

PEOPLE FRIENDLY STREETS

Transportation Commission, July 17th, 2019



Engineering, Evaluation, & Education

- Engineering & Evaluation: 5th Avenue & Detroit Street Project – initial stop compliance study at crosswalks
- Education: Protected bikeway awareness & education
- Next Steps

A2DDA & People-Friendly Street Program



PEOPLE-FRIENDLY STREETS *Will ...*



IMPROVE SAFETY AND COMFORT

A safe and comfortable street for everyone for all modes of travel.



PROMOTE GREEN DESIGN

Improve the City's sustainability by encouraging active transportation, using resources efficiently, and using practices that protect air and water quality.



STRENGTHEN BUSINESSES

Streets designed to increase access to local businesses while supporting commercial operations.



INCREASE ACCESS & CONNECTIVITY

Connects people to where they want to go and makes it easy to get there by foot, bike, car and bus. Designed to encourage people to connect to each other and the community around them.



DESIGN RESPONSIBLY

Keeps people in mind throughout the process. Design streets that make the best use of public dollars for the benefit of all.



CELEBRATE CIVIC LIFE & ACTIVITY

Streets that are fun and interesting and celebrate the character of downtown. They invite you to linger, to talk to your neighbors and to shop.

A2DDA & People-Friendly Street Program



PEOPLE-FRIENDLY STREETS *Will ...*



IMPROVE SAFETY AND COMFORT

A safe and comfortable street for everyone for all modes of travel.

VISION ZERO INITIATIVE

No loss of life is acceptable.

City council resolution of support for the Vision Zero initiative in 2017

- *Whereas, City Council has adopted a Vision Zero policy, which prioritizes human lives above all other considerations, including motor vehicle travel time; and*
- *Whereas, Vision Zero seeks to minimize consequences of inevitable human errors in the transportation system;*

People-Friendly Street Projects

First & Ashley Project

Design & Feasibility Phase: 2018
Engineering: 2019
Construction: 2020

- Two-Way Restoration
- Protected bikeway
- Safety Improvements

Fifth & Detroit

Design Completed: 2017
Construction: 2018

Huron Street (3rd to Division)

Design Phase: 2018
Construction: 2019

- Streetscape
- Safety Improvements

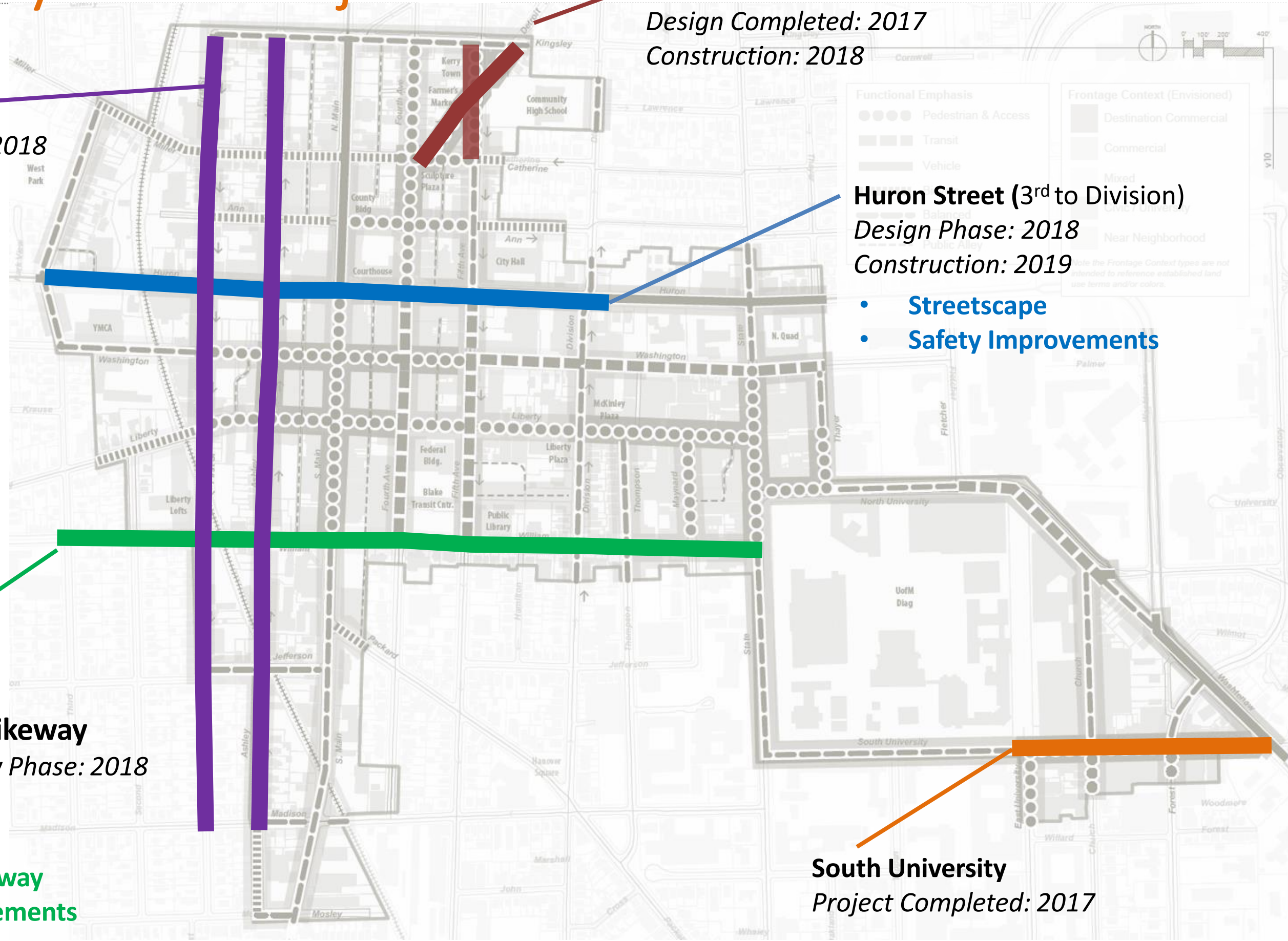
William Street Bikeway

Design & Feasibility Phase: 2018
Engineering: 2019
Construction: 2020

- Protected bikeway
- Safety Improvements

South University

Project Completed: 2017



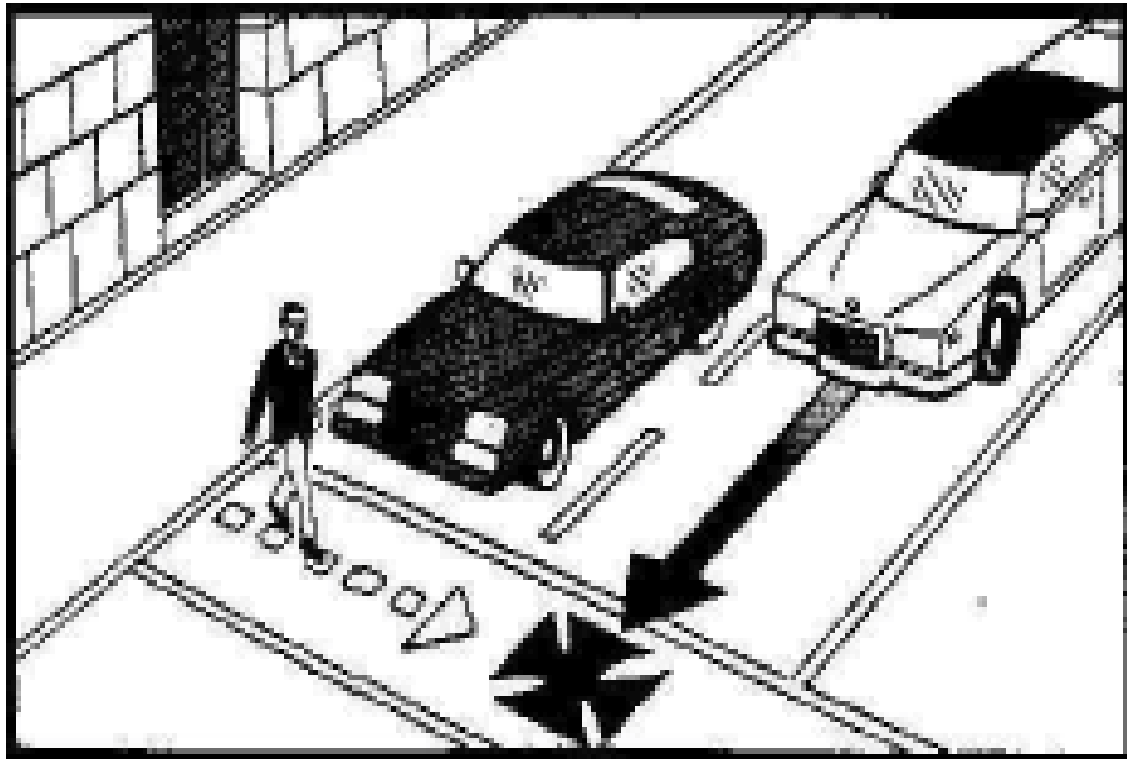


Crosswalk Update – Stop Compliance Evaluation

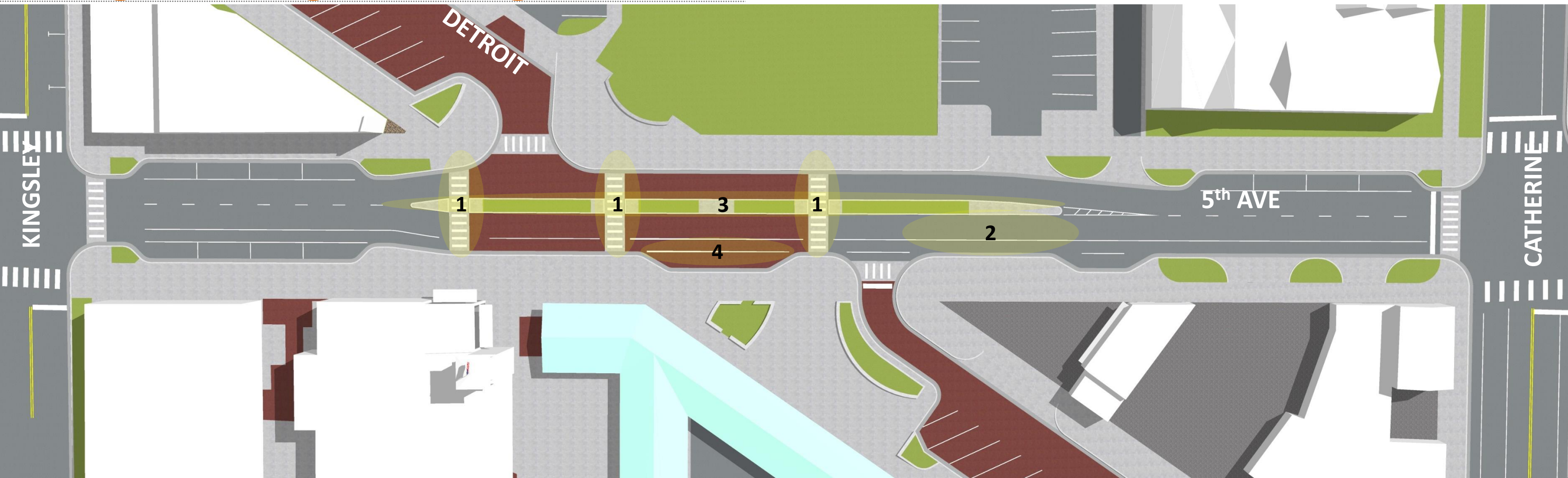
Conditions Before:

- Too few crossings
- Wide lanes and extensive roadway surface
- Poor street, sidewalk, & crosswalk conditions
- Risk of “double-threat”

Community High School Staff & PTO, AAPS Traffic Safety Committee, Old 4th Ward, Kerrytown District Association and shared safety concerns & supported a new design.



Design & Engineering Intent



- 1. Crosswalks** – Three distinct locations in the pedestrian “desire” path. Concrete for higher visibility/contrast against brick. Gateway markers to guide and slow cars.
- 2. Median** – Narrows the roadway/helps to slow cars, further highlights crosswalk visibility, provides a safe place to wait in the case of a double-threat

Evaluation Details:

Pre-construction evaluation:

- May 2016; CHS in session
- AM & PM peak hour counts

Construction began in 2018

Post-construction evaluation:

- June, 2019; CHS in session
- AM & PM peak hour counts
- Construction was substantially complete.
- Snapshot during a break in construction. Traffic patterns may still be adjusting, will re-evaluate in Fall 2019



Before: May 2016 (PM)



<https://drive.google.com/file/d/1rchQtwAJQpWq5v-GKwfISRfkQ2Dsm2-T/view?usp=sharing>

After: June 2019 (PM)



https://drive.google.com/file/d/1-kd6CEf_IJ6Efx_f9_3A3AGjVLDMSMEN/view?usp=sharing

How did design & engineering affect behavior?



Before Study:

50% of people crossed with a vehicle present.

Of those:

- 52% of people were prevented from crossing because the car driver did not stop

In total 72% of people were able to cross because there was no car present or the driver stopped



After Study:

42% of people crossed with a vehicle present.

Of those:

- Only 3% of people were prevented from crossing because the car driver did not stop

In total nearly 99% of people were able to cross because there was no car present or the driver stopped

Before Improvements:

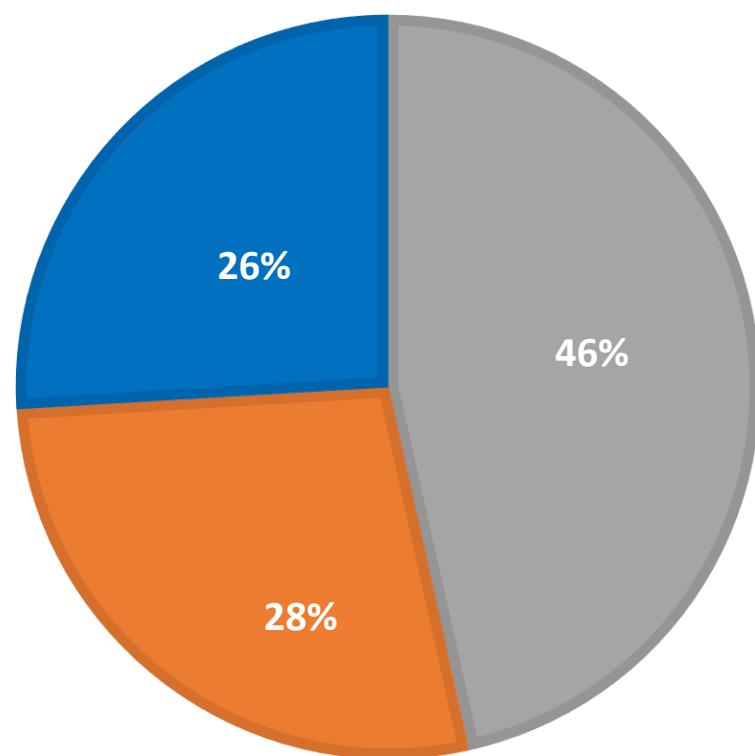
After Improvements:

Legend

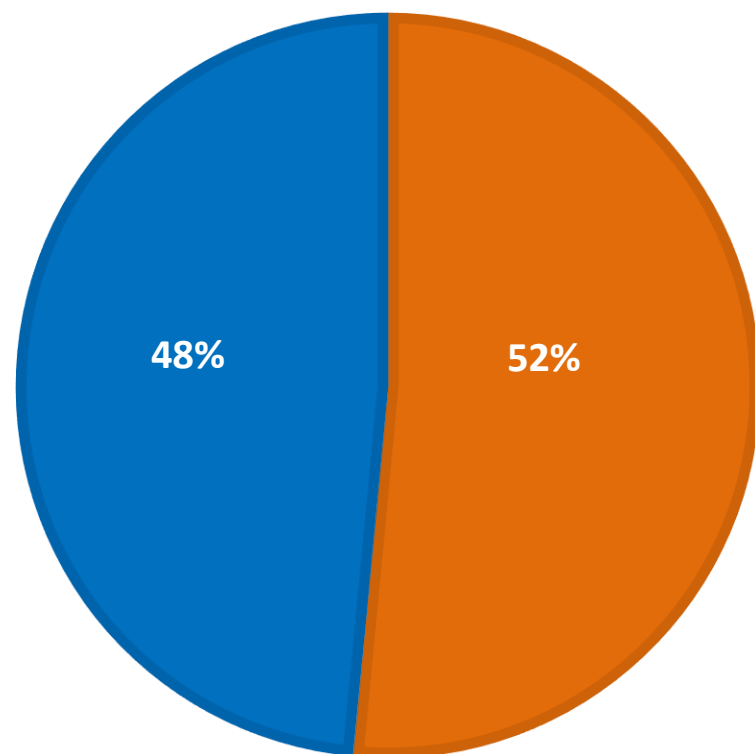
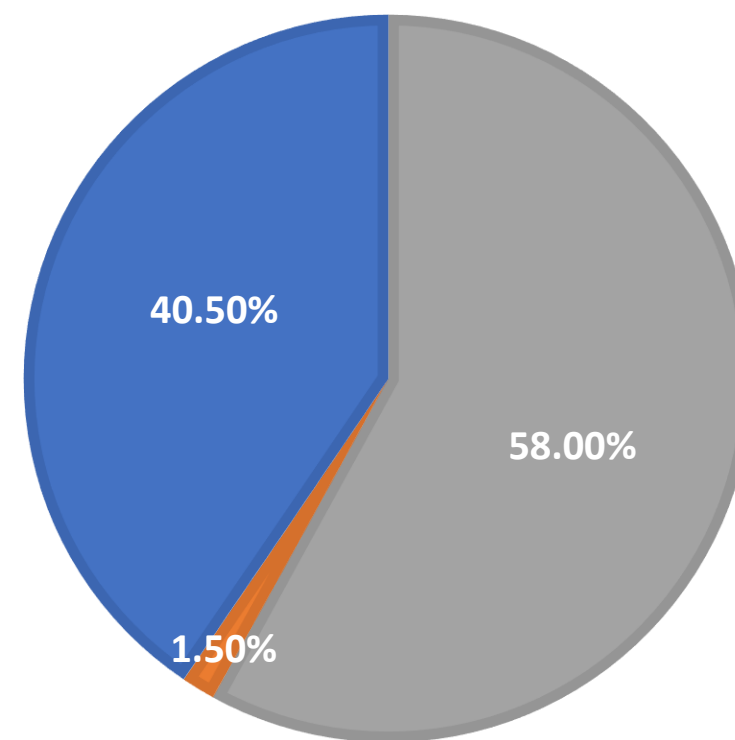
■ Crossed Without a Vehicle Present

■ Driver Did Not Stop

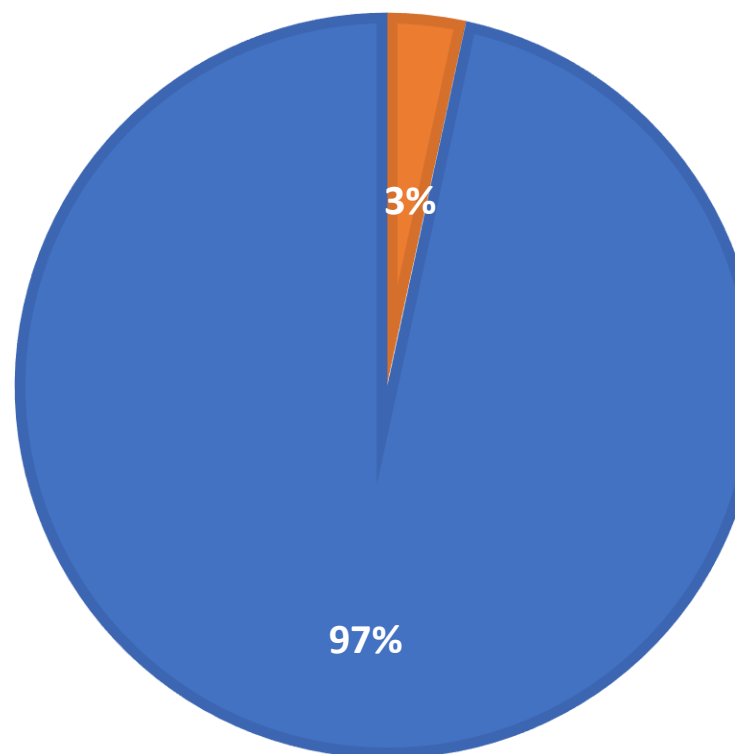
■ Driver Stopped



All Crossing Conditions



Crossing With a Vehicle Present



Next Steps

- Construction substantially complete, punch list items remain
 - Additional bike parking & brick quality control
- Conduct a full transportation evaluation in Fall 2019 – stop compliance, speed, volumes



Protected Bikeway Update— Awareness & Education

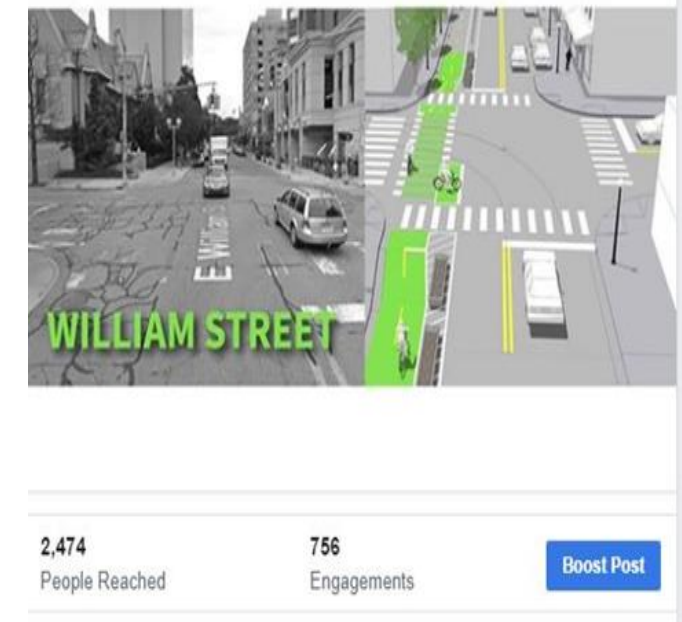
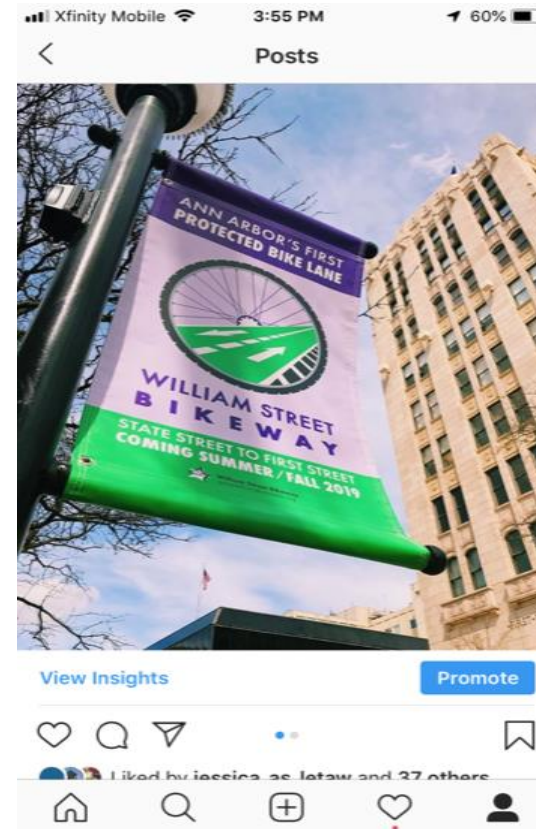
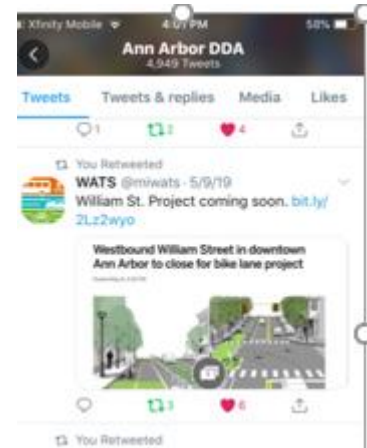
Outreach Objectives

- Build awareness of the installation of Ann Arbor's first protected bike lane
- Educate about key new road elements and rules of the road



Build Awareness

Campaign launch January 2019



Build Awareness

ANN ARBOR

Ann Arbor to install first two-way protected bike lane this spring

Posted Jan 6, 2019



Main and Huron streets in downtown Ann Arbor on May 31, 2018.

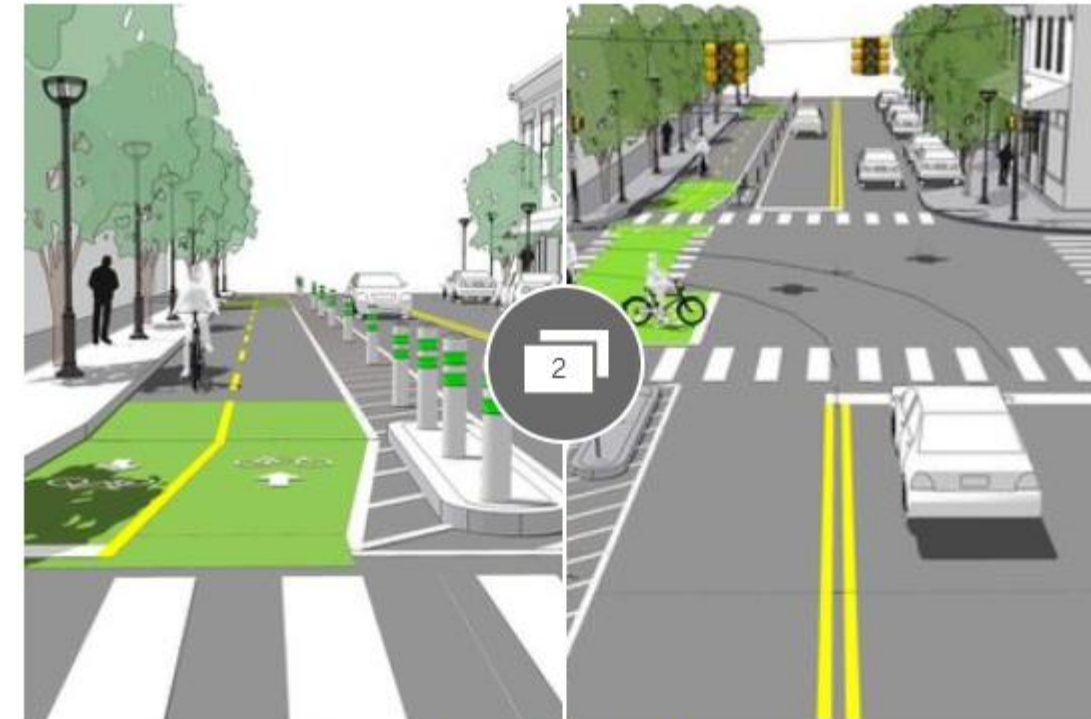
157     353 shares

By [Dana Afana | dafana@mlive.com](#)

ANN ARBOR, MI - The city is gearing up to install its first protected two-way bike lane this spring.

Westbound William Street in downtown Ann Arbor to close for bike lane project

Posted May 8, 2019



Gallery: Renderings of Ann Arbor's William Street bike lanes

37     525 shares

By [Dana Afana | dafana@mlive.com](#)

ANN ARBOR, MI -- The westbound lane of William Street between State and Division streets downtown will close for construction beginning

Build Awareness

concentrate

EMILY BENDA | WEDNESDAY, JANUARY 16, 2019

Ann Arbor plans network of protected bike lanes, beginning construction this spring

SHARE       Like 141



Concept art for the William Street protected bike lane.

Ann Arbor DDA

ADVERTISEMENT



NEWSLETTER SIGNUP

ADVERTISEMENT



ALL ABOUT ANN ARBOR

Here's what Ann Arbor's first protected bike lane will look like

Project expected to break ground in May

By **Meredith Bruckner** - Community News Producer

Posted: 3:06 PM, February 07, 2019

Updated: 3:06 PM, February 07, 2019



Design for protected bike lane on William St. (Courtesy: Ann Arbor Downtown Development Authority)

    Shares: 3,549

ANN ARBOR - Ann Arbor's Downtown Development Authority will begin work on the city's first protected two-way bike lane on William Street following the University of Michigan's opening

Build Awareness

The William Street Protected Bikeway: New To Ann Arbor This Fall

What Is The William Street Bikeway?

Set to be unveiled sometime this coming fall, [The William Street Bikeway](#) will create a protected bike lane for cyclists looking to bike into downtown for fun or for those who commute into downtown or to the University of Michigan Central Campus from the surrounding neighborhoods.

It is the [Downtown Development Authority \(DDA\)](#) of Ann Arbor's latest initiative to support commuter and recreational bike ridership in downtown Ann Arbor through their "[people-friendly streets](#)" campaign!

The William Street Bikeway will incorporate a protected bike lane which will include a physical barrier, lane re-striping, and signal changes that will get rid of some of William Street's confusing lane shifts. This protected bike lane will be constructed on the north side of William Street from State Street to First Street and then will transition into an advisory lane from First Street to Fourth Street.



Build Awareness

Lamp Post Banners



Interior Bus Advertising



Build Awareness

June Observer



Pedicab Advertising



Build Awareness and Educate

Local events

- Bike to School Day
- National Bike Month
- Bike to Work Week
- Taste of Ann Arbor
- Mayor's Green Fair
- Ann Arbor Pride
- Sonic Lunch?





ANN ARBOR'S FIRST PROTECTED BIKE LANE

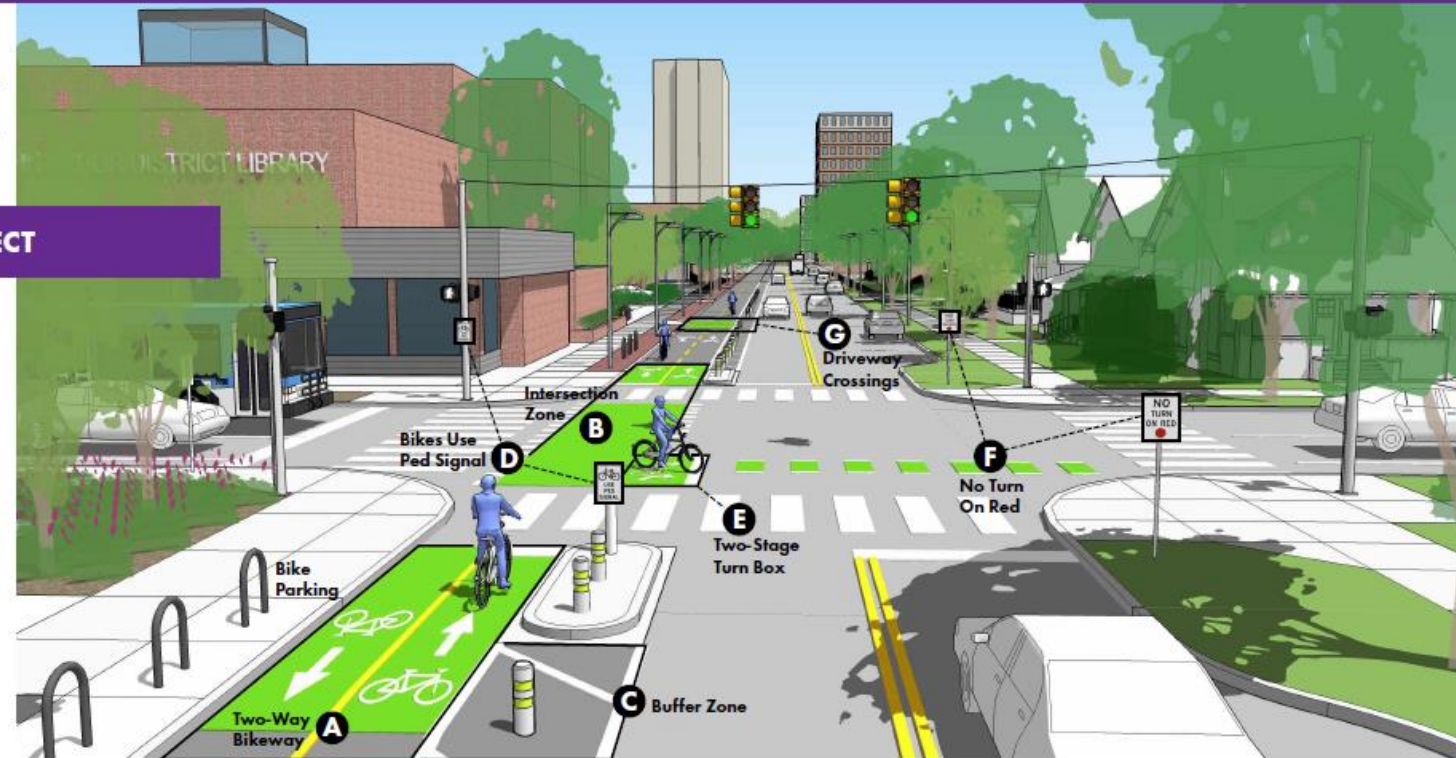
STATE ST.
TO FIRST ST.

FALL 2019

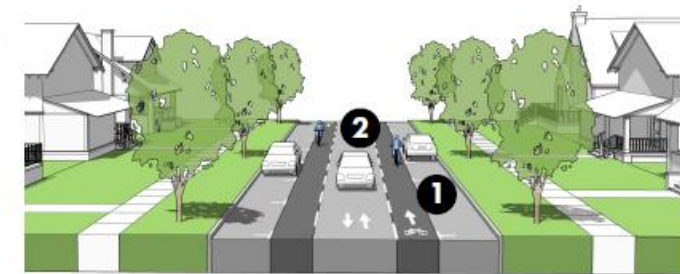
WILLIAM STREET BIKEWAY

ABOUT THE PROJECT

- The William Street Bikeway provides a separated and protected space for people on bikes to travel.
- Street improvements make it safer for all users - whether driving, bike riding, walking, or taking the bus.
- Other improvements include watermain repair and road resurfacing.



DDA PEOPLE-FRIENDLY STREETS



1 WILLIAM STREET ADVISORY BIKE LANES

- Advisory bike lanes are dashed bike lanes that allow bike lanes on narrow streets.
- Advisory Bike Lanes will be installed on William Street west of First Street in residential areas.

2 SHARING THE ROAD & YIELDING

- Two-way car traffic drives towards the center of the street, just like other narrow residential streets.
- When there is on-coming car traffic, people in cars move into the bike lane to safely pass, yielding to people on bikes.

A TWO-WAY BIKEWAY

- Bike lanes for people on bikes traveling in two directions.
- Stay in right lane unless passing.
- No parking allowed in bike lane.

B INTERSECTION ZONE

- Green paint near and through intersections alert people in cars and on bikes to proceed with caution and watch for other users.

C BUFFER ZONE

- The buffer zone of the bikeway provides visual and physical separation from vehicle lanes and the bikeway.
- Posts provide a barrier to inhibit vehicles from entering the bikeway.

D BIKES USE PED SIGNAL

- People on bikes use the pedestrian crosswalk signals where present.
- STOP when Don't Walk is active.
- GO when the Walk sign is active.
- Proceed with caution when blinking.
- Always be alert when crossing.

E TWO-STAGE TURN BOX

- Turn boxes provide a safe location for people on bikes to wait before turning onto a cross street.
- Enter turn box and wait for signal to proceed.

F NO TURN ON RED

- Intersections with bikeways are NO TURN ON RED for vehicles.
- NO TURN ON RED protects people on bikes and pedestrians that are moving through intersections.

G DRIVEWAY CROSSINGS

- Green stripes at driveways alert people in cars and on bikes to watch for other users.

This project is brought to you by the Ann Arbor Downtown Development Authority in partnership with the City of Ann Arbor. For more information on the project please visit: www.peoplefriendlystreets.org

Distribution to 750 families through Safety Town

August Observer

Four 72w x 48h signs along William Street

ANN ARBOR'S FIRST PROTECTED BIKE LANE
STATE ST. TO FIRST ST.
FALL 2019

WILLIAM STREET BIKEWAY

ABOUT THE PROJECT

- The William Street Bikeway provides a segregated and protected space for people on bikes to travel.
- Street improvements make it safer for all users - whether driving, bike riding, walking, or taking the bus.
- Other improvements include watermain repair and road resurfacing.

PEOPLE-FRIENDLY STREETS

- WILLIAM STREET ADVISORY BIKE LANES**
 - Advisory bike lanes use painted bike lanes that include where appropriate, white bollards.
 - Advisory bike lanes are west of First Street to residential areas.
- SHARING THE ROAD & YIELDING**
 - When using the William Bikeway, please use the right-of-way and yield to pedestrians.
 - When there is a conflicting traffic light, stop and wait for the light to turn green for bikes.
- TWO-WAY BIKEWAY**
 - Bike lanes for people on bikes, walking, and pushing.
 - Stay to the right when passing.
 - No parking allowed in bike lane.
- INTERSECTION ZONE**
 - Green paint near and through intersections alert people to cars and so bikes to proceed with caution and watch for other cars.
- BUFFER ZONE**
 - No buffer zone of the bikeway, provide a buffer zone between the bikeway and the sidewalk.
 - Provide a buffer zone to allow vehicles from entering the bikeway.
- BIKES USE PED SIGNAL**
 - People on bikes use the pedestrian (diamond) signal when passing.
 - STOP when the Walk signal is active.
 - GO when the Walk sign is active.
 - Proceed with caution when blocking.
 - Always be alert when passing.
- TWO-STAGE TURN BOX**
 - Bike lanes provide a safe location for people on bikes to wait before turning onto a cross street.
 - Take turn box and wait for signal to proceed.
- NO TURN ON RED**
 - Intersections with bikeways are NO TURN ON RED for vehicles.
 - NO TURN ON RED prohibits people on bikes and pedestrians from turning through intersections.
- DRIVEWAY CROSSINGS**
 - Green stripes at driveway alert people to cars and so bikes to watch for other users.

This project is brought to you by the Ann Arbor Downtown Development Authority in partnership with the City of Ann Arbor. For more information on the project please visit: www.peoplefriendlystreets.org

COMING SOON ANN ARBOR'S FIRST PROTECTED BIKE LANE

WILLIAM STREET BIKEWAY

A two-way protected bike lane is under construction on William Street. Protected bike lanes make roads safer for people on bikes, in cars and people on foot. For more information, visit PeopleFriendlyStreets.org

STATE/FIRST STREET PeopleFriendlyStreets.org



Educate

- Michigan & State Theater onscreen ads
- MLive
- Ann Arbor Public Schools
- Ann Arbor District Library
- Ann Arbor Police Department
- Ann Arbor Transportation Commission
- Commission on Disability Issues
- City of Ann Arbor
- getDowntown Program
- Neighborhood Associations
- Michigan Daily poster distribution
- AAATA exterior and interior bus ads
- CTN PSA
- CTN FYI segment
- Public Radio Sponsorship
- Church Bulletins
- Bike Shops
- DDA Monthly Newsletter
- 2020 Community Events
- Bicycle Alliance of Washtenaw
- Washtenaw Bicycling & Walking Coalition
- Co-hosting Movie with Panel Discussion at Michigan Theater
- 1290AM
- 107.1FM
- Lamp post banners
- Across the street banner on Main Street
- All educational materials and videos will live on the People-Friendly Streets website. All materials and posts will point to website for detailed information
- City of Ann Arbor Community Engagement Toolkit
- Grand Opening Event

Next Steps

- Develop individual educational pieces consistent with comprehensive overview
- Work with community partners to continue to explore opportunities to distribute educational materials
- Transition educational materials to incorporate on location instruction and video once the Bikeway is operational