



CITY OF ANN ARBOR, MICHIGAN

Public Services Area/Systems Planning

301 East Huron St.

P.O. Box 8647, Ann Arbor, Michigan 48107

Fax: (734) 994-1744

Web: www.a2gov.org Printed on recycled paper

November 20, 2023

Mr. Brett Lenart
Planning Manager

Dear Mr. Lenart,

As follow-up to the discussion of the Capital Improvements Plan (CIP) at the November 8, 2023 Planning Commission Work Session, please find additional information below. Commissioner questions are followed by staff replies.

Can bollards/vertical delineators for bike infrastructure be specified in CIP project scopes to ensure that they are consistently installed?

The Moving Together Towards Vision Zero Transportation Plan guides where the City is focused on installing protected bike lanes - which are facilities that would include bollards, vertical delineators, or some other vertical separation between the vehicle lane and the bike facility. Any capital project on the All Ages and Abilities Bike Network is closely evaluated for incorporation of a low-stress bike facility. Some recently completed capital projects, like Scio Church, will receive vertical delineators as part of a city-wide project to upgrade buffered bike lanes (paint only) to protected bike lanes (inclusion of vertical delineators). This project, which will upgrade 11 miles of bike lanes, is currently under design and is expected to be installed in the spring of 2024 (All Ages and Abilities Bike Routes - TR-AT-20-04).

More streetlights are needed to improve pedestrian visibility and transportation safety.

Streetlight improvements and new installations are made through the following approaches:

- Road resurfacing and rehabilitation projects include an evaluation of existing and new crosswalks; streetlight improvements are made, as needed, to provide positive contrast streetlighting at crosswalk locations.
- Crosswalks are evaluated and improved throughout the city to provide positive contrast lighting. (Crosswalk Improvements - TR-AT-22-23)
- Corridor lighting improvements are programmed on Packard, Ann Arbor-Saline Road, and Liberty. These projects have not received funding support and continue to be delayed. (Streetlights: Ann Arbor-Saline Rd Corridor - TR-OT-20-02; Streetlights: Liberty Corridor (Scio Ridge to Maple) - TR-OT-20-03; Streetlights: Packard (State to Stadium) - TR-OT-20-04)
- On-going maintenance is performed to maintain our existing streetlight assets. (Streetlight Capital Maintenance - TR-OT-20-05)

Can bike infrastructure improvements be incorporated into all project scopes?

Staff strive to meet current policy guidance. The Moving Together Towards Vision Zero Transportation Plan specifies bicycle improvements and treatment types for different types of roads. Staff review every major road project during the design phase to determine the appropriate bicycle and pedestrian infrastructure. CIP project scopes for



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major road projects reflect the need for bicycle and pedestrian infrastructure to be incorporated as part of the project.

Vizion Zero Plan guidance does not advise bike infrastructure improvements on every street. An approach that tries to address bike infrastructure everywhere all at once, is likely to be less impactful than the current approach that prioritizes the areas of greatest need first.

Sincerely,

Kayla Coleman
Capital Projects Asset Manager

cc: S. Stewart, R. Hess