

ANN ARBOR
MOVING TOGETHER
TOWARDS VISION ZERO



Safe Streets for All

Transportation Commission Presentation

October 15, 2025

Agenda

ANN ARBOR MOVING TOGETHER
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1. Project Overview
2. Community Engagement Summary
3. Quick Build Tools
4. Quick Build Project Summaries

Safe Streets for All

Safe Streets for All Project Page

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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 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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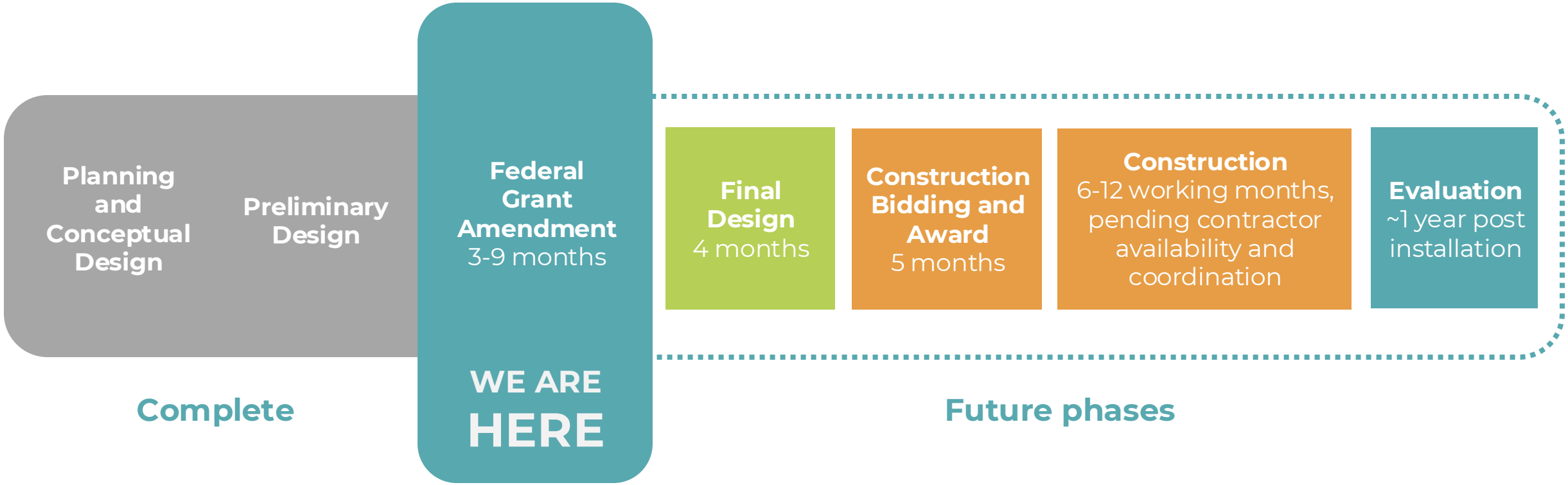
Project Schedule

Project Phase and Estimated Duration



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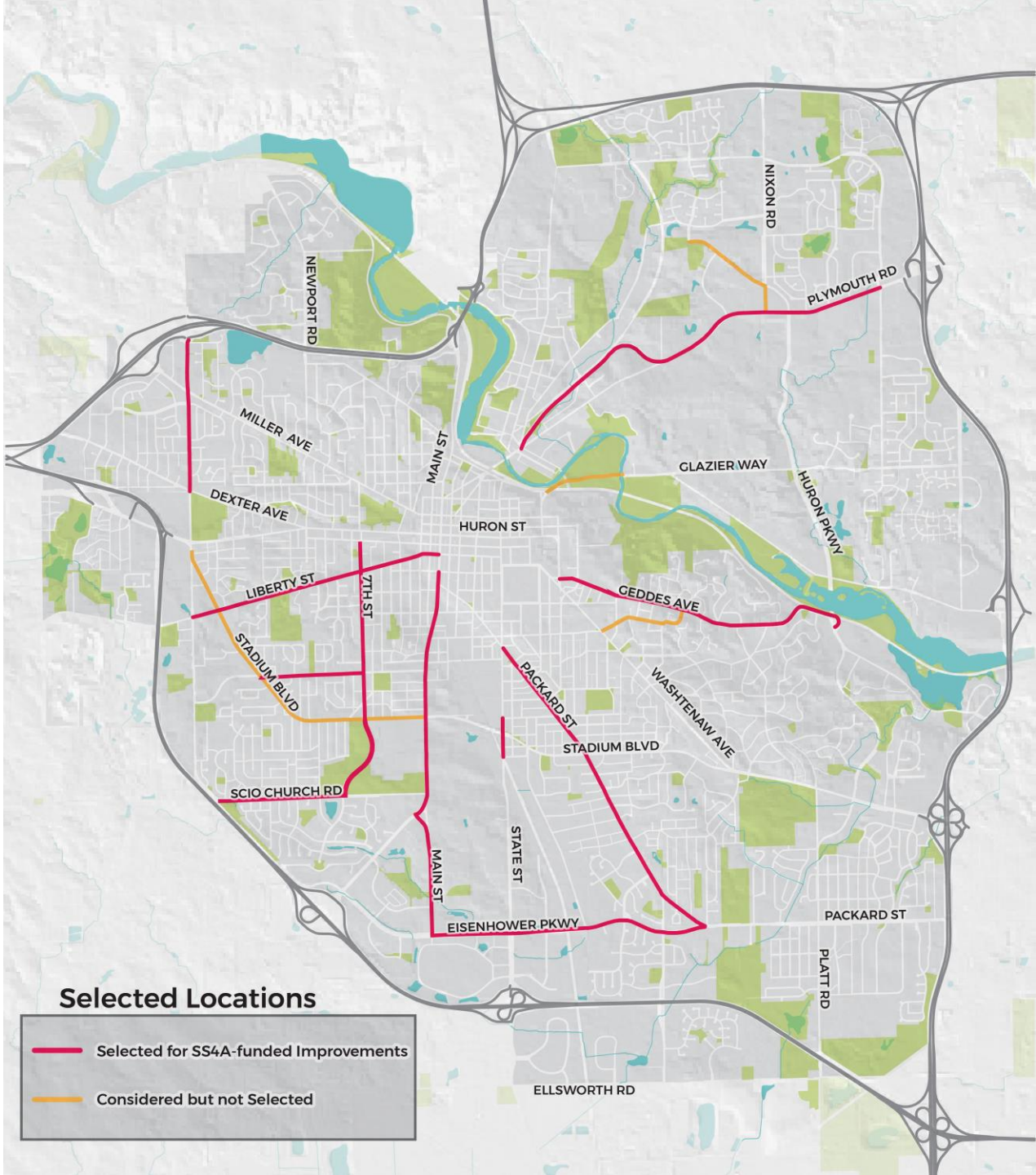
Speed Management & Quick Build Proposed Locations

Potential treatments identified on:

- 18 corridors (22.2 miles)

Advanced through preliminary engineering:

- 12 corridors (18.1 miles)



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Project Considerations

Project must be installed and evaluated by January 2029

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)

Community Engagement Summary

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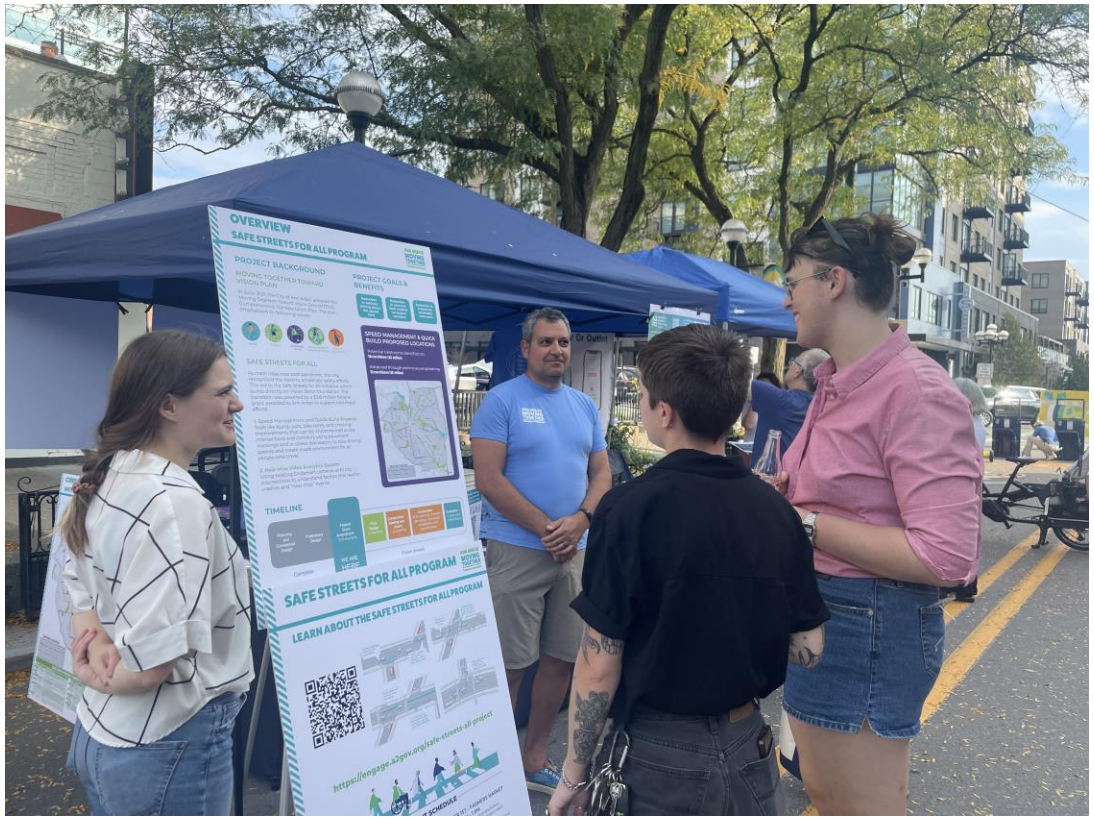
Engagement Approach

- Builds on prior engagement.
- Informs the community about the projects, timeline for implementation and their intended impact.
- Focuses on implementing temporary measures that encourage safer transportation system.
- Provides an opportunity to comment on proposed designs



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Engagement Phase 1 – Dec/Jan 2024-25

- 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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Engagement Phase 2 – Sep/Oct 2025

- Video update and project information posted to engage page
- The project team participated in three pop-ups in September/October 2025
- Staff hosted virtual office hours on September 30 , 2025
- Public information meeting hosted on October 7, 2025
- Engaged with approximately **100** people across all engagements

Feedback largely consistent with the first phase of engagement

Significant support for quick build improvements, especially bike lane delineators

Ongoing education suggested to help drivers and other users understand treatments

Quick Build Tools

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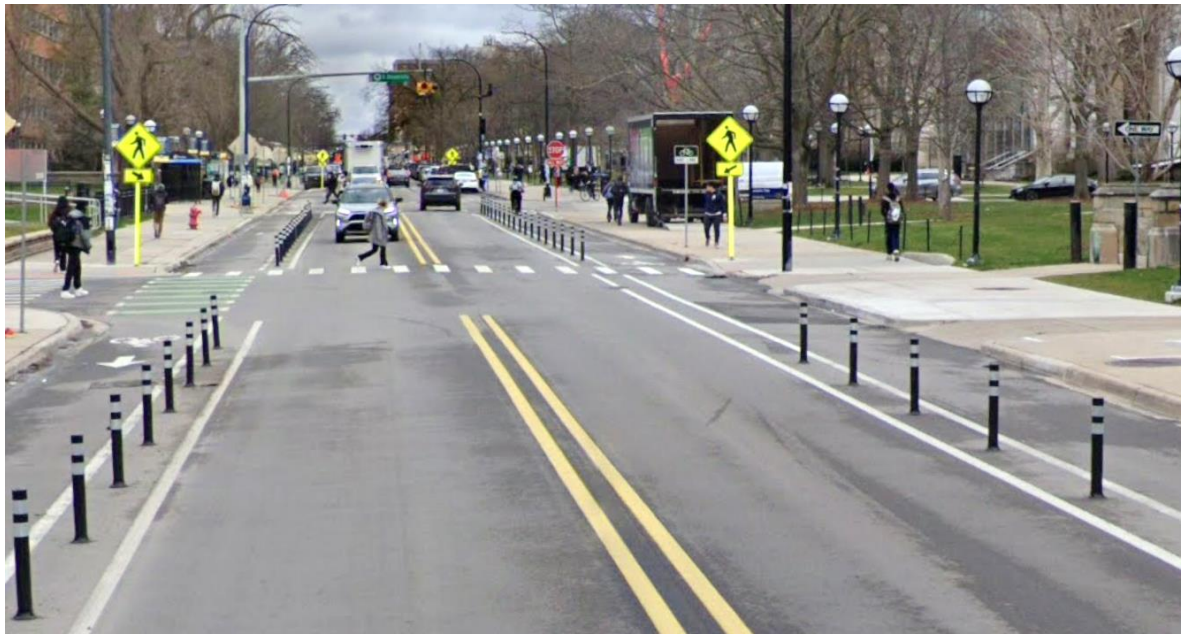
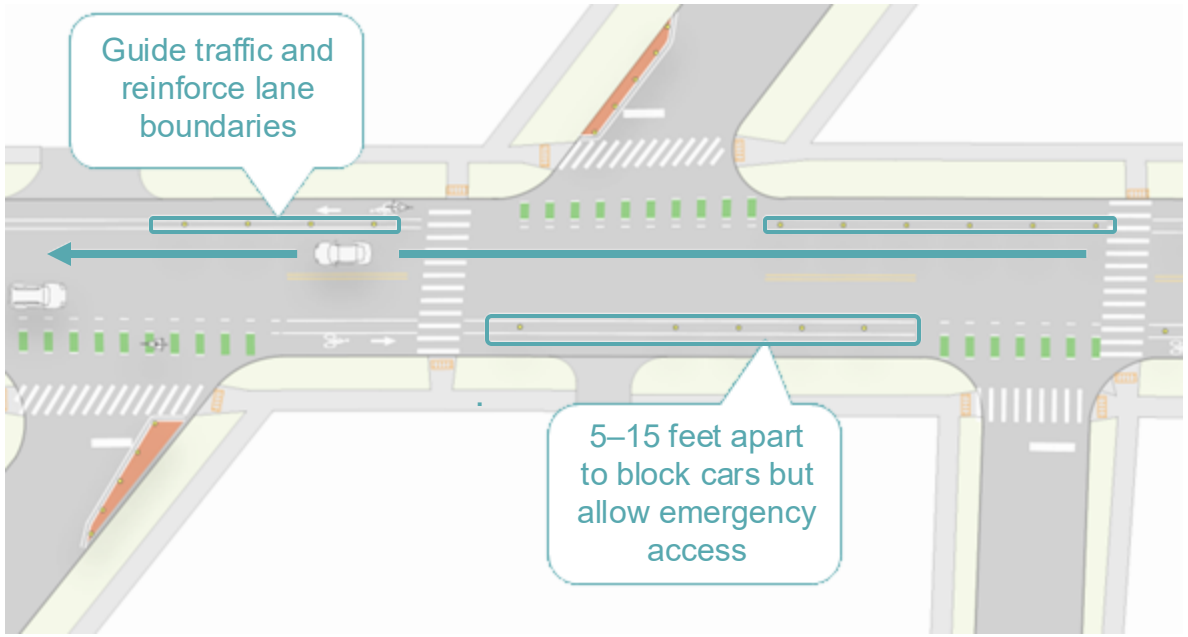
Separated Bike Lanes & Delineators



Buffers and delineator posts, separately and in tandem, provide improved separation between users and can reduce speeding.



Striped buffers may be added where sufficient space allows (e.g., where travel lanes are too wide). Delineators may be added in wider buffers where there are no conflicts with on-street parking or other operations.

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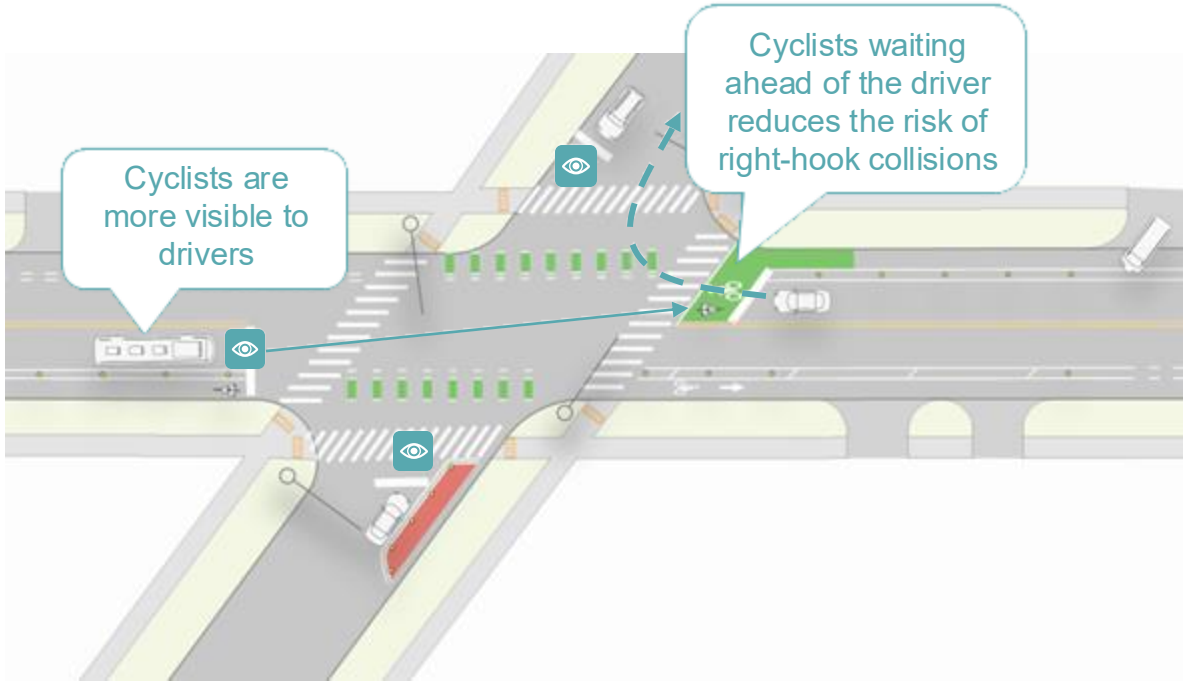
Bike Boxes

Bike boxes increase the visibility of bicyclists to drivers and facilitate left turns at major intersections



Bike boxes may be located where there are marked bike lanes approaching a signalized intersection.

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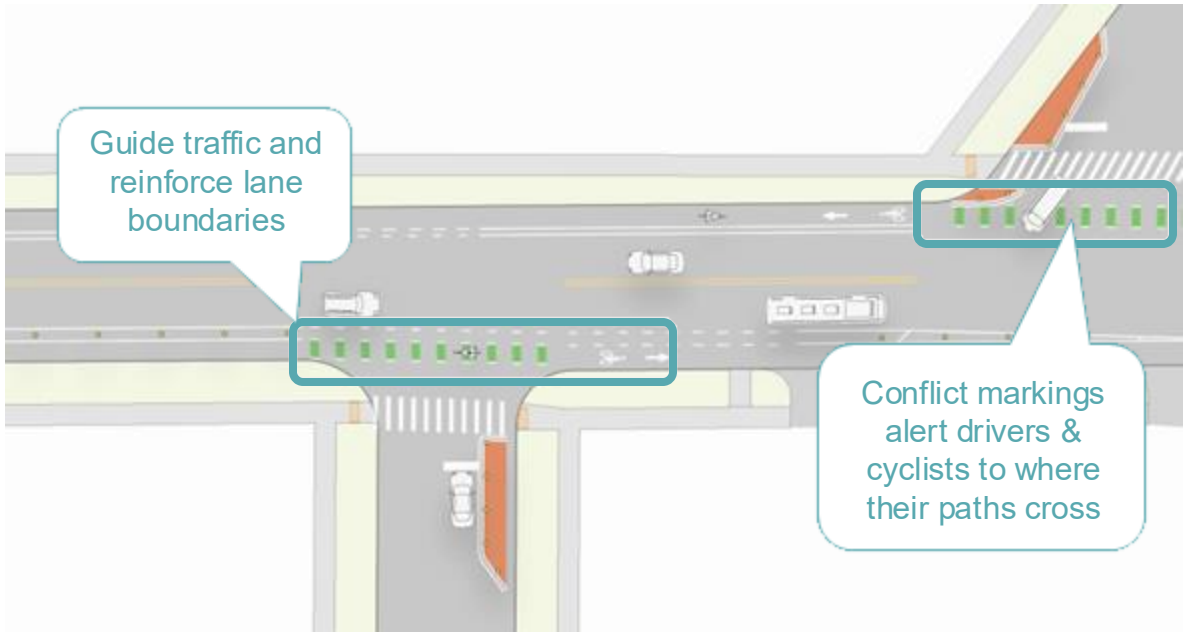
Intersection Conflict Markings

Green markings indicate to both drivers and bicyclists where conflict points occur to promote greater awareness.



Intersection conflict markings may be installed where a marked bike lane continues across an uncontrolled side street or major driveway, or where a marked bike lane crosses through a stop- or signal-controlled intersection

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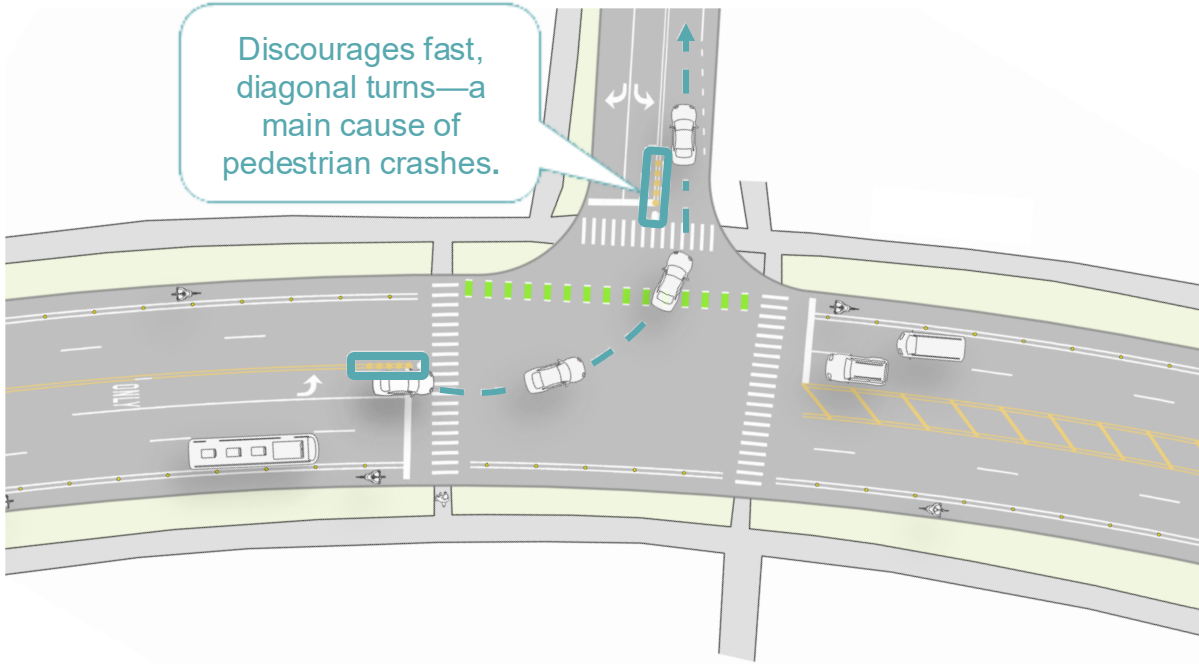
Hardened Centerlines

Delineators and rubber speed humps positioned behind the crosswalk on the roadway center line guide turning vehicles on safer paths through the intersection



Hardened centerlines may be installed at signalized intersections where left turning vehicles cross a marked crosswalk

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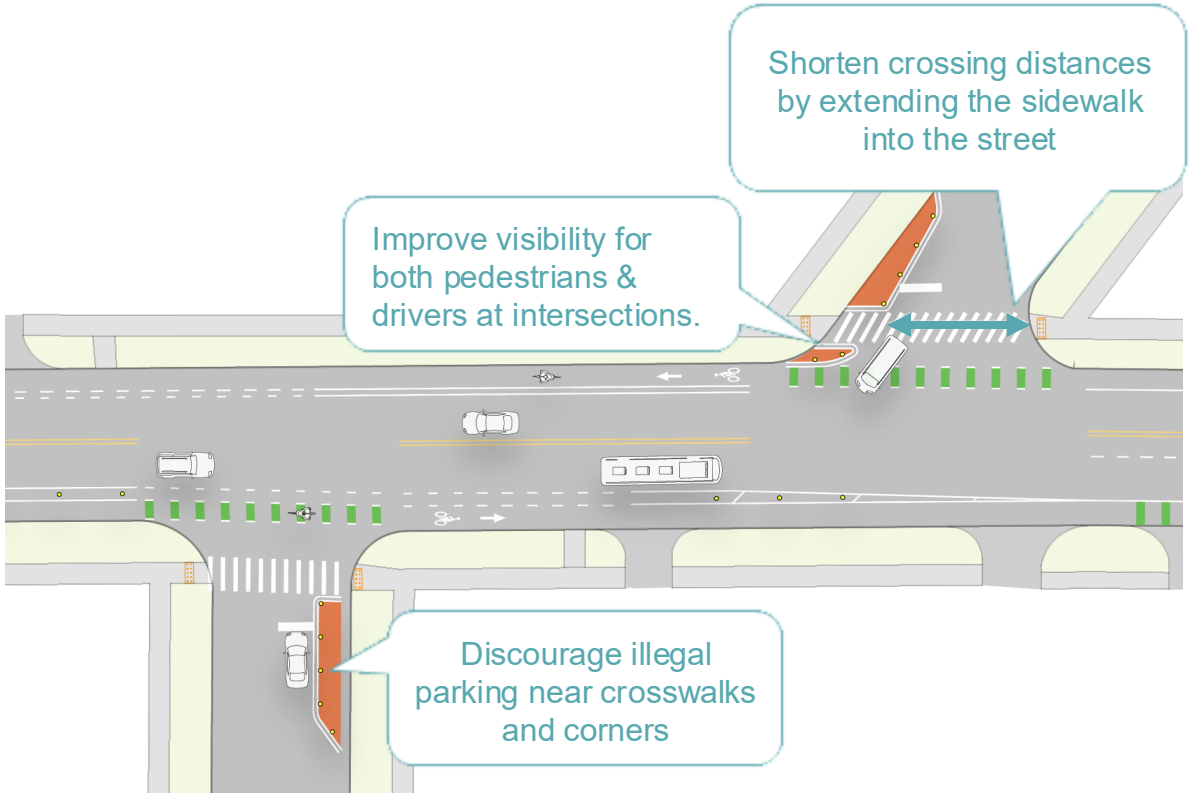
Paint & Post Bump Outs



Pavement markings and delineator posts create bump outs at intersection to reduce pedestrian crossing distance, calming vehicle turning speeds, and discouraging illegal parking

Bump outs may be installed on streets with on-street parking in areas where parking is not allowed or appropriate. Bump-outs will accommodate design vehicles and maintain sufficient clear width for emergency services

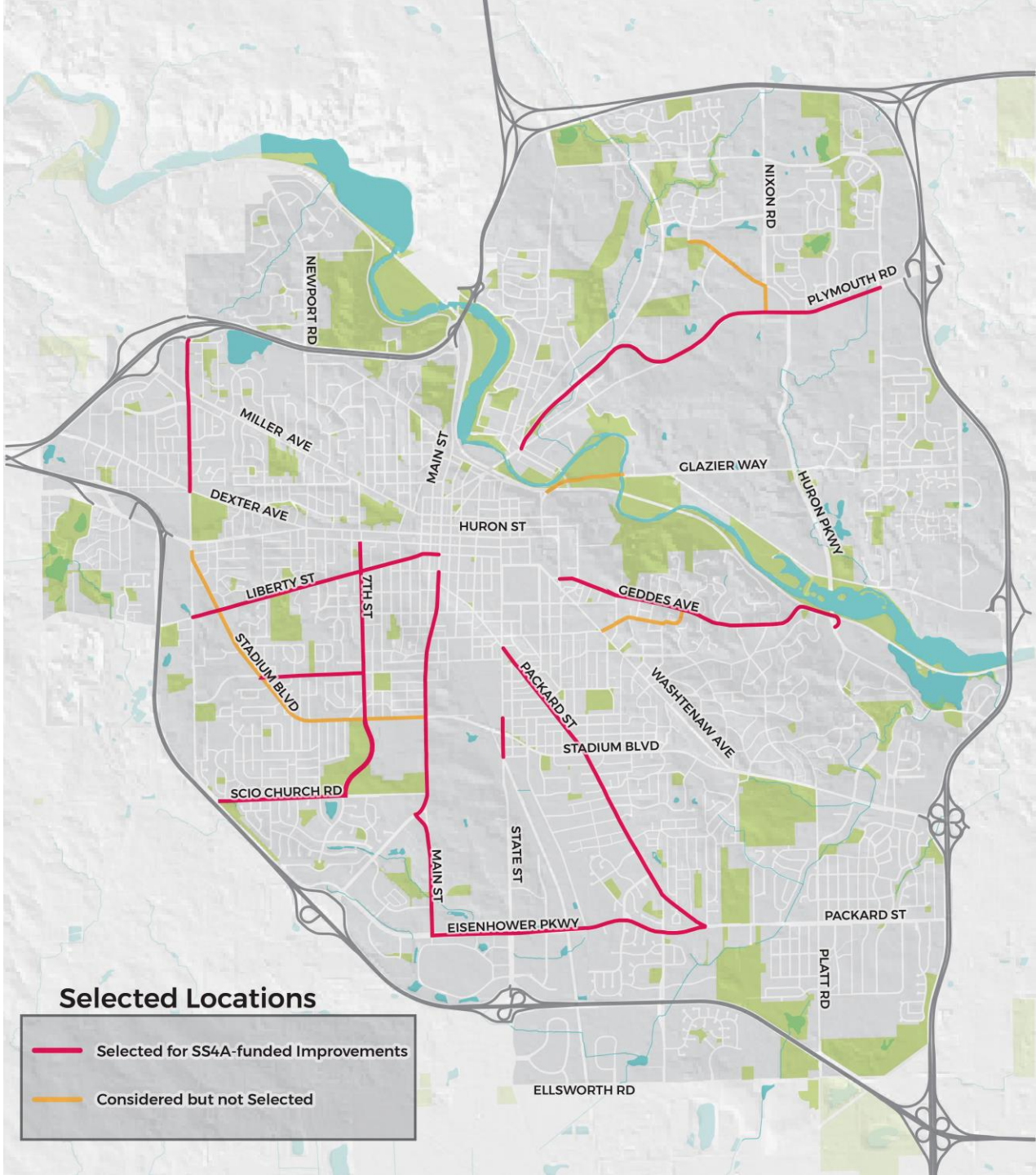
Quick Build Project Summaries

Project Corridors

Anticipated Projects

Ann Arbor selected project locations based on the following criteria:

- Focus corridors from Moving Together Vision Zero Plan
- “Need score” per Speed Management Prioritization of speed limits and crash history
- Feasibility of installing quick-built safety improvements
- Future planned capital projects and roadway jurisdiction



Project Corridors

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Corridor	Limits	Corridor-level treatments
Packard Street	State to Eisenhower	Lane narrowing; bike lane buffers and delineators; conflict markings; side street paint/post bump-outs
Liberty Street	Maple to Main	Westbound bike lane, Maple to W Stadium; conflict markings; side street paint/post bump-outs; bike boxes; hardened centerlines
State Street	Granger to Simson	Bike lane buffers and delineators; conflict marking; side street paint/post bump-outs
Maple Road	Dexter to M-14	Delineators in existing buffered bike lanes; conflict markings; side street paint/post bump-outs
Main Street	William to Eisenhower	Lane narrowing and addition of bike lane buffers and delineators Ann Arbor-Saline Road – Eisenhower; addition of delineators to existing buffered bike lanes; conflict markings; side street paint/post bump-outs; bike boxes at W Stadium, Scio Church, and Pauline
Plymouth Road	Maiden Lane to Green	Delineators in existing buffered bike lanes; conflict markings; side street paint/post bump-outs; addition of hardened centerlines at multiple locations

Project Corridors

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Corridor	Limits	Corridor-level treatments
Eisenhower Parkway	Main to Packard	Lane narrowing; bicycle facility upgrade Boardwalk-Industrial; median turn-around marking modifications; conflict markings; hardened centerlines at multiple locations
7th Street	Scio Church to Washington	Delineators in existing buffered bike lanes; conflict markings; side street paint/post bump-outs; bike boxes
Scio Church Road	Maple to 7th	Delineators in existing buffered bike lanes; conflict markings; side street paint/post bump-outs; bike boxes
Pauline Boulevard	W Stadium to 7th	Delineators in existing buffered bike lanes; conflict markings; side street paint/post bump-outs; bike boxes
Geddes Street	Washtenaw to Huron Parkway	Conflict markings; side street paint/post bump-outs; hardened centerlines

Example Project Design

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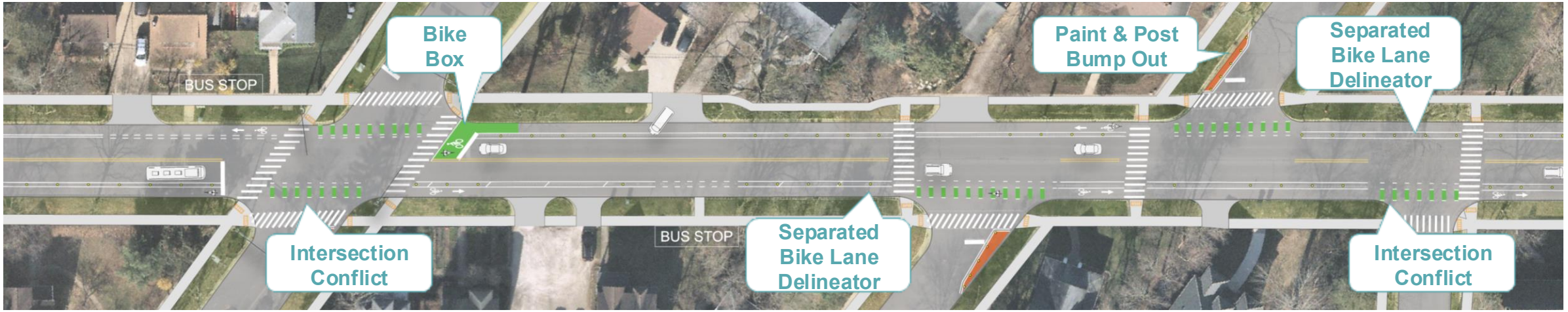
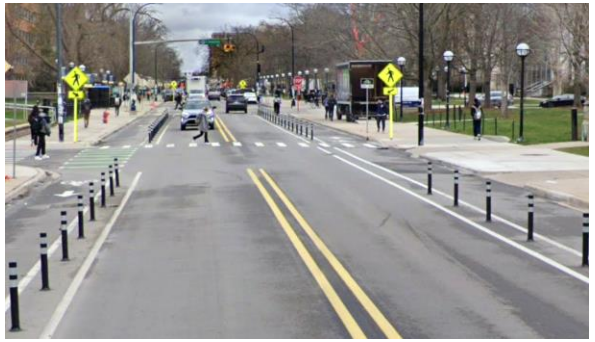
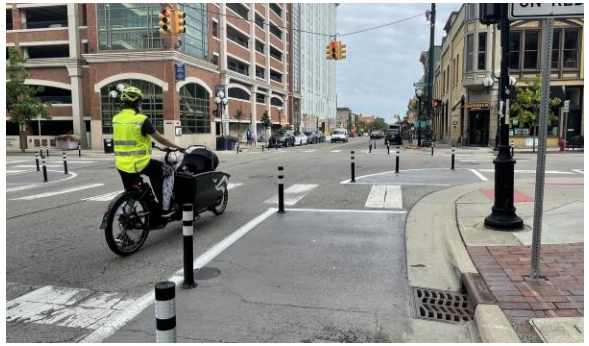
Key Tools Used





Separated Bike Lanes & Delineators



Paint & Post Bump Outs

Intersection Conflict Markings

Bike Boxes

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Thank you!