

# **CITY OF ANN ARBOR SIDEWALK GAP PRIORITIZATION**

Presentation to

Transportation Commission

OCTOBER 16, 2019

# HISTORY/BACKGROUND

- Need to fill gaps in the sidewalk system identified in Non-Motorized Plan
- Placeholder project in Capital Improvements Plan (CIP)
- Complete Streets
- Challenges to moving forward



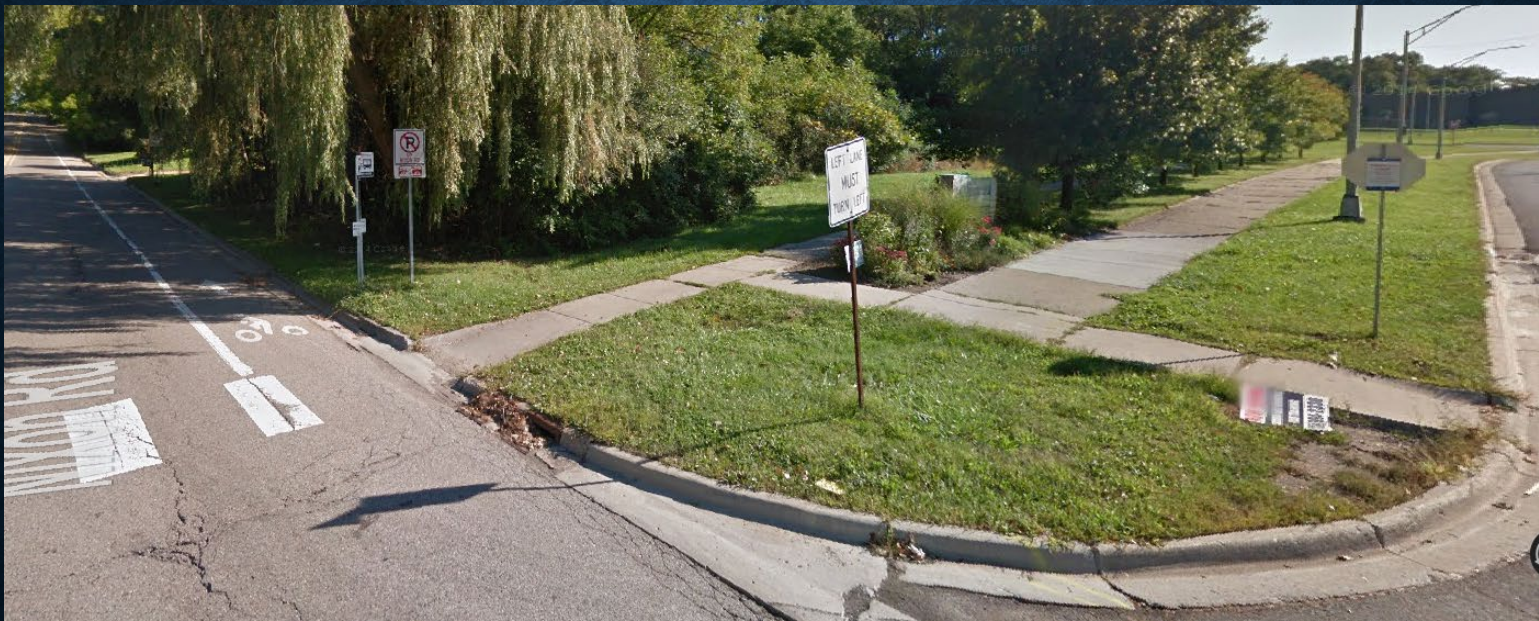
# HISTORY/BACKGROUND

## Challenges

- Financial impacts to property owners (i.e., Special Assessment)
- Funding Source

## Solutions

- Use of Federal Funds
- Modify Street Millage

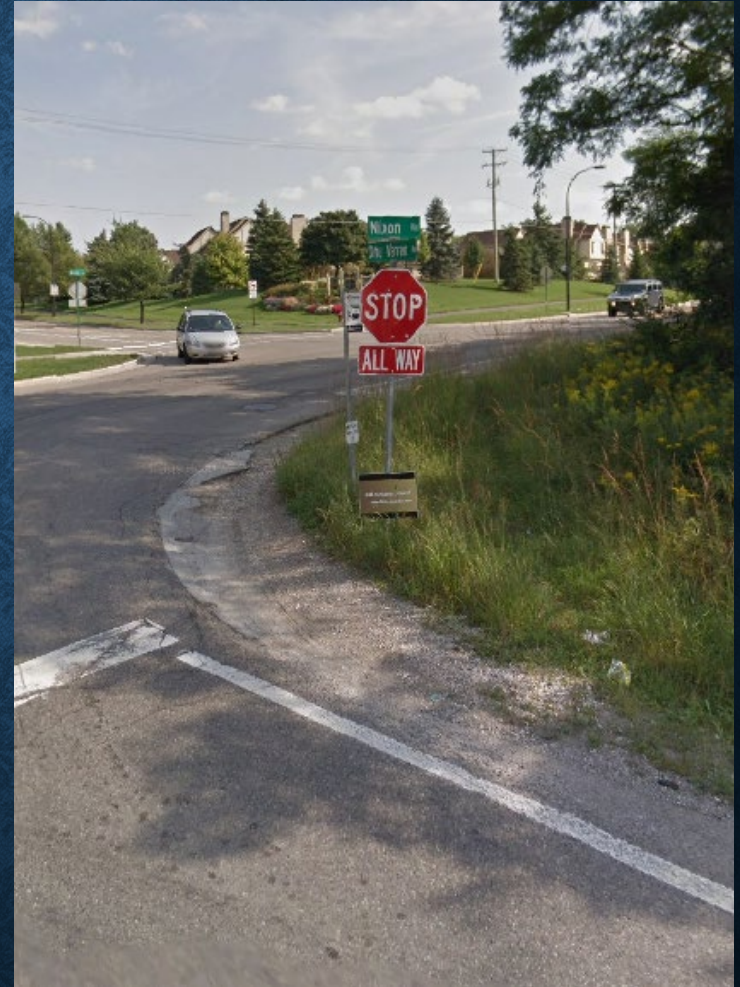


# GAP PRIORITIZATION

- Data:
  - 435 miles of existing sidewalk
  - 148 miles of “gaps”
  - Estimated cost to fill all gaps = \$150M to \$220M
- Initial Prioritization Effort
  - Combined into budget for Pedestrian Safety and Access Task Force (PSATF)
  - Limited budget
  - Selection of criteria to be as “automated” as possible through Geographic Information System (GIS)

# GAP PRIORITIZATION

- Selected Criteria Included:
  - Proximity to Pedestrian  
Attractors (transit, schools, other)
  - Road Classification
  - Requests
  - Non-Motorized Plan
  - Gap Length
  - City-Owned Parcels
  - Pedestrian/Automobile Incidents



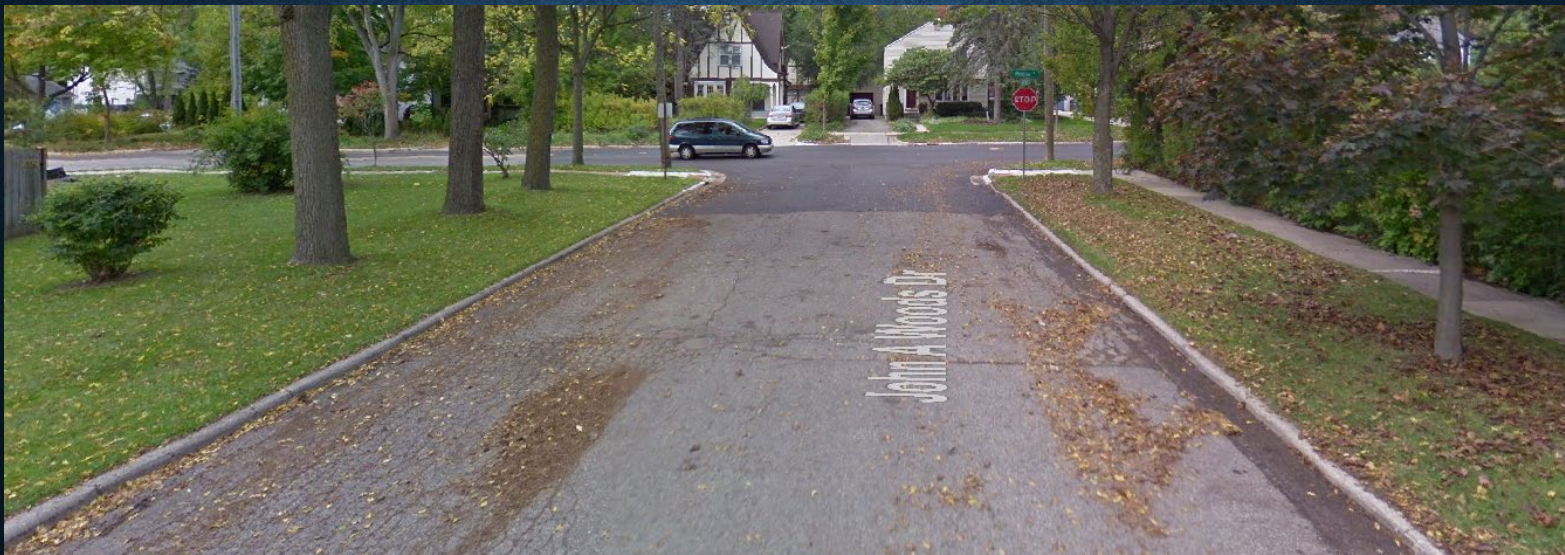
# GAP PRIORITIZATION



- Weighting of Criteria
- Prioritization used to create projects in the CIP;
- Several have already been built
- Part of PSATF Recommendations

# PRIORITIZATION UPDATE

- Recent experience led to a desire to update the criteria
- Staff proposed revised criteria and weighting
- Goal to incorporate feedback & create more successful projects



# PRIORITIZATION UPDATE

- Modifications to Criteria (Highlights)
  - Changes to “Requests” → “Evidence of Community Support”
  - Existing sidewalk on one side
  - Ped/Auto Crashes (added a manual review by engineering staff)





# PRIORITIZATION UPDATE

- Re-Weighting the Criteria:

CRITERIA ITEM	Final Weights	Previous Weight
Evidence of Community Support	100	40
Proximity to Schools	90	100
Pedestrian/Auto Crashes	80	30
Proximity to Transit	75	90
Proximity to Affordable Housing	60	60
Proximity to Other Attractors*	60	80
Classification of Adjacent Road	60	55
Near Term Opportunity in City's Non-Motorized Plan	40	30
City-Owned Parcels	40	35
Gap Length	30	35

\*Library, Government Office, Major Commercial Attractor, or Park

# NEXT STEPS

- Feedback
- Update the model
  - Transportation Engineer review of crashes
  - Aerial photo review of “goat paths”
- Re-Run the Model
  - Updated map
  - Recommend new projects for the 2022-2027 CIP

# QUESTIONS?

