

# Evaluation and Planning “E” DRAFT

Transportation Commission

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Adapted from the League of American Bicyclists- Evaluation & Planning: Planning for a safe and viable transportation system

Metrics are essential. A comprehensive active transportation master plan, combined with dedicated funding and active citizen/organizational support, is the foundation of a great multi-modal community – indeed, progress without it is difficult. A successful plan focuses on developing a seamless active transportation network that emphasizes short trip distances, alternative transportation trips, and is complemented by encouragement, education and enforcement programs to increase usage. A dedicated program coordinator and an effective advisory committee can play an important role in helping decision makers create, implement, and prioritize active transportation programs and policies.

**Commented [CK1]:** Evaluation should continue to report on progress in attaining our goals and plans. Evaluation should also be used as a diagnostic tool to address area-wide, corridor and/or spot issues that emerge. Data collection and evaluation provide insights to addressing concerns. The evaluation framework should be designed to provide ongoing and continuous feedback; implement improvements or education programs, evaluate changes resulting from such implementation and work towards continuous improvements that further increase the success of the metric.

Other possible evaluation metrics can address increased mode share, decreased congestion, reduced parking demands and user comfort and/or satisfaction.

**Commented [CK2]:** A draft definition/description is provided here for consideration. You may want to use this, or something similar, for your report.

## Methodology

1. When the population size is small, such as pedestrian crashes in the City of Ann Arbor, then the most effective action is to evaluate each crash site against best-practice standards and make improvements. For example: Crosswalk illumination – positive-contrast lighting is more effective, per 2008 FHWA report.
2. Next evaluate crash data. What data are needed? (Crashes, as well as close calls)
3. Other ideas?

## What to consider in making data-driven decisions in evaluation process

- Timing of evaluation
- Benchmarking
- Experts and scientific reports
- Federal Highway Administration & Manual of Uniform Traffic Control Devices
- National Association of City Transportation Officials (NACTO)
- Engineering standards and best-practices (various governmental and advocacy groups such as Michigan, SEMCOG, WATS and the League of American Bicyclists)
- Vision Zero principles
- Best practices worldwide, especially Europe

## Examples:

### Immediate and mid-term evaluation (feedback)

- Consider electronic radar speed signs and speed limit signs– displays the driver’s speed and captures speeds for later analysis. Drivers are reported to slow down up to 80% of the time. Further evaluation needed. (We must design the roadway for the desired speed and behavior, but electronic radar signs may be a low-cost, interim solution.)
- Study communities that defy trends, such as NYC and Grand Rapids.
- Continuously evaluate monthly crash data for Ann Arbor

### Long-term evaluation

- Compare Ann Arbor 10-year crash data with peer-city, state and federal crash data

**Relevant Comments:**

- Cost Benefit Analysis – not always relevant with Vision Zero
- Uniform signage, markings and roadway design
- Refuge islands
- 3-D crosswalks
- Other ideas \_\_\_\_\_
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