

Ann Arbor's Healthy Streets 2021



Raymond Hess,
Transportation Manager

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Transportation Commission

February 17, 2021

Timeline

- Transportation Commission made recommendation
December 2020
- City Council authorized design funding (\$40k) Jan 2021
- Finalizing contract with design consultant this week
- Go out to bid in March (*tentative*)
- Target is to bring something back for Council
consideration in April (*tentative*)

Neighborhood Slow Streets

(subject to change)

- 26 Local Neighborhood Streets are suggested to be carried forward
- Design firm and Transportation Commission subcommittee will assist identify modifications from last year's deployment
- Will take additional recommendations for new deployments via online tool

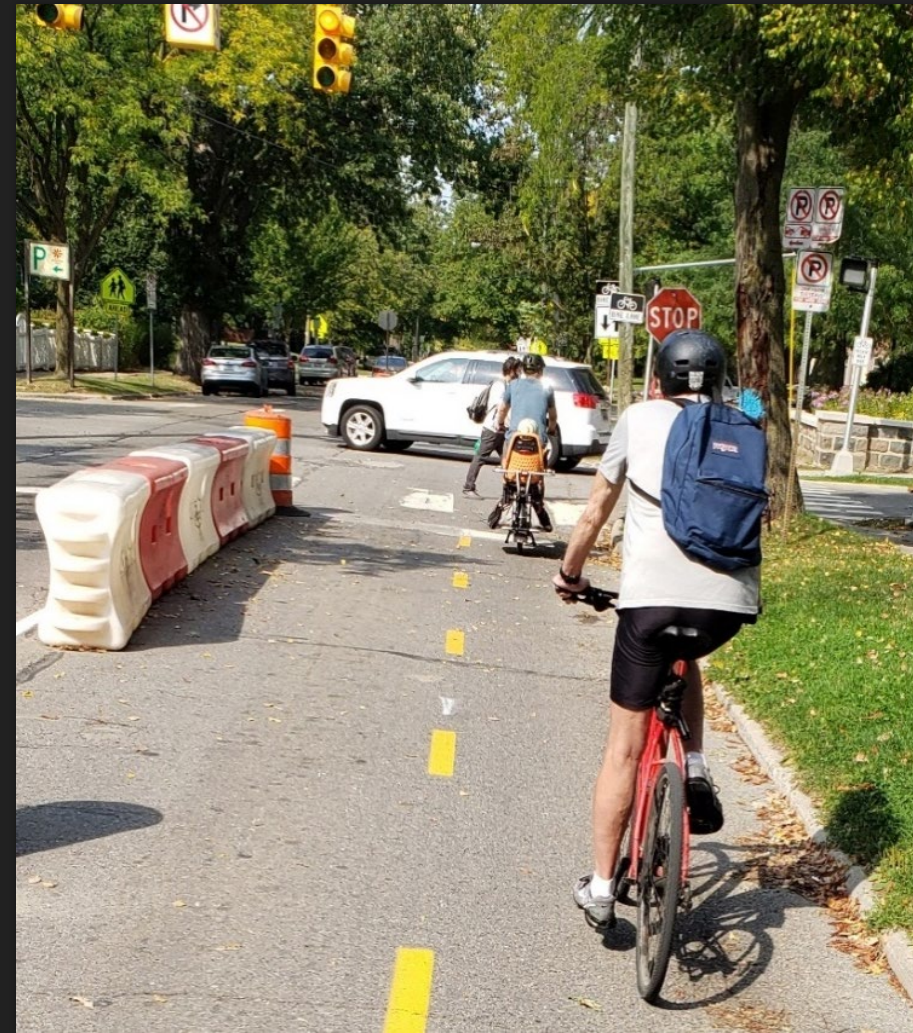


Major Streets Reconfigurations

(subject to change)

Anticipated to include:

- Main Street (William to Stadium) - 4 to 3 lane reconfiguration with protected bike lanes
- E. Packard (Eisenhower to Platt or beyond) – configuration to be determined
- Packard (State to Hill) – permanent bike lane
- Division (Packard to Catherine) – DDA to consider permanent installation in 2021 similar to 2020 configuration (pending)



Major Streets Reconfigurations

(subject to change)

Anticipated to *NOT* include:

- Broadway bridge Swift/Pontiac – bridge construction and lack of connection to Division makes this less viable
- Catherine/Miller – DDA will consider permanent deployment in future year as part of People Friendly Streets (PSF)
- North University/State – DDA will consider permanent deployment in future year as part of PSF



Major Streets Reconfigurations

(subject to change)

Other considerations:

- Online tool will be broadened to receive different types of input. Equity focused outreach needed.
- Data collection is part of design contract
- Transportation Commission subcommittee input
- Deployment materials are expected to be different



Questions?



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