



Photo Credit:
Daniel Brenner

Healthy Streets to Promote Safe Social Distancing Outdoors

STREETS FOR
RESPONSE, RECOVERY,
AND RESILIENCY



WHAT ARE WE SEEING?

DURING COVID-19 PANDEMIC

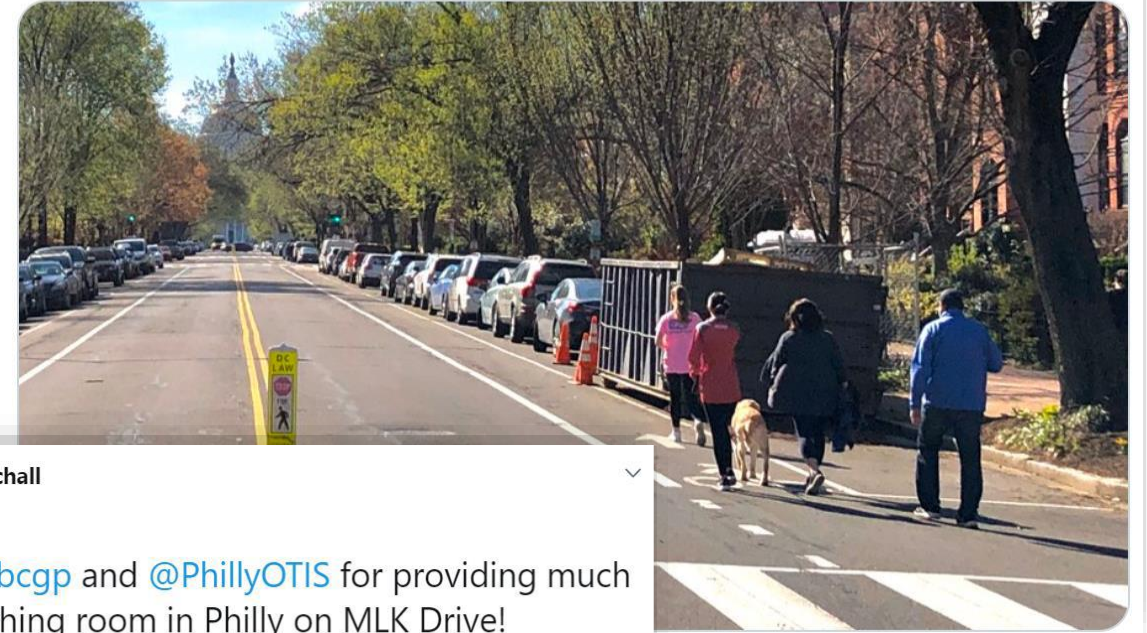
- Increased demand for biking and walking space:
 - Need for physical distancing (coupled with decreased transit service and capacity)
- Increased pressure on curbside space:
 - loading/unloading, expanded seating and retail space, space for customer lines.
- Commercial activity impacts – retail and restaurants.
 - Reduced operational capacity
- Transit service impacts
 - Limited bus capacity
 - Reduced ridership impacts level of service and operation
- Traffic volumes are down
 - But less congested streets can result in more speeding.



Bill Schultheiss @schlthss · Mar 27

People are walking in the streets because our society gave too much space to cars leaving sidewalks too narrow...it is time to take that space back.

[@tooledesign](#) [@SmartGrowthUSA](#)



Daniel Paschall
@raschall

Thank you [@bcgp](#) and [@PhillyOTIS](#) for providing much needed breathing room in Philly on MLK Drive!



CITY COUNCIL RESOLUTION TO PROMOTE SAFE SOCIAL DISTANCING OUTDOORS IN ANN ARBOR

APPROVED 5.4.2020

Requested:

- Staff implement residential street closures/reconfigurations based on resident requests as soon as possible (update included in City Administrators communication)
- **Staff identify opportunities to use City streets to expand safe social distancing for pedestrians and cyclists based on best practices, work in other cities, and data (seeking City Council approval tonight).**

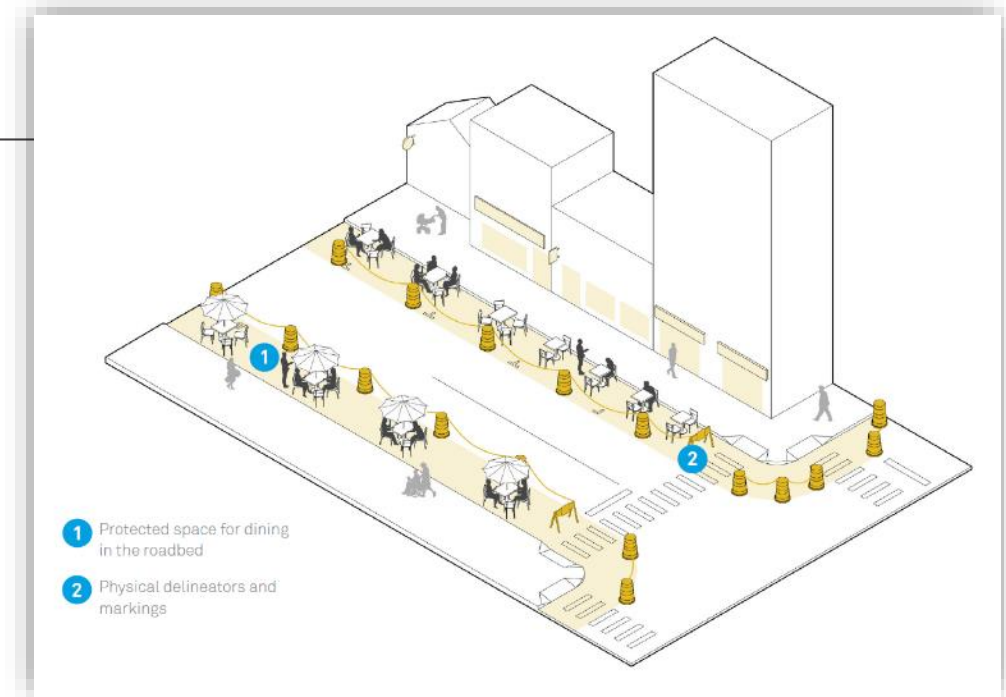
Conveyed Important Considerations:

- 6-feet required for social distancing
- Best practices
- Safe distancing for pedestrians, cyclists, other modes
- Nighttime illumination
- Trip hazards + surface condition (potholes, vegetation, obstructions)

NATIONAL GUIDANCE – COVID-19 RESPONSE PROJECTS

NACTO GUIDE – STREETS FOR PANDEMIC RESPONSE AND RECOVERY

- Adapting streets as pandemic phases and needs change
- Build toward future vision and goals
- Short-term and long-term strategies are needed, addressing:
 - Safe mobility
 - Healthy recreation and activity
 - Commercial support
 - Public health
 - Systemic inequities



Streets for Pandemic Response & Recovery



“Creating safe, walkable streets and choices for getting around are critical during the initial crisis response, and also to achieving a long-term economic recovery that is equitable, sustainable, and enduring.”

– Jannette Sadik-Khan

NATIONAL GUIDANCE – COVID-19 RESPONSE PROJECTS

NACTO GUIDE – STREETS FOR PANDEMIC RESPONSE AND RECOVERY

Public Health Response	Pedestrian Realm & Business Support	Mobility & Transportation
Stay-at-home order in place	<ul style="list-style-type: none"> Sidewalk expansion for outdoor business support Temporary pick-up / drop-off delivery zones 	<ul style="list-style-type: none"> Pop-up bike lanes / separated lanes Adjust signals/intersections for less pedestrian contact
Pre-vaccine re-opening	<ul style="list-style-type: none"> Tactical lane/parking removal for business support (dining, drop-off/pick-up, etc.) Street closures for business support (outdoor dining, etc.) Sidewalk space expansion 	<ul style="list-style-type: none"> Separated bike lanes (interim / pilot design) Vehicle speed management Expanded bike network Adjusted intersections Sidewalk expansion
Vaccine / post-COVID	<ul style="list-style-type: none"> Permanent sidewalk widening Flexible curbside zones 	<ul style="list-style-type: none"> Vehicle speed management Low stress bicycle network improvements

- Implemented/approved
- Seeking City Council approval - via Temporary Response / Pilot Projects
- Additional future consideration

WHAT ARE OTHER COMMUNITIES DOING?

QUICKLY ADAPTING STREETS TO MITIGATE CV-19 IMPACTS AND PROTECT HEALTH





HEALTHY STREETS PILOT OVERVIEW

STREET SELECTION

PILOT PROJECT – PROCESS STEPS

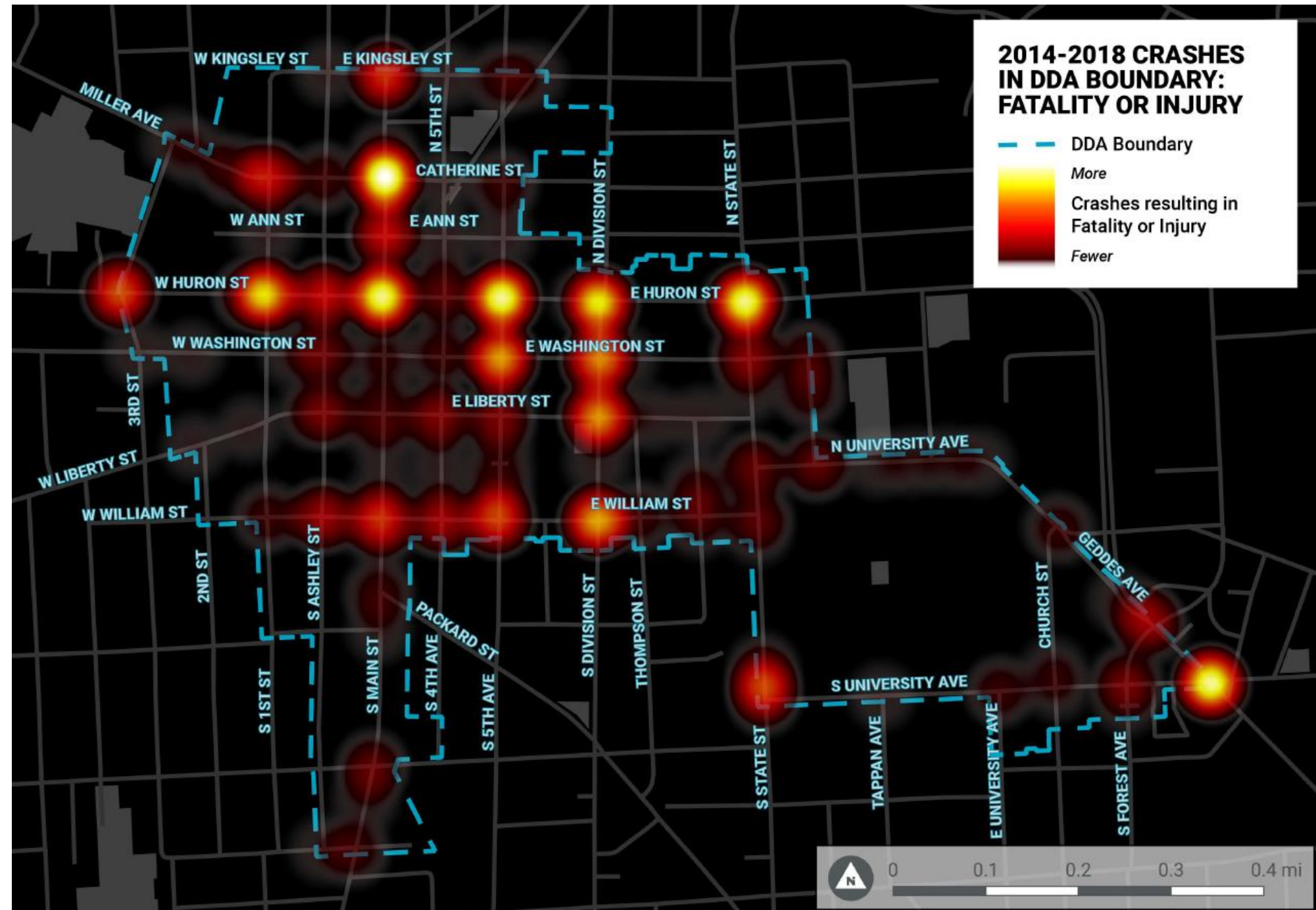
1. Coordinate
 - With City/DDA staff on engagement and connections
 - With Area Associations to avoid conflicts with commercial use areas
2. Determine pilot locations
 - Based on short-term needs for pandemic response and long-term goals
 - Focus on network gaps (physical distancing + barriers to walking/biking + safety)
 - Review streets for pavement condition + lighting
 - Review input received from public engagement tool
3. Seek DDA Board approval for pilot implementation contract amount
4. **Seek City Council approval for lane reductions (requesting 90-day implementation)**
5. Install pilot projects
6. Monitor, engage, and adapt

CRASH DATA & SAFETY - DOWNTOWN

ALL CRASHES RESULTING IN INJURY OR FATALITY

- 4th & Catherine
- Division Street
- State Street
- William Street
- Huron Street

Many locations align with recent projects (changes not reflected in data) or potential corridors

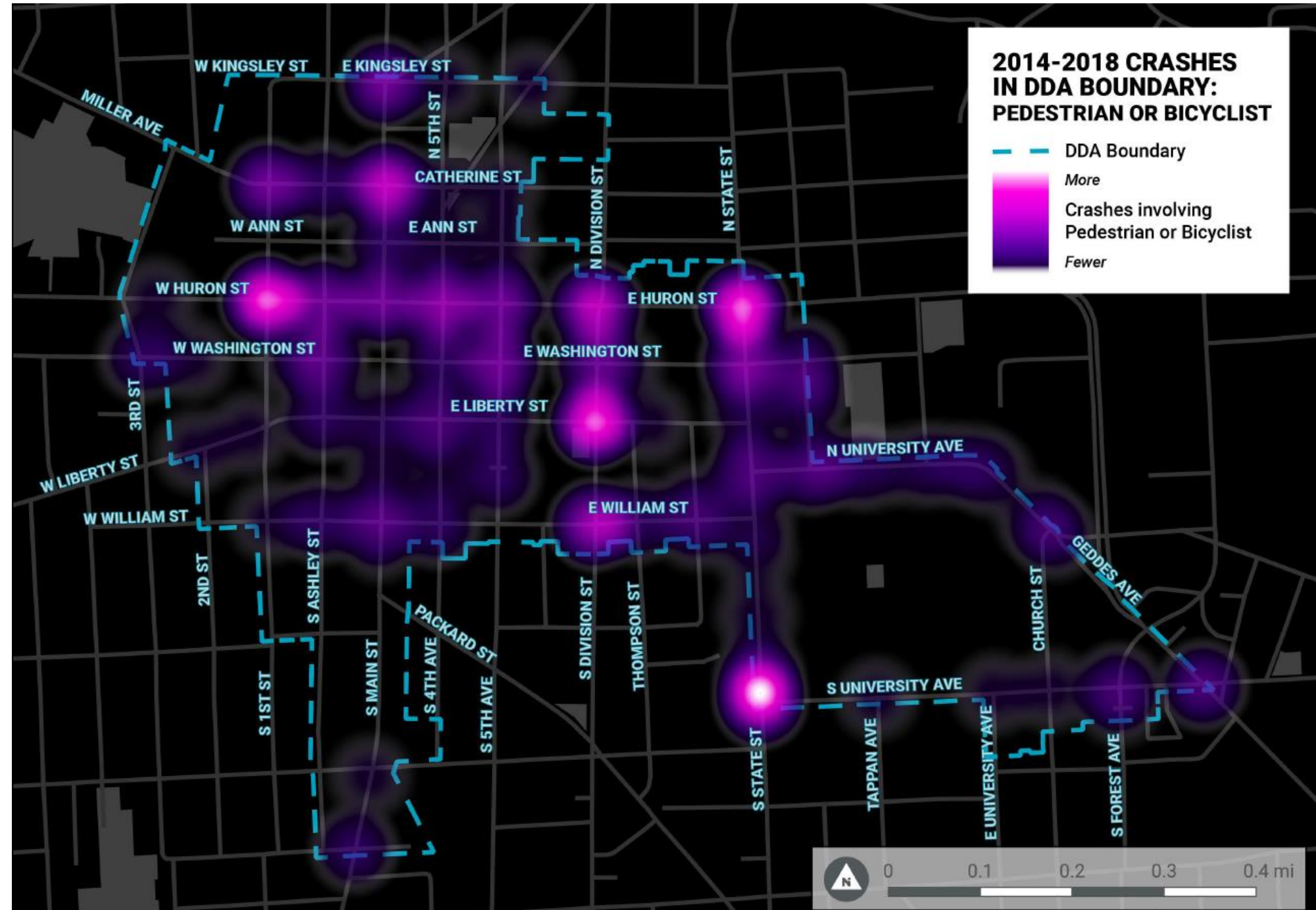


CRASH DATA & SAFETY - DOWNTOWN

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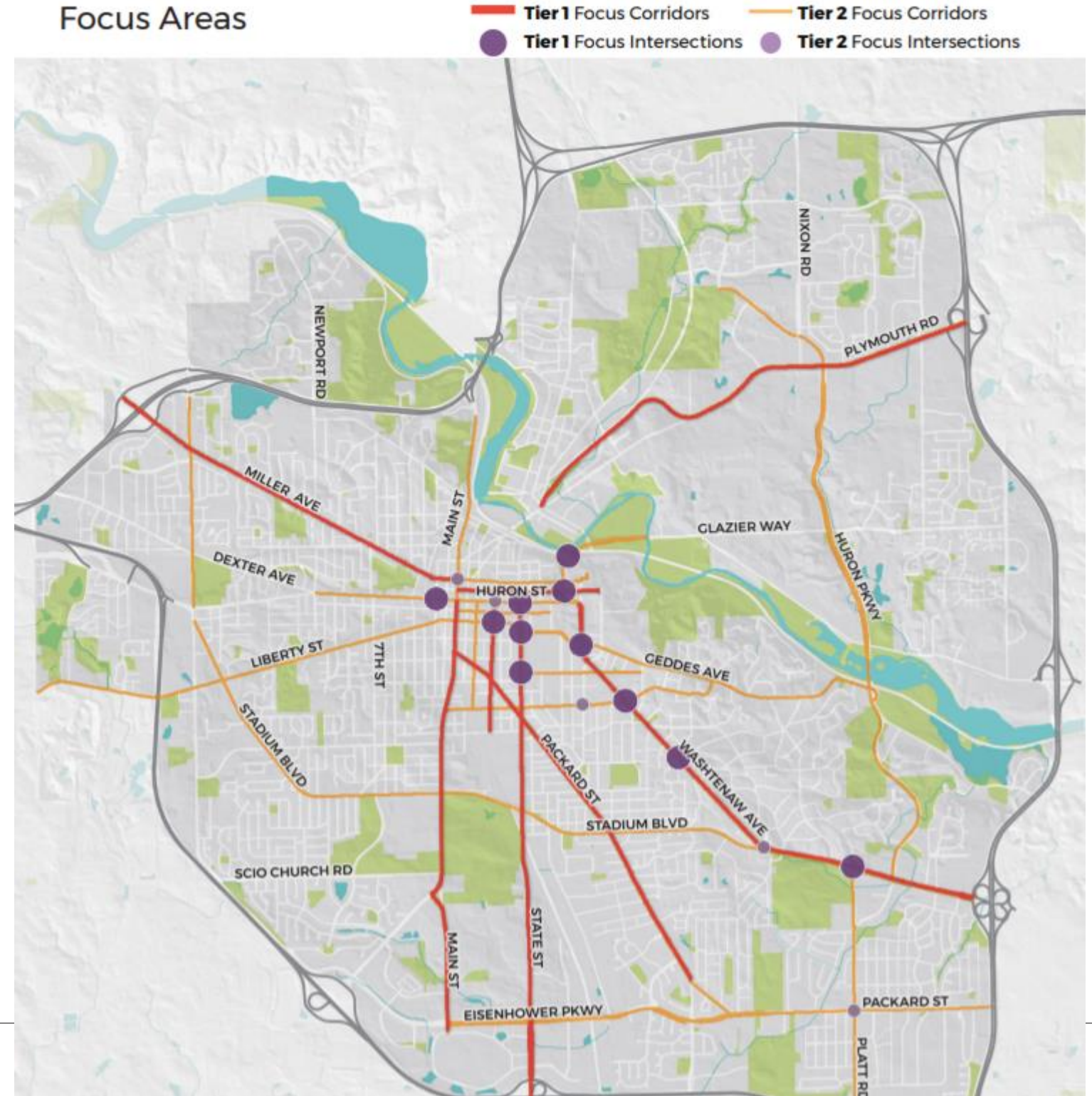
CRASH DATA & SAFETY – CITY WIDE

FROM TRANSPORTATION MASTER PLAN UPDATE

- Miller Street
- Packard Street
- Division Street
- S. Main Street
- State Street
- Washtenaw Ave

Identification of focus corridors and intersections was based on the total number of crashes, the number of fatalities and injuries, and the number of crashes involving people biking and walking.

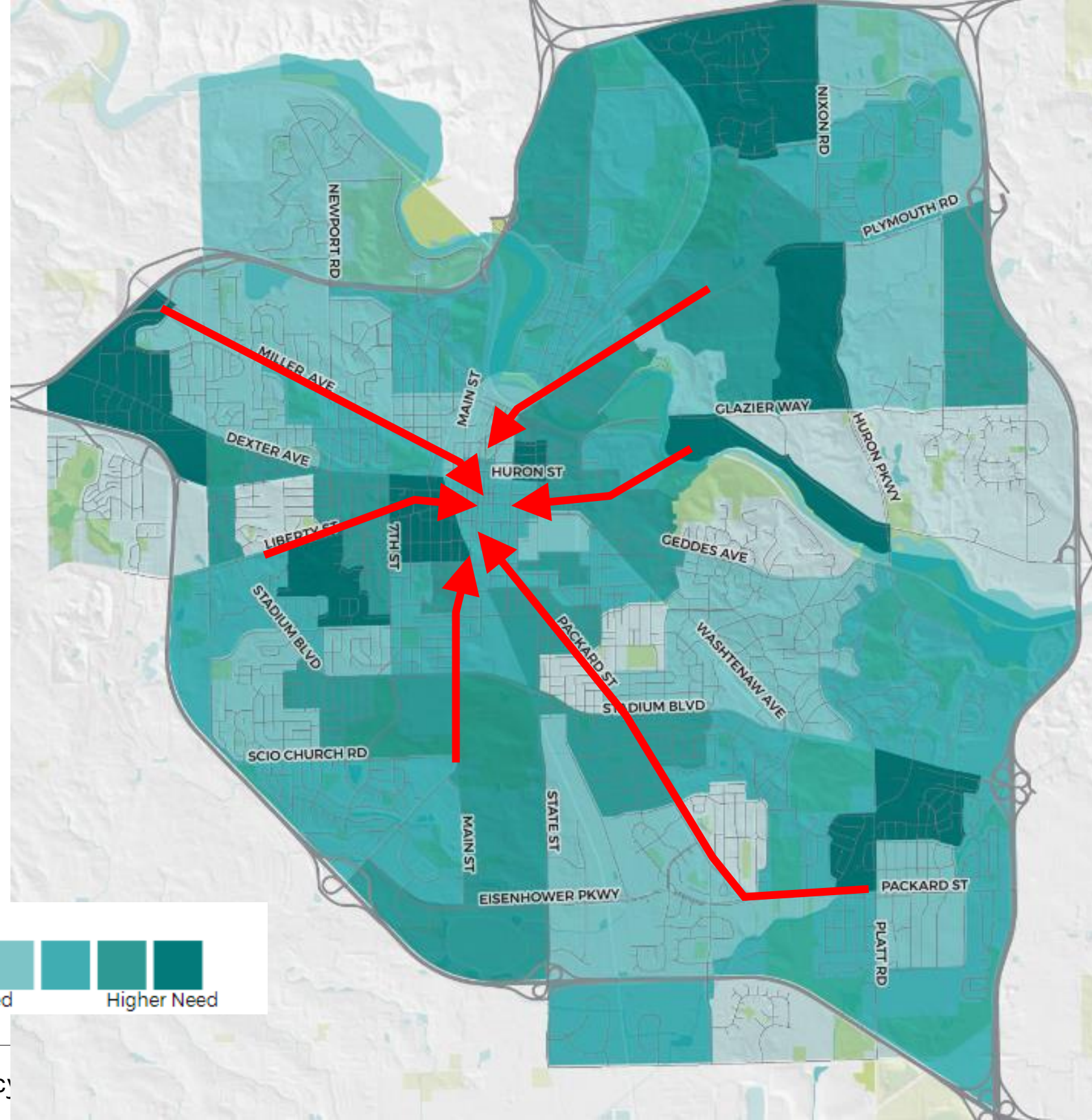
Focus Areas



EQUITY FACTORS

TRANSPORTATION MASTER PLAN UPDATE

- What **routes** serve the most vulnerable, considering:
 - % dependent
 - % minority
 - % unemployed
 - % renter
 - % no vehicle households,
 - % of household costs spent on transportation,
 - Educational attainment,
 - Per capita income.



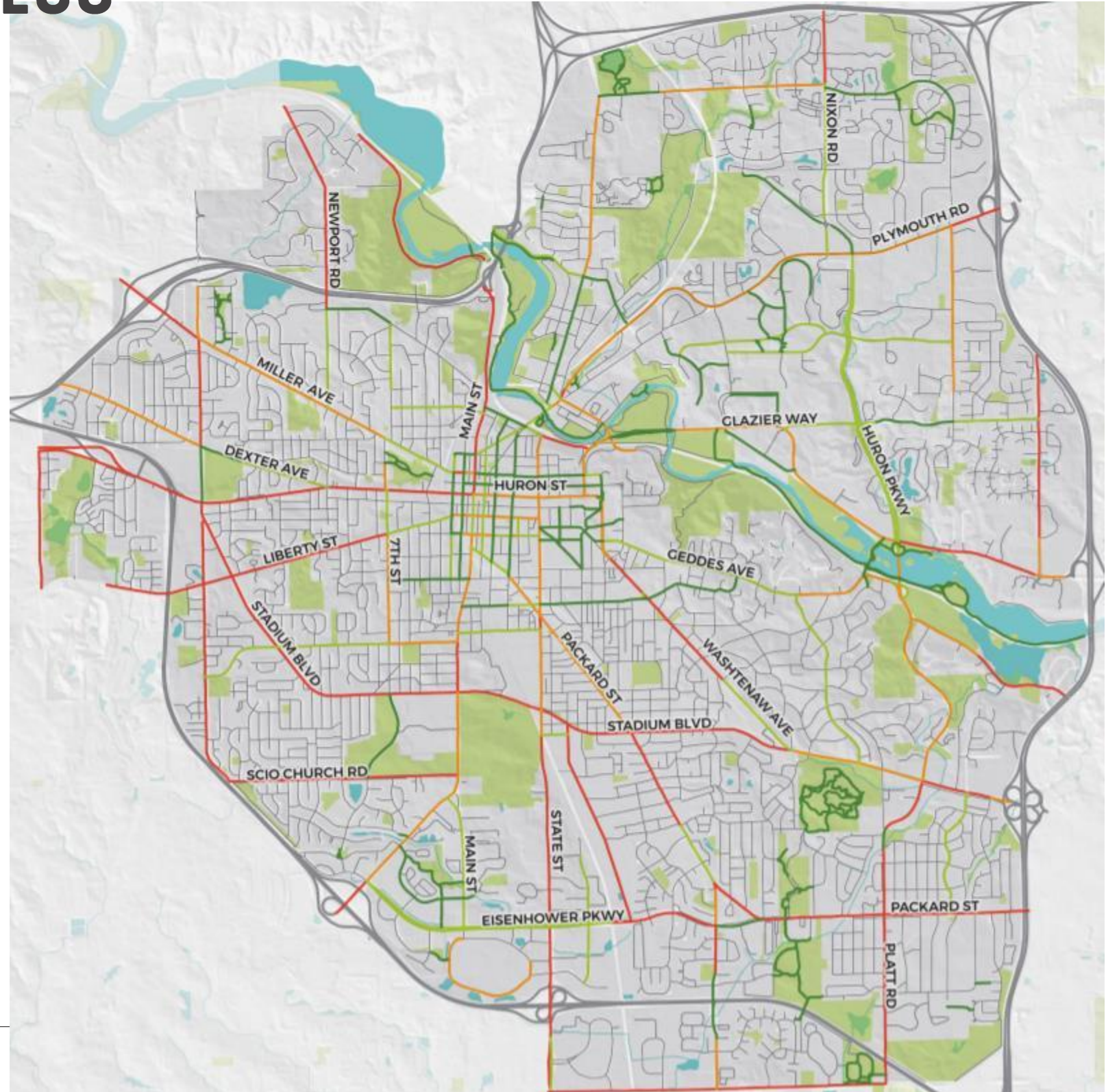
Transportation Equity Needs
(U.S. Census Bureau, American Community Survey, 2016)



LEVEL OF BICYCLE TRAFFIC STRESS


FROM TRANSPORTATION
MASTER PLAN UPDATE

- LTS 1
- LTS 2
- LTS 3
- LTS 4



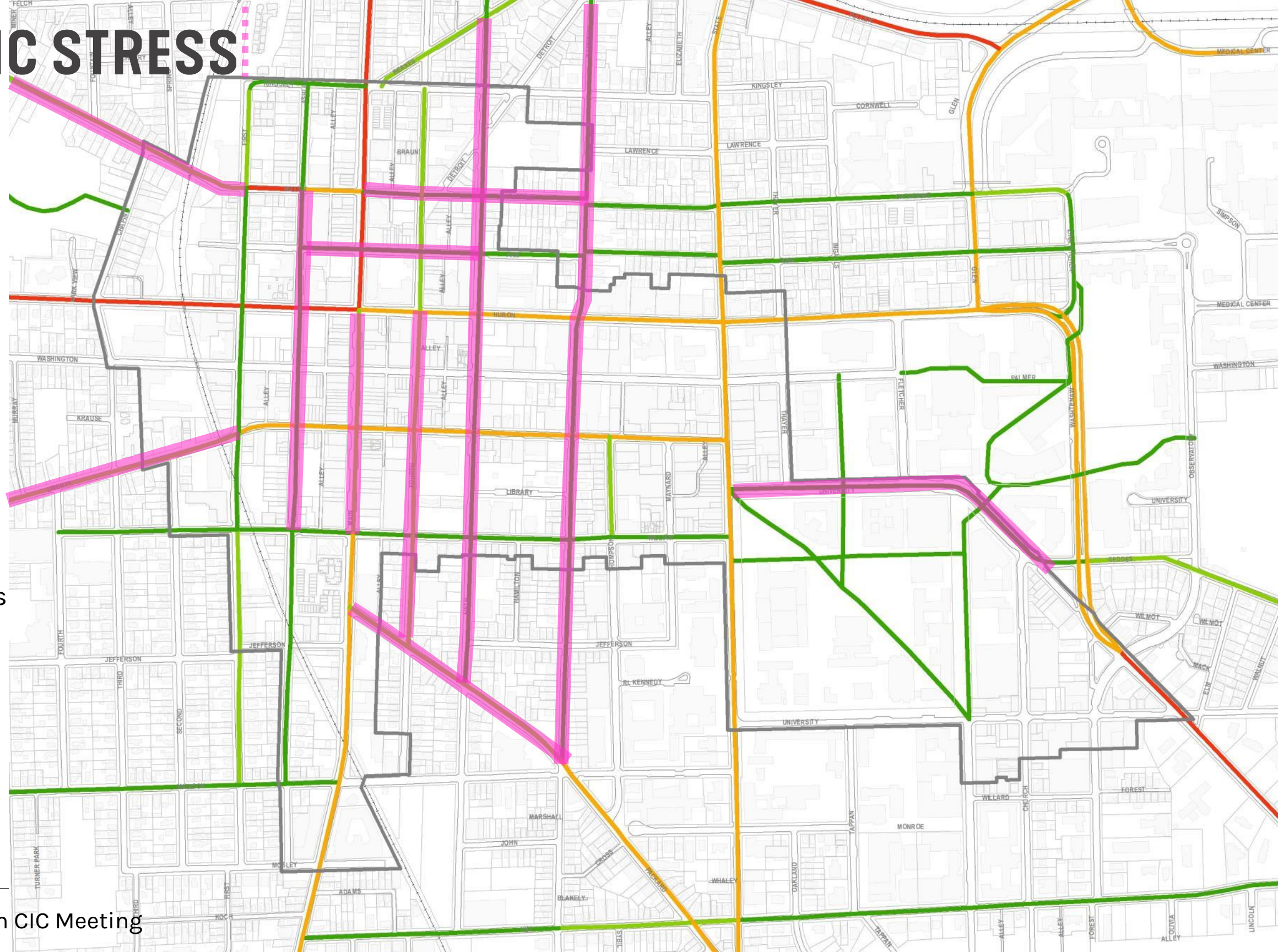
LEVEL OF TRAFFIC STRESS

DOWNTOWN

-  LTS 1
-  LTS 2
-  LTS 3
-  LTS 4






LTS 1 or 2 streets that may feel more stressful downtown, due to the following factors:

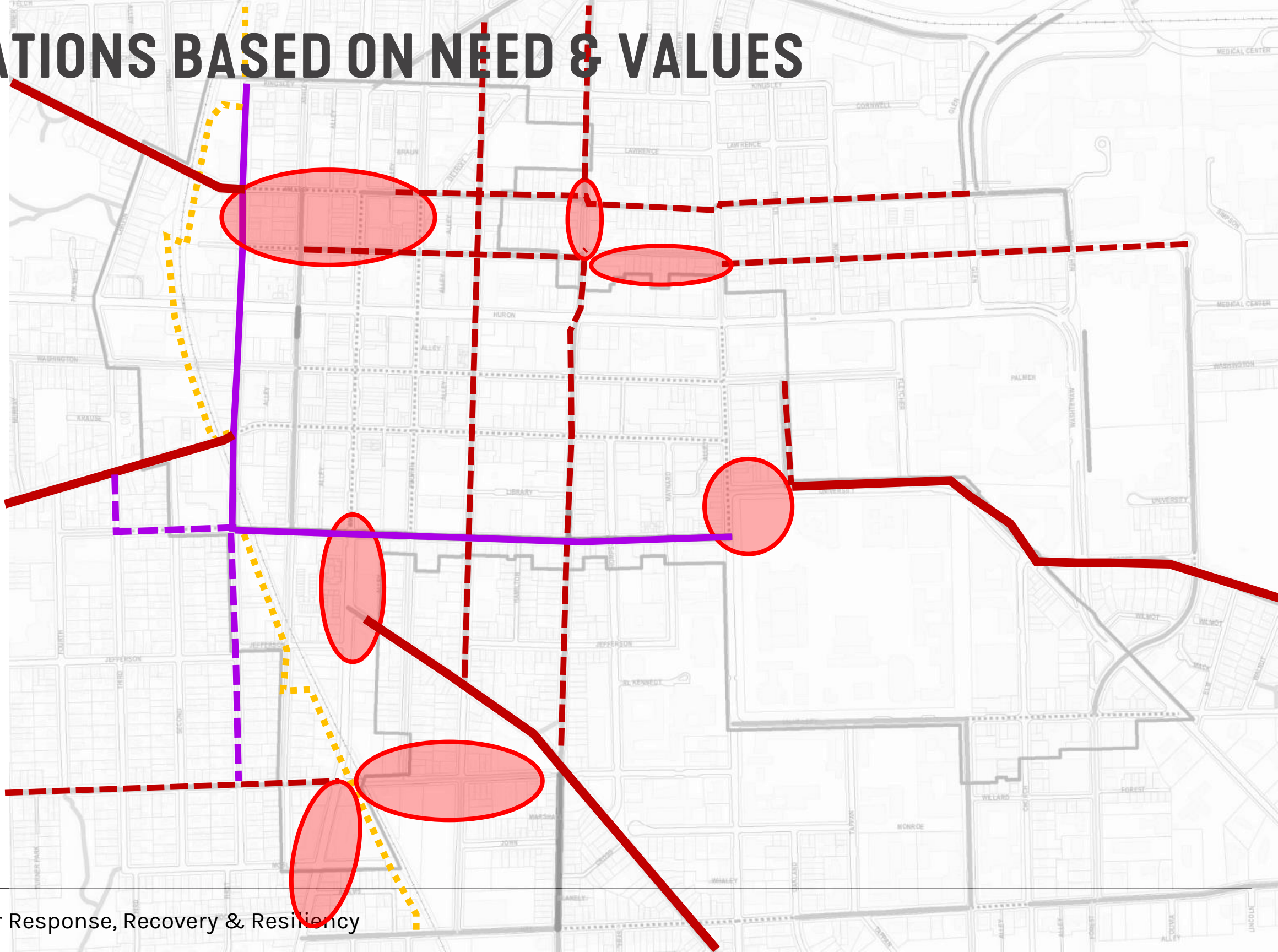
- Multi-lane one-way roads
- Higher intensity peak hour traffic volumes
- Higher speed roadways
- Narrower width lanes
- Limited treatments at intersections



SELECTING LOCATIONS BASED ON NEED & VALUES

GAPS + HIGHER STRESS AREAS

-  Existing conventional bikes lanes, not fully low stress
-  As above, 1-direction only
-  Gap with no / limited facility
-  Existing / under construction separated bikeways
-  Under construction advisory bike lanes in NBH streets




PILOT PROJECTS

DDA FUNDED

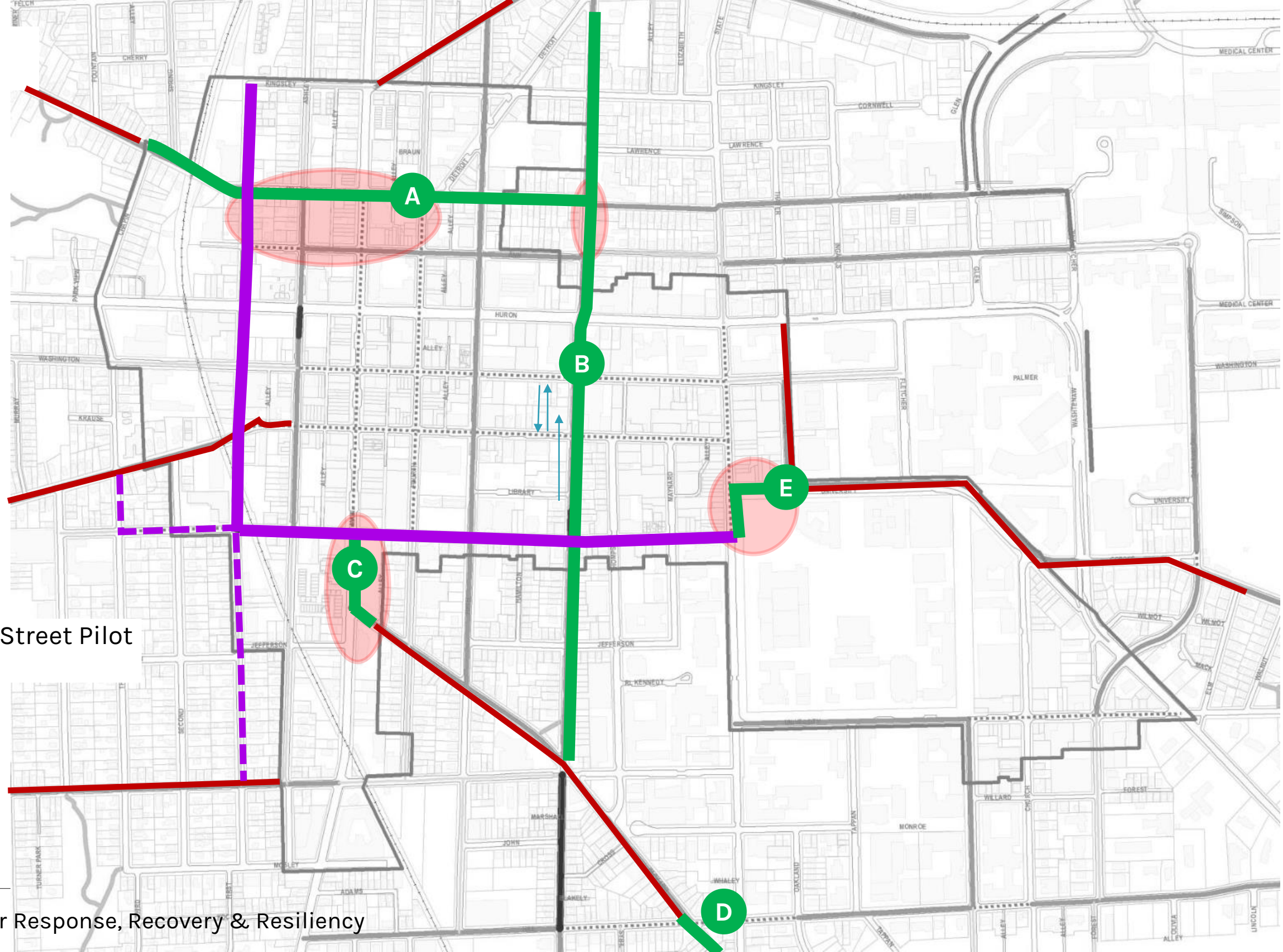
- A** Miller/Catherine Bikeway
- B** Division St. Bikeway
- C** S. Main Bike Lane Connection (with city extension)
- D** Packard Triangle
- E** State St / N. University Link

 Recommended DDA Healthy Street Pilot

 Existing bike lanes

 Existing / Under construction separated bikeway

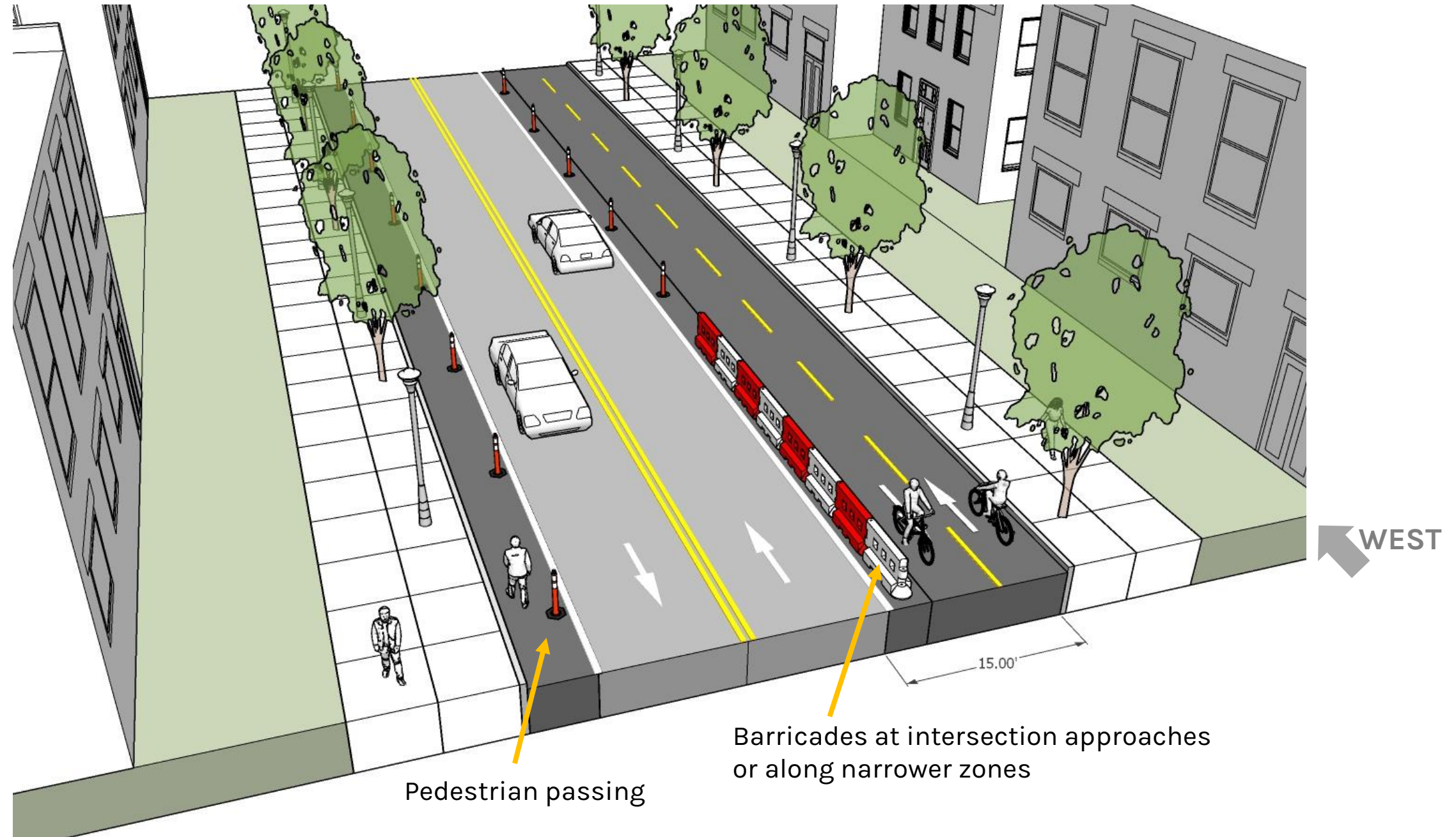
 Planned advisory bike lanes



SIDEWALK AND SEPARATED BIKEWAY PILOTS

Potential Direction

- Accommodate physical distancing space by repurposing a turn lane, parking lane, or travel lane.
- 13-15' for bikeway
- Repurpose extra space for pedestrian passing.
- Minimal temporary striping and intersection treatments.



EXAMPLE BLOCK – CATHERINE, 5TH AVE TO 4TH AVE



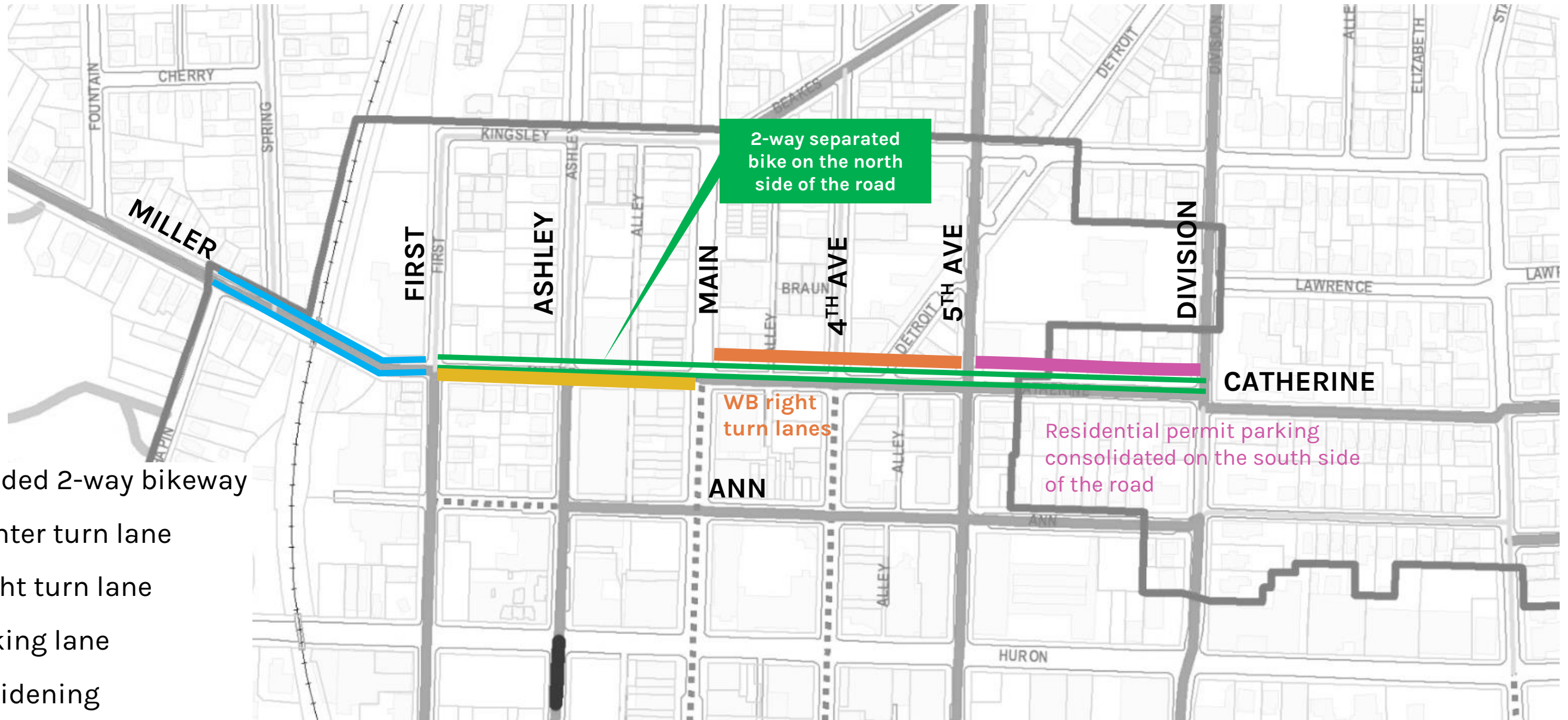
HEALTHY STREETS PILOT PROJECT DETAILS

DOWNTOWN PILOTS

(A) MILLER / CATHERINE PILOT

FIRST STREET TO DIVISION

- Provides continuous connection from Miller bikes lanes into the Kerrytown district (fills a network gap)
- Connects to First Street Bikeway (under construction) and Division Street pilot



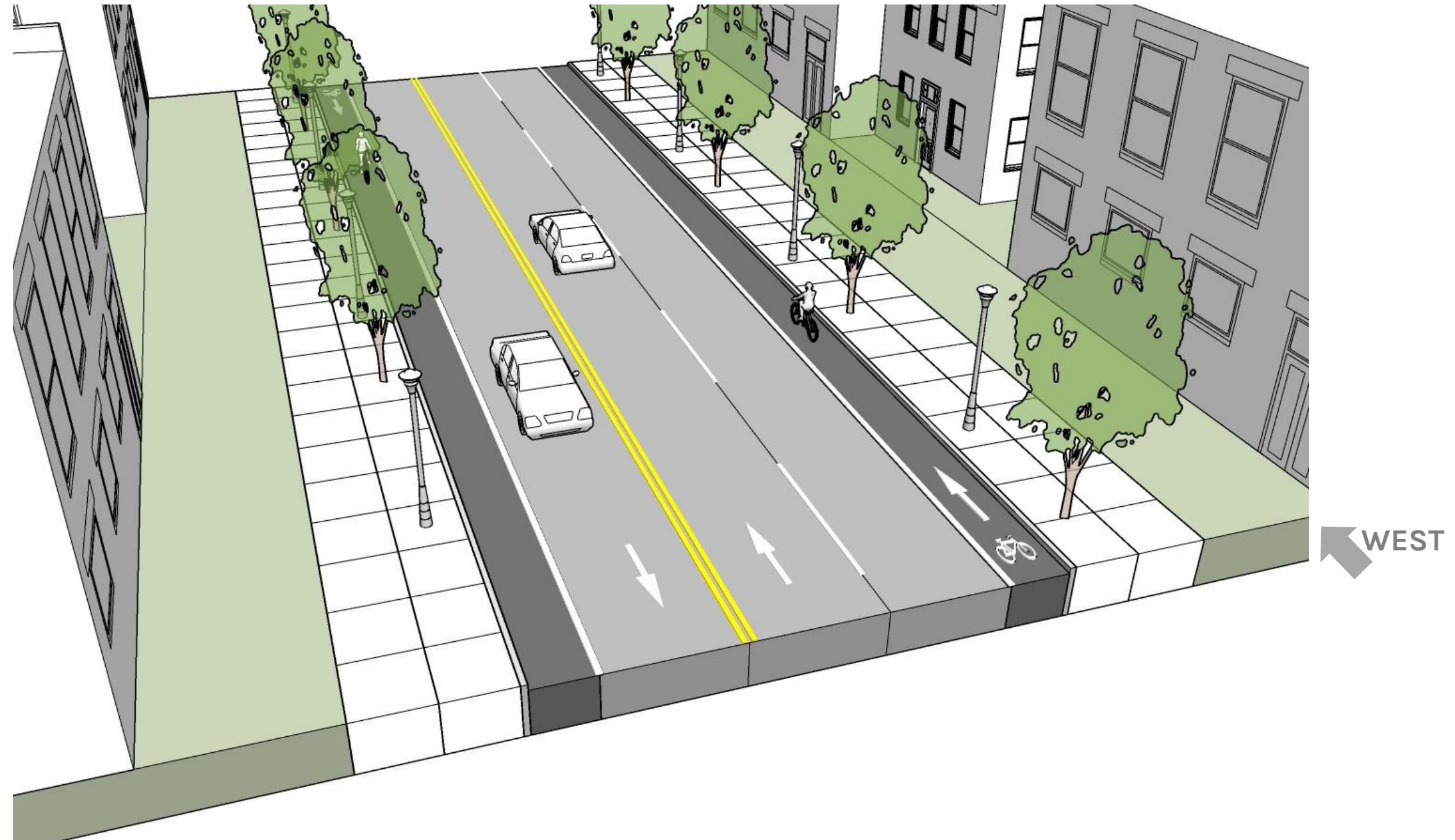
- Recommended 2-way bikeway
- Remove center turn lane
- Remove right turn lane
- Adjust parking lane
- Bike lane widening

(A) MILLER / CATHERINE INTERIM BIKEWAY – EXAMPLE BLOCK

5TH AVE TO 4TH AVE

Existing

- 42' pavement width
- Narrower existing sidewalk zone

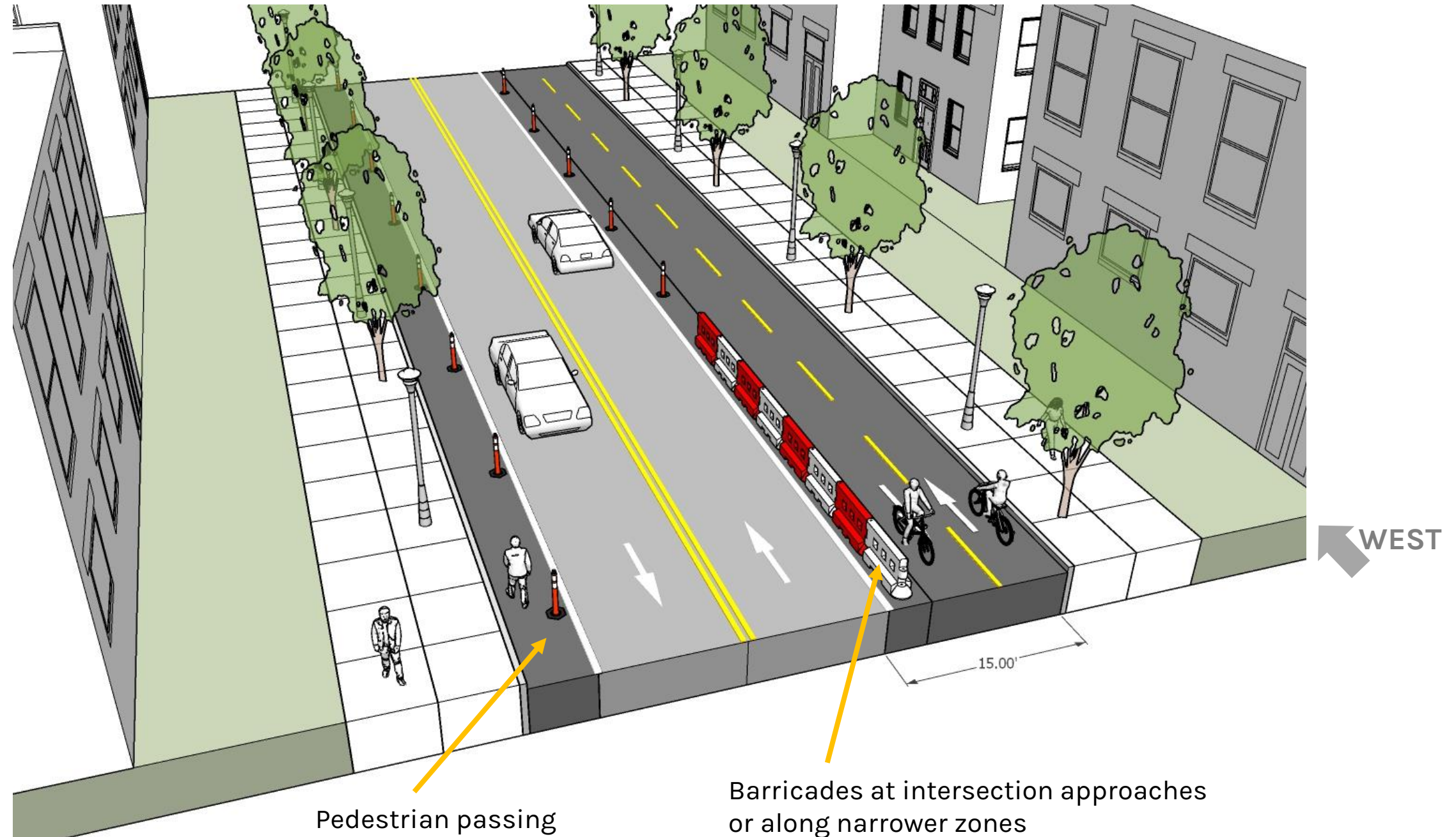


(A) MILLER / CATHERINE INTERIM BIKEWAY – EXAMPLE BLOCK

5TH AVE TO 4TH AVE

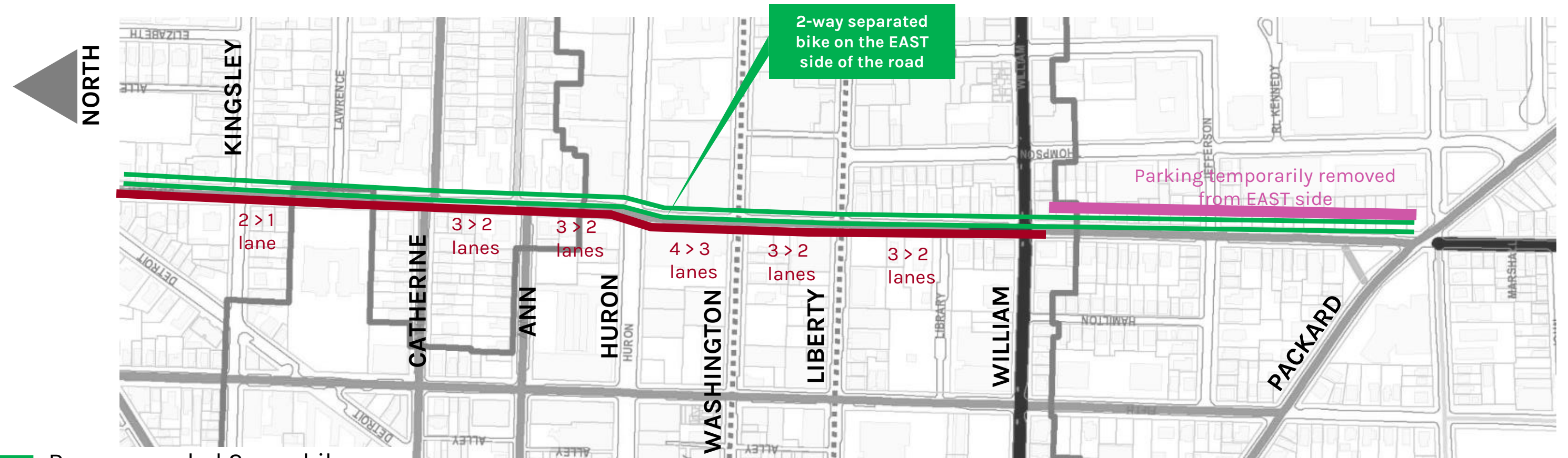
Potential Direction





- 15' for bikeway
- Intersection at 4th Ave is all-way stop, conducive to lane reduction
- Use southside bike lane as additional pedestrian walking space
- Minimal lane re-striping needed



(B) DIVISION STREET PILOT

PACKARD TO BROADWAY BRIDGE



-  Recommended 2-way bikeway
-  Remove travel lane
-  Remove parking lane
-  New parking/curb use lane

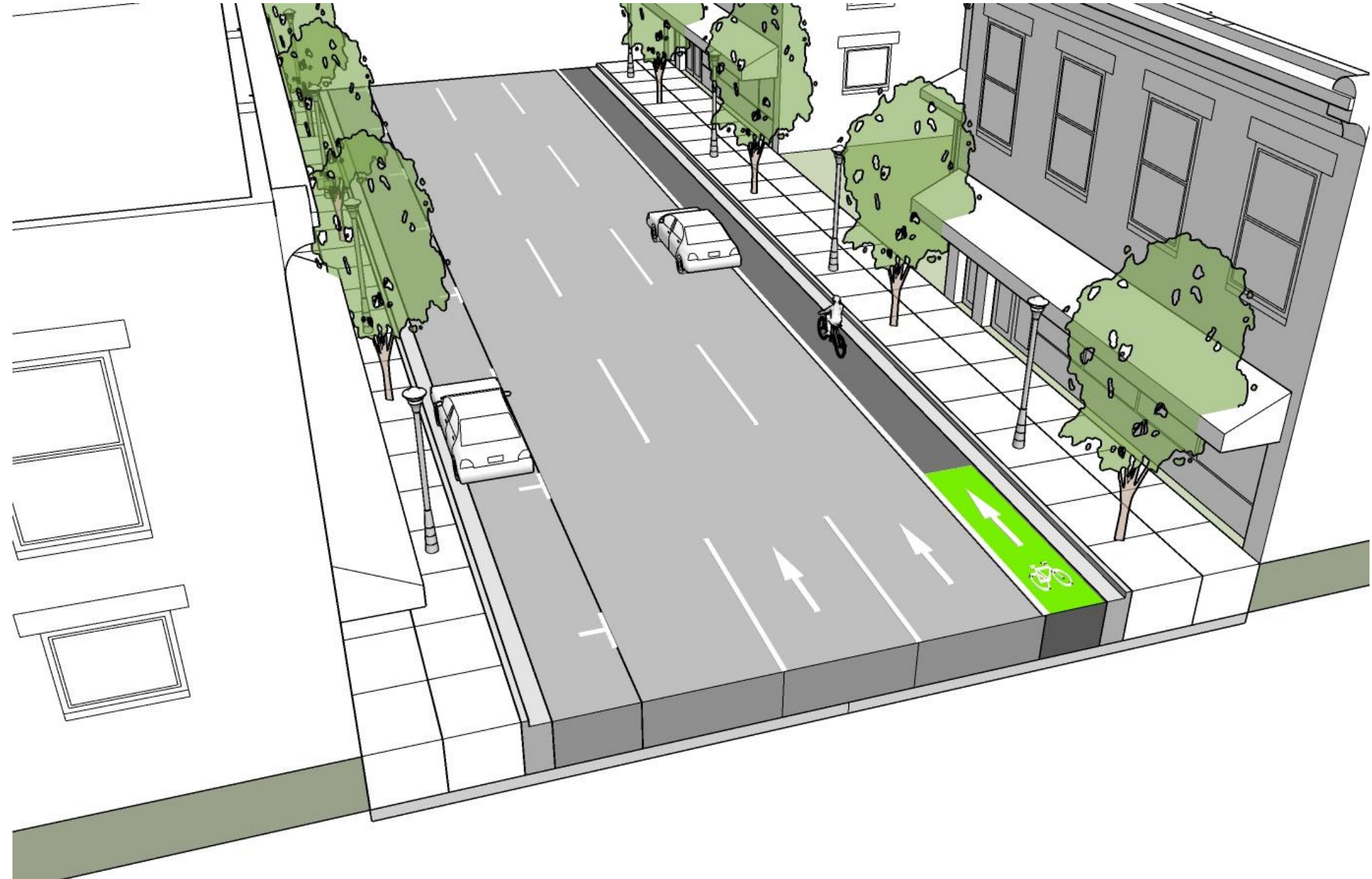
- Provides a lower stress connection N-S into and through the downtown. Connects to existing bike lanes on Packard and South Division.
- Liberty intersection area improvements, removes EB center turn to create curb side use zone.

(B) DIVISION ST. BIKEWAY

WILLIAM TO HURON

Existing

- Typically 3-lanes
- Parking on the west side typically
- Existing bike lane on the east side

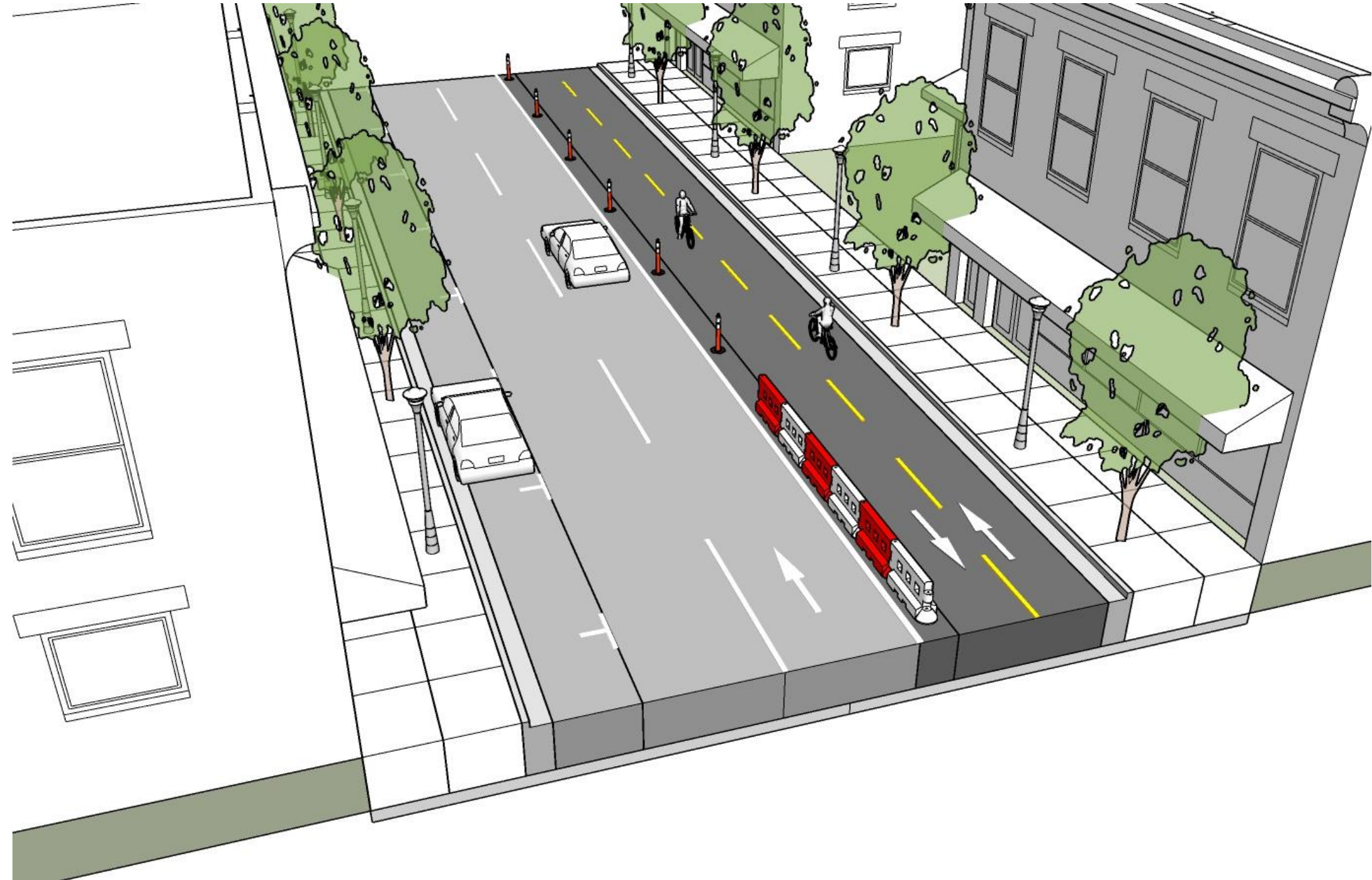


(B) DIVISION ST. BIKEWAY

WILLIAM TO HURON

Potential Direction

- Convert one travel lane plus existing bike lane into a 2-way separated facility
- Can provide additional overflow pedestrian space



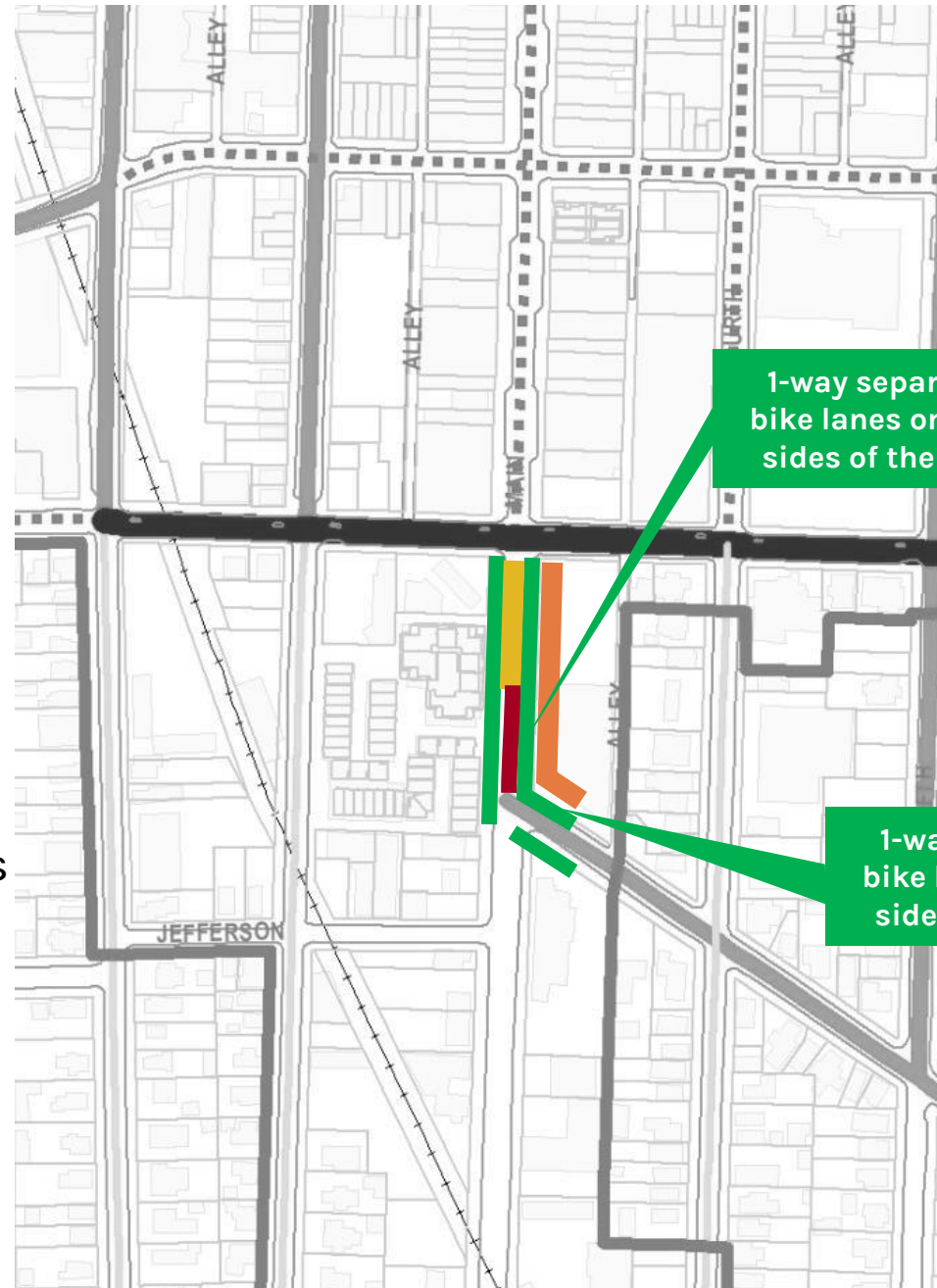
(C) SOUTH MAIN + PACKARD

WILLIAM STREET TO PACKARD INTERSECTION



- Provides a lower stress connection into the core downtown by filling a gap in the bicycle network between Packard and William.

- Recommended 1-way separated bike lanes
- Remove center turn lane
- Remove right turn lane
- Remove travel lane



1-way separated bike lanes on both sides of the road

At William:
2-lane configuration

At Packard:
3-lane configuration

1-way separated bike lanes on both sides of the road

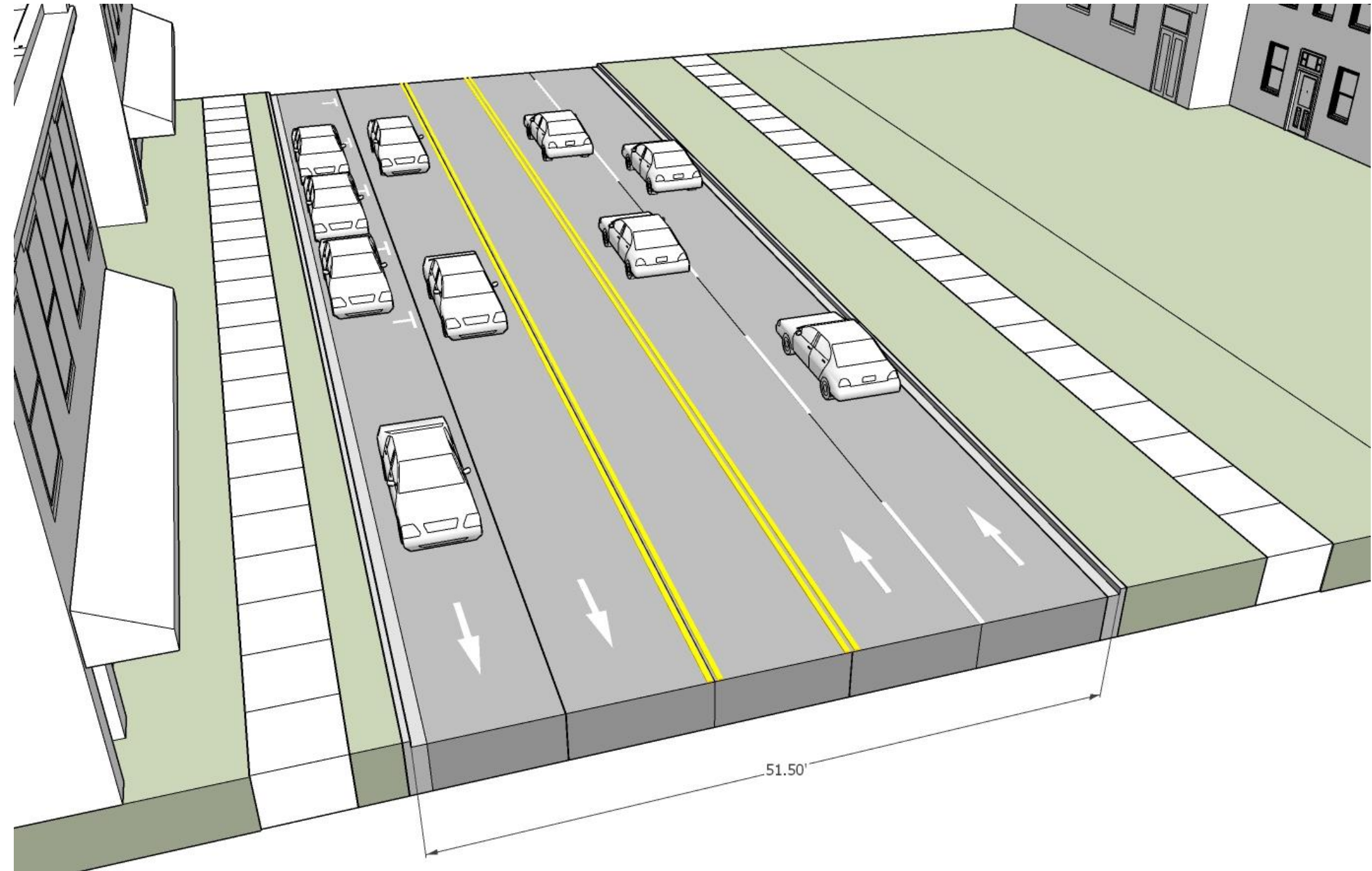
Removes right-turn lane off Packard

(C) S. MAIN STREET CONNECTION

PACKARD TO WILLIAM

Existing

- 4-5 lanes
- No dedicated bike facilities

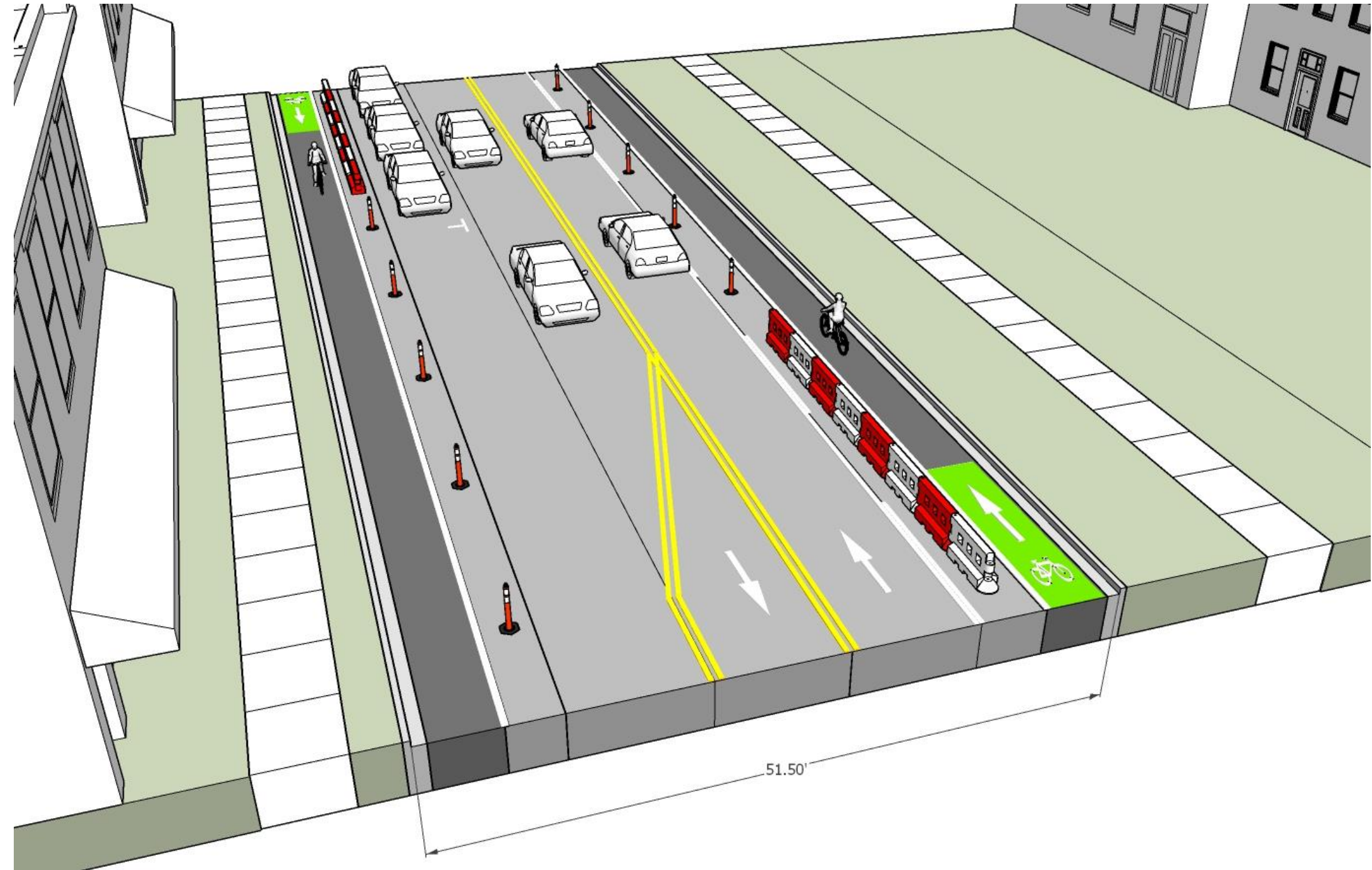


(C) S. MAIN STREET CONNECTION

PACKARD TO WILLIAM

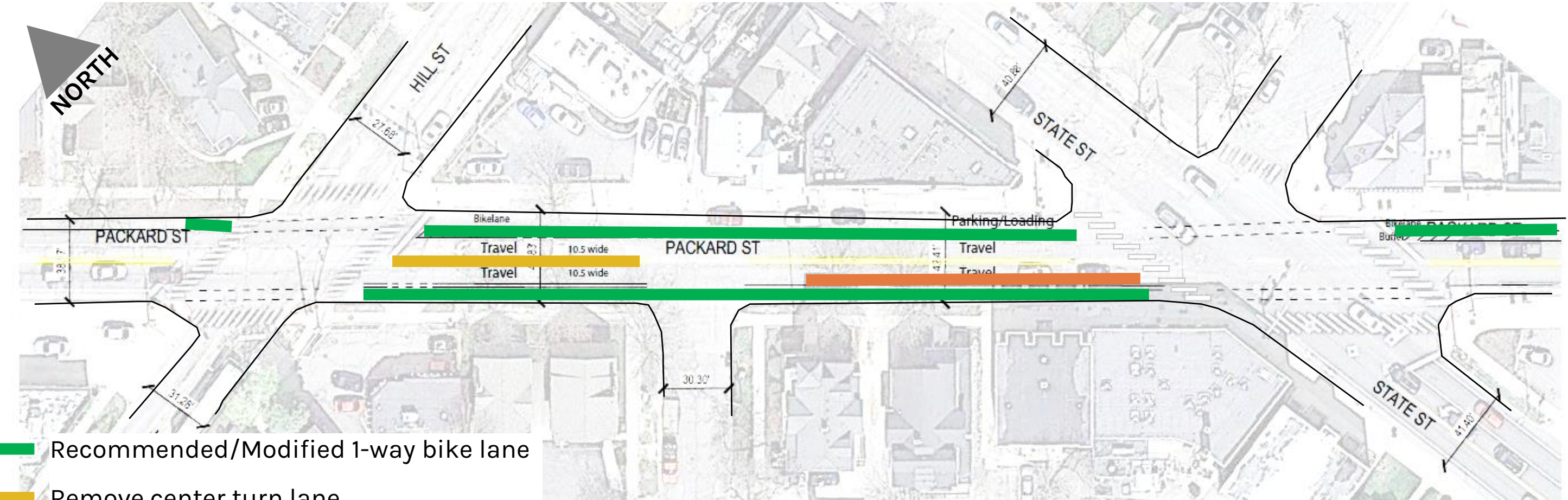
Potential Direction

- Reduce to 2/3 lane roadway
- Add separated bike lanes separated by existing parking lanes



(D) PACKARD AT THE "TRIANGLE"

HILL STREET TO STATE STREET



- █ Recommended/Modified 1-way bike lane
- █ Remove center turn lane
- █ Remove right turn lane
- █ New parking / curb use lane

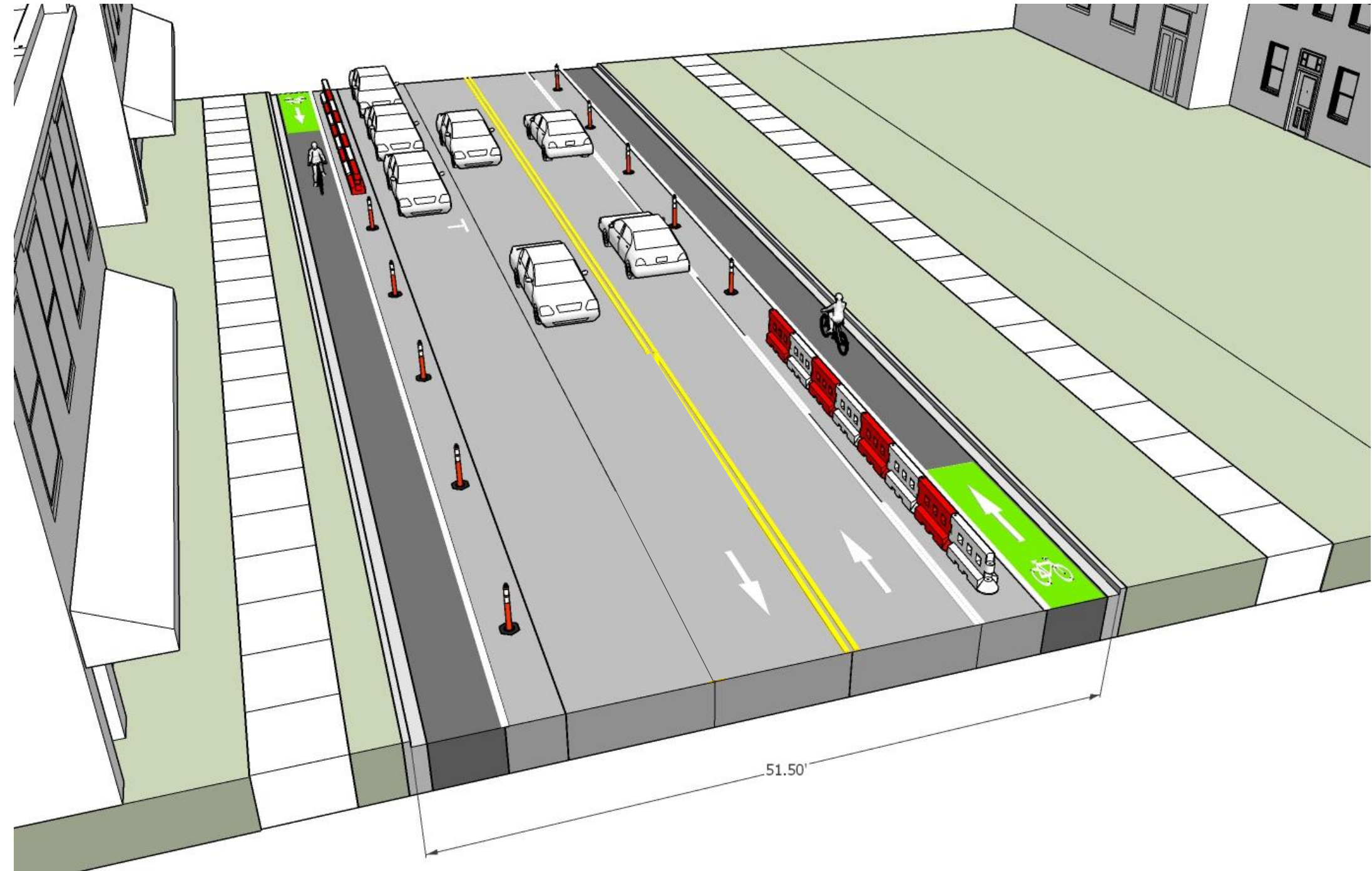
- Fills a gap in the bike lane network on Packard between State and Hill Street

(D) PACKARD AT THE "TRIANGLE"

HILL STREET TO STATE STREET

Potential Direction






- Reduce to 2 lane roadway
- Add separated bike lanes separated by existing parking lanes

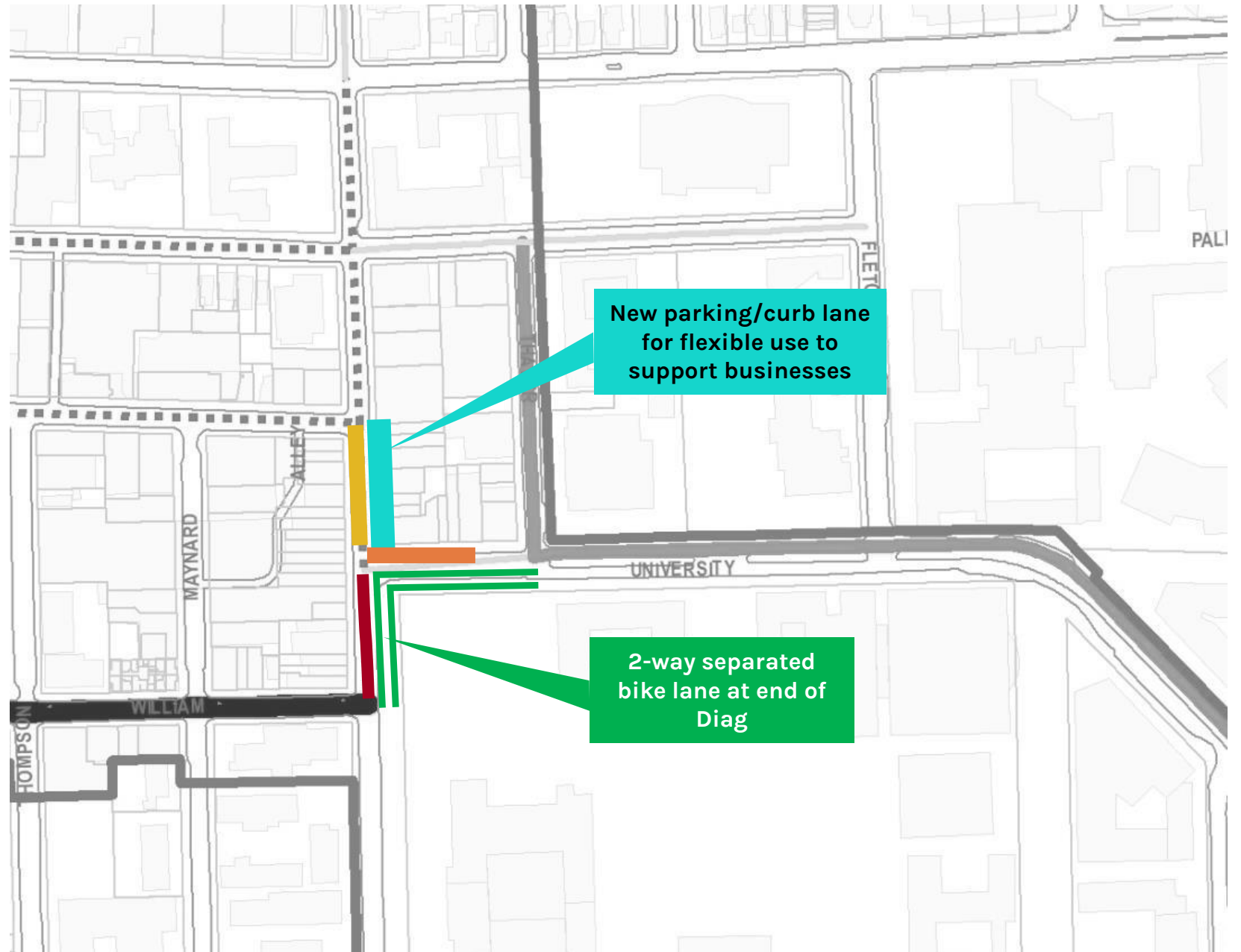


(E) STATE STREET PILOT PROJECTS



- Connects the William Street Bikeway to North University bike lanes and bike lane on Thayer Street (which connects to the Mid-block crossing on Huron).
- Creates a new curb side use / flexible parking zone on State Street between N. University and Liberty.

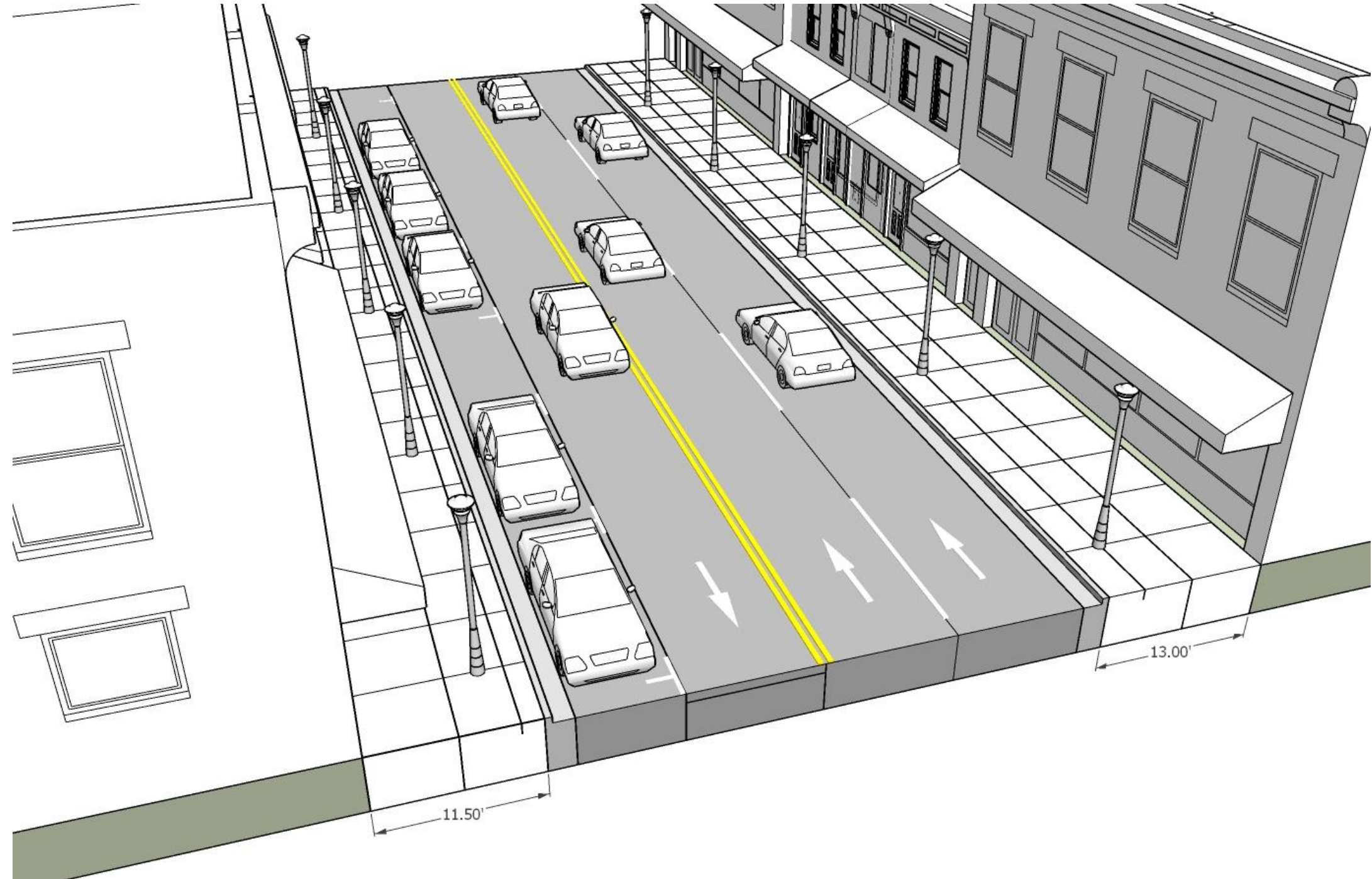
-  Recommended 2-way bikeway
-  Remove center turn lane
-  Remove right turn lane
-  Remove travel lane
-  New parking / curb use lane



(E) STATE STREET FLEX STREET PILOT

Existing

- Two northbound lanes
- Parking / curb-side zone only on one side of the street

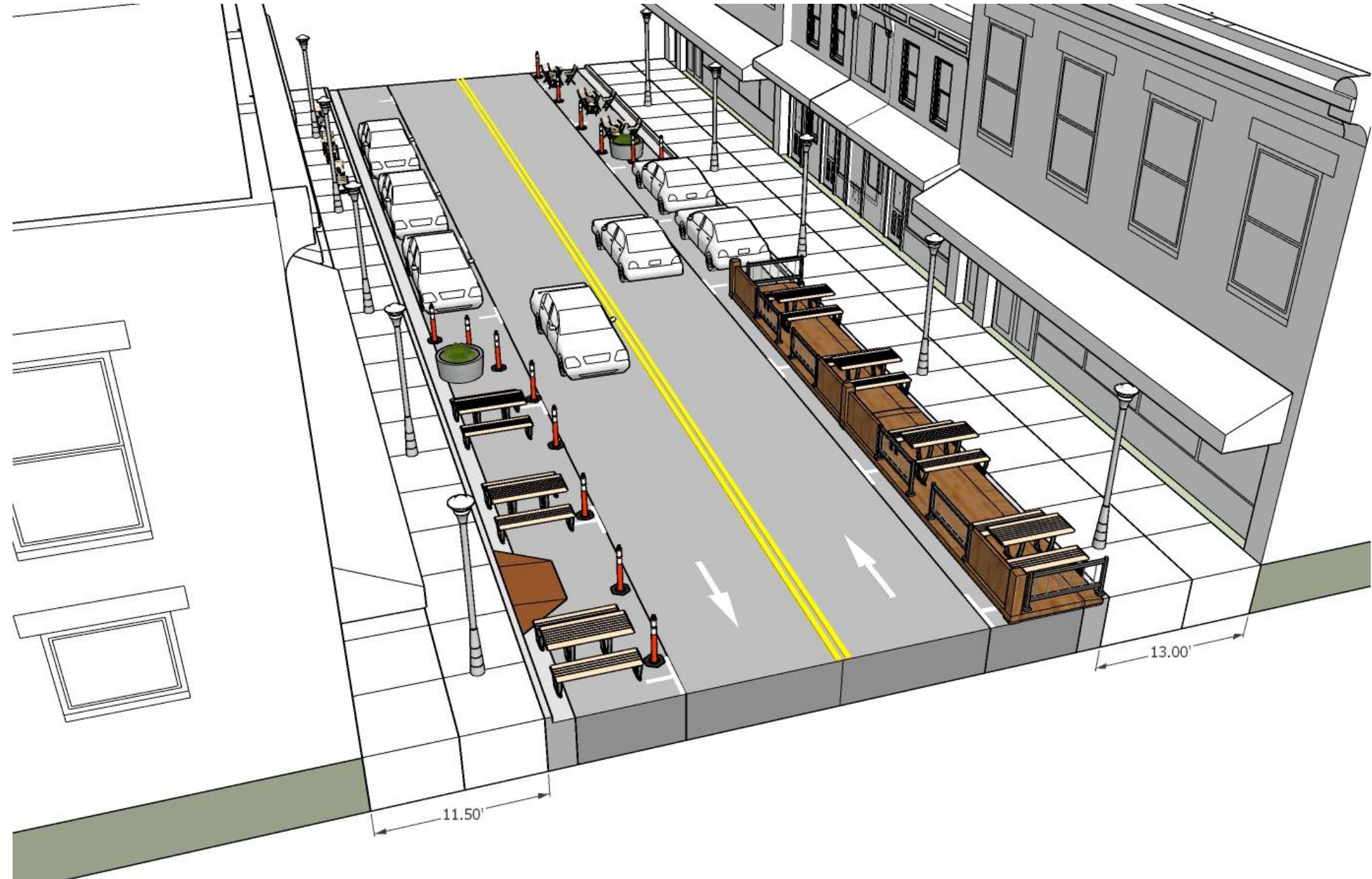


(E)STATE STREET FLEX STREET PILOT

Potential

Re-configure into a two-lane road

- Add curb-side zone on east side of the road for commercial/business support
- Maintain wider sidewalks and let café dining expand into curb zone.








HEALTHY STREETS PILOT PROJECT DETAILS

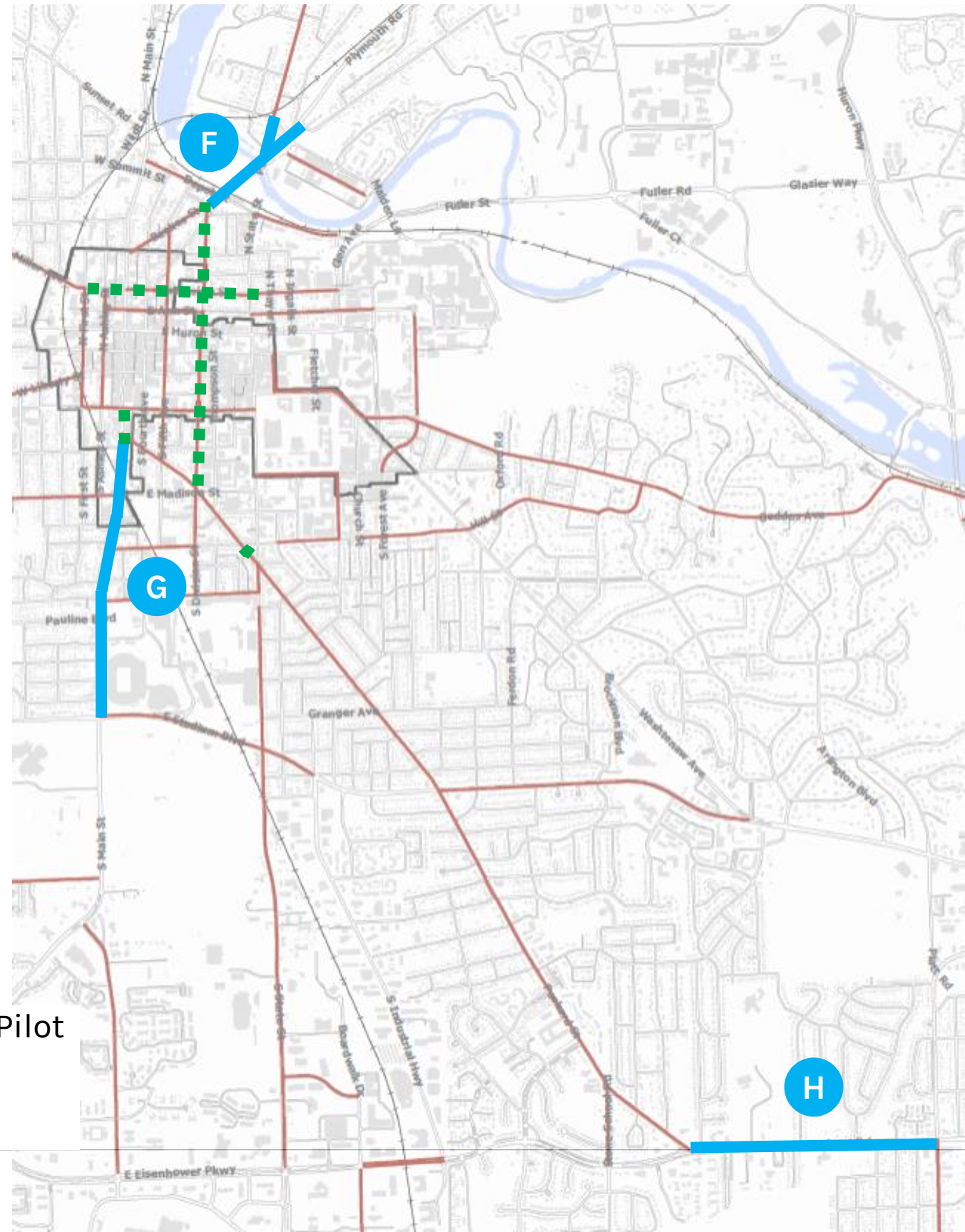
CITY LANE CLOSURES

PILOT PROJECTS

CITY-FUNDED

- F** Broadway/Swift
- G** S. Main
- H** Packard Street

-  Existing bike lanes
-  Recommended City Healthy Street Pilot
-  DDA Healthy Street Connection

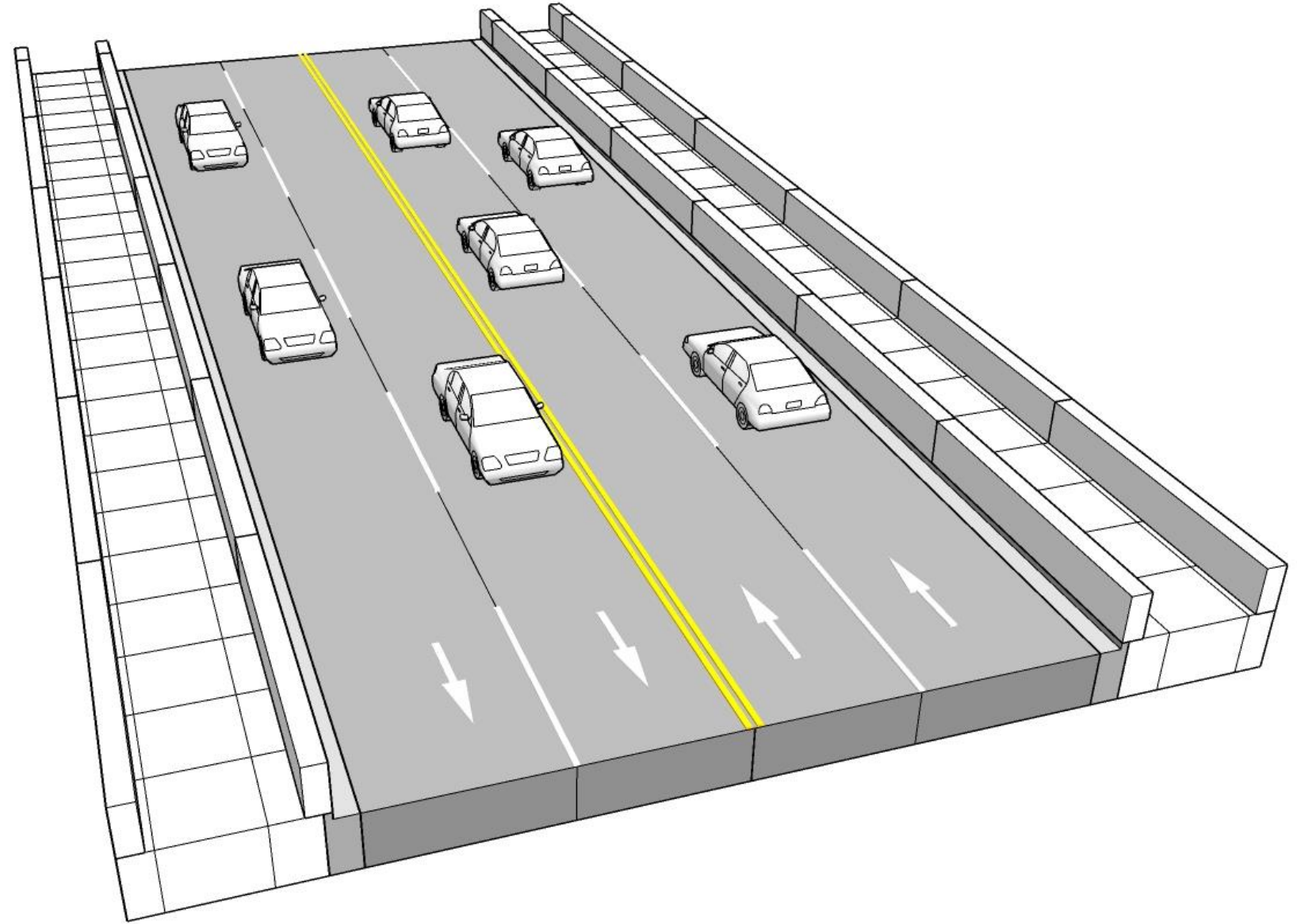


(F) BROADWAY

BROADWAY BRIDGE

Potential Direction

- Existing bridge is 4-lanes, with wider outside lanes

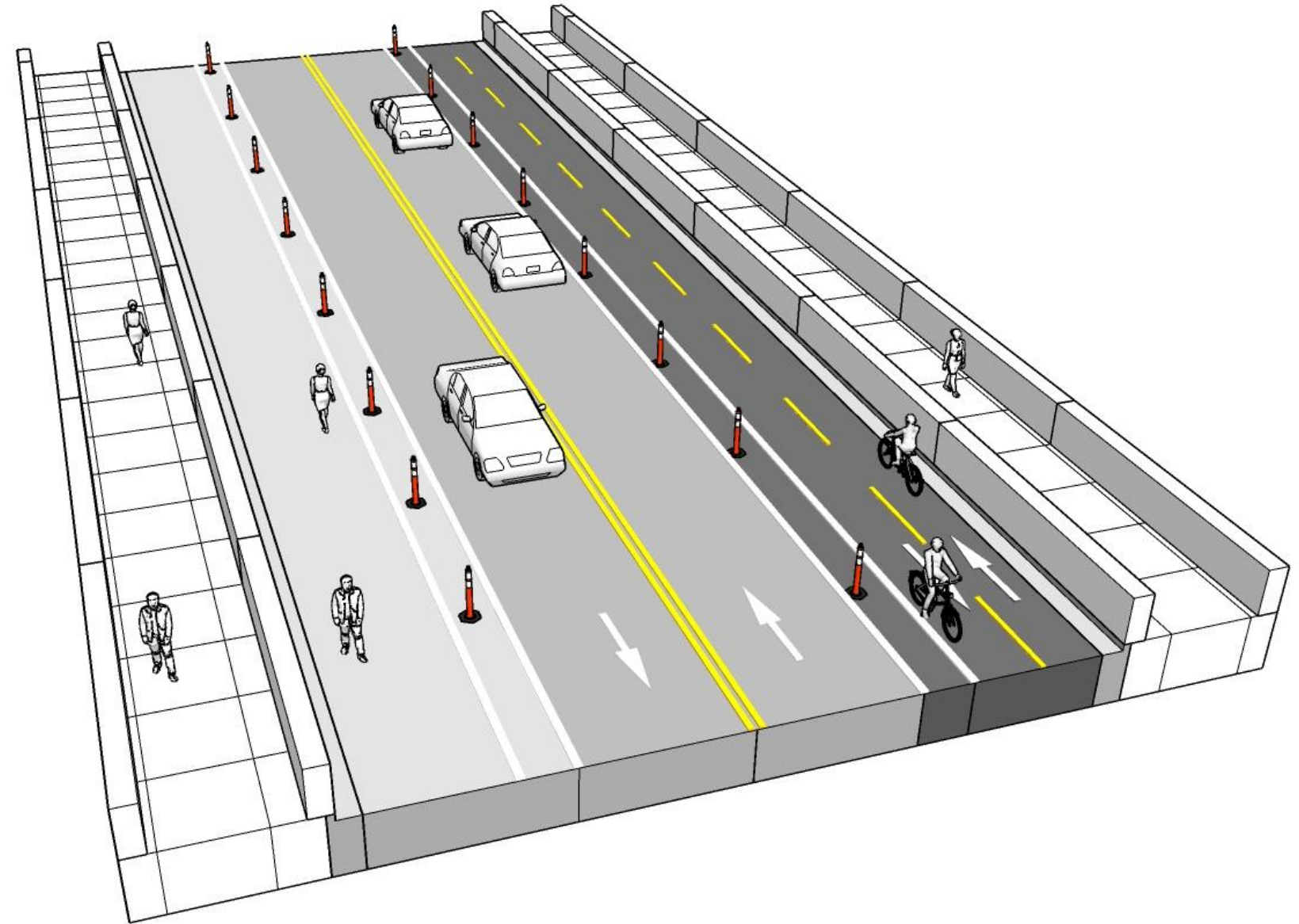


(F) BROADWAY

BROADWAY BRIDGE

Potential Direction

- Convert from 4 to 2 lanes
- Bikeway along Division continues on the south/east side of the bridge to Broadway Street
- North/west side is for additional pedestrian space.

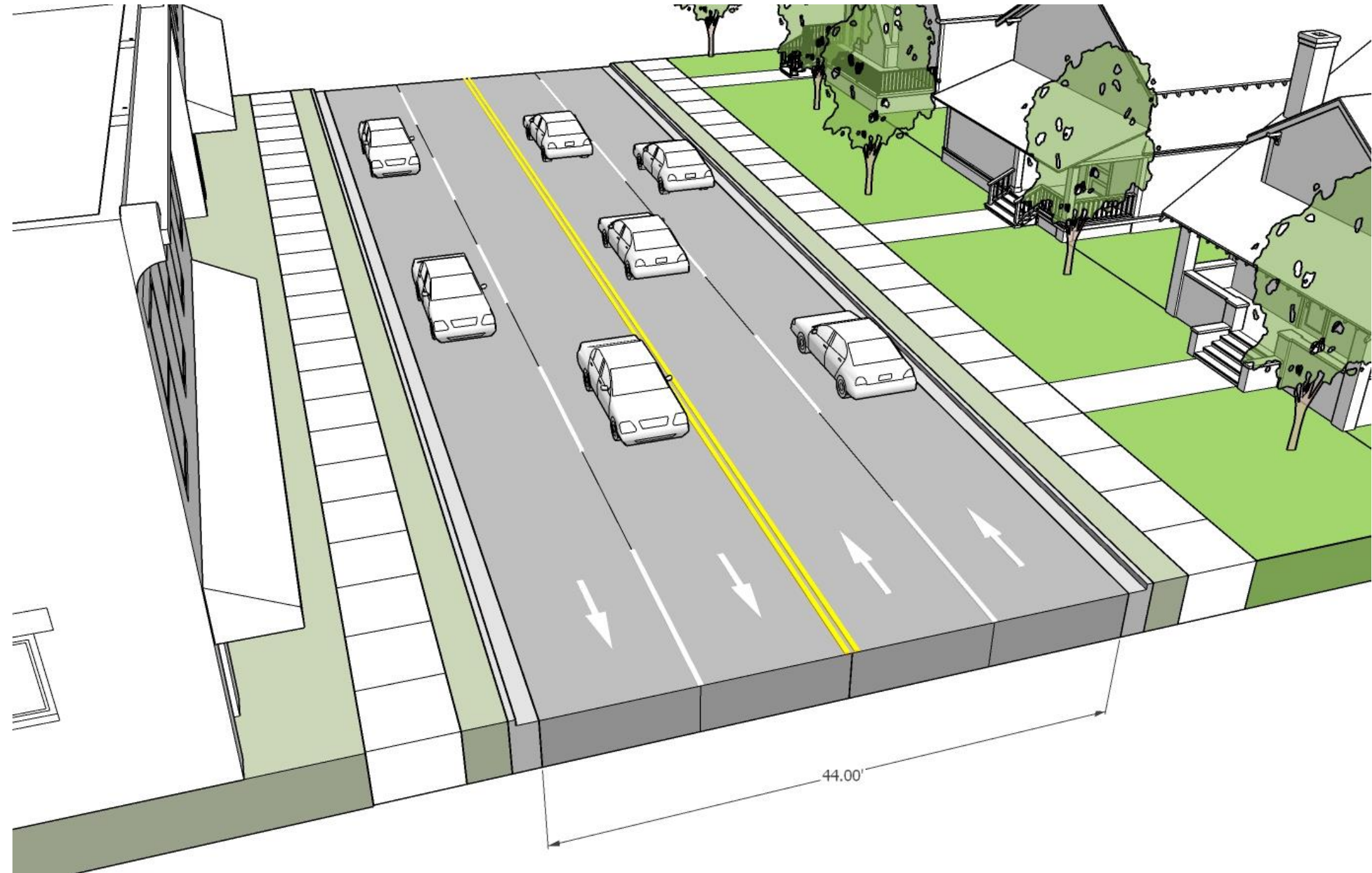


(G) S. MAIN STREET CONNECTION

SOUTH OF PACKARD

Existing

- Four travel lanes
- No bike facilities
- Bikes frequently on the sidewalk
- Sidewalk narrow with limited pedestrian passing space)

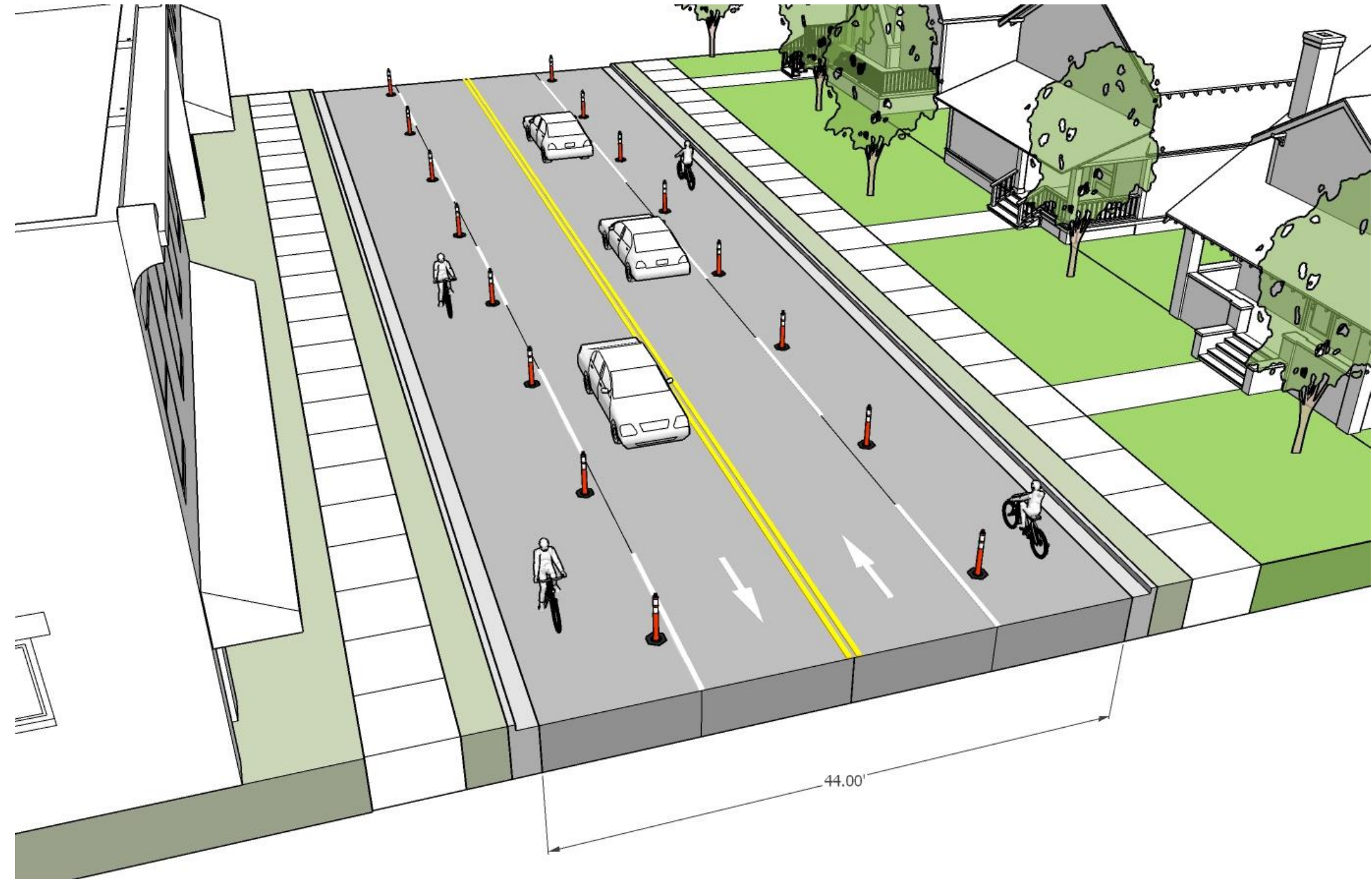


(G) S. MAIN STREET CONNECTION

SOUTH OF PACKARD

Potential Direction

- 4 to 2 lane conversion
- Add separated bike lanes with construction cones
- Bike lanes also provide extra pedestrian passing space along narrow roadway

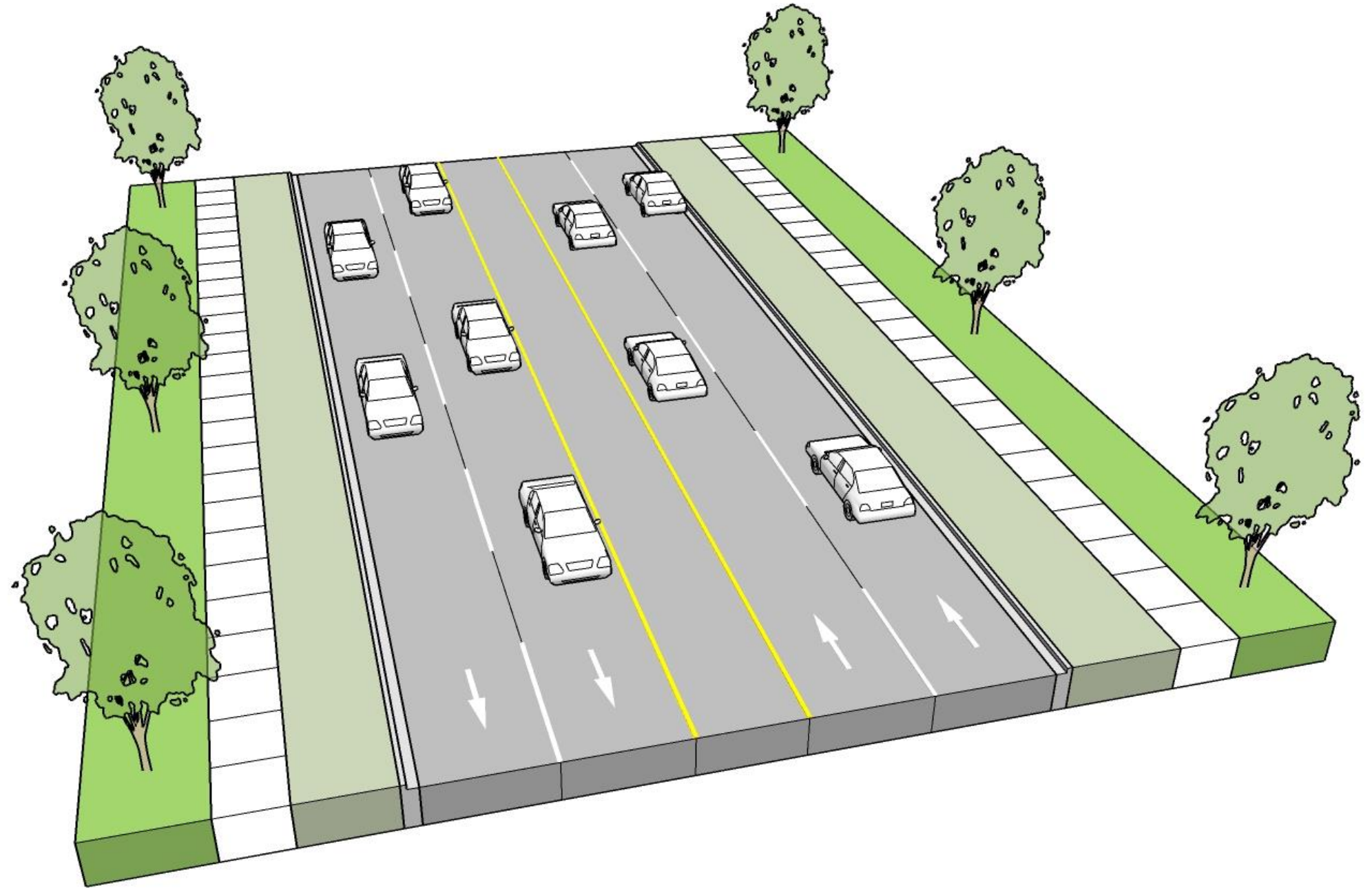


(H) PACKARD (SE ANN ARBOR)

FROM EISENHOWER EAST

Existing

- 5 lanes
- No dedicated bike facilities

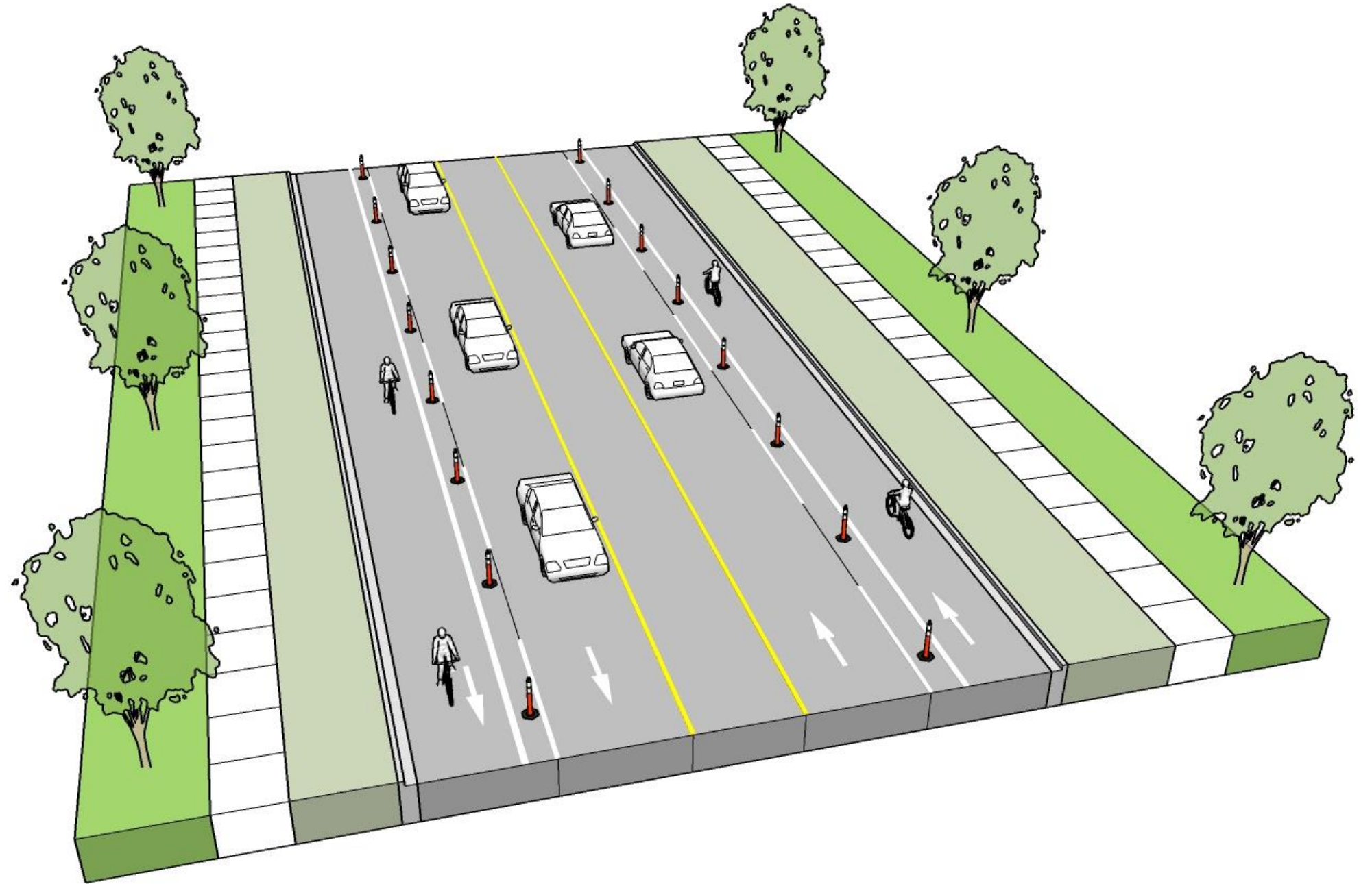


(H) PACKARD (SE ANN ARBOR)

FROM EISENHOWER EAST

Potential Direction

- Reduce 3-lane roadway
- Add separated bike lanes in the outside lanes

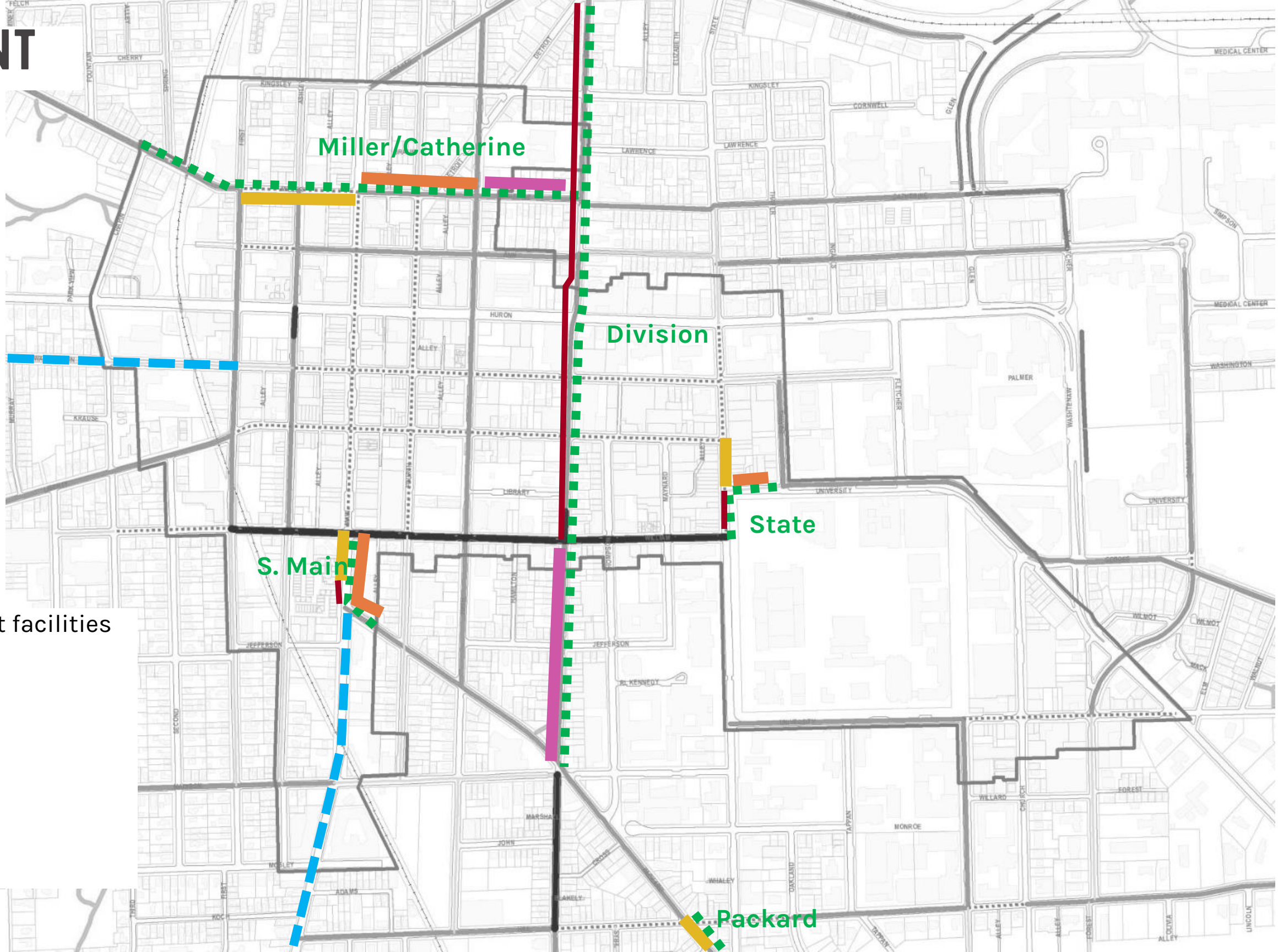










PILOT SUMMARIES

PILOT ADJUSTMENT SUMMARY







DDA-FUNDED 

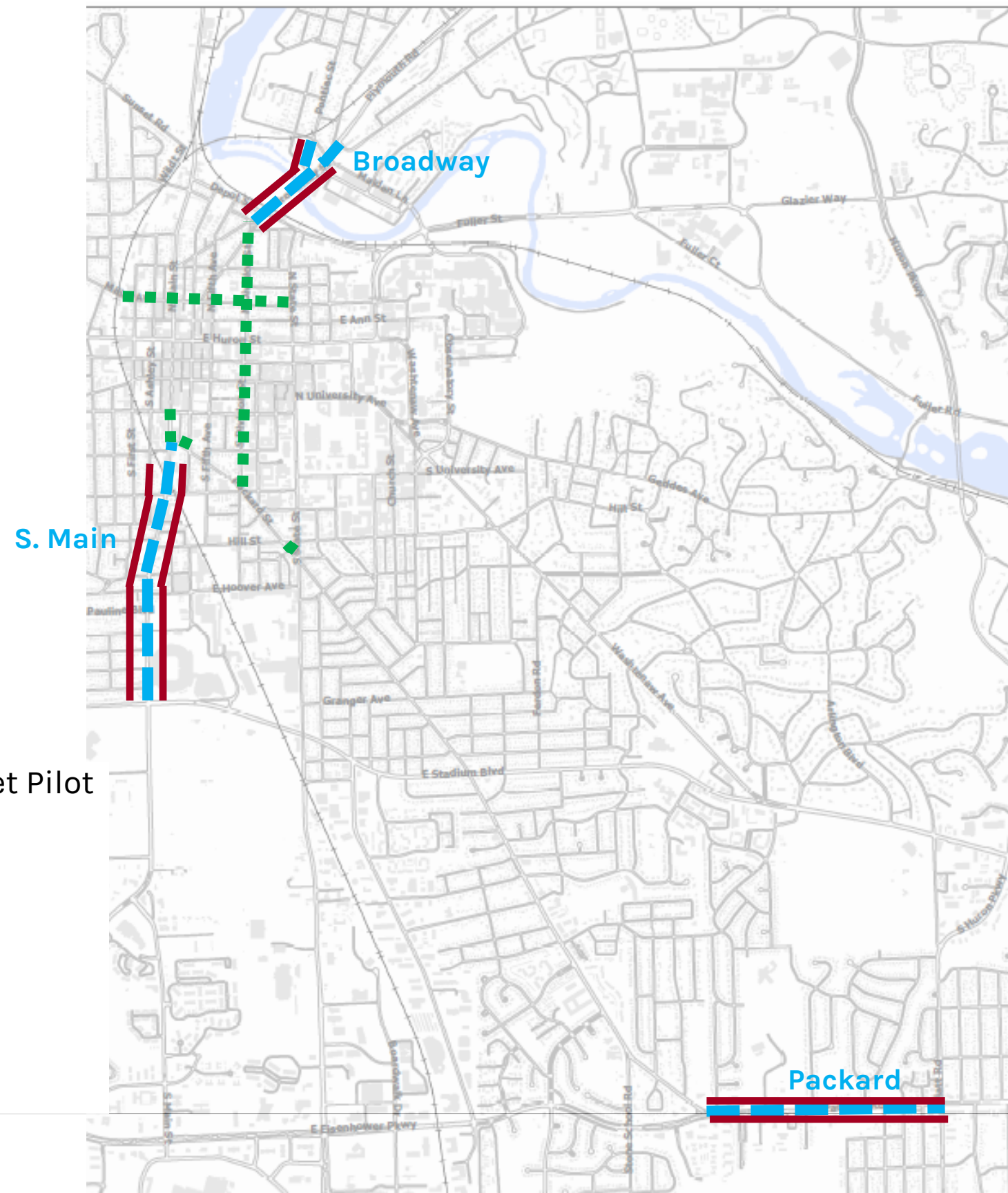


-  Recommended downtown pilot facilities
-  Remove center turn lane
-  Remove right turn lane
-  Remove travel lane
-  Adjust parking lane
-  City Healthy Street Connection

PILOT ADJUSTMENT SUMMARY

CITY-FUNDED 

-  Recommended City Healthy Street Pilot
-  Remove center turn lane
-  Remove right turn lane
-  Remove travel lane
-  Adjust parking lane
-  DDA Healthy Street Connection



IMPLEMENTATION: ENGAGEMENT AND EDUCATION

NEXT STEPS

Post city council, pre-installation:

- Contact with business associations, partners, downtown stakeholders
- Press release
- Pilot project page PFS & Healthy Streets websites
- Social media & Nextdoor
- “Coming Soon” informational signs on location

During Installation:

- Updates to business associations and partners
- Press release
- Communication with residents in pilot footprint (mailer/door hangers)
- Social Media including photo chronicle of install

During “Healthy Streets Pilot Projects” being open:

- On location informational signs
- PFS & Healthy Streets websites
- Interactive feedback / web map
- Encourage civic engagement through business partner coupons
- Social Media, post pictures, drive feedback
- Temporary banners along route
- Comment boxes along bike facilities

IMPLEMENTATION: MONITORING AND FOLLOW-UP

NEXT STEPS

Monitoring on-going through the 90-day evaluation period.

- Check for:
 - Effectiveness
 - Issues
 - Usage
 - Benefits / impacts

Data considered for collection:

- Traffic volume (pre- and post)
- Traffic speeds (pre- and post)
- Bicycle counts (usage)
- Video observation for traffic operations / flow
- Crash reports (AAPD)
- Direct field operation and adjustments
- Public feedback through engagement tools

Decision-making

- Use data to inform decisions post-90 days:
 - Remove if no longer needed or functionally lacking
- OR
 - Request extended install if needed for physical distancing and/or due to support and data.

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- **Implemented/approved**
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- **Additional future consideration**