayor {electronically}
Heidi Cowing Herrell, Ward 3 Council Member {electronically}
Jean Carlberg, Ward 3 Council Member {electronically}
Roger W. Fraser, City Administrator {electronically}
Sue F. McCormick, Director, Water Utilities Department {electronically}
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Homayoon Pirooz, P.E., Deputy Director, Chief Engineer {electronically}
Leszek Sipowski, P.E., Senior Project Manager {electronically}
Joseph Gorman, Fire Chief, Fire Department {electronically}
Daniel Oates, Chief, Police Department {electronically}
Street file, Brockman Boulevard

St file



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Public Services Department

June 18, 2003

RE: Traffic Calming on Brockman Boulevard (Stadium Boulevard to Packard Street)
Update from Second Meeting held on June 11, 2003

Dear Resident:

This is to recap your traffic calming process to date. The second public meeting was held on Wednesday, June 11. In this meeting we presented four conceptual draft plans. Plan one included 7 speed humps along Brockman Boulevard. Plan two included one raised intersection at Ferdon/Brockman Boulevard and 6 speed humps along Brockman Boulevard. Plan three included 4 lane narrowing devices and narrowing the intersection at Ferdon/Brockman to reduce the distance for pedestrian crossing. Plan four included 4 lane narrowing devices and 2 traffic circles at Ferdon/Brockman and Winchell/Brockman.

Following the presentation attendees had a chance to express their concerns and ask questions. Most attendees felt that speed humps should not be part of Brockman Boulevard. It was evident that Plan 1 and Plan 2 (both plans propose speed humps) would not be a proposed traffic calming plan residents would support. However, attendees felt that a raised intersection at Ferdon and Brockman would help slow drivers that do not obey the stop sign. The raised intersection raises the road 3 inches maintaining this height across the entire area of the intersection. Vehicles will travel on ramps to reach the 3 inch plateau and cross the intersection. An advantage of the raised intersection is that it can slow cars approaching the intersection from all directions. They also provide a smoother ride for large, rigid frame vehicles like buses, trucks and vans in comparison to speed humps.

Plan 3, lane narrowing and a neckdown (narrowing the intersection) at Ferdon/Brockman, was not well received. Attendees did not agree to remove parking, as would be required if lane narrowing measures were proposed. Plan 4, lane narrowing and traffic circles, was the preferred conceptual plan. However, attendees felt that mini traffic circles at every intersection would be more appropriate. Some attendees felt that a raised intersection at Ferdon and Brockman should still be considered.

Mini traffic circles work best when installed as a series. A mini traffic circle (see attachment) is a raised circular island in the center of an intersection. Mini circles are commonly landscaped and if the neighborhood agrees to maintain the circle, flowers and other flora may be planted. Mini circles reduce speeds by forcing motorists to maneuver around them. In Seattle, mini circles have been found to reduce motor vehicle crashes and have been found to reduce cut-through traffic; which exists on Brockman during the morning peak hour. Mini traffic circles are an intersection improvement as well as a traffic calming device and can take the place of an all way stop intersection control. The intersection of Ferdon and Brockman will retain this control.



Example of Mini Traffic Circle

Stop signs are not a traffic calming measure. Stop signs are used to assign the right of way at intersections. All way stop intersection control is governed by the MMUTCD (Michigan Manual of Uniform Traffic Control Devices) and must meet certain warrants. For low volume streets, which we typically have in residential neighborhoods, all way stop intersection control tend to be more of a nuisance and at times are ignored. In order for this measure to be effective, law enforcement must be present to enforce this signage. A few attendees mentioned the use of speed limit signs or SMART trailer (displays the speed of a passing vehicle). These measures also require the presence of law enforcement in order for them to be effective.

Finally, attendees mentioned extra consideration for pedestrian safety at the intersection of Winchell and Brockman. Many residents felt that this intersection does not provide adequate pedestrian refuge. At this point we are still debating what traffic calming measures should be proposed for this intersection.

In conclusion, the draft consensus plan (see attachment) proposes mini circles at all intersections with the consideration for a raised intersection at Ferdon/Brockman. The intersection of Winchell/Brockman is still under consideration, but we will propose traffic calming devices that will improve pedestrian crossing. This will be reviewed at the third meeting.

In summary of the next stages: Following this update letter an invitation will be mailed to you for the third meeting. This meeting is held on site. Pavement markings are drawn on Brockman (Stadium to Packard) from the draft consensus plan and we walk the perimeters to visually view and discuss the draft plan. A draft plan will be mailed with the invitation letter, prior to the third meeting. Minor adjustments can still be made at this point. A final meeting (fourth public meeting) will then be scheduled, resulting in a final proposed traffic calming plan. A poll is sent out, your responses determine if the proposed plan passes. If the proposed plan does pass, we submit a request to City Council to designate the funds, schedule the work, and approve the installation of your traffic calming measures. Once approved by Council, the devices will be installed.

Again, we will contact you within one month to notify you about the third public meeting. Thank you for your interest in this program. If there are any questions or concerns, please call me at (734) 994-2818.

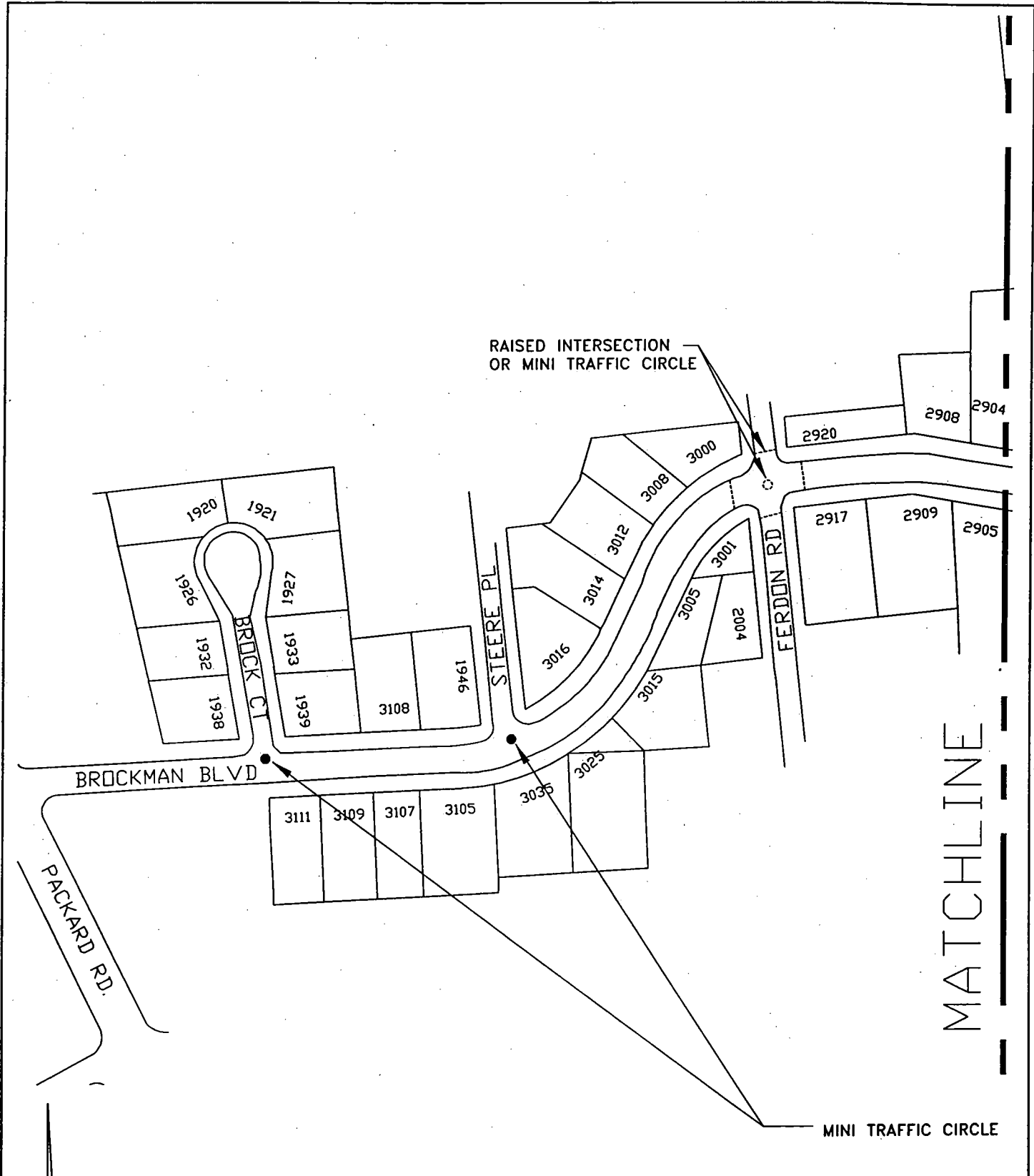
Sincerely,



Sharon Lowhim
Staff Civil Engineer

Enclosures

ec: John Hieftje, Mayor
Heidi Cowing Herrell, Ward 3 Council Member
Jean Carlberg, Ward 3 Council Member
Roger W. Fraser, City Administrator
Sue F. McCormick, Director, Water Utilities Department
William R. Wheeler, P.E., Public Services Director
Homayoon Pirooz, P.E., Deputy Director, Chief Engineer
Leszek Sipowski, P.E., Senior Project Manager
Daniel Oates, Chief, Police Department
Joseph Gorman, Chief, Fire Department
Street file, Brockman Boulevard



PUBLIC SERVICES DEPARTMENT CITY OF ANN ARBOR			
BROCKMAN ST. TRAFFIC CALMING DRAFT PLAN AFTER 2nd MEETING			
DR. BY	NSG	CH. BY	SL
SCALE		DATE	06-17-03
INCH		DRAWING NO. U./Eng/Drafting/Autocad/ARSC/S. Lowhlm/Engineer Request/BROCKMAN ST./PLAN.DWG	
		SHEET NO. 1 OF 3	

MATCHLINE

E STADIUM BLVD

MINI TRAFFIC CIRCLE

FRIEZE AVE

BROCKMAN BLVD

WINCHELL DR

STANLEY AVE

DEVOLSON AVE

CARHART AVE

UNDER CONSIDERATION

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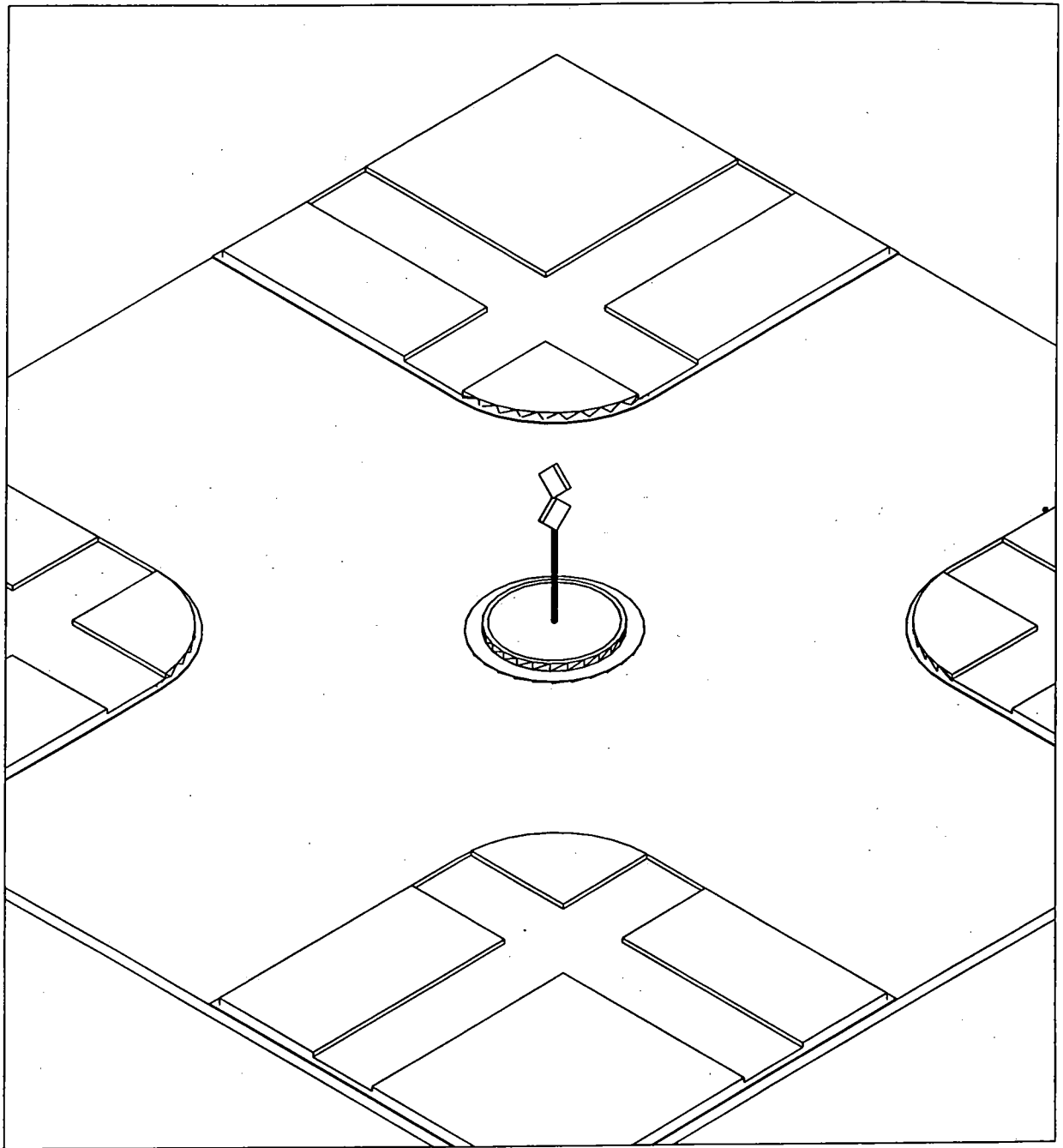
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**PUBLIC SERVICES DEPARTMENT
CITY OF ANN ARBOR**

**BROCKMAN ST. TRAFFIC CALMING
DRAFT PLAN AFTER 2nd MEETING**

DR. BY	NSG	CH. BY	SL	DRAWING NO.
SCALE		DATE	06-17-03	U./Eng/Drafting/Autocad/ARC/S. Lowhin/Engineer Request/BROCKMAN ST./PLAN.DWG
INCH		SHEET NO. 2 OF 3		



**PUBLIC SERVICES DEPARTMENT
CITY OF ANN ARBOR**

MINI TRAFFIC CIRCLE

DR. BY NSG	CH. BY SL	DRAWING NO. U./Eng/Drafting/Autocad/MISC/S. Lowrim/Engineer Request/BROCKMAN ST./TRAFFIC CIRCLE.DWG
SCALE	DATE 06-17-03	
INCH		SHEET NO. 3 OF 3

ST file



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Public Services Department

July 14, 2003

RE: Traffic Calming on Brockman Boulevard

Dear Resident:

This letter is to update you on the current status of the Brockman Traffic Calming Project.

The third meeting for Brockman traffic calming will meet in August 2003. We will send you a letter during the last week in July to invite you to the third meeting. At this time we are in the process of designing a proposed plan for the Winchell and Brockman intersection. We need more time to review and get internal approval for the design at this intersection. Once we have resolved these issues we will hold the third meeting.

We appreciate your time and efforts. If there are any questions or concerns, please feel free to contact me at (734) 994-2818.

Sincerely,

Sharon Lowhim
Staff Civil Engineer

Enclosure

- ec: John Hieftje, Mayor
- Heidi Cowing Herrell, Ward 3 Council Member
- Jean Carlberg, Ward 3 Council Member
- Roger W. Fraser, City Administrator
- Sue F. McCormick, Director, Water Utilities Department
- William R. Wheeler, P.E., Public Services Director
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Public Services Department

July 31, 2003

RE: Traffic Calming on Brockman Boulevard

Dear Resident:

This letter is to update you on the current status of the Brockman Traffic Calming Project.

The third meeting for Brockman traffic calming is currently planned for August 2003. We will send you a letter well in advance to invite you to the third meeting. Unfortunately, we need more time to review and get internal approval for the proposed plans at Winchell and Brockman intersection. Once we have resolved this issue we will hold the third meeting.

We appreciate your time and efforts. If there are any questions or concerns, please feel free to contact me at (734) 994-2818.

Very truly yours,
PROJECT MANAGEMENT

Sharon Lowhim
Staff Civil Engineer

ec: John Hieftje, Mayor
Heidi Cowing Herrell, Ward 3 Council Member
Jean Carlberg, Ward 3 Council Member
Roger W. Fraser, City Administrator
Sue F. McCormick, Public Service Area Administrator
William R. Wheeler, P.E., Public Services Director
Homayoon Pirooz, P.E., Chief Engineer
Leszek Sipowski, P.E., Senior Project Manager
Daniel Oates, Chief, Police Department
Joseph Gorman, Chief, Fire Department
Street file, Brockman Boulevard



CITY OF ANN ARBOR, MICHIGAN

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Transportation Division	(734) 994-2818	Fax (734) 994-1765

Public Services Department

October 30, 2003

RE: Traffic Calming on Brockman Boulevard

Dear Resident:

This letter is to invite you to an upcoming meeting. The fourth meeting for Brockman traffic calming will be held on **November 19, 2003 at 7pm**, at Pattengill School, in the cafeteria, located at 2100 Crestland Drive.

We will present the proposed design agreed upon at the third meeting. The primary goal of this meeting is to reach a consensus and make minor modifications if needed. After a consensus is reached, we will mail a survey to the neighborhood to request your vote on the proposed plan. The traffic calming proposal will be judged to pass if the following two conditions are both achieved: 1) 60% or more of the votes are "Yes", and 2) 60% or more of the eligible homeowners submit votes.

We appreciate your time and efforts. If you have any questions, please feel free to contact us at (734) 994-2818 or (734) 994-2744.

Very truly yours,
PROJECT MANAGEMENT

Sharon Lowhim
Staff Civil Engineer

Enclosure

ec: John Hieftje, Mayor
Heidi Herrell, Ward 3 Council Member
Jean Calberg, Ward 3 Council Member
Roger W. Fraser, City Administrator
Sue F. McCormick, Public Service Area Administrator
William R. Wheeler, P.E., Public Services Director
Homayoon Pirooz, P.E., Chief Engineer
Leszek Sipowski, P.E., Senior Project Manager
Daniel Oates, Chief, Police Department
Joseph Gorman, Chief, Fire Department
Street file, Brockman Boulevard

Selvig, Beverly J

From: Lowhim, Sharon
Sent: Friday, October 31, 2003 11:22 AM
To: Hieftje, John; Herrell, Heidi; Carlberg, Jean; Fraser, Roger; McCormick, Sue; Wheeler, William; Pirooz, Homayoon; Sipowski, Les; Oates, Dan; Gorman, Joseph
Cc: Selvig, Beverly J
Subject: Brockman Traffic Calming: 4th Meeting Invite

Brockman Traffic Calming 4th Meeting held on 11/19/03 at Pattengill.

*Sharon Lowhim
Staff Civil Engineer
Public Service
Contact
Phone: (734) 994-2818
Fax: (734) 994-1744*

st file



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Transportation Division	(734) 994-2818	Fax (734) 994-1765

Public Services Department

August 21, 2003

RE: Traffic Calming on Brockman Boulevard

Dear Resident:

This letter is to invite you to an upcoming meeting. The third meeting for Brockman traffic calming will meet on **September 9, 2003 at 6pm** weather permitting. The meeting will be held on site to discuss any concerns or questions you may have with the proposed traffic calming plan (see attachment).

We will meet at Brockman Boulevard and Brock Court at 6pm and walk along Brockman Boulevard towards Stadium Boulevard, visiting each traffic calming device marked and discussing any questions or concerns. The traffic calming devices will be outlined on the street so that you can have some visualization where these traffic calming measures will be located. If the weather does not permit us to hold the meeting on site, we will meet from 6:30pm to 7:30pm at Tappan Middle School at 2551 East Stadium Boulevard in the library.

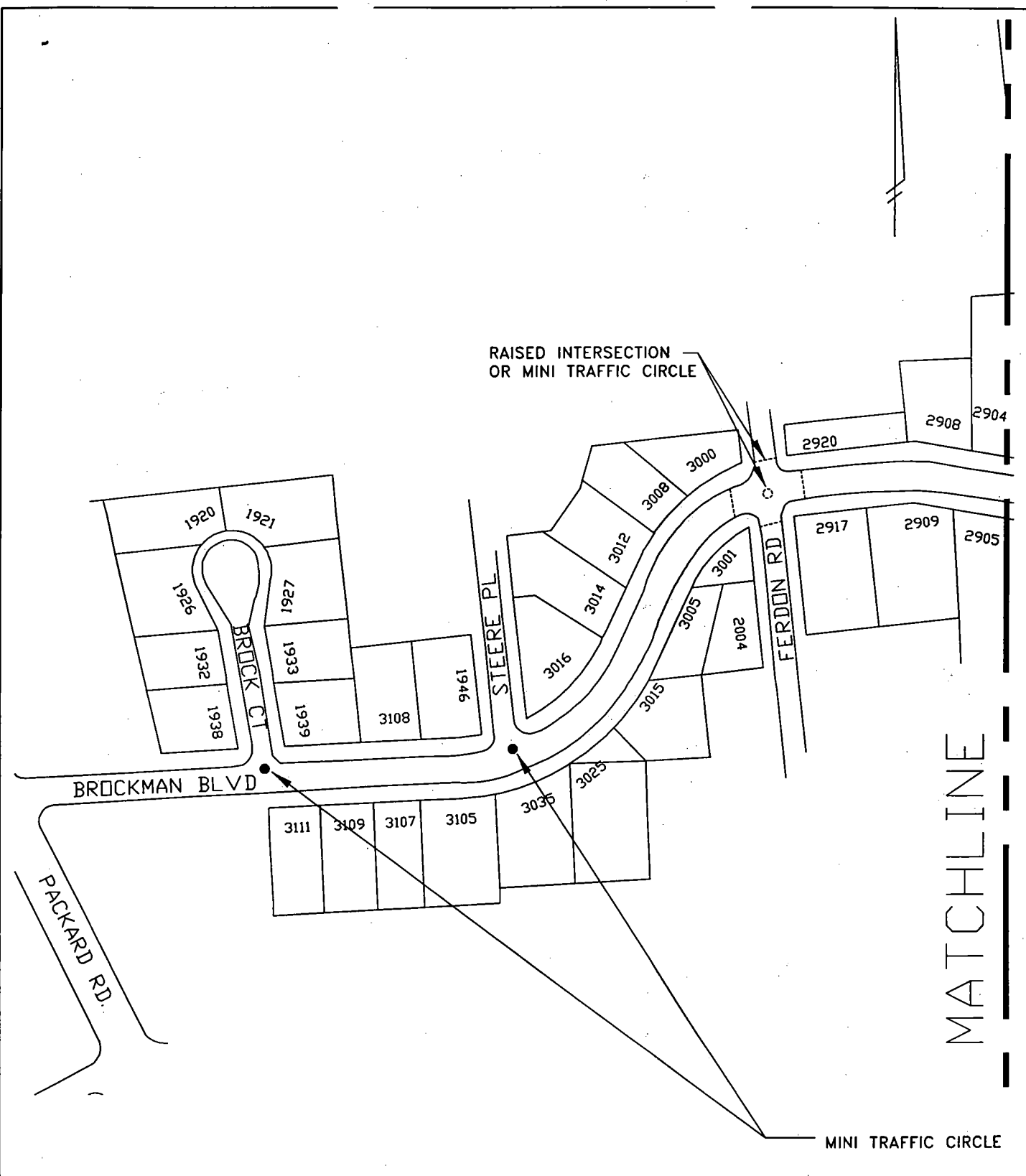
We appreciate your time and efforts. If you have any question, please feel free to contact us at (734) 994-2818 or (734) 994-2744.

Very truly yours,
PROJECT MANAGEMENT

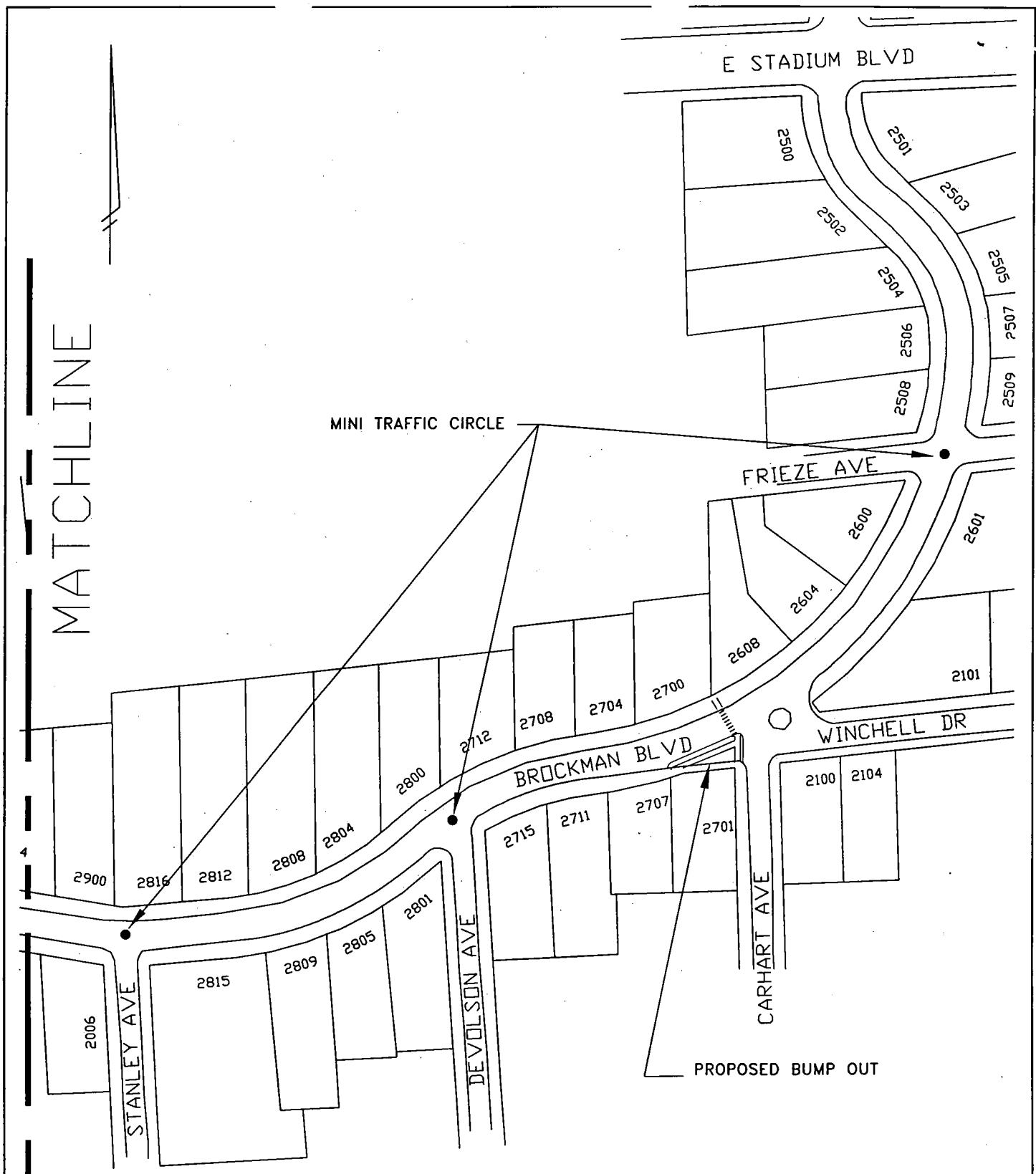
Sharon Lowhim
Staff Civil Engineer

Enclosure

- ec: John Hieftje, Mayor
- Heidi Cowing Herrell, Ward 3 Council Member
- Jean Carlberg, Ward 3 Council Member
- Roger W. Fraser, City Administrator
- Sue F. McCormick, Public Service Area Administrator
- William R. Wheeler, P.E., Public Services Director
- Homayoon Pirooz, P.E., Chief Engineer
- Leszek Sipowski, P.E., Senior Project Manager
- Daniel Oates, Chief, Police Department
- Joseph Gorman, Chief, Fire Department
- Street file, Brockman Boulevard



PUBLIC SERVICES DEPARTMENT CITY OF ANN ARBOR			
BROCKMAN ST. TRAFFIC CALMING DRAFT PLAN			
DR. BY	NSG	CH. BY	SL
SCALE		DATE	08-21-03
INCH		DRAWING NO. U./Eng/Drafting/Autocad/MISC/S. Lowhlm/Engineer Request/BROCKMAN ST./PLAN.DWG	
		SHEET NO. 1 OF 2	



PUBLIC SERVICES DEPARTMENT CITY OF ANN ARBOR		
BROCKMAN ST. TRAFFIC CALMING DRAFT PLAN		
DR. BY NSG	CH. BY SL	DRAWING NO. U:/Eng/Drafting/Autocad/MISC/S. Loehim/Engineer Request/BROCKMAN ST./PLAN.DWG
SCALE	DATE 08-21-03	
INCH	SHEET NO. 2 OF 2	



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Public Services Department

September 18, 2003

Re: Brockman Traffic Calming

Dear ~~Brockman~~ Boulevard Homeowner/Current Resident:

We write to update you regarding the Brockman Boulevard Traffic Calming process.

The process began with the receipt of a petition from area residents. This was followed by a traffic study to determine if Brockman Boulevard, from Packard to Stadium, qualified for our Traffic Calming Program. The study results supported the petitioners' request for traffic calming for Brockman Boulevard. Therefore, we began the process of four public meetings.

The first meeting was held on April 30, 2003. This meeting allowed us to present and explain our Traffic Calming Program, the Brockman traffic study results, the Traffic Calming Program tools and process, and what traffic calming can accomplish. Additionally, we engaged in dialogue and feedback specific to Brockman Boulevard, from Packard to Stadium.

Utilizing information gained from the traffic study and the first meeting, a draft traffic calming plan was presented at the second public meeting held on June 11, 2003. The meeting included discussion of the draft plan, explanation of traffic calming tools and how they address specific concerns, and discussion with the group, in general.

On September 9, we held meeting #3. This 3rd of 4 meetings was held onsite, starting at the corner of Brockman and Brock Court. Citizens from 21 addresses joined us as we walked Brockman from Brock Court to Frieze to review the current draft traffic calming plan. In order to assist in the visualization of the draft plan, the traffic calming devices were painted on the street. The painted devices were conceptual only and not meant to show exact size and location. Meeting #3 allows for the opportunity to make minor adjustments to the draft traffic calming plan.

The group discussed the first device located on Brockman Boulevard at Brock Court, a 10' mini traffic circle. The main concern was to have parking enforcement of the intersection per City Code 10:56 Parking prohibitions (no signs required) [visit the online City Code at <http://www.ci.ann-arbor.mi.us/Clerks/citycode.html>], or that the location be

signed for no parking, due to heavy parking during home University of Michigan football games.

The plan for the next intersection, Steele Place, originally contained a 10' mini traffic circle. However, as a result of input from the Ann Arbor Fire Department, the group was offered options of a smaller, 8' mini traffic circle or a raised intersection. After some discussion, the group requested that no traffic calming device be placed at this location. This will require further discussion at the 4th, and final, public meeting since minor plan revisions, not eliminations, were to be considered at meeting #3 as the process moves forward. Eliminating a traffic calming device from the draft plan, without replacing it with another option, results in a loss of traffic calming continuity within the Brockman traffic calming parameters and negates information from prior meetings that resulted in the draft plan.

The intersection of Brockman and Ferdon allowed for a group choice of a 10' mini traffic circle or a raised intersection. Based on a majority vote, the draft plan will be revised to show a 10' mini traffic circle.

The group moved to the next intersection, Brockman and Stanley. The original draft plan contained a 10' mini traffic circle. As a result of input from the Ann Arbor Fire Department, the group was given the choice between a smaller, 8' mini traffic circle or a raised intersection. The vote supported the raised intersection. However, some residents requested that neither device be placed at this location, resulting in no traffic calming device at this location. Similar to the Brockman & Steele Place intersection, this will require further discussion at the next meeting as only minor adjustments to the plan are considered at meeting #3 and elimination of a traffic calming device could have an effect on the overall success of the plan.

The draft plan for the intersection of Brockman and Devolson is a 10' mini traffic circle. While the mini circle was not well received, the option of neckdowns was offered instead. In order for the plan to succeed, the location needs some device to slow the speed of traffic. The group requested that no traffic calming device be placed at this intersection. Again, as with the Steere and Stanley intersections, this will require further discussion at meeting #4 as only minor adjustments to the plan are considered at meeting #3 and elimination of a traffic calming device could have an effect on the overall success of the plan.

The draft plan for the next intersection, Brockman/Carhart/Winchell, shows a proposed bump out with grass & sidewalk. Residents counter-proposed an island at this location. There will be further discussion on this at meeting #4.

The final intersection on the draft traffic calming plan is Brockman/Frieze. The draft plan shows a 10' mini traffic circle. There was minimal discussion for this location.

This letter recaps the Brockman traffic calming process, and provides an update from the 3rd meeting. In the next few weeks, we will send a notice for public meeting #4. Meeting #4 is the final Brockman, from Packard to Stadium, Traffic Calming meeting.

Very truly yours,



Sharon Lowhim
Staff Civil Engineer

C: John Hieftje, Mayor
Heidi Cowing Herrell, Ward 3 Council Member
Jean Carlberg, Ward 3 Council Member
Roger W. Fraser, City Administrator
Sue F. McCormick, Public Service Area Administrator
Daniel J. Oates, Safety Services Area Administrator
William R. Wheeler, P.E., Public Services Director
Joseph Gorman, Chief, Ann Arbor Fire Department
Homayoon Pirooz, P.E., Chief Engineer
Leszek Sipowski, P.E., Senior Project Manager
Street file, Brockman Boulevard

Selvig, Beverly J

From: Pirooz, Homayoon
Sent: Wednesday, August 13, 2003 3:22 PM
To: Selvig, Beverly J
Cc: Lowhim, Sharon
Subject: RE: Meeting 3 Letter

Go for it. Thanks,

Homayoon

-----Original Message-----

From: Selvig, Beverly J
Sent: Wednesday, August 13, 2003 2:27 PM
To: Pirooz, Homayoon
Cc: Lowhim, Sharon
Subject: Meeting 3 Letter

Here's the Brockman letter for your review & approval for Sharon to send out. If you approve this letter, we'd like to use this as the meeting 3 letter for all Traffic Calming projects (changing the street names and dates, of course). I put a hard copy for easier reading in your box. ---Beverly

August 11, 2003

RE: Traffic Calming on Brockman Boulevard

Dear Resident:

This letter is to invite you to an upcoming meeting. The third meeting for Brockman traffic calming will meet on **August 27, 2003 at 6pm** weather permitting. The meeting will be held on site to discuss any concerns or questions you may have with the proposed traffic calming plan (see attachment).

We will meet at Brockman Boulevard and Brock Court at 6pm and walk along Brockman Boulevard towards Stadium Boulevard, visiting each traffic calming device marked and discussing any questions or concerns. The traffic calming devices will be outlined on the street so that you can have some visualization where these traffic calming measures will be located. If the weather does not permit us to hold the meeting on site, we will meet from 6pm to 7pm at Tappan Middle School at 2551 East Stadium Boulevard in the cafeteria.

We appreciate your time and efforts. If you have any question, please feel free to contact us at (734) 994-2818 or (734) 994-2744.

Very truly yours,
PROJECT MANAGEMENT

Sharon Lowhim
Staff Civil Engineer

Enclosure

ec: John Hieftje, Mayor
Heidi Cowing Herrell, Ward 3 Council Member
Jean Carlberg, Ward 3 Council Member
Roger W. Fraser, City Administrator
Sue F. McCormick, Public Service Area Administrator
William R. Wheeler, P.E., Public Services Director
Homayoon Pirooz, P.E., Chief Engineer
Leszek Sipowski, P.E., Senior Project Manager
Daniel Oates, Chief, Police Department
Joseph Gorman, Chief, Fire Department
Street file, Brockman Boulevard

Selvig, Beverly J

From: Lowhim, Sharon
Sent: Friday, October 10, 2003 4:30 PM
To: Selvig, Beverly J; 'SEFIGUEROA@cs.com'
Cc: Sipowski, Les; Pirooz, Homayoon
Subject: RE: Brockman Traffic Calming (Attn: Sharon Lowhim)

Hi Sara.

I'll do my best to answer your questions and hopefully clear up any misconceptions.

Question 1: If we leave some street crossings free of the calming tools then would it really be of use to put any in at all?

That's a great question. If your neighborhood is looking to slow down traffic then yes we do need traffic calming devices repeated. This reminds the driver that they have to slow down and travel at 25mph. Also there's less of a chance they don't get to speed up. This point was brought up at the meeting but I did hear a lot of your neighbors complain that speeding was not an issue but pedestrian safety (at least that was my understanding). They preferred to see some sort of refuge at certain points...ie. Winchell and Brockman. If this is the case, I don't see why we can't just disperse the devices and locate them at key points.

Question 2: If Stanley is not included, then is Brock Ct. eligible to vote?

Unfortunately we have to follow policy. This states that everyone who fronts Brockman gets a vote and those on the side streets are included if they are 100ft from Brockman and/or 2 lots whichever is less. So for these side streets only those who meet this criteria get to vote, even on dead end streets.

Question 3: If things are not resolved at the last meeting is there ever a chance

that we meet for a fifth time?

Again, this is a policy issue and we can only meet for 4 public meetings. Hopefully we'll resolve the issues residents had at the third meeting.

I hope this helps. Let me know if you have any other questions. I plan to set the fourth meeting sometime in November.
Thanks and have a great weekend.

-----Original Message-----

From: Selvig, Beverly J
Sent: Monday, September 22, 2003 11:36 AM
To: 'SEFIGUEROA@cs.com'
Cc: Lowhim, Sharon; Sipowski, Les; Pirooz, Homayoon
Subject: RE: Brockman Traffic Calming (Attn: Sharon Lowhim)

Good morning! This is to confirm receipt of your below comments and questions to Sharon Lowhim. By copy of this email, I will ask her to respond. Sincerely, Beverly J. Selvig, Office Administrator, Public Services, 994-2818

-----Original Message-----

From: SEFIGUEROA@cs.com [mailto:SEFIGUEROA@cs.com]
Sent: Monday, September 22, 2003 11:04 AM
To: engineering@ci.ann-arbor.mi.us
Cc: SEFIGUEROA@cs.com
Subject: Brockman Traffic Calming (Attn: Sharon Lowhim)

Hi Sharon. Sorry I had to miss the major part of the last meeting on 9/9/03.

I'm writing in response to your last letter recapping the content of the last meeting. Thanks for sending it to all of us. I'm hoping that on the last meeting we can recap each cross street and reestablish the point of selecting a calming system to achieve the desired effect of "calming the traffic". If we leave some street crossings free of the calming tools then would it really be of use to put any in at all?

The other reason for writing this was to include the folks on Stanley Circle for voting purposes as it is the only other dead end street/ culdesac (with Brock Ct. being the other, of course) that lead only on to Brockman. As folks on Brock Ct. have the voting power it seems only fair to put Stanley in as well. Let me know what you think. If Stanley is not included, then is Brock Ct. eligible to vote?

Also, if things are not resolved at the last meeting is there ever a chance that we meet for a fifth time?

Thanks for your time!

Sincerely,

Sara Figueroa (at [redacted] [redacted])



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Public Services Department

December 1, 2003

Dear Brockman Homeowner/Current Resident:

We write to update you on the 4th, and final, public meeting held on November 19th for the Brockman Traffic Calming Project. The meeting was held at Tappan Middle School. We had 25 residents present representing 22 addresses.

The meeting was led by Les Sipowski, P.E., Sr. Project Manager. The goal of the meeting was to move the group to consensus of a final draft plan, evolving from, and based upon, the work and discussions of meetings 1, 2, and 3. This final draft plan is the result of the hard work, dialogue, questions, and answers provided by all who attended.

We recap the process to date. After receiving the Brockman petition, City staff performed studies to determine if Brockman met criteria to be eligible for the Traffic Calming Program. Studies supported the request and Brockman was eligible to seek active traffic calming measures as offered by our Traffic Calming Program.

The City then held public meeting #1 for the Brockman Traffic Calming Project. This allowed the City to present the Traffic Calming Program – what can be done, tools we use, and schedule. Residents in attendance shared concerns about Brockman, primarily: speed, pedestrian safety (especially at Winchell & Carhart), and rolling stops at Ferdon.

After meeting #1, staff performed an analysis to determine traffic calming measures to best address the concerns raised at meeting #1. The results were presented at meeting #2 and allowed those present to select, mix-and-match, traffic calming devices. The group consensus was that speed humps would not be utilized. The group discussed the intersections, one by one, with the Ferdon and Winchell intersections to be decided at meeting #3.

Based on the draft plan developed at meeting #2, Brockman was painted with the selected devices to allow for a conceptual idea of each device. The device was not

designed at this point; hence the painted device was not to scale as far as size and placement. Rather, it was only to give a visual idea of the draft plan.

At meeting #3, several devices were discussed and questioned. Some mention was made to remove several devices from the plan. Staff made notes of these requests and promised to discuss this in more detail at meeting #4. For best efficiency of a traffic calming program, devices should be placed every 200-300'. Meeting #3 allowed staff to walk the project limits with residents and make minor changes/adjustments to the draft plan. However, elimination of devices could limit the effectiveness of the program and is not considered a minor change. Hence, it was clear more discussion was necessary.

At meeting #4 we discussed the draft plan, intersection-by-intersection, and arrived at a final draft plan as explained below:

The first intersection, Brock Court, was supported to have a mini traffic circle. A mini traffic circle will allow single unit vehicles to maneuver. It can include standard rollout curbs that are 2' wide, 6" tall, and taper down to 0". The inside can be landscaped by the neighborhood but does contain an object marker. The rollout curbs allow for larger vehicles to pass. Additionally, because of the curbing, the mini traffic circle is transversible by the Fire Department if necessary.

Resident inquiries resulted in our describing and clarifying some similar devices in the traffic calming toolkit. Some residents asked for a better understanding of the dimensions of the devices. We offer this same information for clarification purposes. Although not supported at meetings 1 & 2, a speed hump is 12'; it begins with a 0" height, increases to 3" after 6' (the middle), and tapers back down to 0". A speed hump can be driven at 25mph. Speed humps can be found on Devonshire and Brooks. Speed humps are different than the speed "bumps" found on Iroquois and private properties. A raised intersection is similar to a speed hump except the entire intersection is raised to the 3" height; it has the same 0" points which increase to 3" after 6'. A raised crosswalk is also similar with 0" points, 3" height after 6', but has a 6' wide with 3" high crosswalk area.

At the Brockman/Steere intersection, a change was made from the consensus of meeting #2. While the group supported a mini traffic circle, following meeting #2 the Fire Department had concerns about this device and the proximity of the fire hydrant. As a result, and to accommodate the need of the Fire Department, City staff changed the draft plan to include a raised intersection.

At Ferdon, attendees at meeting #3 decided on the mini traffic circle.

In response to a question if the stop signs will stay, we do not change current signage unless it is necessary. Therefore, we expect to leave the current stop signs in place.

Stanley, like Steere, has a fire hydrant in the proximity. Therefore, the Fire Department has requested to eliminate the possibility of the traffic circle. This results in the draft plan containing a raised intersection at this location. The group supported this.

After much discussion, the group decided the final draft plan would contain a raised intersection at Devolson and Brockman. While the discussion follows the request of those at meeting #3 who requested no device at this location, the group agreed to include a device at this location because, otherwise, there would have been a 700' gap between devices. The program recommends a device every 200-300' in order to effectively calm traffic.

In addition to the suggested bump out at Winchell/Carhart, those present at meeting #4 supported a raised pedestrian crosswalk crossing Brockman. The bump out reduces by half the amount of roadway a pedestrian must cross. A raised crosswalk can be driven at 25 mph. The bump out, while visible, does not drastically change the intersection movements, rather, it organizes them. This addresses the intersection concern of being too big and too confusing.

The final intersection, Frieze and Brockman, contains a traffic circle.

As supported at meeting #4, we will send a letter by early-January to outline the pros and cons of each device contained in this current draft plan. The letter will also include a poll card that will be due back to the City by the end of January. In order for the project to pass, we must have 60% returning poll cards support the plan. In addition, 60% of the homeowners must respond, regardless of how they vote. The voting district includes Brockman from Brock Court to Stadium, plus some homeowners/current residents on some of the side streets.

Due to concern expressed at meeting #4, we were requested to mention that should any project plan fail to obtain the necessary support to pass, the group could re-petition the City to begin the process again. As long as the required criterion is met (limits of project, number of signatures on petition, etc), the petition request can be identical or can be revised.

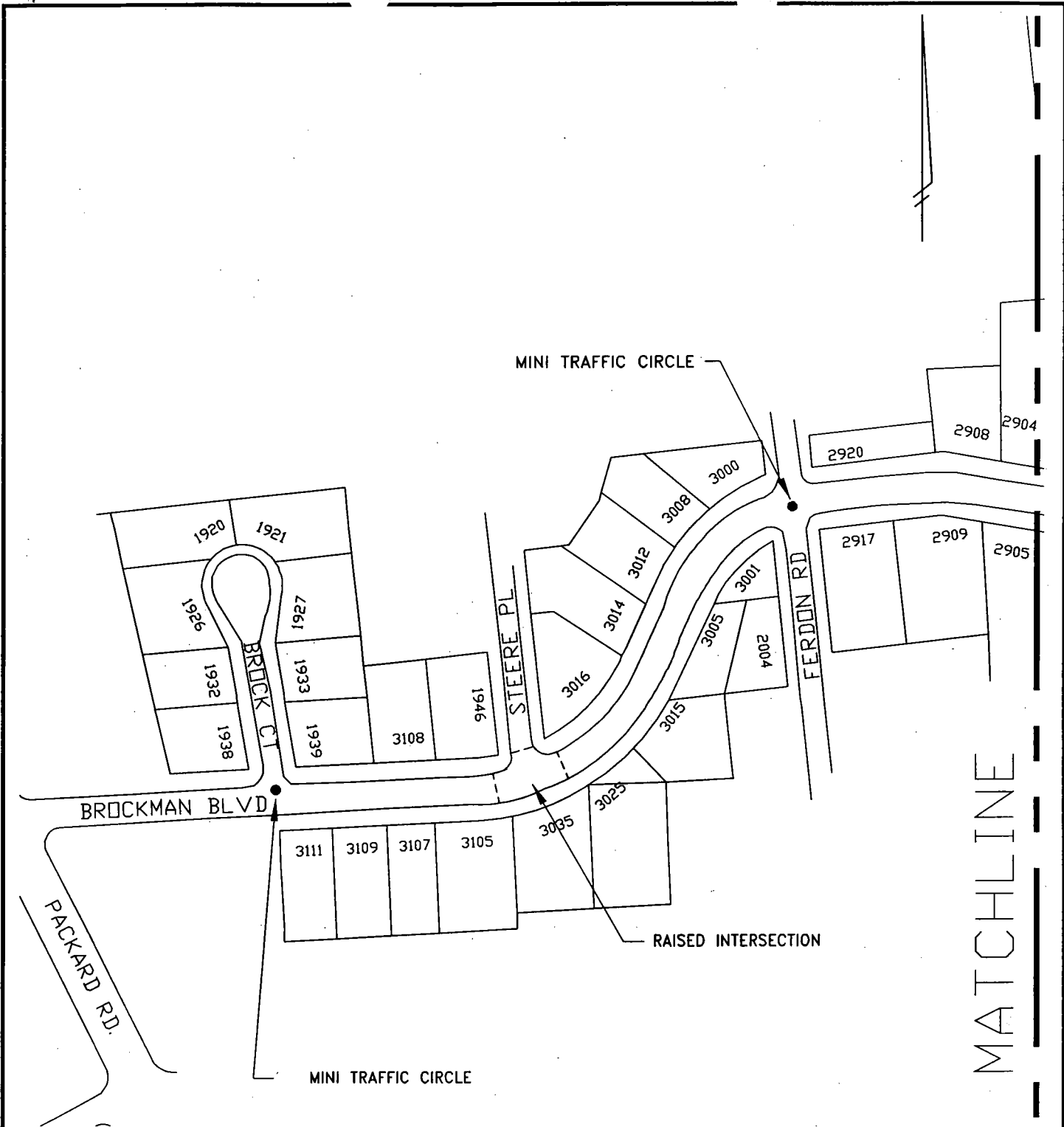
While lengthy, I hope this letter provides you with the information you need to stay informed on the status of this project. Please feel free to contact me at 996-3256 should you have further questions.

Very truly yours,
PROJECT MANAGEMENT



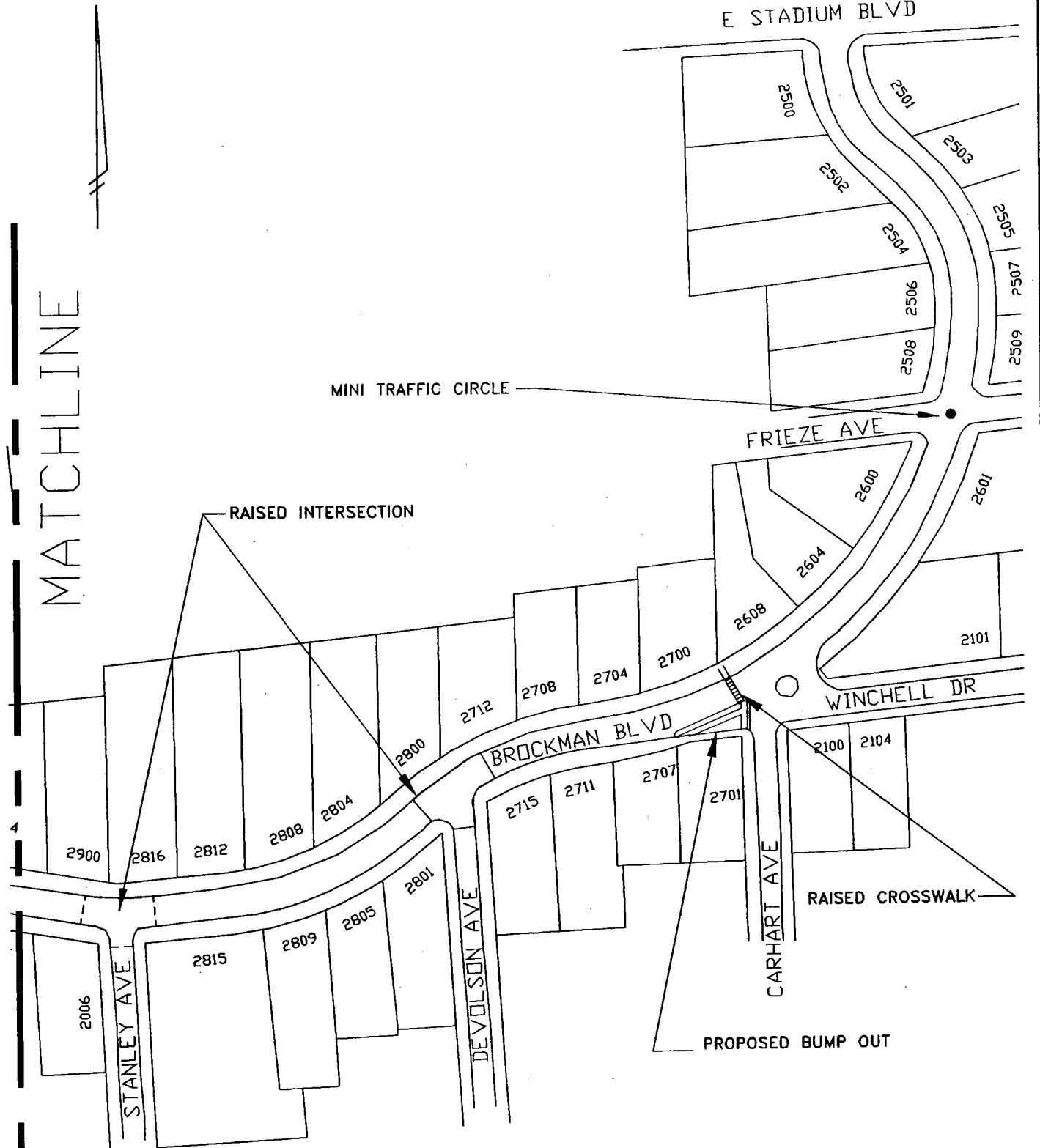
Sharon Lowhim
Staff Civil Engineer

cc: John Hieftje, Mayor
Jean Carlberg, Ward 3 Council Member
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Street file, Brockman Boulevard



PUBLIC SERVICES DEPARTMENT CITY OF ANN ARBOR			
BROCKMAN ST. TRAFFIC CALMING DRAFT PLAN			
DR. BY	NSG	CH. BY	SL
SCALE		DATE	12-01-03
INCH		DRAWING NO. U:/Eng/Drafting/Autocad/MISC/S. Lowh/n/Engineer Request/BROCKMAN ST./PLAN.DWG	
		SHEET NO. 1 OF 2	

MATCHLINE



PUBLIC SERVICES DEPARTMENT			
CITY OF ANN ARBOR			
BROCKMAN ST. TRAFFIC CALMING			
DRAFT PLAN			
DR. BY	NSG	CHK BY	SL
SCALE		DATE	12-01-03
INCH		DRAWING NO. U./Eng/Drafting/Autocad/MISC/S. Lcwhm/Engineer Request/BROCKMAN ST./PLAN.DWG	
		SHEET NO. 2 OF 2	

Selvig, Beverly J

From: Lowhim, Sharon
Sent: Monday, December 01, 2003 5:19 PM
To: Hieftje, John; Carlberg, Jean; Greden, Leigh; Fraser, Roger; McCormick, Sue; Wheeler, William; Pirooz, Homayoon; Sipowski, Les; Oates, Dan; Gorman, Joseph
Cc: Selvig, Beverly J
Subject: Brockman Traffic Calming Project, Letter update from meeting #4

Letter update from meeting #4.



Brockman Summary ltr
of mtg #4...



Public Services Department

CITY OF ANN ARBOR, MICHIGAN

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Transportation Division	(734) 994-2818	Fax (734) 994-1765

January 28, 2004

RE: Traffic Calming on Brockman Boulevard
 Response needed by March 5, 2004

Dear Brockman Homeowner/Current Resident:

Thank you for your participation in the Brockman Boulevard Traffic Calming process. Through the neighborhood meetings and a site visit, we have received great input from the residents and have come to a final decision regarding the geometry of the streets. Enclosed please find the proposed Brockman Boulevard Traffic Calming Plan, along with a plan showing the placement of warning signs and pavement markings. Also enclosed is a postcard ballot for you to cast your vote.

The first meeting held in April 2003 gave us the opportunity to explain the Traffic Calming Program, its devices, and the advantages/disadvantages of each. Residents in attendance shared concerns about Brockman, primarily: speed, pedestrian safety (especially at Winchell & Carhart), and rolling stops at Ferdon.

The second public meeting held in June 2003, allowed us the opportunity to analyze the speeding and pedestrian concern and provide potential solutions from the traffic calming toolkit. After meeting one, staff performed an analysis to determine traffic calming measures to best address the concerns raised at meeting one. The results were presented at meeting two and allowed those present to select, mix-and-match, traffic calming devices. The group consensus was that speed humps would not be utilized.

At the third public meeting, held in September 2003, we met onsite to walk the project limits with residents and address any questions. The traffic calming devices were painted on the road surface to help residents better visualize where the devices might be placed. We answered questions and concerns with some questions left to further discuss at meeting four.

The fourth meeting was held in November 2003. At meeting fourth we discussed the draft plan, intersection-by-intersection, and arrived at a final draft plan. The final proposed plan consists of three raised intersections, three traffic circles, one bumpout,

and one raised crosswalk. To inform each resident, we would like to describe the details of the traffic calming measures.

Raised intersections are designed so that drivers will still be able to travel 25mph while driving over them. The design that we use is a raised intersection that will be 3 inches high and maintaining this height through the entire area of the intersection. Vehicles will travel on ramps (see sheet 4 of 5, photo of raised intersection) to reach the 3-inch plateau and cross the intersection. An advantage of the raised intersection is that it can slow cars approaching the intersection from all directions. They also provide a smoother ride for large, rigid frame vehicles like buses, trucks and vans and will have minimal delay on fire emergency vehicles. Warning signs (see sheet 5 of 5, figure 2) will be posted prior to the series of traffic calming devices and pavement markings (see sheet 4 of 5, figure 1) will be installed to warn drivers of the devices in the road.

Raised crosswalks are similar to raised intersections having the same benefits and drawbacks, but are designed to be 20 feet long with a level top for pedestrians to cross the street (see sheet 5 of 5, figure 1). The raised crosswalk will be marked as a crosswalk (see sheet 5 of 5, figure 3) and based on the City Code, no parking will be allowed within 20 feet of either side of the crosswalk.

In conjunction a traffic circle and bump-out will be utilized. A traffic circle is a raised circular island in the center of an intersection (see sheet 3 of 5), while a bump-out extends the curb to the center of the roadway. Traffic circles and bump-outs are commonly landscaped and if the neighborhood agrees to maintain the circle, flowers and other flora may be planted. Traffic circles and bump-outs reduce speeds by forcing motorists to maneuver around them. Please keep in mind that these devices will have minimal delay on fire emergency response time.

We are in the final stages of the traffic calming process. Now, the City Council-approved traffic calming process requires that the neighborhood vote to confirm that a majority of the area is in favor of the traffic calming measures. The final traffic calming plan includes three raised intersections, three traffic circles, one bumpout, and one raised crosswalk. Once approved the traffic calming measures will be constructed during this construction season or when funds are available, with no cost or extra assessment to the neighborhood.

Please fill out the postcard indicating your preference regarding the traffic calming measures. For a fair and timely tally of the votes we require that postcards be postmarked by the United States Post Office no later than **March 5, 2004**. If you prefer to hand deliver your postcard, it must be delivered to the City Clerk's Office, which is located on the second floor of the City Hall, by the end of the business day on March 5, 2004. To have the traffic calming measures implemented, sixty percent of the returned votes have to support the traffic calming measure. The survey is valid when more than 60 percent of homeowners respond. Therefore we ask you to mark an "x" in the lower left hand corner of the postcard if you own a house. We cannot count a non-response as a vote. So, it is imperative that you fill out and return the postcard.

You are encouraged to call the clerk's office to confirm that your vote was received and properly counted.

We appreciate your time and efforts. If there are any questions or concerns, please feel free to contact me at (734) 994-2818.

Very Truly Yours,
PROJECT MANAGEMENT

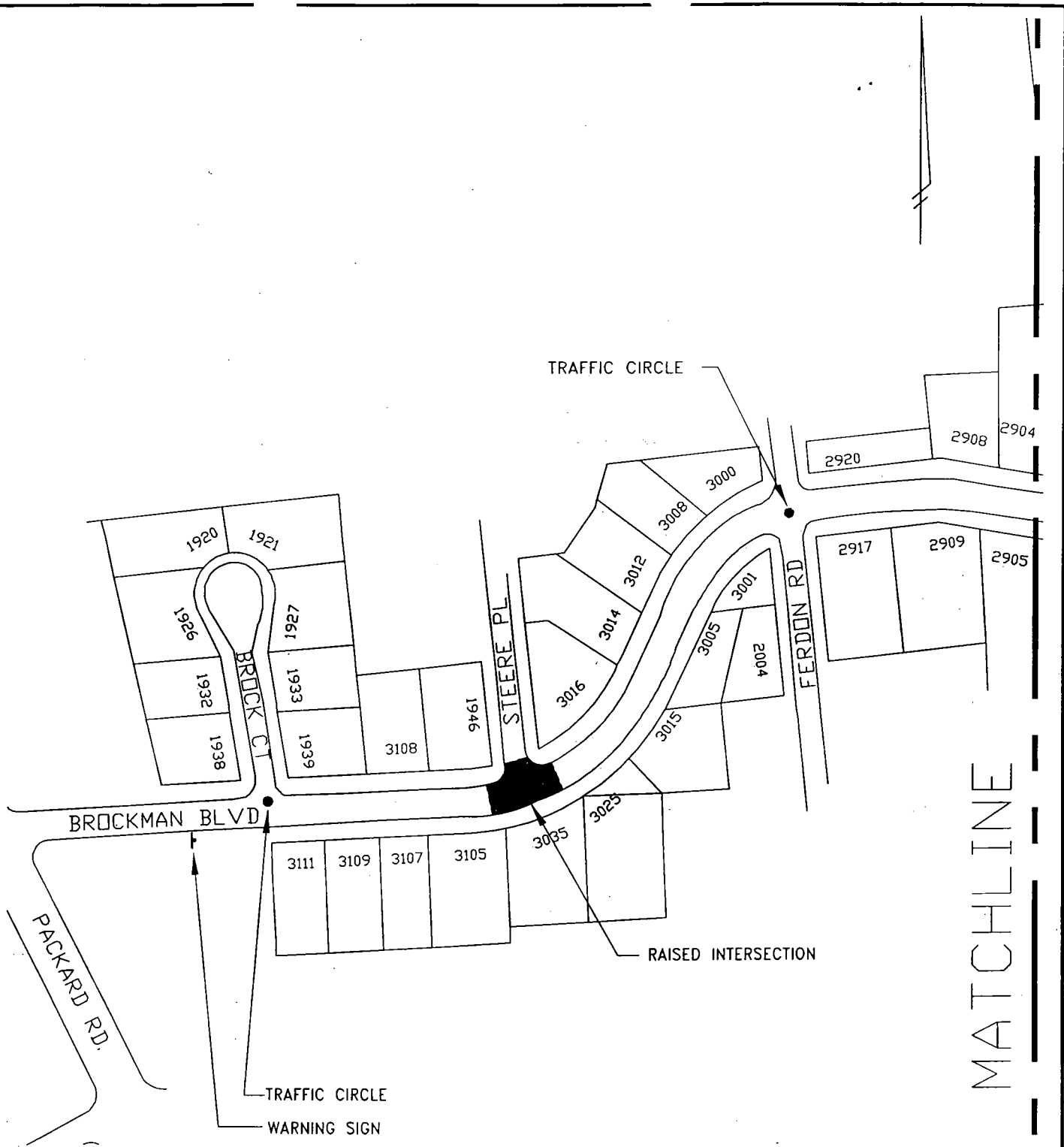


Sharon Lowhim
Staff Civil Engineer

Enclosures

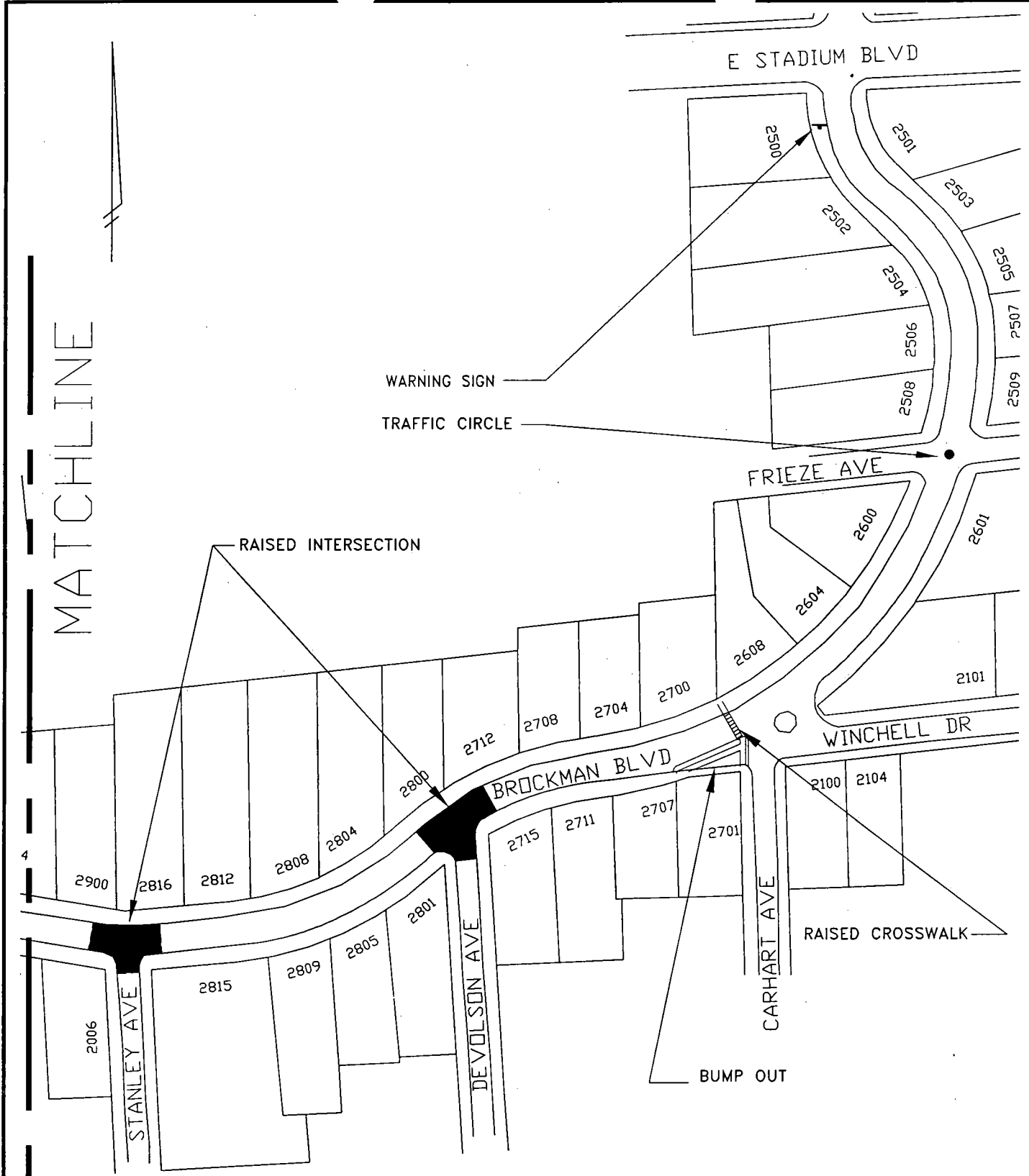
ec:

John Hieftje, Mayor
Jean Carlberg, Ward 3 Council Member
Leigh Greden, Ward 3 Council Member
Roger W. Fraser, City Administrator
Sue F. McCormick, Public Service Area Administrator
Homayoon Pirooz, P.E., Chief Engineer
Leszek Sipowski, P.E., Senior Project Manager
Daniel Oates, Chief, Police Department
Joseph Gorman, Chief, Fire Department
Kathleen M. Root, City Clerk
Street file, Brockman Boulevard

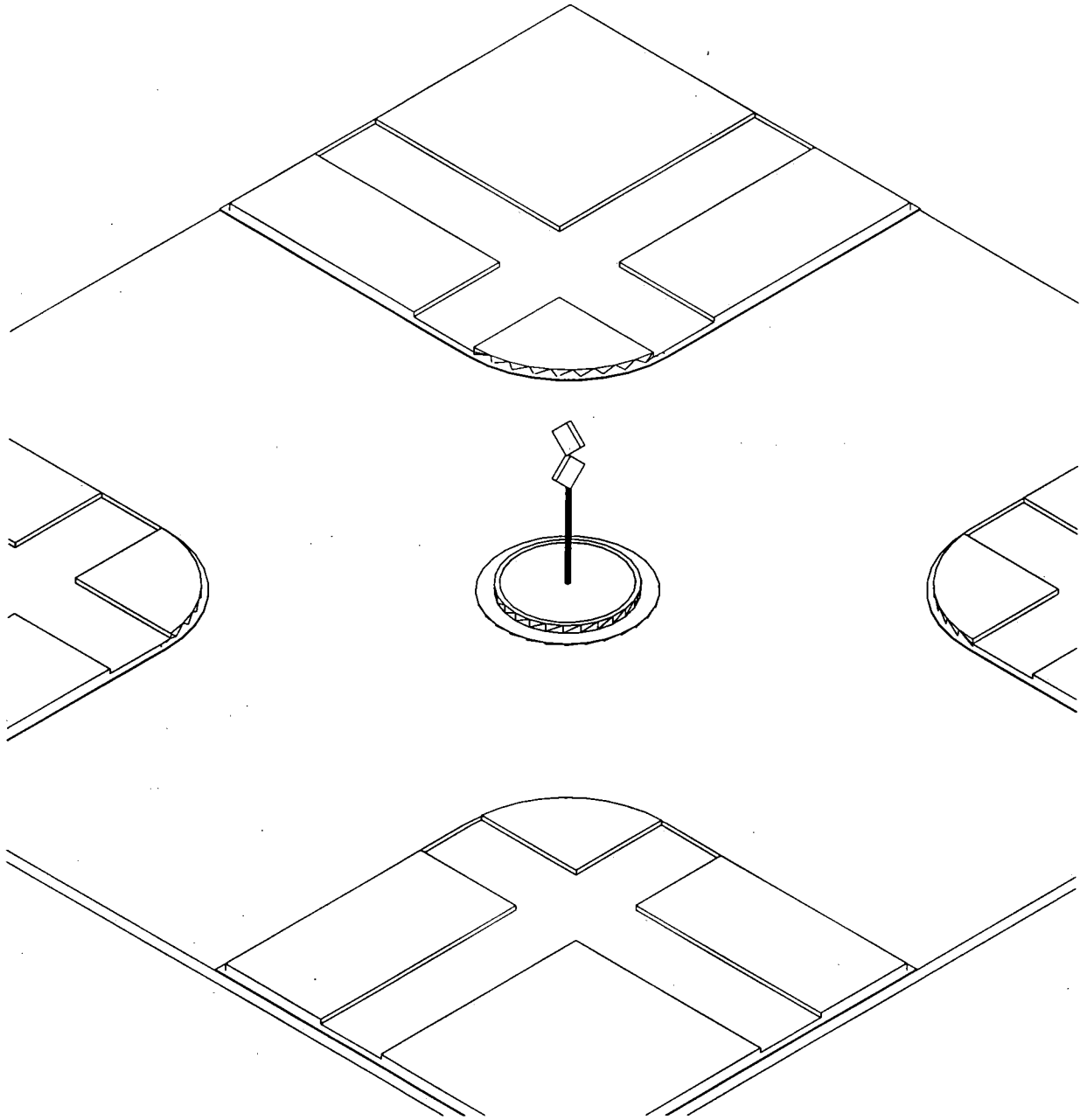


PUBLIC SERVICES DEPARTMENT			
CITY OF ANN ARBOR			
BROCKMAN ST. TRAFFIC CALMING			
FINAL DRAFT PLAN			
DR. BY	NSG	CH. BY	SL
SCALE		DATE	01-27-04
INCH		DRAWING NO. U./Eng/Drafting/Autocad/MISC/S. Lowhm/Engineer Request/BROCKMAN ST./PLAN.DWG	
		SHEET NO. 1 OF 5	

MATCHLINE



PUBLIC SERVICES DEPARTMENT			
CITY OF ANN ARBOR			
BROCKMAN ST. TRAFFIC CALMING			
DRAFT PLAN			
DR. BY	NSG	CH. BY	SL
SCALE		DATE	01-27-04
INCH		DRAWING NO. U:/Eng/Drafting/Autocad/MISC/S. Lowhirm/Engineer Request/BROCKMAN ST./PLAN.DWG	
		SHEET NO. 2 OF 5	



PUBLIC SERVICES DEPARTMENT			
CITY OF ANN ARBOR			
TRAFFIC CIRCLE			
DR. BY	NSG	CH. BY	SL
SCALE		DATE	01-27-04
INCH		DRAWING NO. U:/Eng/Drafting/Autocad/MISC/S. Lowim/Engineer Request/BROCKMAN ST./TRAFFIC CIRCLE.DWG	
		SHEET NO. 3 OF 5	



NOTE. THIS PHOTO ILLUSTRATES THE GEOMETRY OF THE RAISED INTERSECTION

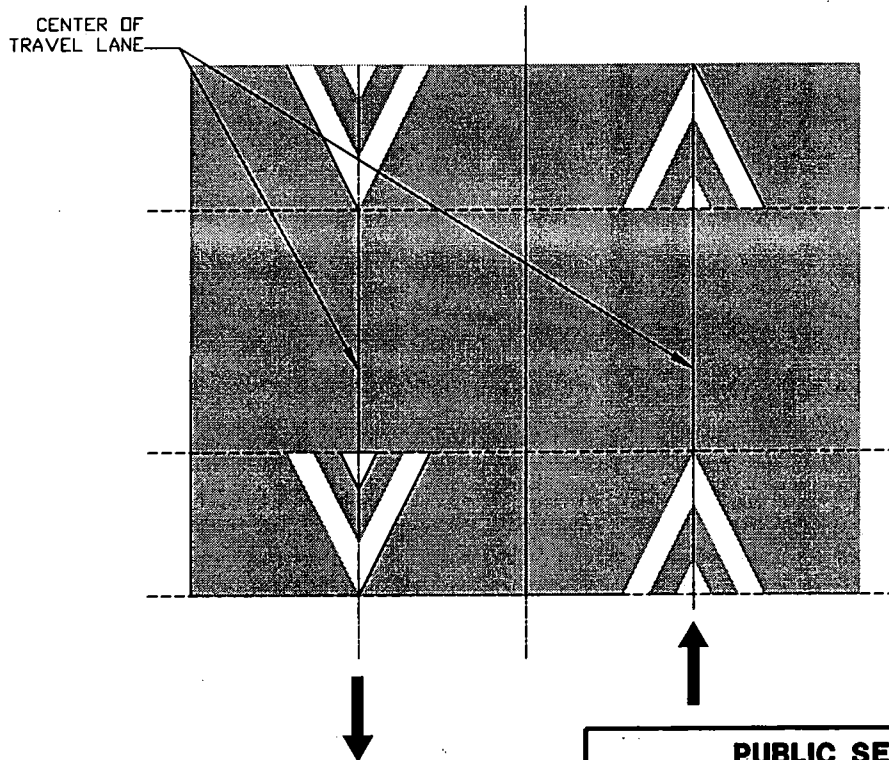


Figure 1. PAVEMENT MARKING

PUBLIC SERVICES DEPARTMENT CITY OF ANN ARBOR			
RAISED INTERSECTION DETAILS.			
DR. BY	NSG	CH. BY	SL
SCALE		DATE	01-27-04
INCH		DRAWING NO. U: /Eng/Traffic Calming/RAISED INTERSECTION.dwg	
		SHEET NO. 4 OF 5	

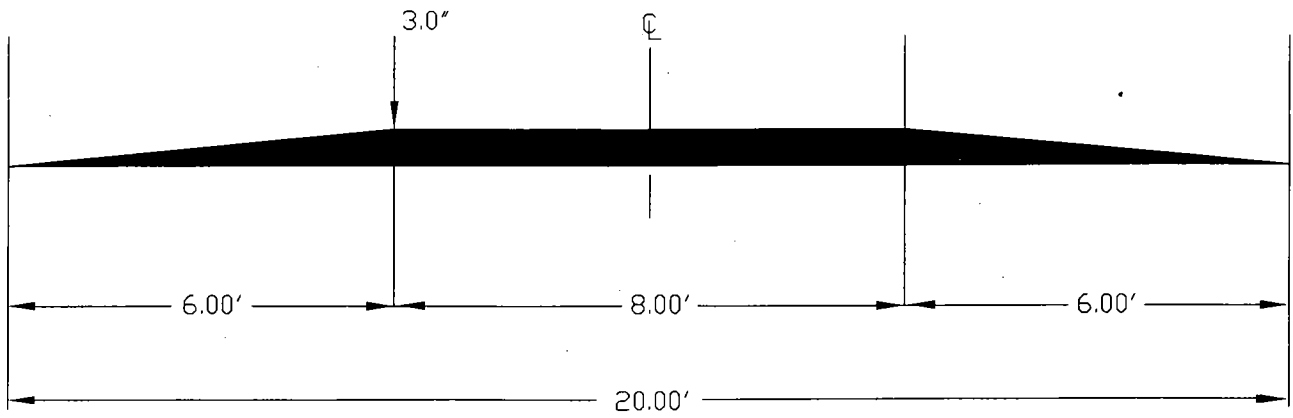


Figure 1: RAISED CROSSWALK CROSS SECTION

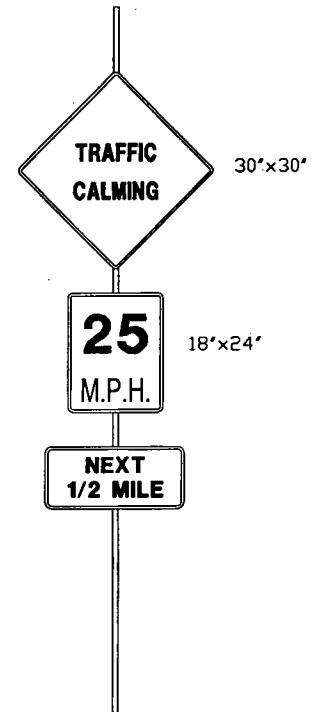
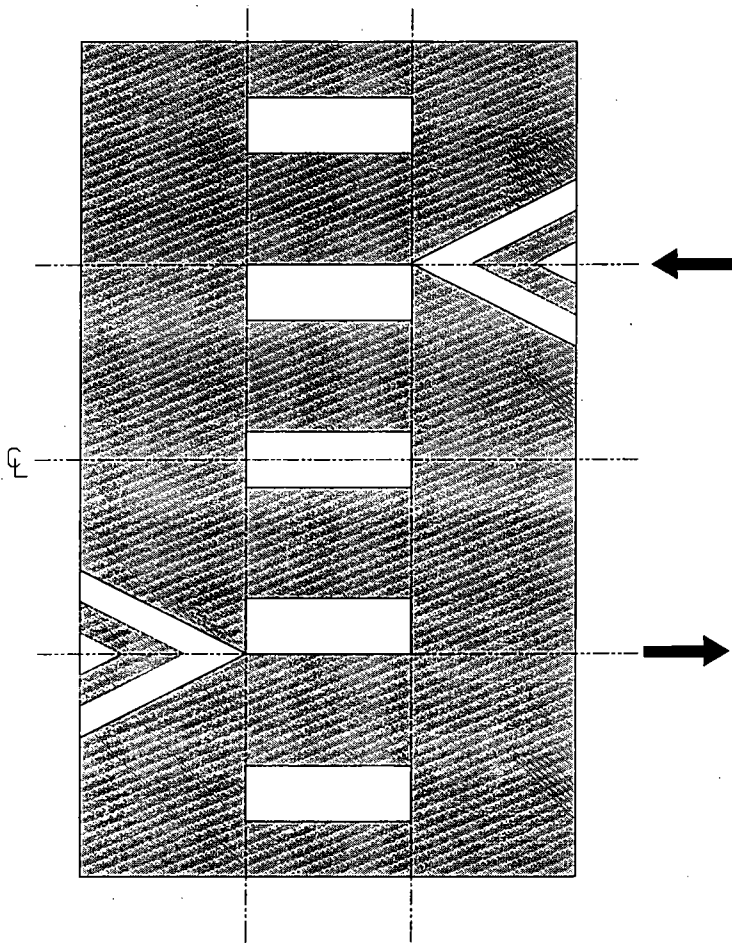


Figure 2: WARNING SIGNS

Figure 3: PAVEMENT MARKING

PUBLIC SERVICES DEPARTMENT CITY OF ANN ARBOR			
RAISED CROSSWALK DETAILS.			
DR. BY	NSG	CH. BY	SL
SCALE		DATE	01-27-04
DRAWING NO.		U:/Eng/Traffic Calming/RAISED CROSSWALK.dwg	
INCH		SHEET NO. 5 OF 5	

Selvig, Beverly J

From: Lowhim, Sharon
Sent: Friday, March 19, 2004 10:27 AM
To: Hieftje, John; Carlberg, Jean; Greden, Leigh; Fraser, Roger; McCormick, Sue; Oates, Dan; Gorman, Joseph
Cc: Pirooz, Homayoon; Sipowski, Les; Selvig, Beverly J
Subject: ~~Brockman~~ Boulevard Traffic Calming Fianl Results

The following letter was sent on March 17, 2004 informing residents about the outcome of the final vote.
Thanks

*Sharon Lowhim
Staff Civil Engineer
Public Service*

Contact

Phone: (734) 994-2818
Fax: (734) 994-1744



CITY OF ANN ARBOR, MICHIGAN

100 North Fifth Avenue, P.O. Box 8647, Ann Arbor, Michigan 48107-8647
<http://www.ci.ann-arbor.mi.us>

Engineering Division	(734) 994-2744	Fax (734) 994-1744
Fleet Services Division	(734) 994-2815	Fax (734) 994-2701
Transportation Division	(734) 994-2818	Fax (734) 994-1765

Public Services Department

March 17, 2004

RE: ~~Brockman Boulevard~~ Traffic Calming Plan

Dear Resident:

Thank you for participating in the traffic calming process for Brockman Boulevard. We would like to inform you that the proposed traffic calming plan for Brockman Boulevard did not receive the required approval rate and it will not be installed. It is required by the City of Ann Arbor Traffic Calming Program that at least 60% of the eligible homeowners cast their votes, and at the minimum 60% of all votes received be in favor of proposed traffic calming plans.

We mailed the request to vote for the Brockman Traffic Calming Plan in January 28, 2004. The returning deadline was March 5, 2004. We had a total of 61 qualified addresses. According to our records, we had 44 eligible homeowners, of which 44 responded. That constitutes more than 60% of eligible homeowners and meets the first requirement.

We received 49 responses, of which 23 (47%) were in support of, and 26 (53%) against the installation of the proposed traffic calming plan. The 47% approval rate for the proposed plan does not meet the minimum 60% requirement for the final approval of the plan.

If there are any questions or concerns, please contact us at (734) 994-2818 or (734) 994-2744.

Sincerely,
PROJECT MANAGEMENT

Sharon Lowhim
Staff Civil Engineer

ec: John Hieftje, Mayor
Jean Carlberg, Ward 3 Council Member
Leigh Greden, Ward 3 Council Member
Roger W. Fraser, City Administrator
Sue F. McCormick, Water Utilities Director
Daniel J. Oates, Safety Services Administrator
Homayoon Pirooz, P.E., Chief Engineer
Joseph Gorman, Chief, Fire Department
Leszek Sipowski, P.E., Senior Project Manager