



ANN ARBOR
MOVING
TOGETHER

TOWARDS VISION ZERO



Safe Streets for All

Transportation Commission Presentation

February 19, 2025

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Background Context

Background Context

Moving Together Transportation Plan

The Ann Arbor **Moving Together Toward Vision Zero** (MTTVZ) Comprehensive Transportation Plan adopted by City Council in June 2021, set strategies that undertaken collectively will create safer streets throughout Ann Arbor.

Five community values were formed through extensive community engagement that shaped the strategies in the plan and will guide future transportation investments:



Safety



Mobility



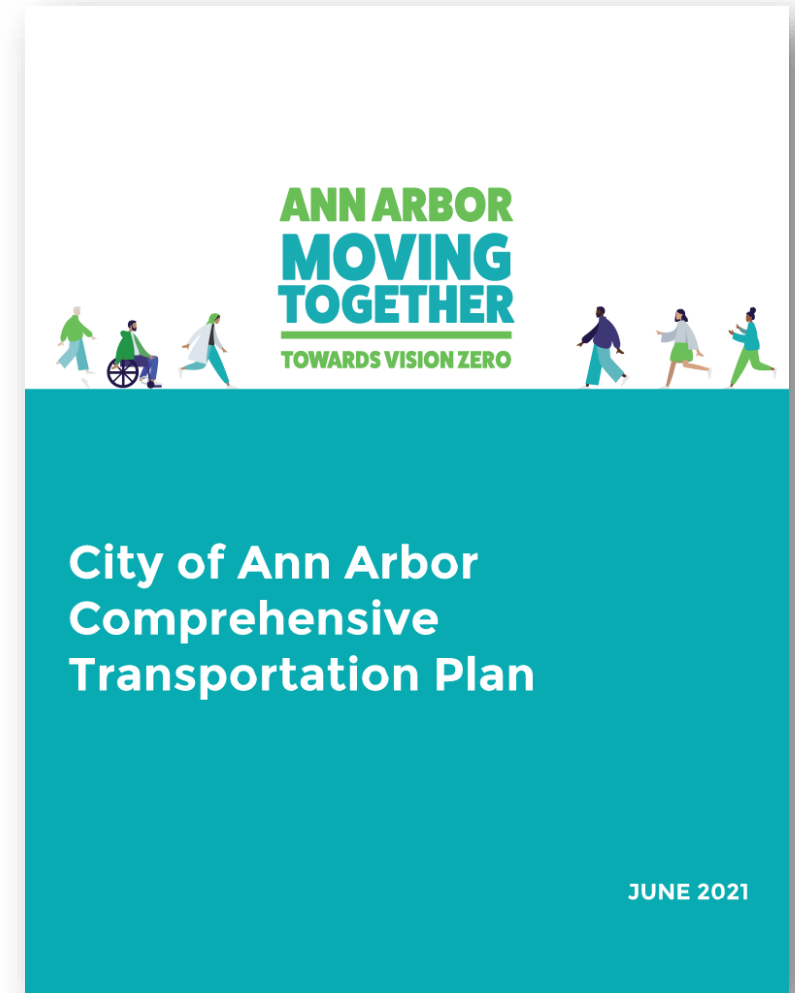
Accessibility
for All



Healthy People &
Sustainable Places



Regional
Connectivity



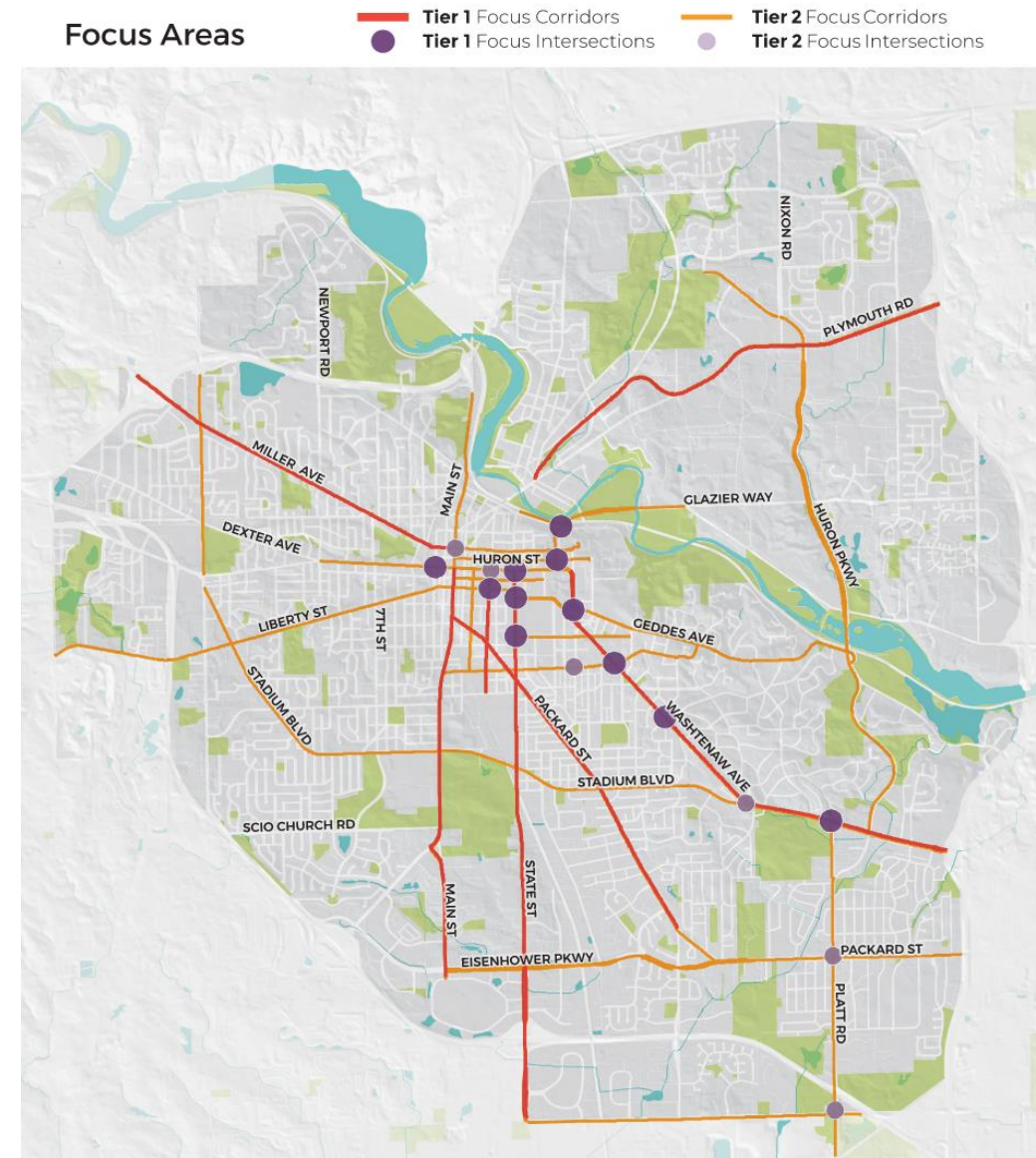
Background Context

Moving Together Transportation Plan

The five values help guide the city's actions towards two key critical goals:

Vision Zero: No one dies or is seriously injured in crashes on Ann Arbor's streets. By 2025, we have all worked together to eliminate fatalities and serious injuries resulting from traffic crashes.

Carbon neutrality: Our transportation system contributes zero emissions towards climate change. By 2030, we have transitioned to a carbon neutral transportation system



Map of the Tier 1 & 2 focus intersections and corridors to prioritize safety improvements.

Background Context

Vision Zero Action and Implementation Plan (2022-2023)

1. Initial phase of implementing recommendations from the MTTVZ Plan
2. Established a **Speed Management Program** for major streets
3. Implemented seven (7) **Quick Build 1.0 Projects**. Built in 2023.
 - *First round of implementation to (a) make progress on priority intersections / locations and (b) inform future quick build and long-term treatments.*



Green pavement markings
for bicyclists

Bump outs reinforced with
city posts



Prominent green paint
markings for bicyclists

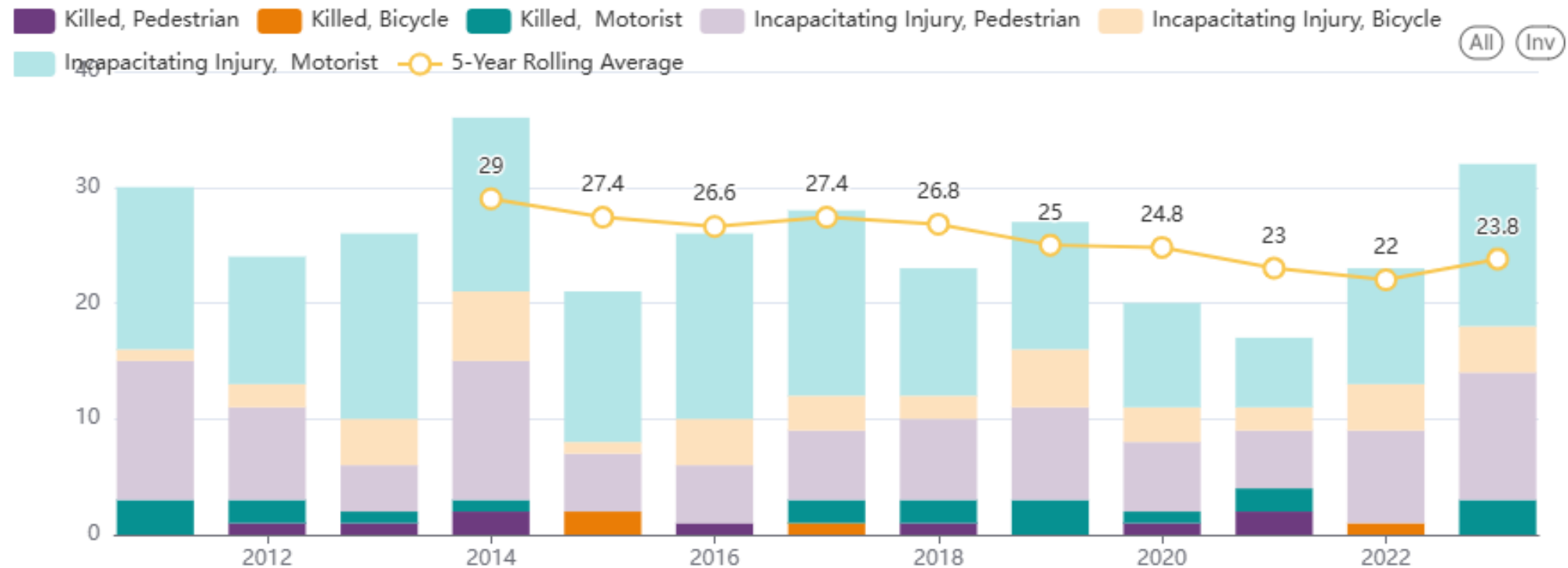
Hardened centerline
at turn lane

Background Context

Safety Trends

Source: [2023 Annual Snapshot StoryMap](#)

Fatal and Incapacitating Crashes by Year and Mode

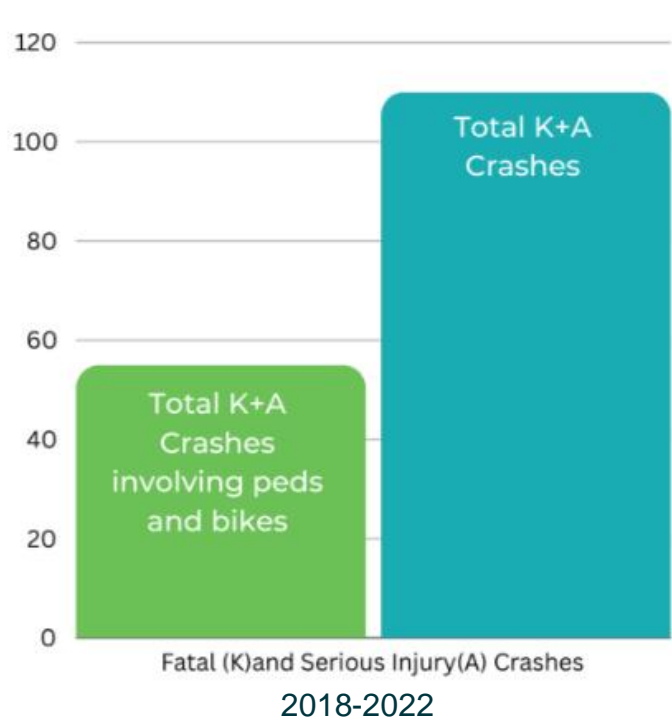


Coming out of the pandemic, overall crash rates have increased in the city due to a confluence of factors – stressing the need to continue to invest in safety improvements system-wide

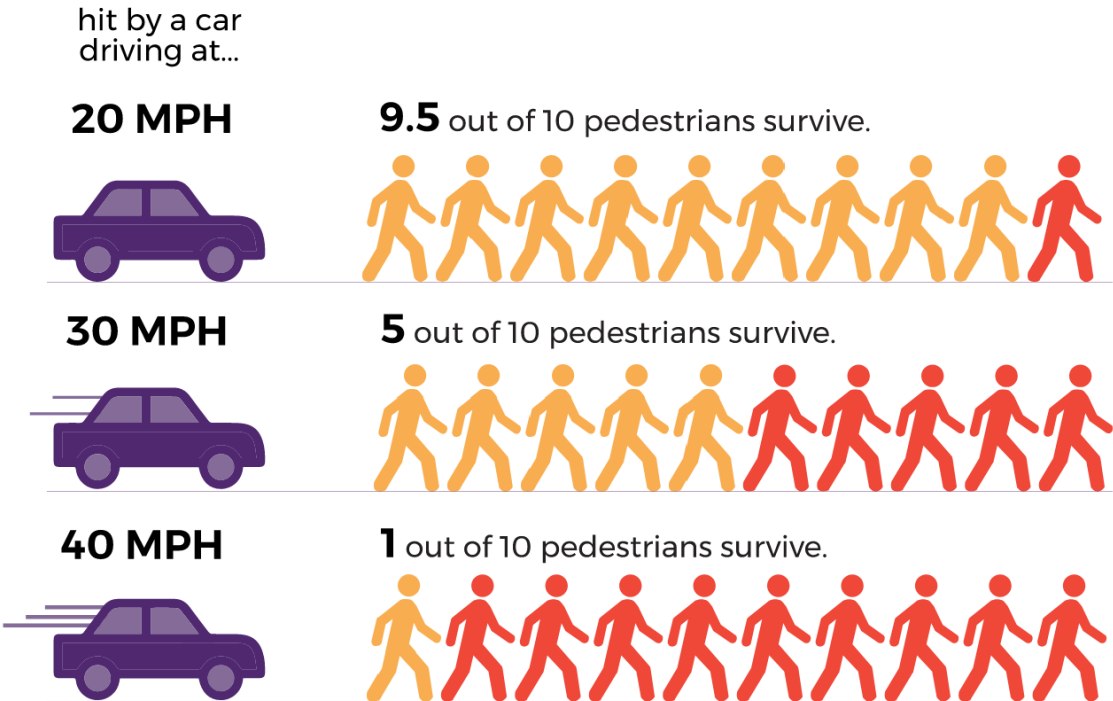
Background Context

Safety Trends

The Vision Zero goal is to eliminate fatalities and serious injury crashes. Vulnerable users, including people walking and biking, are more at risk. Slowing vehicle speed is best tool we have for reducing the severity of crashes.



Source: [2023 Annual Snapshot StoryMap](#)



Source: [2023 Annual Snapshot StoryMap](#)



Safe Streets for All

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Safe Streets for All Project Page

Project Overview

\$3.8M Federal grant award for the following THREE elements:

1. Design and implementation of the **second round of quick-build safety improvement projects** across key corridors and intersections in the city.
2. Advancing the city's **speed management program** on major streets.
3. Conducting **near miss video analytics** using Gridsmart cameras to better understand safety concerns.

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Anticipated Project Benefits

This project is anticipated to lead to the following specific outcomes to work towards Ann Arbor's Vision Zero goal.

**Reduction in severe
& fatal crashes on
project corridors**

**Reduction in
crashes for
vulnerable road
users**

**Reduction in vehicle
speeds (e.g. % of
vehicles driving
above the speed
limit)**

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Anticipated Project Benefits

This project is anticipated to contribute to the following strategies in the MTTVZ Plan:

High Crash Locations

Make improvements on 3 safety focus corridors and/or intersections each year.

Address Dangerous Behaviors

Install 4 centerline hardening/slow turn wedge treatments per year.

Quick-build

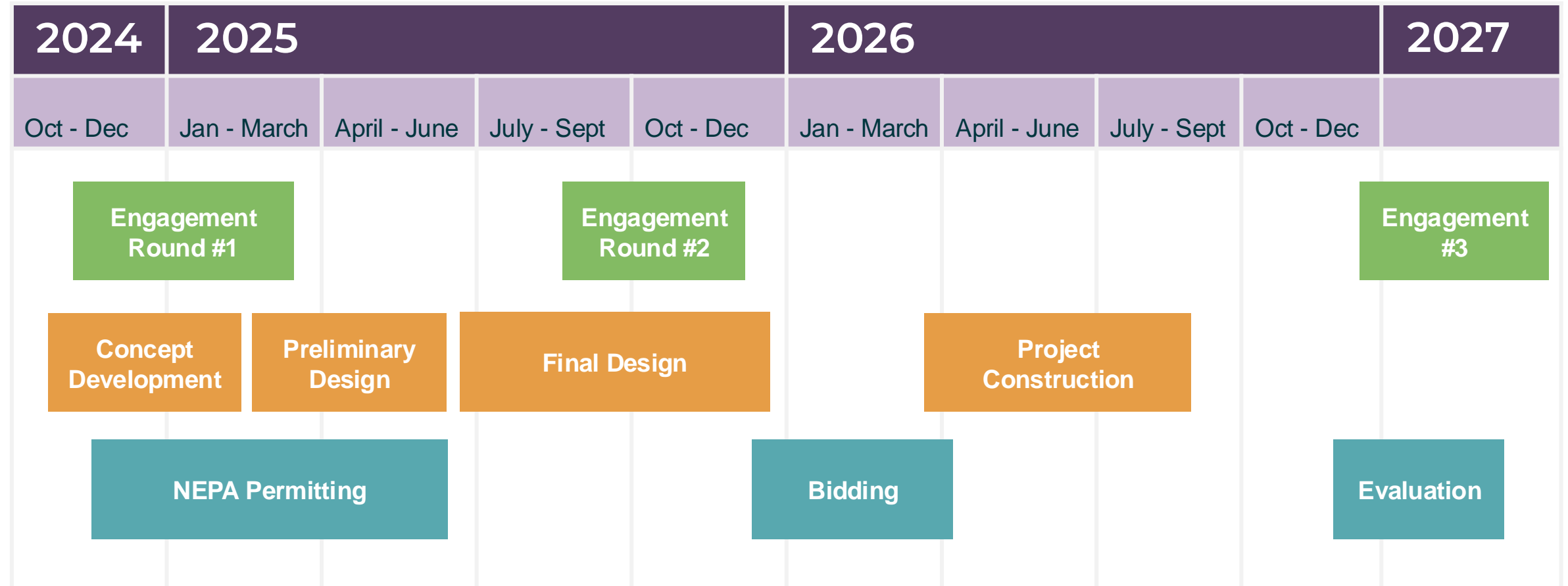
Install at least three quick-build safety projects per year, prioritizing focus corridors and intersections.

Bike Routes

Install 5 miles of new or upgraded, all ages and abilities routes each year.

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Project Schedule



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Engagement Approach

- Builds on prior engagement.
- Informs the community about the projects, timeline for implementation and their intended impact.
- Focuses on implementing improvements where needs were identified.
- Provides an opportunity for feedback and comment on proposed designs



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Engagement Phase 1

- High-level, introductory presentation posted to project website
- Staff hosted virtual office hours on January 7, 2025
- We received **103** responses to a brief survey through January 31, 2025

Range of support for quick-builds and safety treatment more generally.

Enthusiasm for more transformative and holistic change to make streets safer.

Demonstrated safety concerns for all users on the selected quick-build corridors.

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Project Considerations

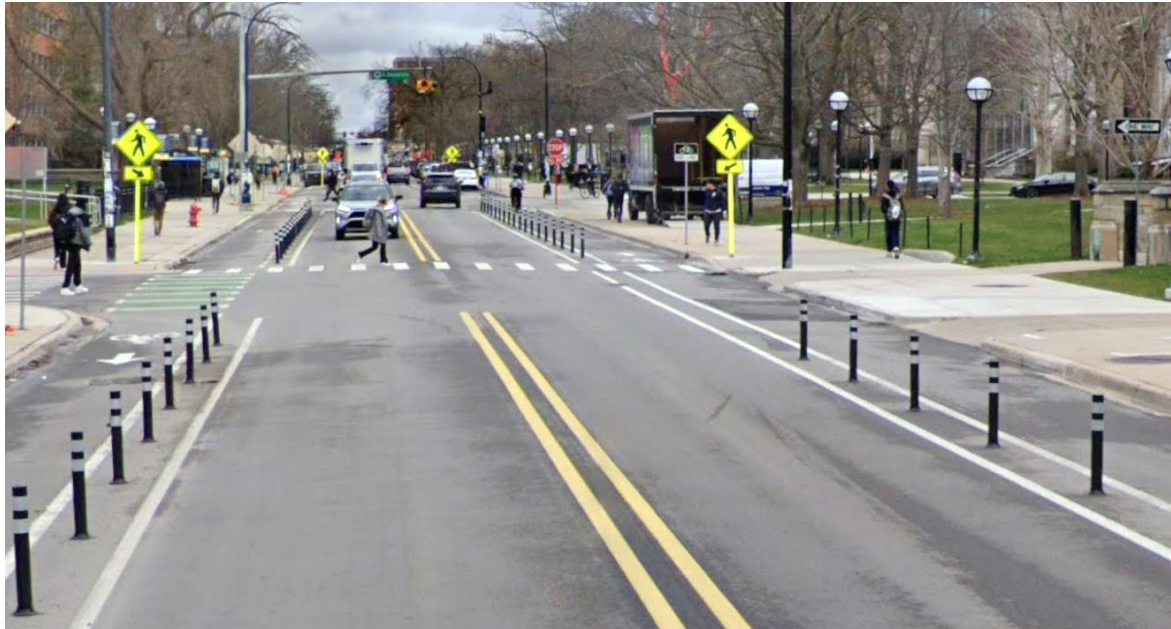
Project must be installed
and evaluated by
July 31, 2027

All infrastructure installed
through the project must
be "temporary" in nature

The project must comply
with the National
Environmental Protection
Act (NEPA) and National
Historic Preservation Act
(NHPA)

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Proposed Quick Build Treatments



Buffered Bike Lanes & Delineator Posts

- Buffers added to existing bike lanes increase separation from vehicles and calm vehicle speeds.
- Delineator posts added to painted buffers of bike lanes further improve separation and reduce vehicle speeds.



Bike Boxes

- Bike boxes increase bicyclist visibility to drivers and more comfortably facilitate left turning bikes.

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Proposed Quick Build Treatments



Intersection Conflict Markings

- Green paint indicates conflict points to both drivers and bicyclists to promote greater awareness.



Pedestrian Crossing Gateways

- Pedestrian gateways remind drivers of the law to stop for pedestrians in a crosswalk and alert drivers to the potential of people crossing at that location.

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Proposed Quick Build Treatments



Paint & Post Bump Outs

- Painted zones and delineator posts create bump outs at intersections. Reduces pedestrian crossing distance and slows vehicle turning speeds through the intersection.



Hardened Centerlines

- Posts and/or rubber humps along the centerline of the road guide turning vehicles along safe paths through the intersections to reduce conflicts with other users.

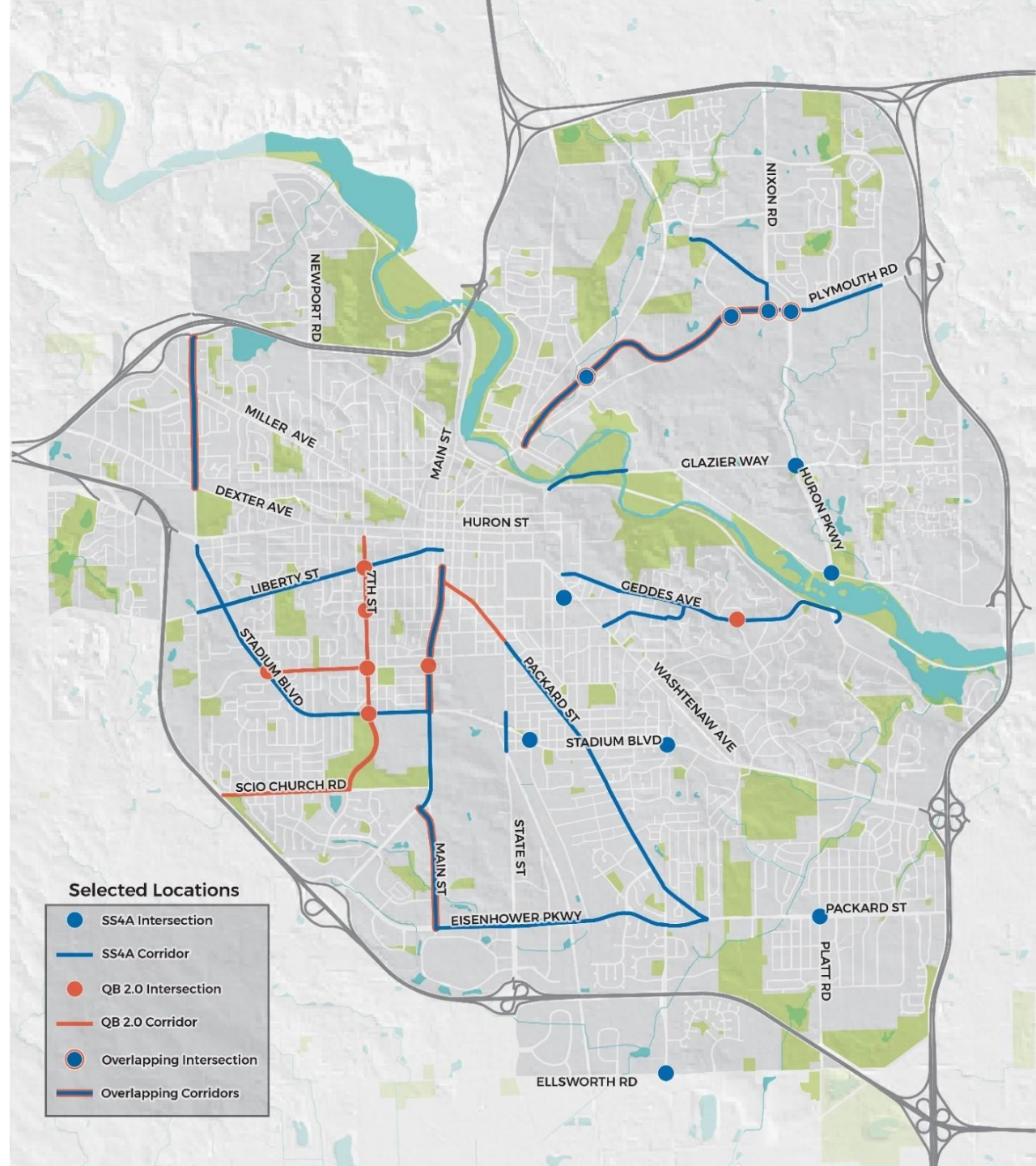
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Speed Management & Quick Build Locations

Corridors and intersections selected and already under design through the "Quick Build 2.0" project

+

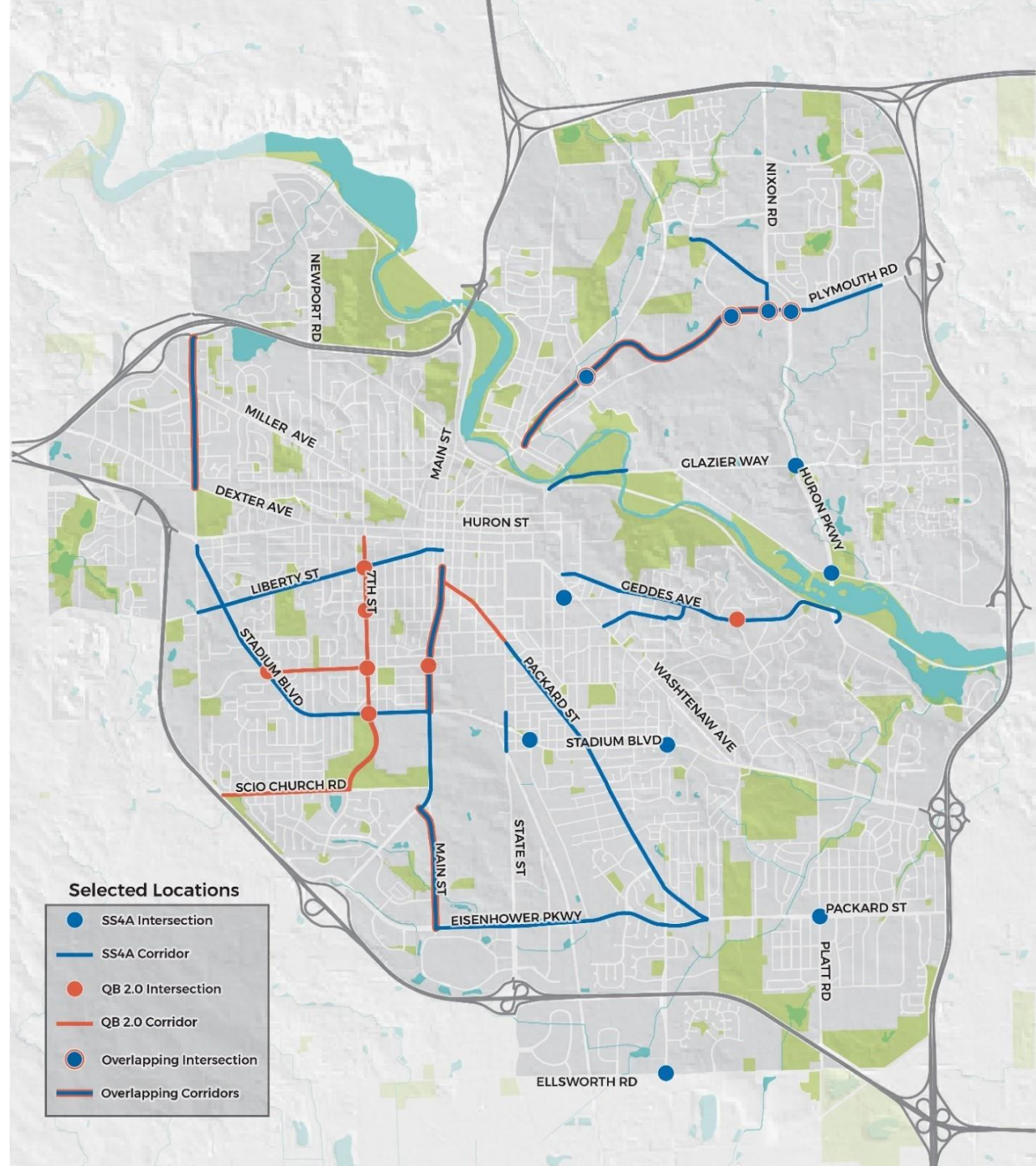
Priority corridors and intersections from the MTTVZ Plan screened and then prioritized based on grant scope and requirements



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Moving Together Priority Location Screening

Screening Criteria	Impact
"Poor" Pavement Condition	Disqualifier
MDOT Road Jurisdiction	Disqualifier
Upcoming CIP Road Construction	Disqualifier
Recently Completed Project	Requires further consideration
Intersection with Rail Crossing	Disqualifies intersecting location
Historic District Designation	Requires further consideration
Within 100 feet of Cemetery	Requires further consideration



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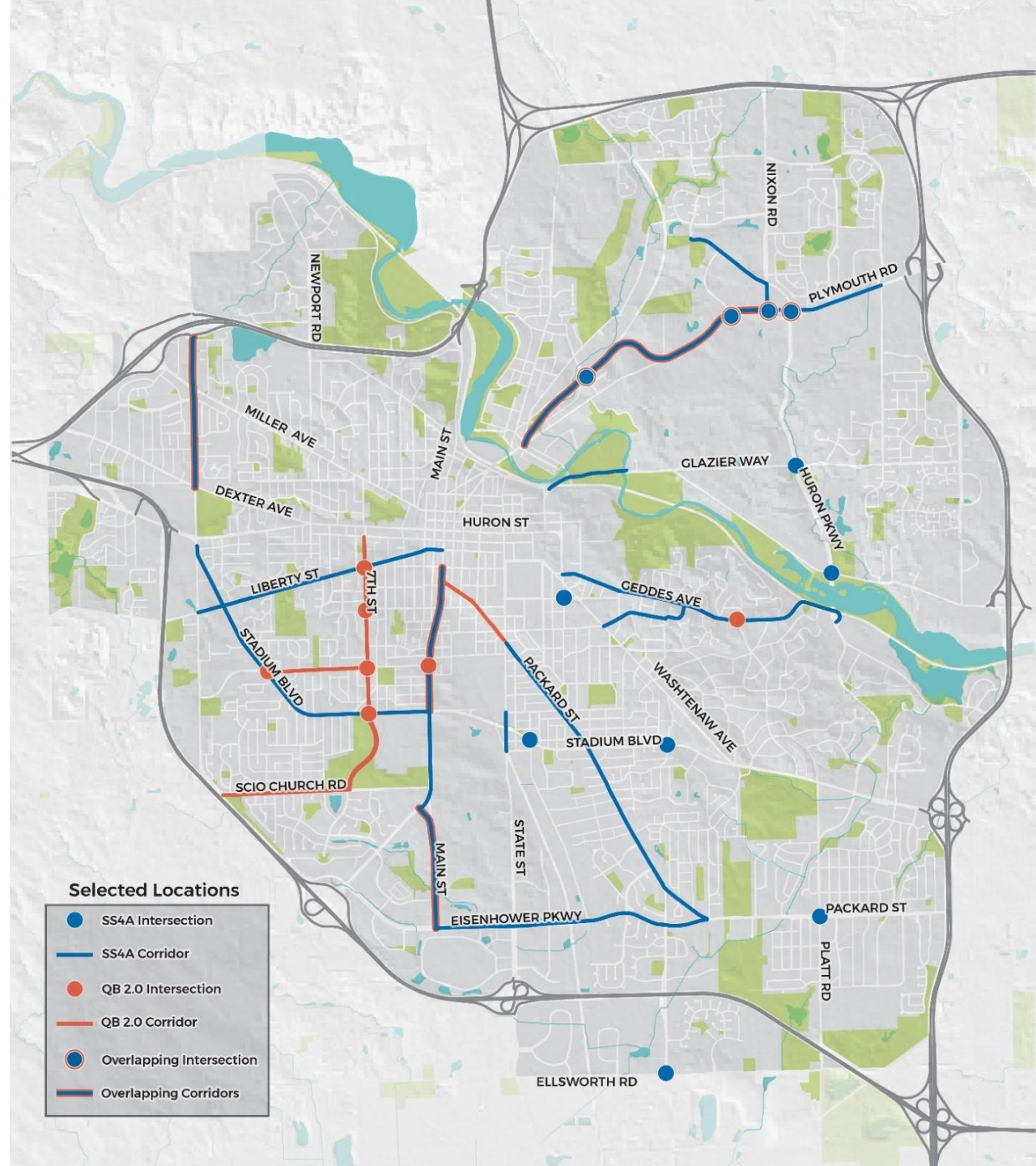
Speed Management & Quick Build Location Prioritization

Corridors prioritized by:

- MTTVZ Plan Tier 1 and Tier 2 corridors
- [Speed Management Priority](#)
- Opportunity for SS4A quick build treatments

Intersections prioritized by:

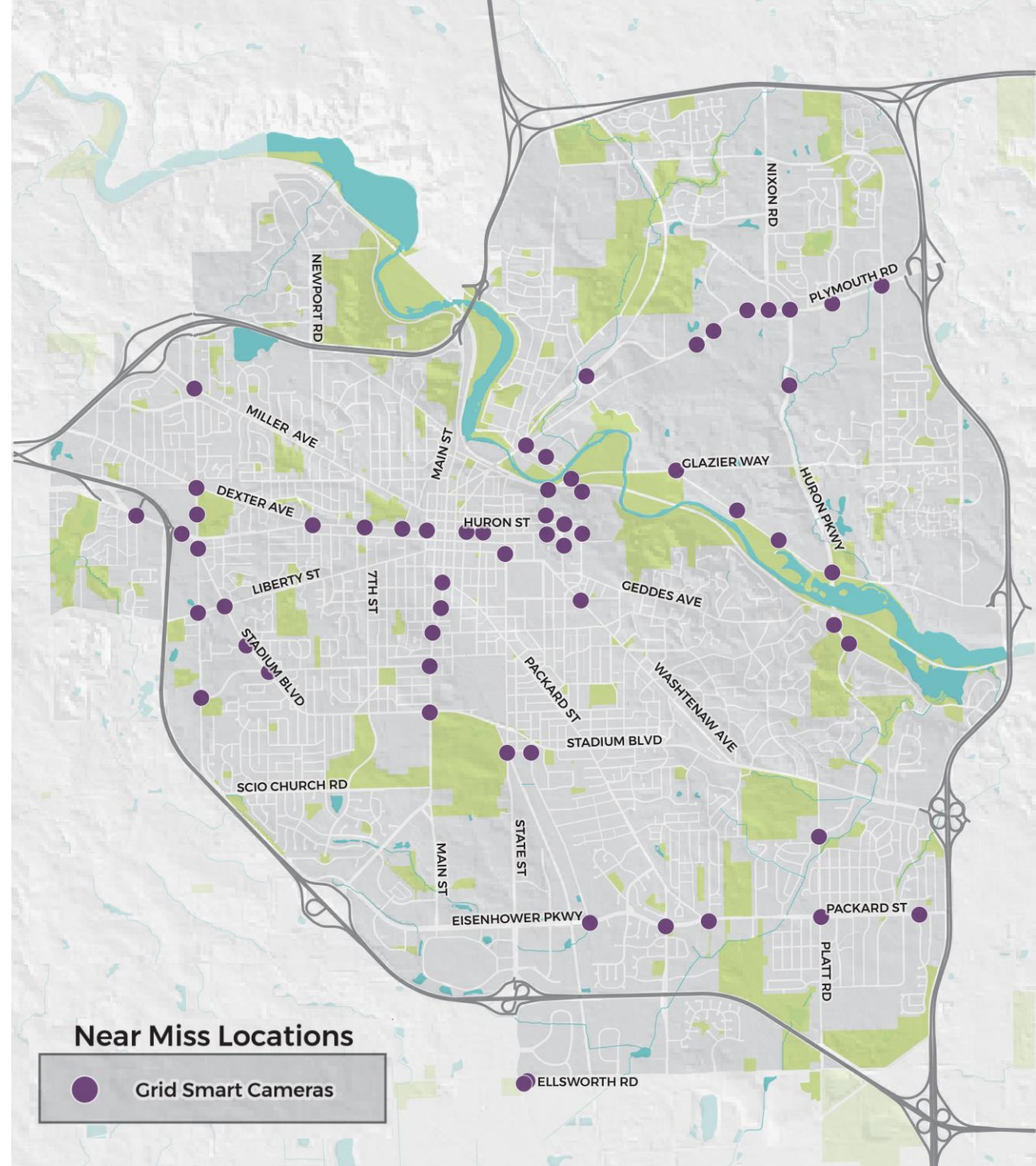
- MTTVZ Plan Tier 1 and Tier 2 corridors
- MTTVZ Plan "key bike intersection"
- [Speed Management Priority](#)



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Near Miss Analytics

- Uses city's Gridsmart cameras at 61 intersections to capture data on near miss events that could have caused a crash.
- Analyzing near miss events will better allow the City to proactively address potential hazards and prevent future crashes.
- The City received two bids and will award to the University of Michigan; pending the outcome of negotiations, staff anticipate bringing a contract to City Council this spring/summer





Next Steps

Next Steps

- Coordinating NEPA comments (if any) with FHWA
- Submitting grant amendment for final design and construction funding following approval of NEPA
- Continuing design phase in Q1 and Q2 2025
- Engagement Round #2 in Q3/Q4 2025



<https://engage.a2gov.org/safe-streets-all-project>



Thank you!