

MEMO

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To: Lindsay Woods
Stantec Architecture

From: Julie M. Kroll, PE, PTOE
Salman Ahmad
Fleis & VandenBrink Engineering

Date: October 29, 2024

Re: Thurston Elementary School
Ann Arbor, Michigan
Pedestrian & Bicyclist Safety Evaluation

This memorandum provides an assessment of pedestrian and bicyclist safety for the proposed bus Pick-Up/Drop-Off (PUDO) access at the new proposed Thurston Elementary School in Ann Arbor, Michigan. F&V previously completed a Multi-Modal Transportation Impact Analysis (MTIA) for this proposed development dated March 12, 2024, that included bus access provided via Yorktown Drive. The access for buses has since been relocated to Prairie Street, for habitat purposes.

The school PTO Board has requested additional information regarding the impact of the proposed access for buses, specifically potential impacts on the safety of pedestrian and bicyclists. This assessment evaluates the safety implications of putting the bus access via Yorktown Drive or Prairie Street, considering pedestrian and bicyclist safety.

SITE ACCESS COMPARISON

A comparison of the existing operations, and the two alternative site accesses for buses were reviewed and summarized below.

Option 1: Yorktown Drive Bus Access

Pros:

- The physical separation of buses via Yorktown Drive reduces the potential for pedestrian/vehicle conflicts on Prairie Street.
- Bus access via Yorktown Drive reduces the volume of buses on Prairie Street and the potential for bus/passenger vehicle conflicts and traffic congestion on Prairie Street.

Cons:

- Access for Yorktown Drive is through a residential neighborhood and is located over 1,000 ft away from the school. Additional access of the site will be necessary to ensure that only buses are utilizing the access via Yorktown Drive.

Option 2: Prairie Street Bus Access

Pros:

- The centralized main access for students guides students to a single access to the school building. This reduces the potential for conflicts associated with multiple pedestrian access points.

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- The bus loop is separated from the vehicle parking by a dedicated bicyclist pathway and bicycle parking area. This creates a dedicated area for bicycle access for the site.
- People are already familiar with using Prairie Street for school access, which may ease the transition to the new configuration.

Cons:

- There are additional pedestrian and bicycle conflicts with the proposed access via Prairie Street. Additional signage and combining both buses and vehicles on Prairie Street could lead to higher traffic volumes, and conflict between vehicles and buses, which may increase risks for pedestrians and bicyclists if traffic flow is not well-managed.
- Less number of pedestrian walkways are proposed in comparison to the other site plan.

Option 3: Existing Access Drives (No Build)

Pros:

- No changes to the site access on Prairie Street would need to be constructed.

Cons:

- The existing site access provides a single shared loop for both buses and vehicles. This presents the highest impact on pedestrians and bicyclists as compared to Options 1 and 3. It is recommended best practices to separate the bus access and vehicle access.
- There are significant internal pedestrian and vehicle conflicts that exist with the current operations.
- The existing vehicle and bus queues conflict with the pedestrian and bicycle access for the site.

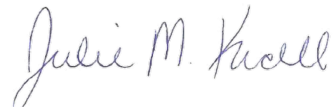
SUMMARY

- The pedestrian and bicyclist safety have been addressed through mitigation measures with either Option 1 or 2. Mitigation measures include: separation of uses, signage and striping, pedestrian traffic management, and traffic control measures.
- The overall safety for pedestrians and bicyclists is essentially equal with both Options 1 and 2. There will be pedestrian and bicyclist conflicts with both Options, the primary difference is the location of the conflict points. Additionally, with Option 2 vehicles may be more cognizant of pedestrians and bicyclist activity on Prairie Street, rather than activity on Yorktown Drive, which is farther removed from the school operations.
- The current operations have a significantly higher impact to the pedestrian and bicyclist safety as compared to either Option 1 or 2. The proposed plan provides the opportunity to provide safer access for pedestrians and bicyclists through separated vehicle and bus access, elimination of pedestrian conflicts within the bus access, and additional dedicated pedestrian and bicycle pathways

If you have any questions, please do not hesitate to contact us.

Sincerely,

FLEIS & VANDENBRINK



Julie M. Kroll, PE, PTOE
Traffic Engineering, Group Manager