



# **Speed Management Program Updates**

**ANN ARBOR**  
**MOVING**  
**TOGETHER**  

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**TOWARDS VISION ZERO**

Background

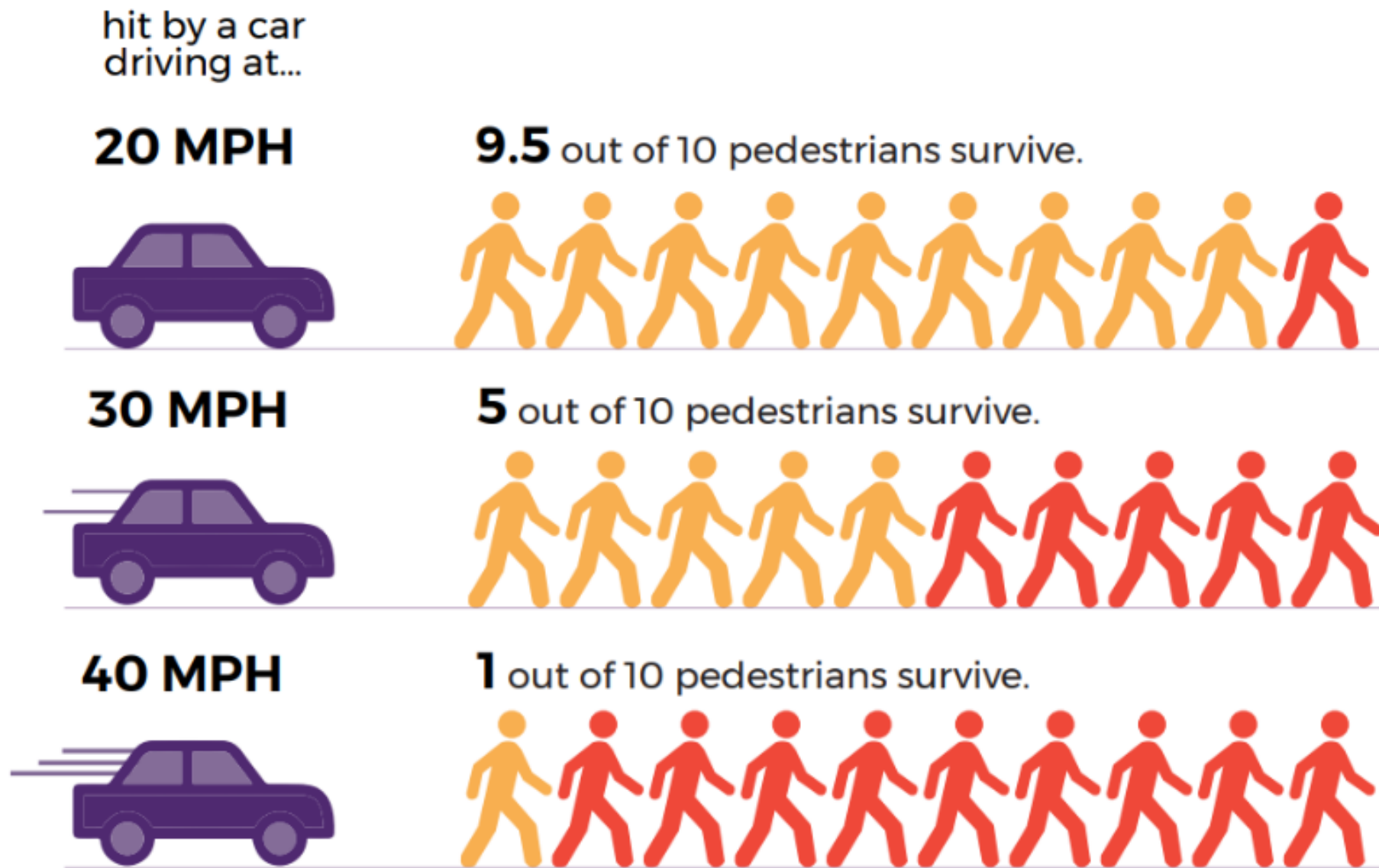
Program Launch

Focus Groups

Next Steps

# Background - Why Speed Management

Vision Zero Goal - eliminate fatalities and serious injuries resulting from traffic crashes by 2025.



Major streets are **25%** of total streets...



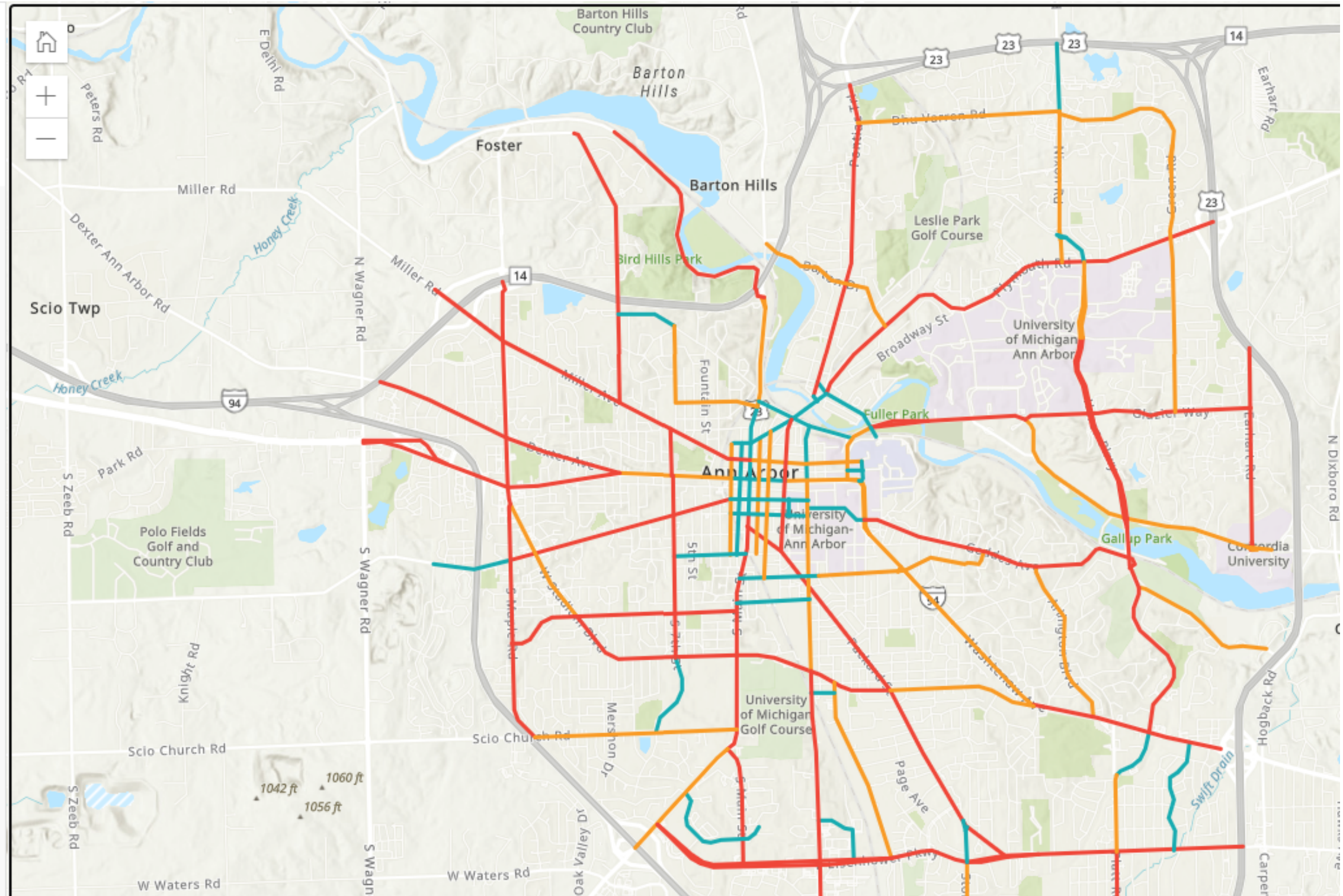
...and witness **89%** of severe & fatal traffic crashes.

# Background - Why Speed Management

[Why Speed Management?](#)   [What are the Tools?](#)   [Where in Ann Arbor?](#)   [Provide Your Input](#)   [Frequently Asked Questions](#)

### Major Streets

- High
- Medium
- Low



# Speed Management Program Launch

## Speed Management Program Comment Form

City staff have been working with a consulting team in the development of a speed management program. As part of this effort, we are asking the public to provide feedback on the process development and tools that could be used to reduce speeds on major streets. The responses collected may be used to develop FAQs (frequently asked questions) and displayed on the Vision Zero website [a2gov.org/visionzero](http://a2gov.org/visionzero).

\* Required

1. What questions do you have? \*

2. Would you like to share comments?

Submit

## Frequently Asked Questions Developed

### How is the Speed Management Program different from the City of Ann Arbor's Traffic Calming Program?

The City of Ann Arbor's [Traffic Calming Program](#) focuses only on local streets, while the Speed Management Program focuses on major streets where the vast majority of severe injury and fatal crashes occur. Major streets need unique speed management solutions because they have more lanes, higher speed limits, and higher traffic volumes.

### Will speed management make people go slower?

Traditionally, speed limits have been set based on the assumption that drivers make decisions based on speed limit laws. In reality, most drivers make decisions based on context cues. The Speed Management Program focuses on changing the actual design of the road, providing the context cues that help drivers operate at a safe and comfortable speed. These ideas have been proven in various case studies, including reduced crashes in Seattle after shortening pedestrian crossing distances and reduced crashes with injuries on New York City wide avenues after installing pedestrian refuge islands and turn lanes. Read about more examples [here](#).

### How are speed limits set? Why not reduce them instead of using speed management tools?

# Speed Management - Focus Group Purpose

Solicit feedback on the **basic approach, tools,** and **information** about the Speed Management Program and how **it works.**

Use engagement to trial **test** the public **endorsement tool,** soliciting feedback on the **usability** and **clarity** of the public endorsement tool, and its **effectiveness** in **providing input.**

Better understand how the **public-at-large** can be **engaged** in an **on-going** manner relative to the speed management program.

# Speed Management - Focus Group Results

Be more deliberate and direct on desired speeds and actual speed of vehicles

Provide updates on recently completed and upcoming projects

On the endorsement tool, provide questions where people can list current concerns/issues they experience

Endorsement maps could be opportunity to show more technical data related to program

Clear statement about how input and endorsements are being used

Add a tracker showing what has been done on priority streets in the tool

For endorsement tool provide identifying the purpose fo the program and tool

Find additional educational opportunities to inform people, especially drivers

# Speed Management - Next Steps

## Speed Management 1.0

- **Locations**
  - High, Medium, Low
  - Ward distribution
- **Treatments** - Deploy temporary devices in consultation with engineering staff and project development team
- **Funding** – SS4A
- **Evaluation** – speed data, crash data
- **Process Graphic** - will be removed temporarily during the pilot testing of the program
- **Project Selection**
  - No local streets will be included
  - Only those streets under the jurisdiction of the City of Ann Arbor
- **Engagement**
  - Inform/Consult model



