

ANN ARBOR MOVING TOGETHER

TOWARDS VISION ZERO



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Council Work Session



Ann Arbor Moving Together Overview
May 10, 2021

**ANN ARBOR
MOVING
TOGETHER**

TOWARDS VISION ZERO

Agenda

1. Plan & Public Engagement Process
2. Plan Document Overview
3. Anticipated Next Steps



Plan and Public Engagement Process

Plan Process

Phases

Discovery

Ideation

Action Planning

Goals

- Learn about opportunities and challenges around transportation.
- Identify a set of mobility values to guide decision making.
- Develop ideas for projects, policies, and programs to achieve the plan's goals in collaboration with stakeholders and the community.
- Organize strategies by priority and timeline
- Estimate costs and assign resources

Plan Process

Phases

Discovery

Ideation

Action Planning

Public Engagement Efforts

- Transportation behaviors survey **(1,814 respondents)**
- Bicyclist level of comfort survey **(1,052 respondents)**
- Public open house
- Public open house
- Corridor preferences survey
- Public open house
- Open comment and review period
- Focus groups
- Pop up meetings (2)
- Pedestrian crossings survey **(954 respondents)**
- Bike network survey **(3,508 comments received)**

Public Engagement Activities

1. Initial Survey
 - Purpose: Understanding how people get around
2. June 2019 Open House & Pop-up Meeting
 - Purpose: Establishing Values for the Plan and the community vision
3. October 2019 Pop-up @ Peace Neighborhood
 - Purpose: Reaching a broader audience
4. November 2019 Open House
 - Purpose: Review of Existing Conditions; focus corridor feedback; low-stress bike network

Public Engagement Activities

Additional online engagement:

- What type of bicycle rider are you? (October 2019)
- What are your priorities for Ann Arbor's focus corridors?
(November-December 2019)
- How comfortable are Ann Arbor's pedestrian crossings? (January 2020)
- What should the low-stress bike network include? (May 2020)

Public Engagement Results

Open House & Pop-up

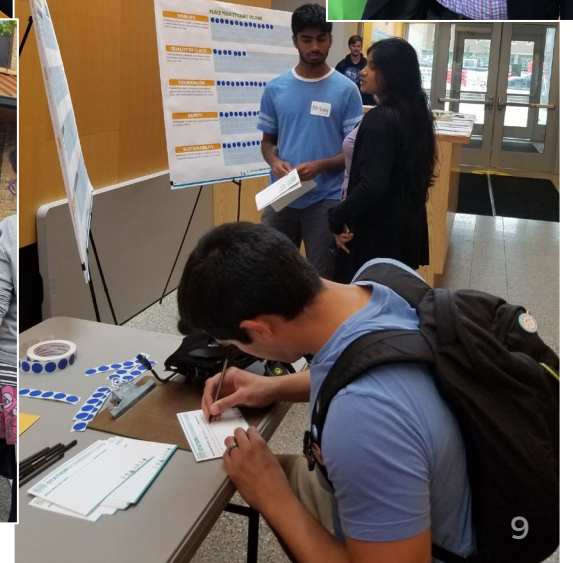
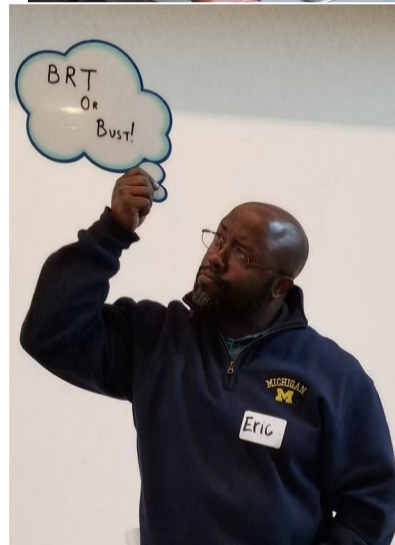
Open House

June 13, 2019

Pop-up Meeting

June 14, 2019

81 participants from 14 different zip codes



Public Engagement Results

Open House

1 Downtown Business District



Downtown shared street with distinct pavement materials and pedestrian-scale street furniture

2



Downtown intersection with bike lane, street furniture, and high visibility pedestrian crosswalk

3



Downtown street with parklets converted from on-street parking spaces

4 Commuter Corridor



Commuter corridor with dedicated bus lanes and median bus stops

5



Commuter corridor with side boarding bus island and two-way bike lane

6



Commuter corridor with center median pedestrian island

7 Residential Street



Residential street with bicycle boulevard improvements

8



Residential intersection with painted bulb-outs, flexible bollards, and planters

9



Residential street with raised crosswalk and flashing pedestrian crossing beacons

Public Engagement Activity

Corridor Priorities



WASHTENAW AVE STADIUM BLVD TO US-23

Washtenaw Ave connects Ann Arbor's downtown to Ypsilanti. Washtenaw Ave is a Michigan Department of Transportation road with a shared use path from Brockman Blvd to Huron Pkwy. While the entirety of Washtenaw Ave is an important corridor, the area of focus, from Stadium Blvd to US-23, captures an area of high stress for people walking, biking, driving, and using transit.

	LEVEL OF TRAFFIC STRESS	High Stress (LTS 3 & 4)
	PEDESTRIAN NETWORK	Complete Network
	PEDESTRIAN DEMAND	Low
	TRANSIT ROUTES	3 routes #24, 4A, 4B
	VOLUME (AVERAGE)	37,689 vehicles/day

CRASH & SAFETY # of crashes: **991**
of bike/pedestrian serious injury: **1**

YOUR PRIORITIES FOR WASHTENAW AVE

Using your stickers in one column, rate your priorities with #1 as your highest priority and #5 as your lowest priority.

PLACE YOUR STICKERS BELOW!

#1																				
#2																				
#3																				
#4																				

Committees

Two committees guide the development of the plan:

Technical Advisory Committee - 22 members,
representing city & partner agencies

Community Advisory Committee – 30 active members,
representing a broad base of community groups

Committee Overview

Input was sought from committees at key milestones throughout the process:

- Meeting 1:** Plan process & Vision Zero overview; discussion of goals and values
- Meeting 2:** Existing conditions analysis overview; best practices review; focus corridors and intersections
- Meeting 3:** Strategies discussion
- Meeting 4:** Draft plan review

Commission Engagement

1. Transportation Commission (4 meetings throughout process)
2. Planning Commission (2 meetings)
3. Joint Transportation & Planning Commission

Final Public Review Period

1. Key plan updates:

- Refinements to bike and transit maps
- Language added for clarity or emphasis to Dangerous Behaviors, Bike Routes, and Transit Service strategies
- Additional content added for Acknowledgements, Glossary, and to Appendices
- Formatting errors fixed



Plan Document Overview

**ANN ARBOR
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Plan Document Overview

1. Introduction
2. Mobility in Ann Arbor: Today
3. Ann Arbor's Mobility Values and Goals
4. Ann Arbor's Mobility Strategies
5. What Could Our Streets Look Like?
6. How Will We Make it Happen?
7. Glossary and Partner Acronyms

Ann Arbor's Mobility Values



Safety



Mobility



Accessibility for All



Healthy People & Sustainable Places



Regional Connectivity

Ann Arbor's Goals

MOVING TOGETHER TOWARDS...

ZERO DEATHS

AND

ZERO EMISSIONS

Strategy Organization

76 strategies, including **22 key strategies** outlined to demonstrate:

- How strategies relate to the **values**: *Safety, Mobility, Accessibility for All, Healthy People/Sustainable Places, Regional Connectivity*
- **Multi-disciplinary approach**: *Engineering, Education, Encouragement, Enforcement, Equity, Evaluation*
- Cross-agency and cross-departmental collaboration
- Time-based **action strategy**: *Short-, medium-, long-term*
- Accountability

Strategy Overview

Values

Timeline, Partners, Targets

6. Bike Routes

Build out a safe, comfortable network of bike routes for people of all ages and abilities.

Current State

Ann Arbor has been working to create an environment and culture that supports biking for more than a decade. Since 2007, Ann Arbor has nearly doubled the total length of designated bikeways, installing 78 miles of new bike lanes and shared use paths.¹² These investments have led to more people biking to get to work (36% increase from 2009 to 2018)¹³ and for everyday trips around the city (37% increase in bicycle counts on select streets).¹⁴

However, biking on many streets can still be stressful due to the volume and speed of traffic and lack of separation between people biking and cars. An evaluation of the level of traffic stress experienced by people biking rated the majority of non-local streets around the city as high stress. Nearly three-quarters (72%) of all crashes involving a person biking occurred on these high stress streets.¹⁵ Findings from the online Bike Level of Comfort Survey (n=1,041) indicate that 79% of respondents would ride a bike more if they felt safer and more comfortable on streets. Building safe, comfortable bike routes is especially important for encouraging more women, older adults, and children to bike. While biking has increased significantly in Ann Arbor over the



Safety



Mobility



Healthy People & Sustainable Places

years, the number of men who bike to work is still more than three times greater than the number of women.

Strategy Description

To continue increasing the number of people biking in Ann Arbor, the city needs to build bike routes that are safe and comfortable for people of all ages and abilities and create continuous routes, connected to each other, to achieve a complete network. The routes or segments that make up the network may range from local streets with traffic calming, enhanced wayfinding, and design features that improve safety and comfort for people biking, to major streets with physically separated bike lanes. The National Association of City Transportation Officials (NACTO) provides useful resources like the Urban Bikeway Design Guide and Designing for All Ages and Abilities: Contextual Guidance for High-Comfort Bicycle Facilities.

The recommended all ages and abilities network, which was developed based on an analysis of bicycling conditions and feedback from the public, consists of 102 total miles of bike routes across Ann Arbor. Of those 102 total miles, 26 miles (25%) are already in place, 28 miles (27%) of existing bike routes need to be enhanced (e.g., adding a barrier between the bikeway and cars or adding traffic calming elements), and 48 miles of new bike routes

(48%) are needed. Once completed, 97% of the population would live within a ¼ mile of the all ages and abilities bike network. This network reflects conditions and information available at the time of this plan's adoption and represents a Master Plan-level evaluation. Prior to implementing individual routes, a corridor-level assessment will be necessary. Additional routes and connections should continue to be considered through the Transportation Commission and pursued as recommended plan amendments when the plan is reviewed or updated.

An important addition to a bike network is a comprehensive wayfinding system to allow people to confidently navigate the bike network. Wayfinding should be installed at predictable intervals along bike routes to help people confirm they are on a designated route and at turns or decision points along the route. Signs should indicate the direction people should follow and the distance to important destinations. Creating a tailored wayfinding system for Ann Arbor's all ages and abilities

What is being proposed

A comfortable connection between the University of Michigan campuses is also an important consideration and city staff and the

University of Michigan should collaborate to identify and build out a comfortable, all ages and abilities connection.

Timeline



Lead Agency/Stakeholders

- » Engineering
- » Systems Planning
- » Public Works
- » MDOT
- » WATS
- » WBWC
- » Bike Alliance of Washtenaw
- » University of Michigan
- » DDA
- » Parks

Targets

1. Install 5 miles of new or upgraded, all ages and abilities routes each year.
2. Complete the full all ages and abilities bike network by 2035.
3. Implement a complete wayfinding system by 2025.

Where are we now?



Strategy Overview

6. Bike Routes

Build out a safe, comfortable network of bike routes for people of all ages and abilities.

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Safety



Mobility

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Healthy People & Sustainable Places

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An important addition to a bike network is a comprehensive wayfinding system to allow people to confidently navigate the bike network. Wayfinding should be installed at predictable intervals along bike routes to help people confirm they are on a designated route and at turns or decision points along the route. Signs should indicate the direction people should follow and the distance to important destinations. Creating a tailored wayfinding system for Ann Arbor's all ages and abilities bike network, including unique branding and a curated list of local destinations, could further encourage biking.

A comfortable connection between the University of Michigan campuses is also an important consideration and city staff and the

University of Michigan should collaborate to identify and build out a comfortable, all ages and abilities connection.

Timeline



Short
(0-3 years)

Lead Agency/Stakeholders

- » Engineering
- » Systems Planning
- » Public Works
- » MDOT
- » WATS
- » WBWC
- » Bike Alliance of Washtenaw
- » University of Michigan
- » DDA
- » Parks

Targets

1. **Install 5 miles of new or upgraded, all ages and abilities routes each year.**
2. **Complete the full all ages and abilities bike network by 2035.**
3. **Implement a complete wayfinding system by 2025.**



Strategy Overview

Complete List of Actions

While the key mobility strategies detailed above explain many of the critical actions the city will take in the coming years to achieve its goals and uphold the community's mobility values, there are additional actions the city must take in the short-, medium-, and long-term to sustain its progress. The tables in the following pages provide a complete list of actions—including the key mobility strategies detailed above.

Short-Term Strategies

Strategy	Lead/Partners	Values	6 Es	Targets
+Focus transportation investments on corridors and intersections with the most serious crashes.	Engineering (for full list of partners, see p. XX)	Safety	Engineering	<ul style="list-style-type: none"> Develop plans for safety improvements on all Tier 1 corridors and intersections within 1 year <p>(for full list of targets, see p. XX)</p>
+Address dangerous driving behaviors using design solutions, policy changes, and education efforts.	Engineering (for full list of partners, see p. XX)	Safety	Engineering Education Encouragement Enforcement Equity	(for full list of targets, see p. XX)
+Establish a quick-build improvement program.	Engineering Public Works DDA City Council	Safety Mobility Accessibility for All Healthy People & Sustainable Places	Engineering	<ul style="list-style-type: none"> City council approves quick-build safety program within 1 year. Install at least three quick-build safety projects per year, prioritizing focus corridors and intersections.
+Address all critical gaps in the sidewalk system.	Engineering Systems Planning Public Works MDOT City Council	Safety Mobility Accessibility for All Healthy People & Sustainable Places	Engineering	<ul style="list-style-type: none"> Approve new sidewalk construction funding sources and update City Code within 1 year. Complete all remaining near-term sidewalk gaps within 3 years and all sidewalk gaps on major streets within 7 years.
+Enhance safety and visibility at mid-block crossings.	Engineering (for full list of partners, see p. XX)	Safety Mobility Accessibility for All	Engineering	<ul style="list-style-type: none"> Assess all existing uncontrolled crosswalks and identify necessary enhancements within 3 years. Enhance 5 uncontrolled crosswalks per year. Install 5 new uncontrolled crosswalks per year.

+ denotes a key strategy





Next Steps

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Anticipated Next Steps

1. Implementation actions

- Designate Vision Zero Citizen Advisory Board
- Establish list of initial projects that address plan priorities

2. Monitoring and evaluation of plan implementation

3. Getting to ZERO!

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