



City of Ann Arbor Transportation Commission April 18, 2018

Washtenaw Area Transportation Study

- Agency overview

Key Products

- Annual Report miwats.org/s/2017-Annual-Report-for-Website.pdf
- TIP miwats.org/tip
- LRP miwats.org/2045lrp
- But wait, there's more! miwats.org/plans-and-publications/home

2045 LRP

- Timeline
- Simplified Process
 - Goal identification
 - Inventory of existing conditions and deficiencies
 - Revenue estimates
 - Project scoring
 - Project prioritization
 - Project implementation
 - Public involvement and system monitoring throughout

Goals

- Invest Strategically
- Provide Access and Mobility
- Promote a Safe and Secure Transportation System
- Protect and Enhance the Environment
- Engage the Public
- Link Transportation Planning and Improvements to Land Use
- Equity

Performance Measures

- Local Performance Measures - miwats.org/data-dashboard
- Fact Sheets

SAFETY

Number of Serious Car Crashes
Severe Car Crash Rate
Number of Serious Non-motorized Crashes

Roadway safety is a top priority locally and across all tiers of infrastructure development. Crash data drives the location and nature of countermeasures that improve the transportation system. Crashes are measured by frequency, rate (crashes normalized to traffic volume), and severity. Crash severities include Fatal, Incapacitating, Non-incapacitating, Possible Injury, and Property Damage Only. Crash data is evaluated annually and reviewed at local, state and federal levels, as well as by law enforcement.

SAFETY PROJECTS IN THE 2040 LRTP

\$16,345,000

BASELINE (2015) 5 YEAR AVG

151 PER YEAR	serious injuries
4.2 PER YEAR	serious injuries per 100 million VMT
24 PER YEAR	pedestrians and cyclists serious injuries

TARGET (2020) 5 YEAR AVG

145 PER YEAR	serious injuries
4.1 PER YEAR	serious injuries per 100 million VMT
22 PER YEAR	pedestrians and cyclists serious injuries

Tracking the number and rate of serious (*fatal and incapacitating*) crashes in Washtenaw County provides a basic measure of the transportation network's safety. **Crash rates are determined by comparing the five-year rolling average of crashes per 100 million vehicle miles traveled.** Crash data can vary with seasonal factors

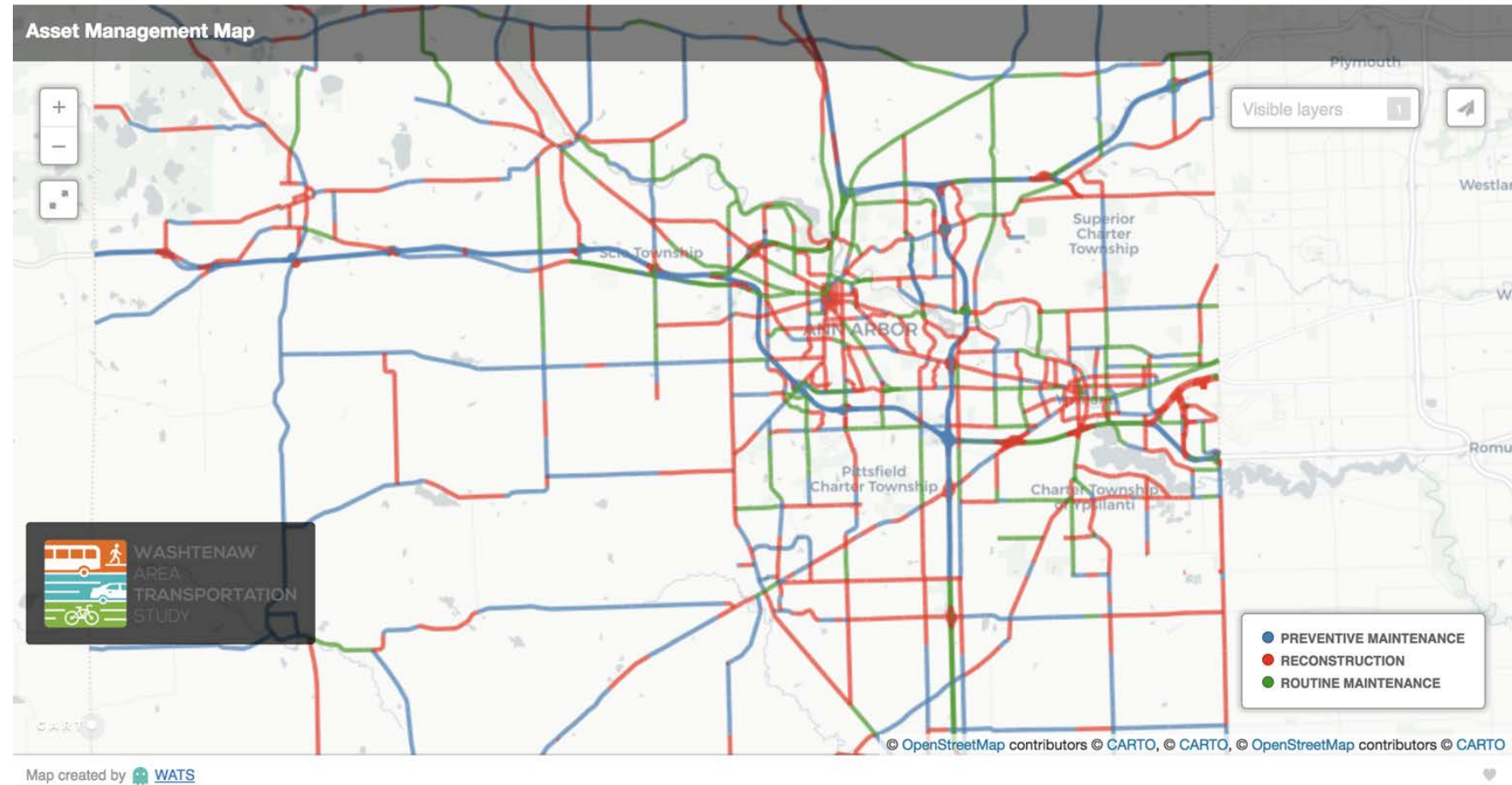
such as weather conditions or increases/decreases in **vehicle miles traveled**. **WATS uses the five-year average of crash data to normalize for these variations.** A reduction in the 5-year average indicates an overall improvement in system safety.

System Deficiencies

- Pavement
- Non-motorized
- Transit
- Congestion
- Safety
- Bridge
- miwats.org/2045lrp

Pavement

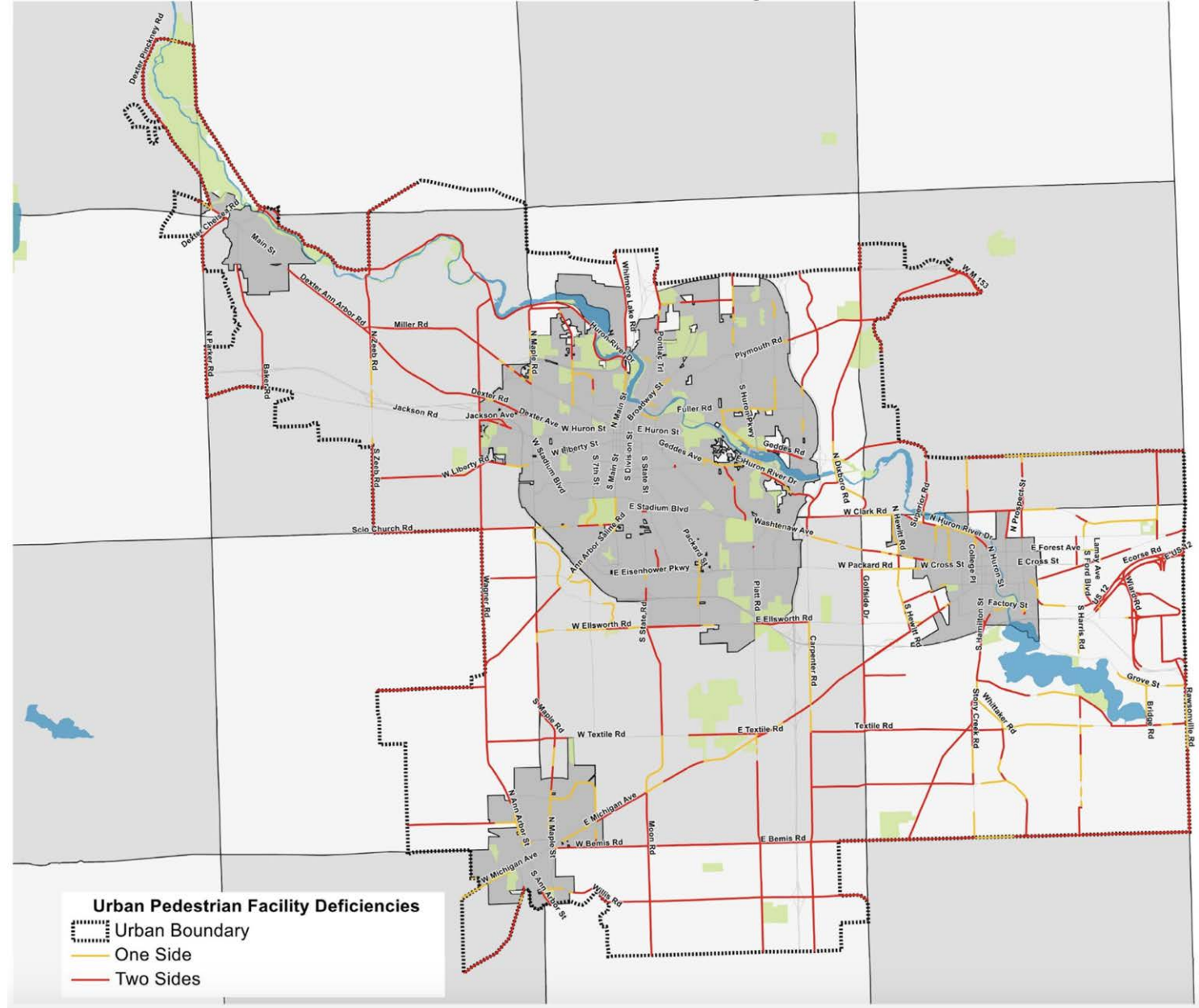
The PASER system evaluates, on a rating scale from 1 to 10, the surface distresses pavement develops over time. These ratings support the pavement asset management system which encourages municipalities to think strategically to reduce the life-cycle cost of roadways.



Urban Pedestrian Facility Deficiencies

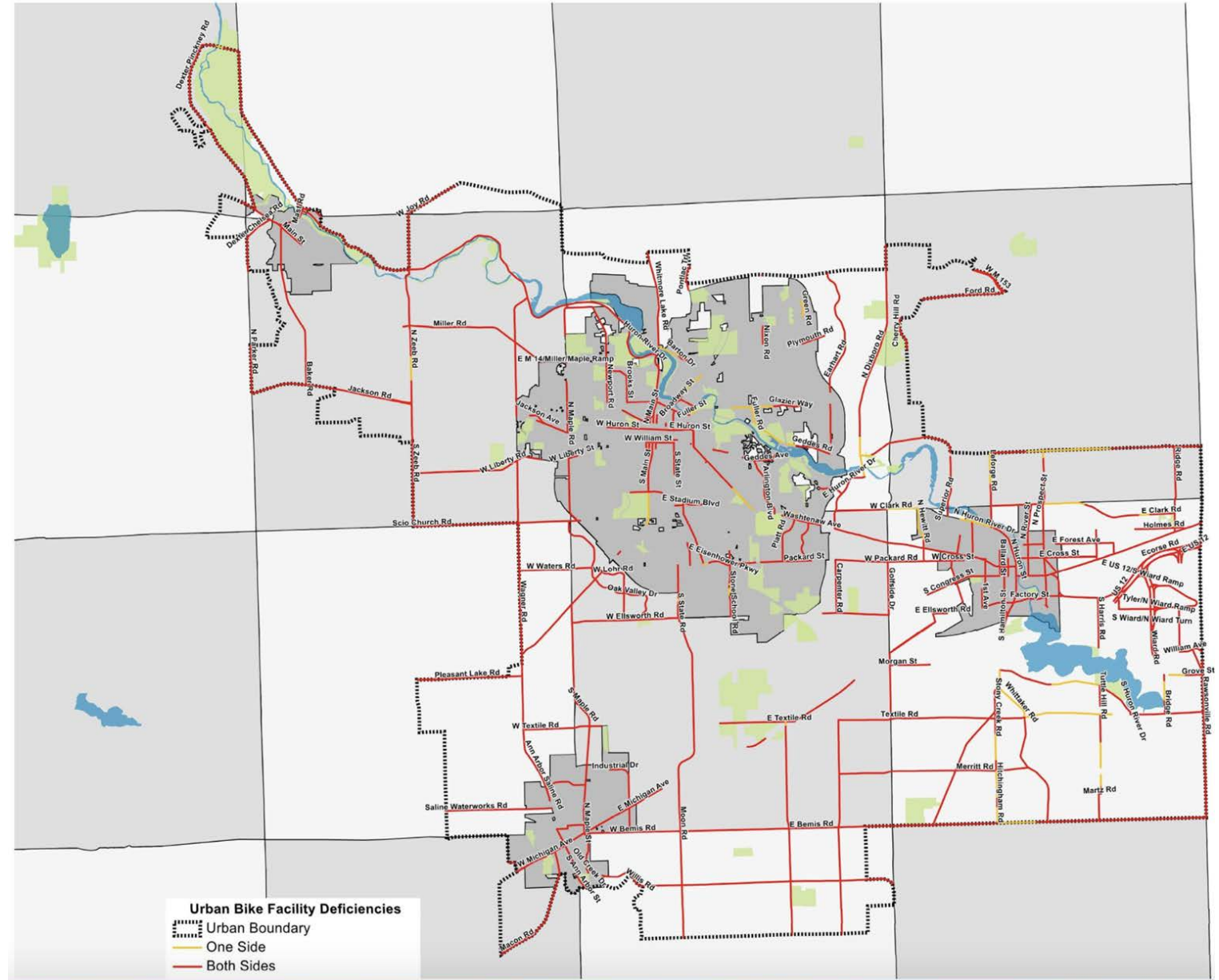
Non-Motorized

Federal Aid road segments are considered deficient where there is no appropriate facility in the urban area. For pedestrians, this includes sidewalks and shared used paths; for cyclists, bike lanes, shared use paths, sharrows, or wide shoulders. Many segments have facilities on only one side of the road.



Non-Motorized

Urban Bike Facility Deficiencies



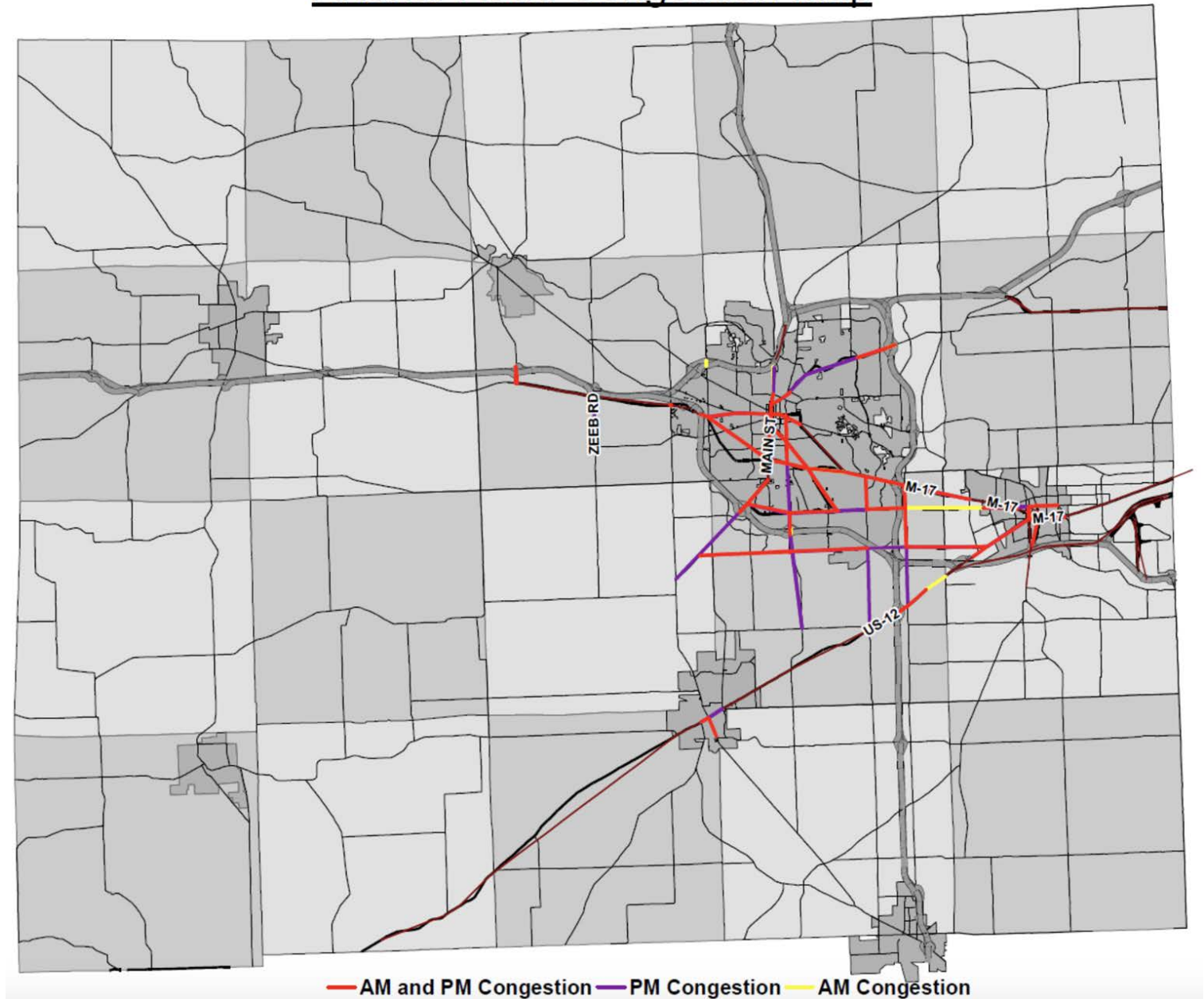
Transit

- Fixed route coverage
- Door-to-door service coverage
- Bus stop features and lead walks/gaps
- Fleet replacement schedule

Arterial Road Congestion Map

Congestion

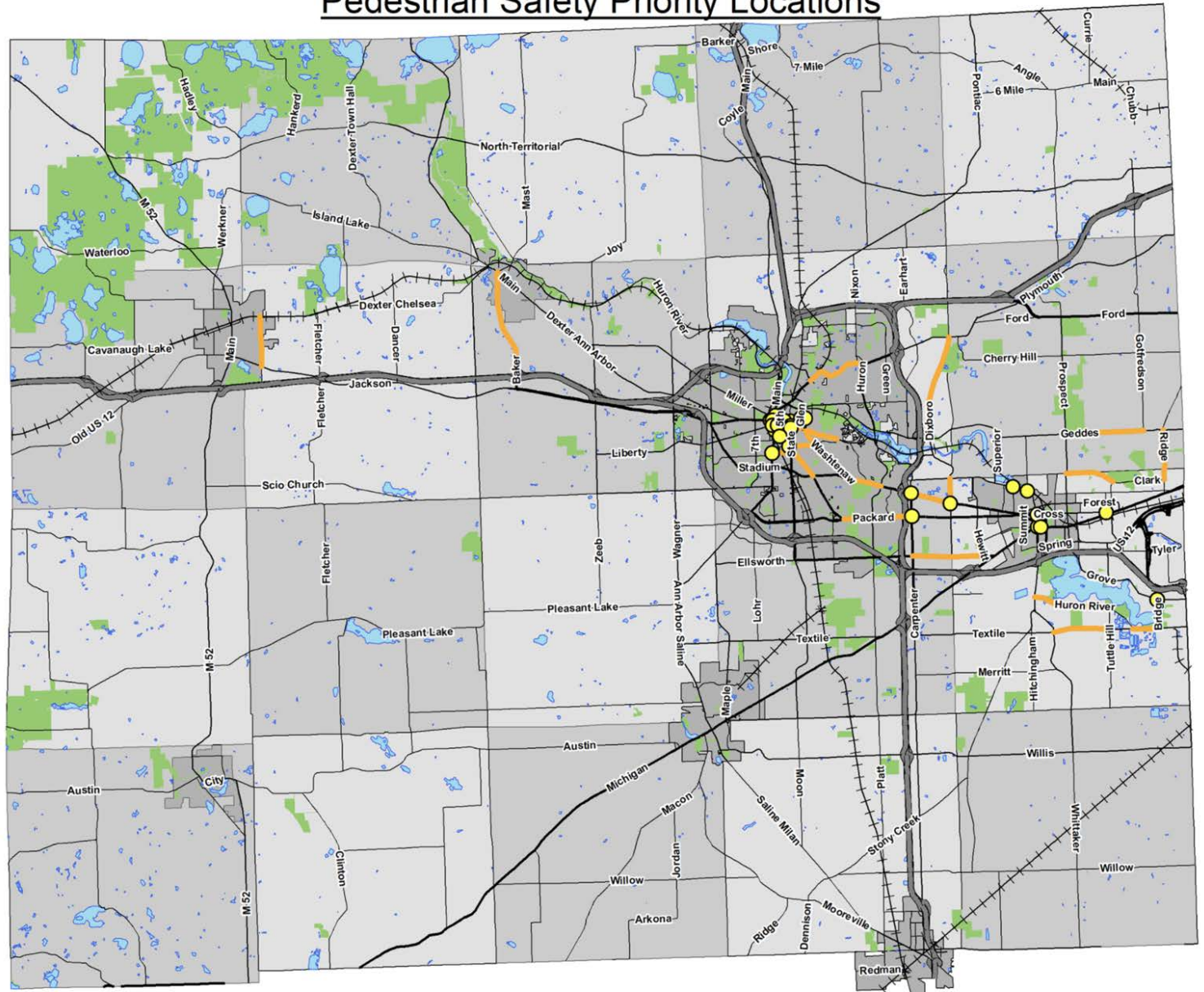
Arterial segments are considered congested if the average speed is less than or equal to 20 mph for any hour during AM peak (7-8 and 8-9 AM) and PM peak (4-5 and 5-6 PM) periods for any worst month.



Safety

The maps below show locations identified as priority crash intersections and segments based on five years of crash data. The maps use a SEMCOG analysis which groups facilities by type, ranks them by crash frequency, and selects the top 5%.

Pedestrian Safety Priority Locations

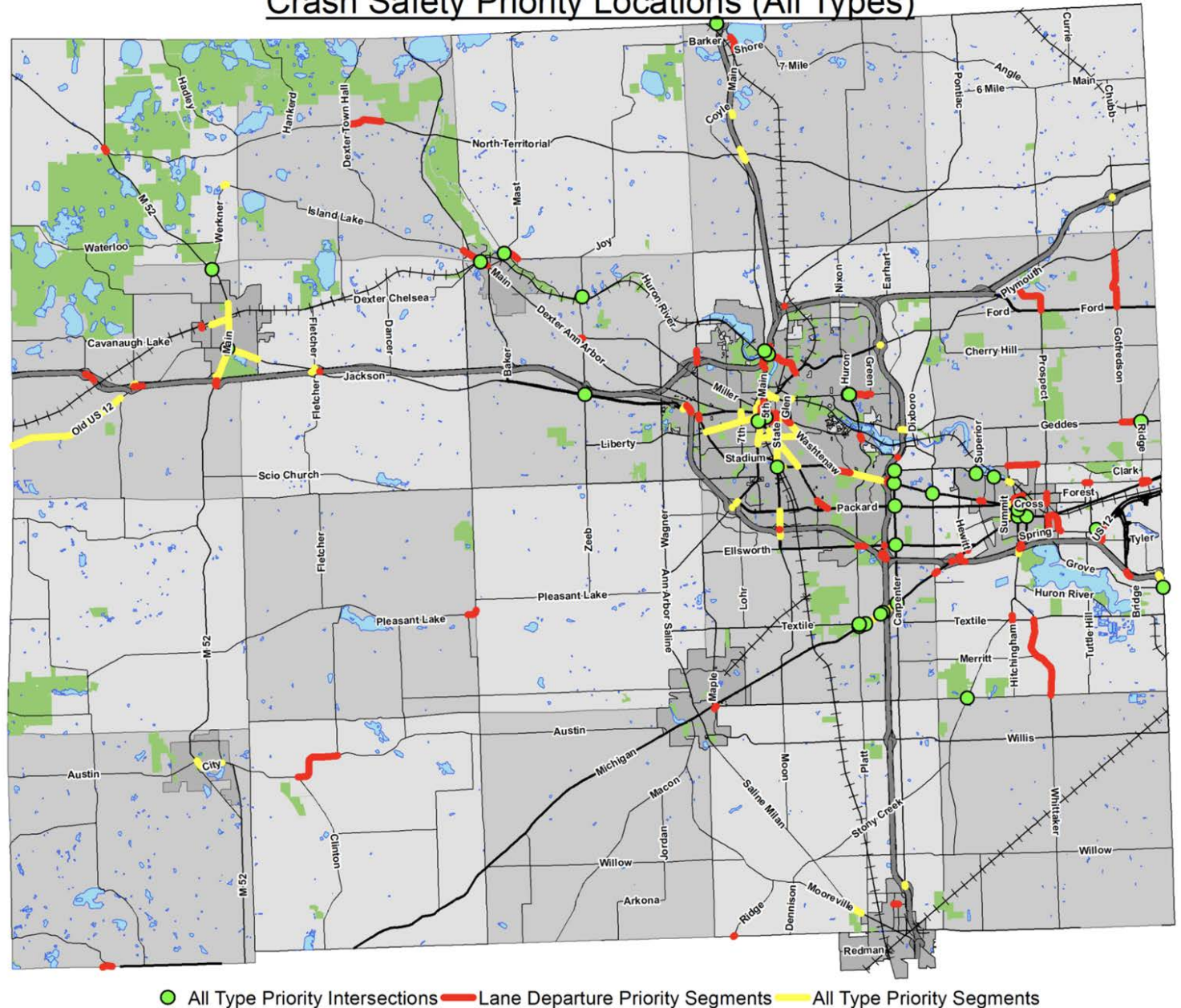


● Pedestrian Priority Intersections — Pedestrian Priority Road Segments

Safety

The maps below show locations identified as priority crash intersections and segments based on five years of crash data. The maps use a SEMCOG analysis which groups facilities by type, ranks them by crash frequency, and selects the top 5%.

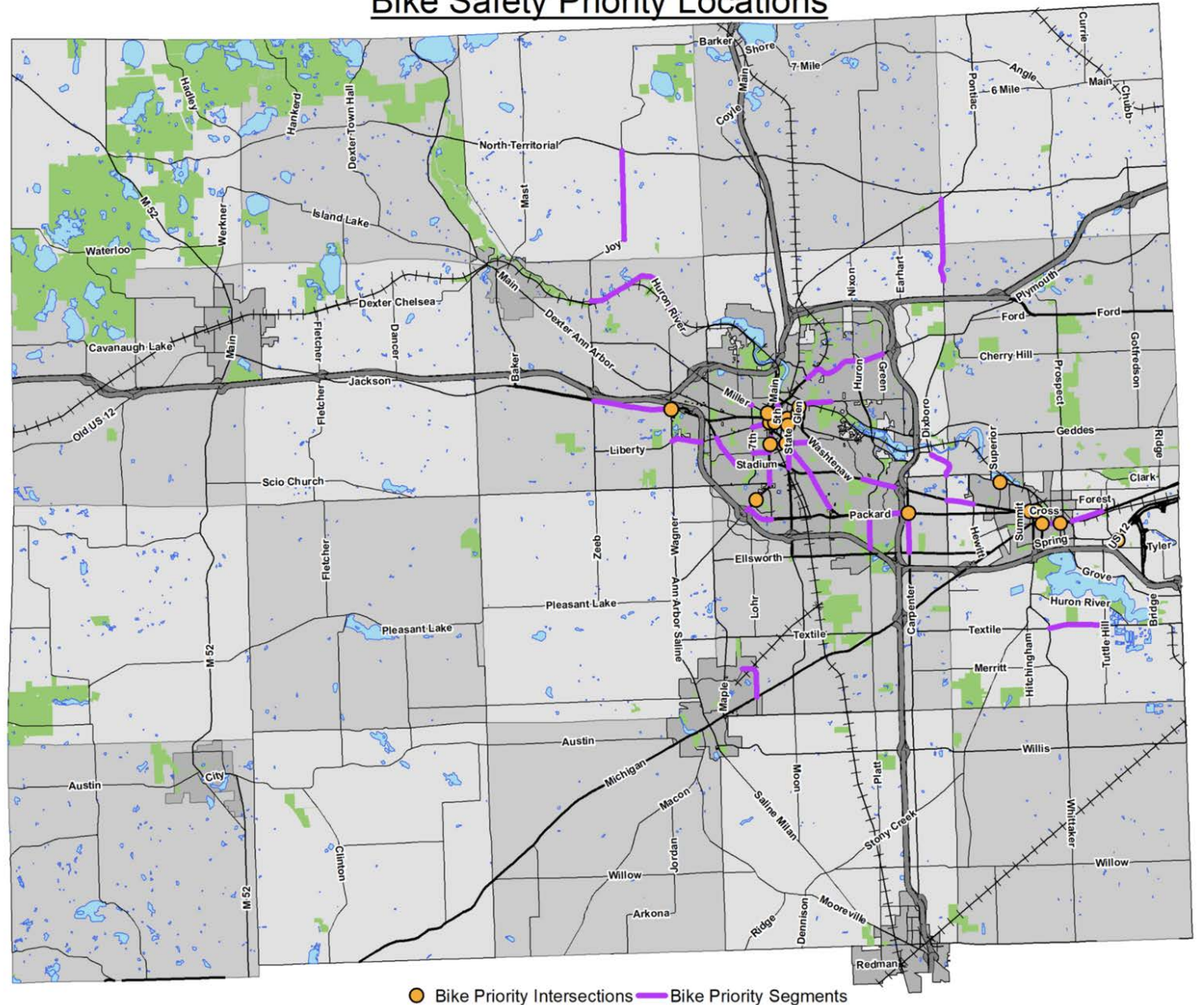
Crash Safety Priority Locations (All Types)



Safety

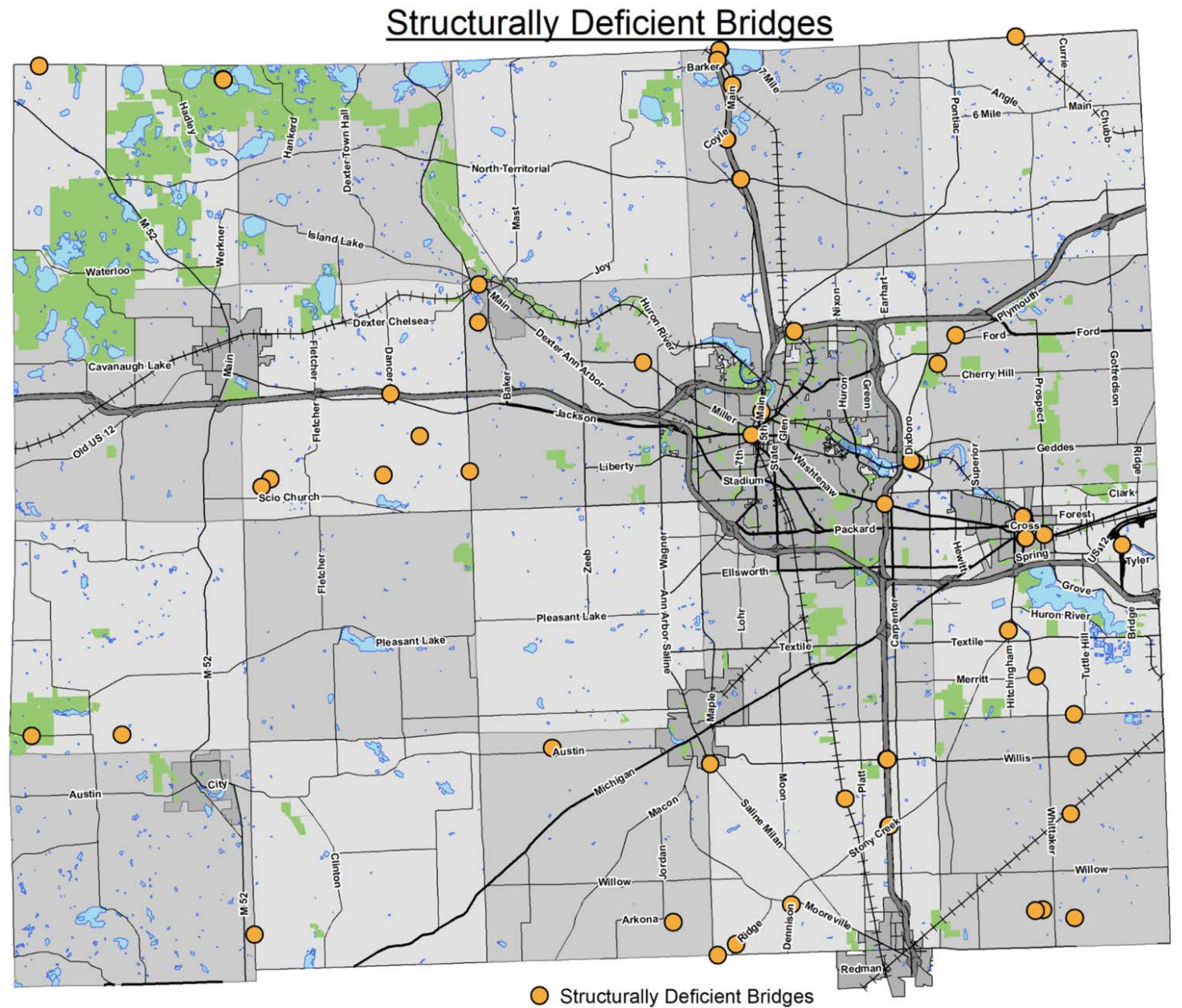
The maps below show locations identified as priority crash intersections and segments based on five years of crash data. The maps use a SEMCOG analysis which groups facilities by type, ranks them by crash frequency, and selects the top 5%.

Bike Safety Priority Locations



Bridge

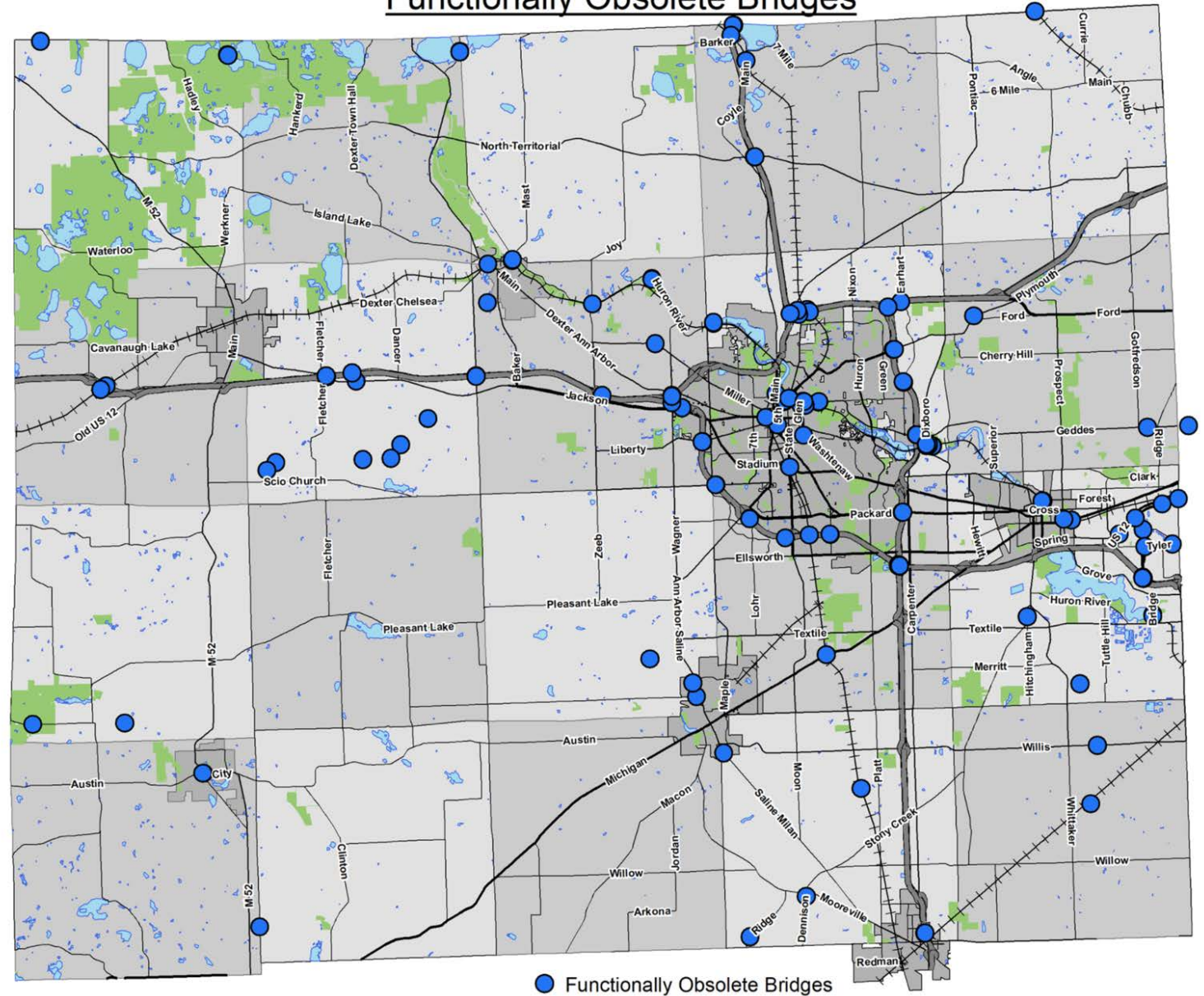
A bridge is classified as structurally deficient if the deck, superstructure, substructure, or culvert is rated in "poor" condition (0 to 4 on the National Bridge Inventory (NBI) rating scale).



Bridge

Bridges classified as functionally obsolete are necessarily not structurally deficient, but their design is outdated. They may have lower load carrying capacity, narrower shoulders or less clearance underneath than bridges built to the current standard.

Functionally Obsolete Bridges



Public Participation Process

- <http://www.miwats.org/s/2017-Public-Participation-Plan.pdf>
- Strategies for LRP include
 - Public meetings
 - Pop-up meetings
 - Piggybacking (Mayor's Greenfair)
 - Social Media
 - Newspaper Ad



SUMMARY OF FEEDBACK

Congestion

- Increase transit services
- Increase ride-sharing
- Affordable housing needs to be near job growth areas
- Prevent sprawl with node focused development
- Limit capacity increases, it creates more demand

Non-motorized

- Design crosswalk continuity and connectivity of routes
- Connect facilities to transit stops
- Consider infrastructure as the non-driver's environment
- Maintain non-motorized facilities
- Create buffered lanes to increase the feeling of security

Pavement Condition

- Improvements do not last long enough
- Not enough funding to keep pace with needs
- Improve the environment via construction projects
- Consider impacts of autonomous commuting & freight

Safety

- Add traffic calming
- Improve feeling of safety on transit services
- Be preemptive with safety fixes, not responsive to issues

Transit

- Connect transit services through RTA development
- Increase transit use to reallocate parking
- Cultivate the traveler experience via art on buses
- Develop rail-based transit services
- Fee-based services have equity concerns
- More destinations and more frequent service

Bridge

- Huron over I-94 lack of sidewalks, bike lanes

SHARE YOUR THOUGHTS

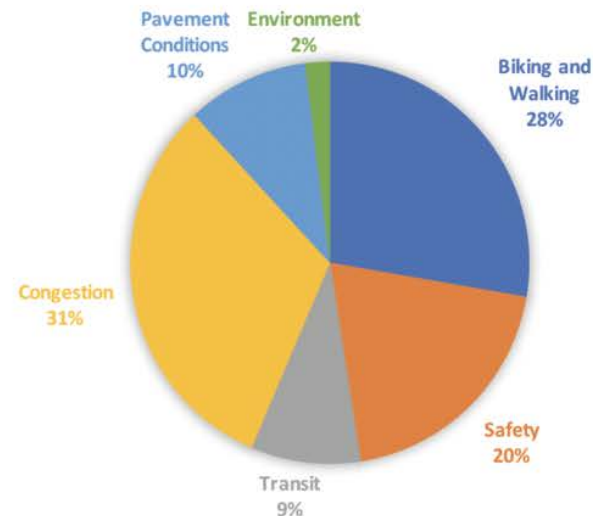
Visit miwats.org/2045lrp to:

- Share your general transportation comments
- Comment on the 2045 Plan deficiencies
- Note any additional deficiencies

BACKGROUND

WATS is currently developing the Plan and is seeking public participation throughout development.

COMMENTS BY TOPIC



PLAN GOALS

- Transportation Safety
- Accessibility and Mobility
- Sustainability and Livability
- Environmental Enhancements
- Public Participation
- Land Use and Transportation
- Transportation Equity

Project Selection

- Call for projects for 2020-2023 TIP and 2045 LRP
- Projects scored
- Preliminary program drafted and reviewed by Federal Aid Committees
- Technical and Policy Committee review and either approve or send back to FAC with policy direction
- Following Policy Committee approval the project lists are reviewed and approved by SEMCOG, MDOT and FHWA

Next steps

- Review projects and policies when draft is released this fall

N. Main Project

- 2022 - From Huron to M-14
- 11 Million budget
- Scope is curb to curb pavement rehab/reconstruction
- Met with group of stakeholders on April 9
- MDOT willing to consider strategies outlined in the [North Main Task Force Report a2gov.org/northmain](https://a2gov.org/northmain)
- City must identify resources for corridor improvements outside roadway
- City must fund operations modeling work for MDOT to review