

ANN ARBOR MOVING TOGETHER

TOWARDS VISION ZERO



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Transportation Commission



Ann Arbor Moving Together Overview
November 18, 2020

Agenda

1. Overview of plan edits
2. Discussion/questions



Major revisions

Capital Projects

Delivering on Ann Arbor's mobility goals will require significant investments. The strategies throughout this plan detail infrastructure improvements—from new sidewalks and smart traffic signals to well-lit crosswalks and better bus stops—that are needed to create streets that are safe and work well for everyone in Ann Arbor.

By overlaying infrastructure improvements included in the plan's strategies, locations where priorities overlap and conditions can be improved for people using all modes were identified (see map on the opposite page). The highest priority locations represent corridors where many needs can be addressed simultaneously. These capital investments are in addition to the city's ongoing programmatic spending and operations and maintenance needs.

Tier 1 Capital Projects

Total Project Length: 18 miles

Projects include corridors that include near-term sidewalk gaps (see p. 57) and corridors with a safety focus (see p. 33).

Tier 2 Capital Projects

Total Project Length: 24 miles

Projects include additional corridors with a safety focus and address multi-modal needs.

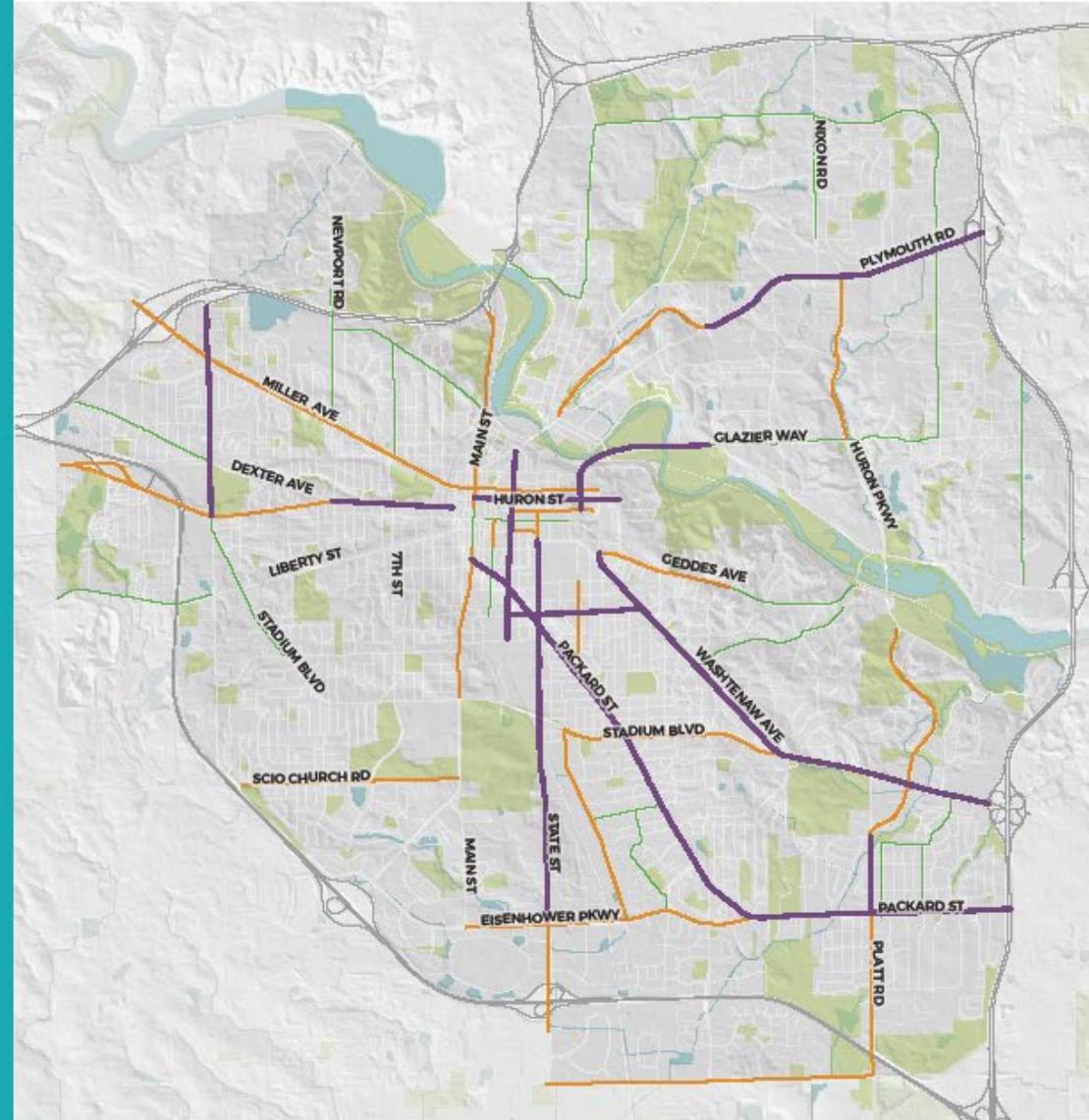
Tier 3 Capital Projects

Total Project Length: 20 miles

Projects include corridors that address multiple modal needs.

Capital Projects

- Tier 1 Capital Projects
- Tier 2 Capital Projects
- Tier 3 Capital Projects





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Ann Arbor's Mobility Strategies

Moving Together

Achieving Ann Arbor's bold vision will require a multi-disciplinary commitment and a systematic approach to creating safer and more equitable streets.

More than 70 complementary strategies are presented that, when taken together, will set Ann Arbor on a course to zero deaths and zero emissions.

Mobility Strategies

Creating a transportation system that is safe and accessible for everyone, offers a variety of affordable options for getting around, and helps achieve Ann Arbor's carbon neutrality goals requires bold action. We must act at many different scales, focusing on a single intersection or corridor at times while also considering citywide and regional actions. We must upgrade our infrastructure, test new street designs, and craft new policies and programs.

The mobility strategies detailed in the following pages organize the many discrete actions Ann Arbor must take to advance its mobility values in the coming years. The strategies were

designed to address the needs of different constituents: people who live in the city and those who work in or visit Ann Arbor; people who rely on different modes of transportation and have different abilities and needs; children, older adults, and everyone in between.

The strategies demonstrate:

- × the community's **values**;
- × **multi-disciplinary** approach (engineering, education, encouragement, equity, enforcement, evaluation);
- × cross-agency and cross-departmental **collaboration**;
- × a **time-based** action strategy; and
- × **accountability**.

How this plan addresses equity in Ann Arbor

Reversing inequities in transportation investments and policies is an important component of a comprehensive Vision Zero strategy and an important objective in the community of Ann Arbor.

Equitable practices are woven throughout these strategies, including investments in infrastructure as well as programmatic initiatives that expand mobility choices and reduce the economic burden of transportation.

To assist in making strategic investments to reverse inequities, a geographic equity analysis is included in the Mobility Fact Book.

The City of Ann Arbor also recognizes that equitable transportation is not confined to the city's boundaries and will work closely with Washtenaw County on the strategies included in this plan as well as regional priorities that align with addressing equity and the city's goals.



2. Address Dangerous Behaviors



Safety



Mobility



Accessibility
for All



Healthy People &
Sustainable Places



Regional
Connectivity

Address dangerous behaviors using design solutions, policy changes, and education efforts.

Current State

Dangerous driving behaviors accounted for a large share of crashes that resulted in death and serious injury in Ann Arbor between 2014 and 2018. Seventy percent of all crashes that resulted in a fatality or serious injury during that time involved one or more of the following dangerous behaviors:²

1. Speed

Speed is a major determinant of both the likelihood and severity of traffic crashes. As driving speeds increase, drivers need more time to react to potential conflicts, their field

of vision narrows, and the distance required to come to a complete stop dramatically increases. Higher speeds also increase the likelihood that a crash will result in a serious injury or death, especially if a person walking, biking, or rolling is involved. The majority (55%) of all crashes where someone was killed or seriously injured in Ann Arbor occurred on streets with speed limits of 35 miles per hour (mph) or higher. No one was killed in a traffic crash on streets with 25 mph speed limits, even though those account for 81% of Ann Arbor's street network.

2. Failure to yield

Half of all the traffic crashes where a person walking or biking was killed or seriously injured involved a driver failing to yield. Ann Arbor has been working to address these issues by

standardizing crosswalk design and signage; improving street lighting; educating residents, workers, and visitors about applicable laws; and using smart enforcement strategies. These efforts are having a positive impact, as the number of serious crashes where the driver failed to yield has been significantly decreasing.

3. Impaired driving

There were 362 crashes that involved drugs or alcohol, 38 of which resulted in a death or serious injury. Ann Arbor is focused on preventing impaired driving through a combination of education, treatment, and programs that prevent people from driving under the influence of drugs or alcohol.

4. Disregarded traffic signs/signals

Traffic signs and signals provide everyone using the street instructions on safe behavior. When people disobey a traffic sign or signal, they put themselves and other road users in serious danger of crashes and injury. Eleven percent of crashes where someone was killed or seriously injured involved disregarding traffic signs or signals.

5. Reckless/careless driving

Reckless and careless driving involve negligent and unsafe driving. Reckless driving involves

the intention to drive dangerously while careless driving may not be intentional and is often a result of distraction. Both reckless and careless driving, however, are dangerous behaviors that put all nearby road users at risk for crash and injury. Five percent of crashes where someone was killed or seriously injured involved reckless or careless driving.

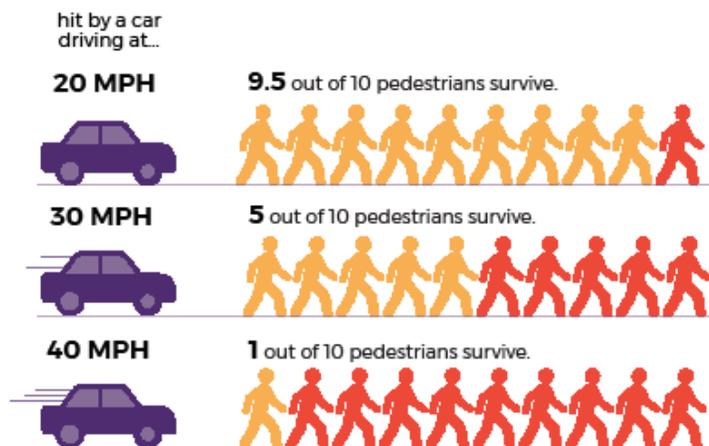
Strategy Description

Decreasing the prevalence of these dangerous driving behaviors will require a systematic approach combining infrastructure and street design changes, new policies and programs, and new education and marketing efforts.

Timeline



Short
(0-3 years)



Speed limit emphasis

p. 34-35

Address Dangerous Behaviors

Tools by Dangerous Behavior

Tool	Speeding	Failure to Yield	Impaired Driving	Disregard Traffic Control	Reckless/Careless Driving
Setting safe speeds and matching design speed	✓				
Major Street Traffic Calming	✓				
Local Street Traffic Calming	✓			✓	✓
Street Reconfiguration	✓				
Lane Width	✓				
On-Street Parking	✓				
Automated Enforcement	✓	✓		✓	
Signal Timing	✓				
Street Trees and Streetscaping	✓				
Lagging Left Turn Phase		✓			
Left Turn Traffic Calming	✓	✓			✓
LPI & accessible pedestrian signals	✓	✓			
Curb Extensions	✓	✓			
Minimal Curb Radii	✓	✓			
Street Lighting	✓	✓			
Raised Intersections	✓	✓			✓
Simplified Intersections	✓	✓			
Messaging Campaign	✓	✓	✓	✓	✓
Education and Enforcement	✓	✓	✓	✓	✓
Update/Expand Driver Education	✓	✓	✓	✓	✓
Drug, alcohol, & mental health prevention & treatment services			✓		
Pre-payment morning parking			✓		
After hours subsidized ride hail			✓		

Speed limit emphasis

p. 36-37

Targets

1. Adopt the following policies:

- » Set 25 mph default speed limit downtown and on local residential streets **within 1 year**
- » Adopt a major street traffic calming program **within 2 years**
- » Adopt a policy to install curb extensions by default on streets with on-street parking **within 1 year**
- » Adopt policy to use smallest feasible curb radii **within the next 3 years**

2. Install 10 curb extensions (either temporary or permanent) per year

3. Install 5 centerline hardening/slow turn wedge treatments per year

4. Reduce serious and fatal injury crashes that result from dangerous behaviors by 50% within 3 years

Lead Agency/Stakeholders

- » **Engineering**
- » AAATA
- » Ann Arbor Fire Department (AAFD)
- » Ann Arbor Police Department (AAPD)
- » City Council
- » DDA
- » Fleet and Facilities
- » MDOT
- » Public Works
- » State Representatives
- » Systems Planning
- » Transportation Commission
- » University of Michigan
- » Washtenaw Area Transportation Study (WATS)
- » Washtenaw Bicycling & Walking Coalition (WBWC)
- » Washtenaw County Health Department

SETTING SAFE SPEED LIMITS

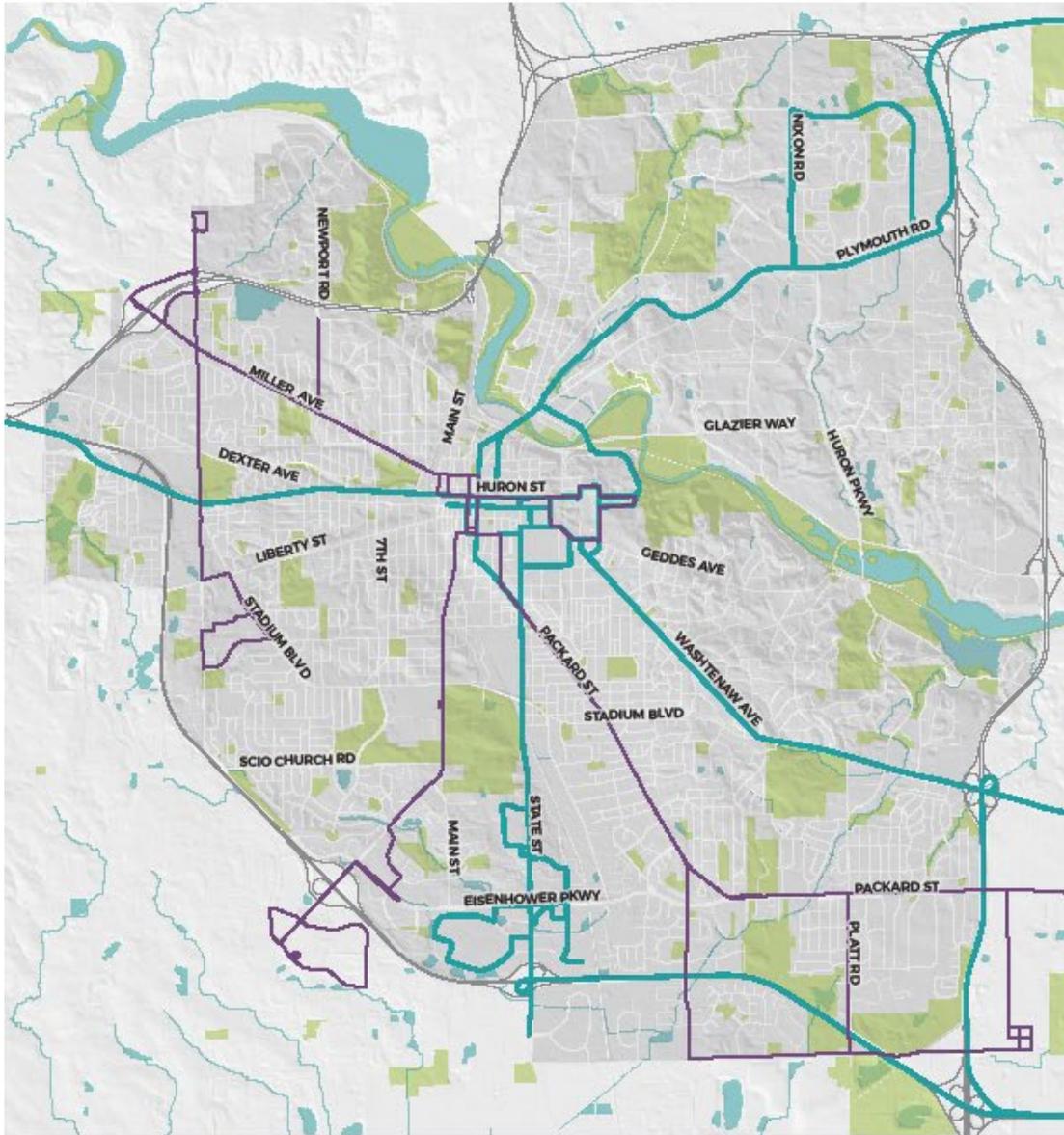
Reducing vehicular speeds throughout Ann Arbor is likely the most effective, singular approach to improving safety on Ann Arbor's streets. The city must work with MDOT to fully achieve this objective, as many streets are under state jurisdiction.

However, there are actions that the city can take right away. Recognizing that many cities do not have full control over setting speed limits on streets that travel through them, guidance from NACTO suggests the following tools to systematically reduce speeds:

- ✓ Set **default speed limits** on many streets at once.
- ✓ Designate **slow zones** in sensitive areas
- ✓ Set **corridor speed limits on high priority major streets** using a Safe Speed Study

Transit Corridors

- Signature Transit Corridor
- Secondary Transit Corridor



Connector
p. 94-95

The city and TheRide should also work to reach a minimum effective frequency of one bus every 30 minutes along secondary corridors throughout the day on weekdays and Saturdays.

Achieving these metrics would require increasing weekday service on Route 30, Jackson-Dexter, and increasing Saturday service levels along all corridors except South Main Street, which includes Routes 24 and 25.

Timeline



Lead Agency/Stakeholders

- AAATA
- UM
- Engineering
- Systems Planning
- OSI
- DDA

Targets

- Achieve 15-minute effective frequency throughout the day on signature transit corridors by 2023.
- Achieve 30-minute effective frequency throughout the day on secondary corridors by 2030.

THE CONNECTOR

Over the past decade, the City of Ann Arbor partnered with the University of Michigan, TheRide, and the Ann Arbor DDA to study a potential investment in a high-capacity transit corridor to connect downtown with the University campuses and park-and-ride facilities at the edges of the City. During peak times of the semester, this highly congested corridor currently sees more than 30,000 daily trips on buses, making it the busiest public transit corridor in the State of Michigan.

The resulting concept for an Ann Arbor Connector (a rapid transit line operating in a dedicated right-of-way) has the potential to significantly increase efficiency compared to the current public transit services, and would also make transit the most attractive and reliable option for short trips in the core of the City.

Additionally, by extending to the outer edges of the City, the Connector could become a key part of the solution for reducing vehicular traffic into the core, by facilitating convenient and timely connections into Ann Arbor's busiest core areas from other services and satellite park-and-ride locations.

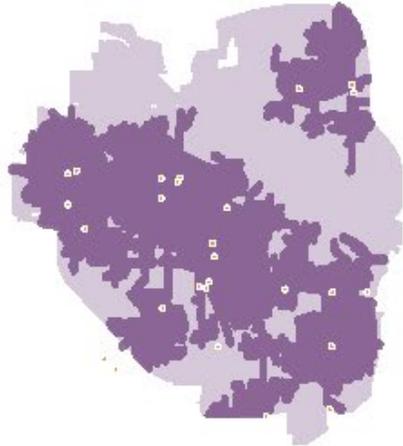
While funding constraints have limited progress on the next steps, the need for more efficient and reliable transit operations has only continued to grow. Each of the project partners remain committed to the Connector's concept of improving transit capacity and reliability along the Plymouth, Fuller and State corridors.

20-Minute Neighborhood

20-Minute Neighborhood

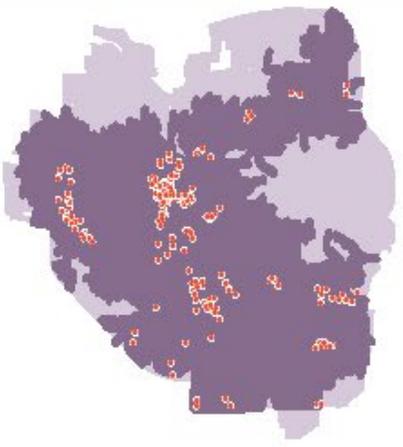
20-Minute Grocery

Grocery Store



20-Minute Retail

Retail



> 20-Minute Neighborhood

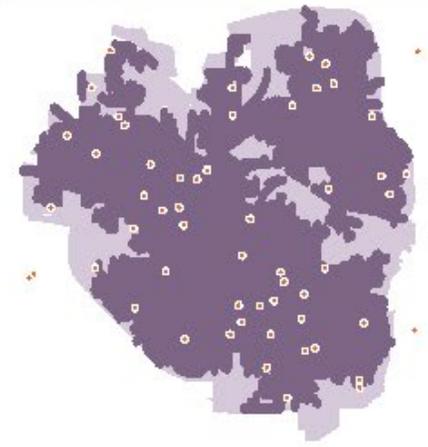
20-Minute Parks

Park



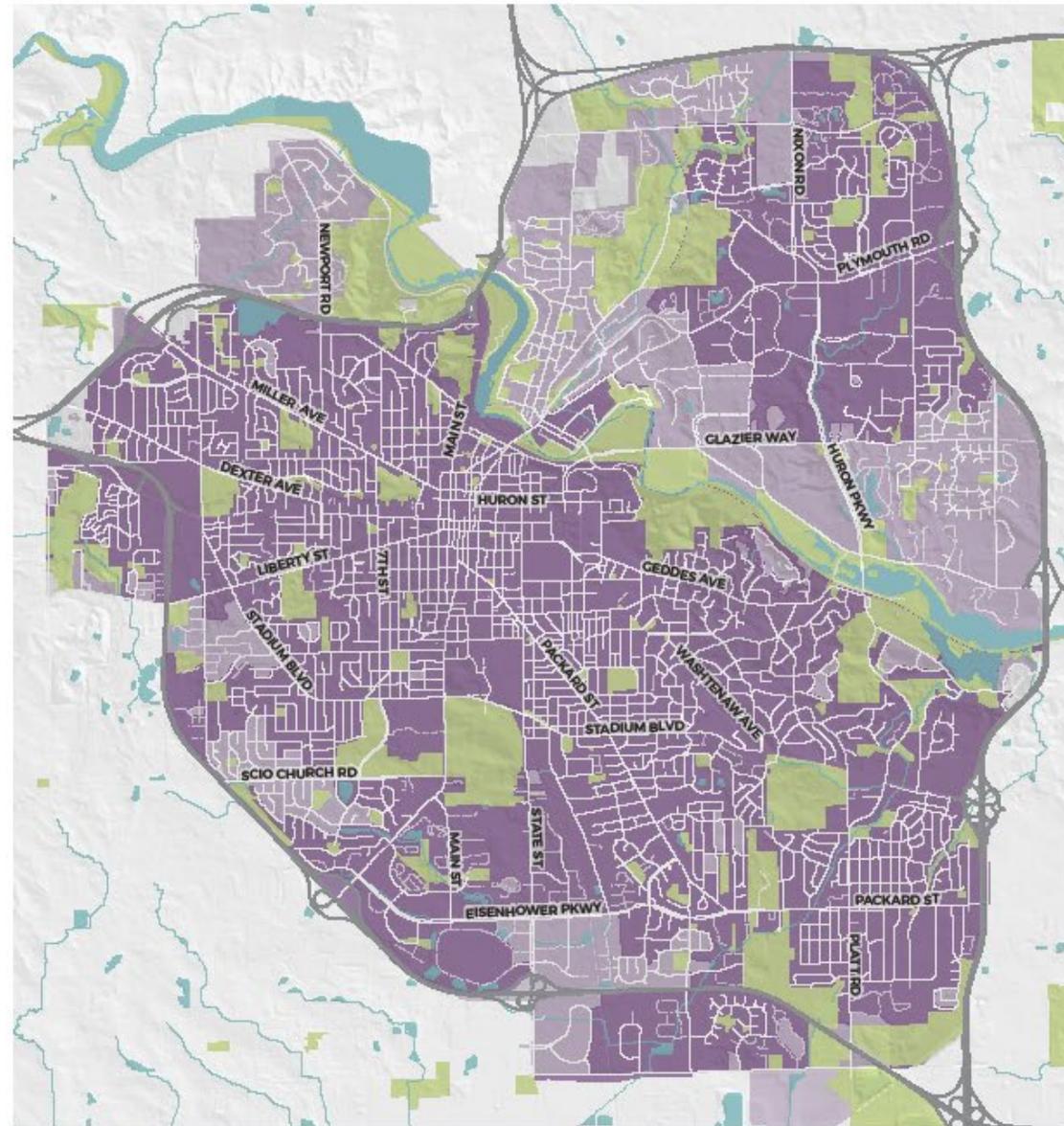
20-Minute Schools

School



20-Minute Neighborhood

20-Minute Neighborhood
> 20-Minute Neighborhood



20-minute neighborhood

p. 114-115

Estimated Capital Investment

The estimated investments outlined here present an order of magnitude cost for each strategy, based on planning-level estimates of the projects, programs, and studies presented throughout this plan. The costs per strategy are then translated into an annual or one-time estimated investment to achieve the stated metrics.

The investments represent an adjustment in the priorities of how resources are currently invested in order to achieve the goals of the community, but are not additive to the

resources already expended. The investments are inclusive of both city and partner agencies, such as MDOT and AAATA.

Additional resources may be needed for select projects.

- \$ <\$100,000
- \$\$ \$100,000 - \$250,000
- \$\$\$ \$250,000 - \$1M
- \$\$\$\$ >\$1M

Note: all costs are based on 2020 dollars.

Costs

p. 174-178

Strategy & Relevant Metrics	Cost Overview	Estimated Investment
Focus transportation investments on corridors and intersections with the most serious crashes. <ul style="list-style-type: none"> Make improvements on 3 safety focus corridors and/or intersections per year. 	\$\$ - \$\$\$\$ per mile \$\$ - \$\$ per intersection	\$3,300,000 annually
Address dangerous driving behaviors using design solutions, policy changes, and education efforts. <ul style="list-style-type: none"> 10 curb extensions per year Install 5 left-turn traffic calming measures per year Annual major street traffic calming program 	\$ - \$\$ per location	\$500,000 annually
Establish a quick-build safety program. <ul style="list-style-type: none"> Install at least three quick-build safety projects per year, prioritizing focus corridors and intersections. 	\$ per location	\$75,000 annually
Address critical gaps in the sidewalk system. <ul style="list-style-type: none"> Complete all remaining near-term sidewalk gaps within 3 years Complete all sidewalk gaps on major streets within 7 years 	\$\$ per mile	\$900,000 annually

Strategy & Relevant Metrics	Cost Overview	Estimated Investment
Enhance safety and visibility at mid-block crossings. <ul style="list-style-type: none"> Enhance 25 per year Install 10 new per year 	\$ per location	\$1,200,000 annually
Plan for and build out a network of low-stress bike routes. <ul style="list-style-type: none"> Install new or upgrade 4 miles of bike routes each year Develop a wayfinding system 	\$\$ - \$\$\$\$ per mile	\$900,000 annually
Make intersections safer and easier to navigate for biking. <ul style="list-style-type: none"> Upgrade at least 4 intersections per year 	\$\$ per location	\$600,000 annually
Update and complete the ADA transition plan. <ul style="list-style-type: none"> Complete self-evaluation and update ADA transition plan by 2023. 	\$	\$100,000 one time
Partner with mobility service providers to expand transportation options in Ann Arbor.	\$	\$20,000 annually
Continue increasing transit service to improve frequency and consistency.	\$\$\$\$	\$900,000 annually
Prioritize transit reliability and speed along signature service corridors and at key locations. <ul style="list-style-type: none"> Implement transit-priority treatments on Washtenaw Avenue and Plymouth Road/Fuller Road by 2025. Pilot bus-only lanes downtown by 2023. 	\$\$\$\$ per corridor	\$1,500,000 per instance
Improve multi-modal access to transit stops. <ul style="list-style-type: none"> 100% of bus stops meet ADA standards by 2030 Establish 1 mobility hub by 2023 Create 3 additional mobility hubs by 2030 	\$ per location \$\$ per hub	\$100,000 annually



Additional revisions

1. Traffic calming approach (p. 40)
2. Signal timing discussion (p. 41)
3. Bike network qualification (p. 63)
4. MDOT routes (p. 100)
5. Transit Supportive Zoning (p. 144)
6. Freight strategy (p. 144)



Next Steps

**ANN ARBOR
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TOWARDS VISION ZERO

Next Steps

- Final document edits (Acknowledgements page)
- 12/1 – Planning Commission presentation
- County/Adjacent community review period
- Transportation Commission
- Planning Commission
 - Public hearing
- City Council

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