

2019 Lane Conversions: Design Update

2/20/2019 PRESENTATION TO TRANSPORTATION COMMISSION

Presentation Objectives

Provide history on project evolution

Develop a shared understanding of the way these changes are evaluated

Provide the results of the analyses performed for the segments

Respond to any questions you may have

Project Development History

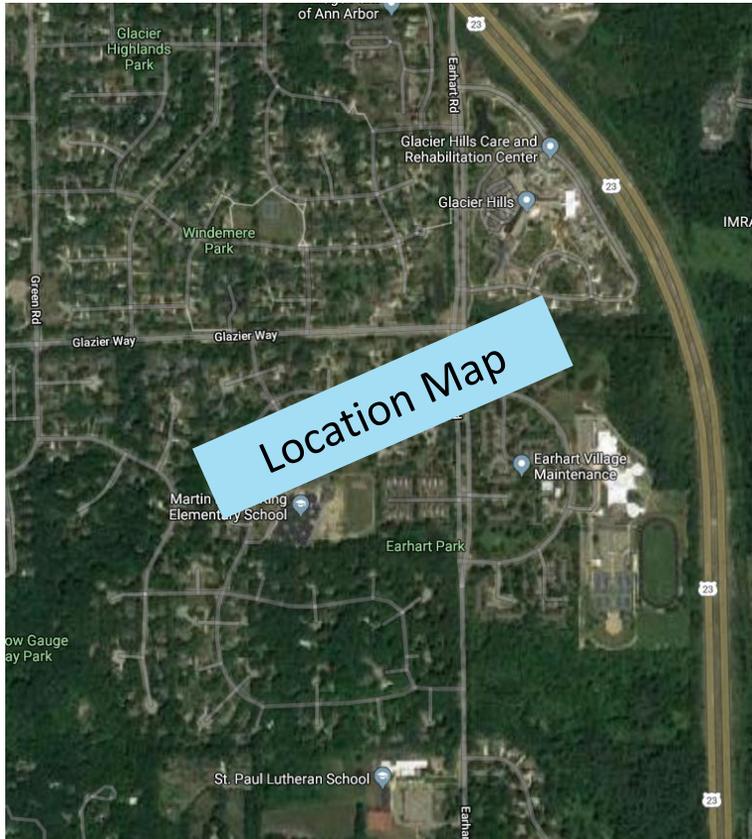
Project Sources:

- City of Ann Arbor's Non-Motorized Plan, 2013 Update
- Resident Requests, Organization Requests

Data Sources:

- Turning Movement Counts: collected summer 2018 or recent traffic impact studies
- ADT: existing counts, collected data, traffic impact studies, SEMCOG data projections
- Crashes: statewide database
- Existing conditions: site observation

Project Results Summary - Sample



ADT =

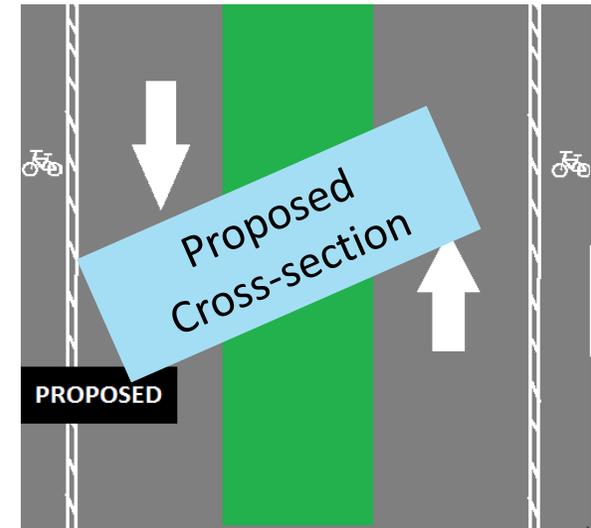
Speed (mi/h):

Controlling or Important Site Data

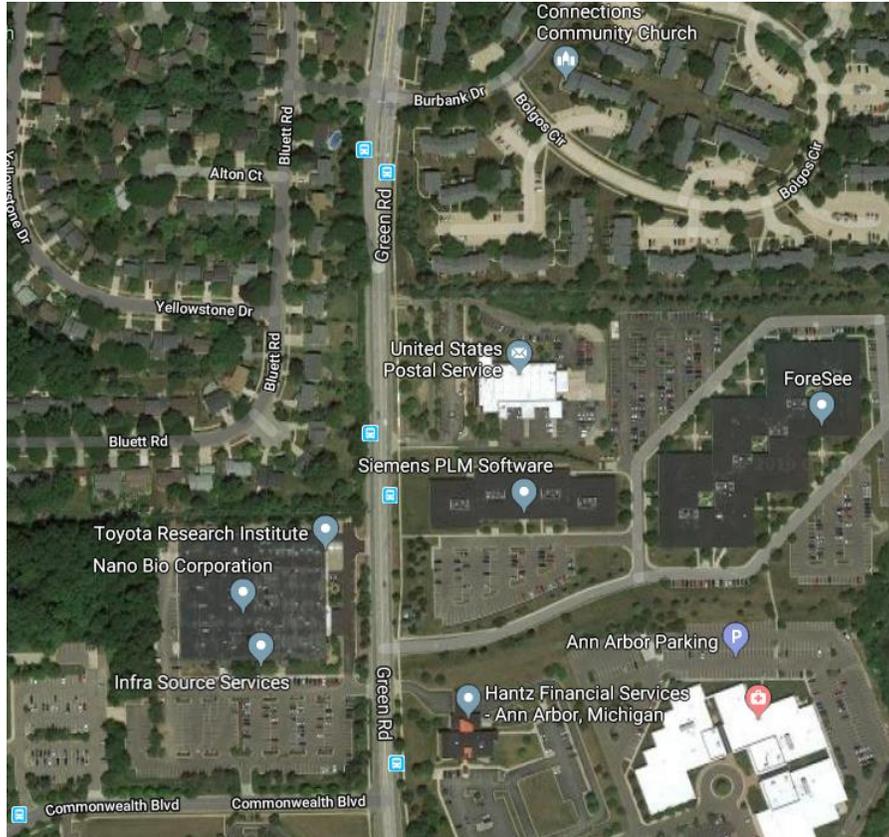
Proposed design:

LOS: min. impact

v/c: min. change



Green, Burbank – Commonwealth



ADT = 7500 veh., Peak hour = 1233 veh.

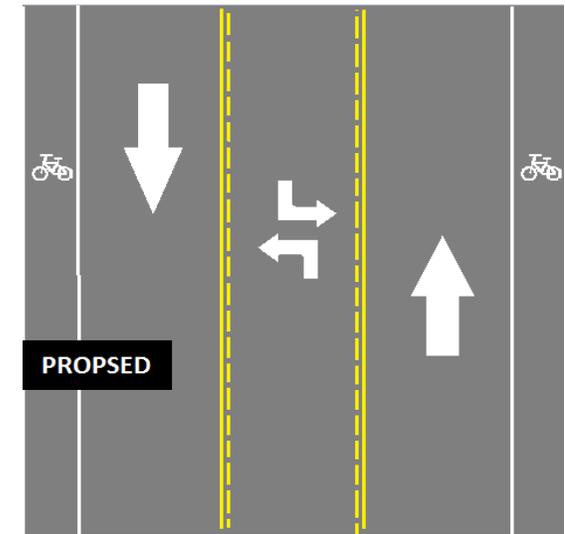
Speed (85th %tile): NA

Correctable crashes: No correctable pattern

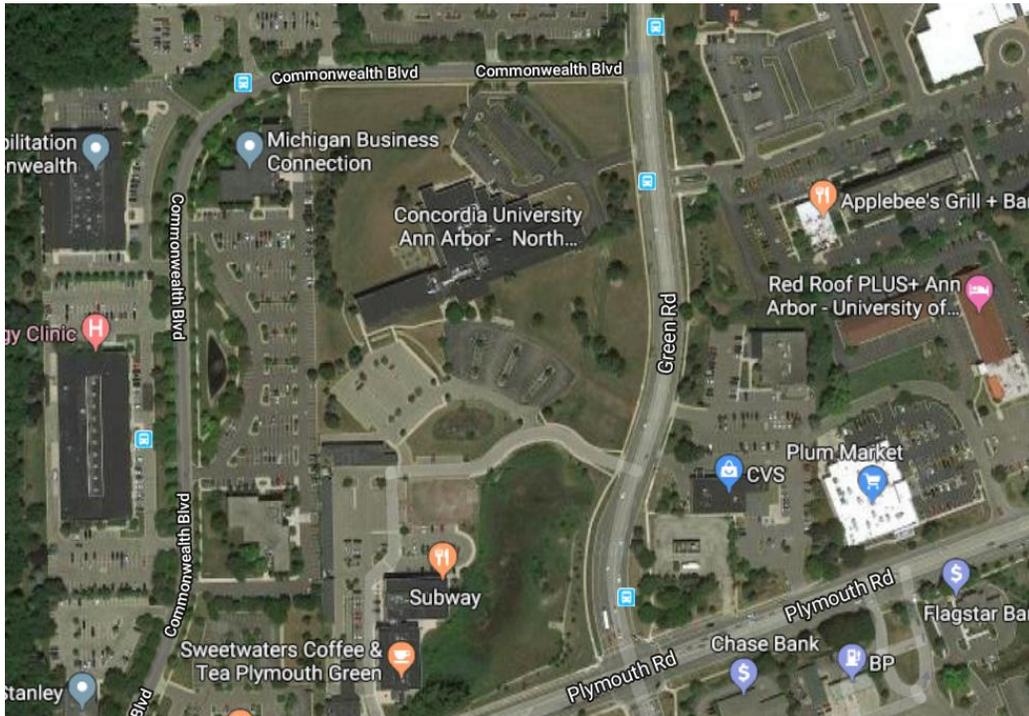
Proposed design:

LOS: min. impact

v/c: min. change



Green, Commonwealth – Plymouth



ADT = 7500 veh., Peak hour = 1233 veh.

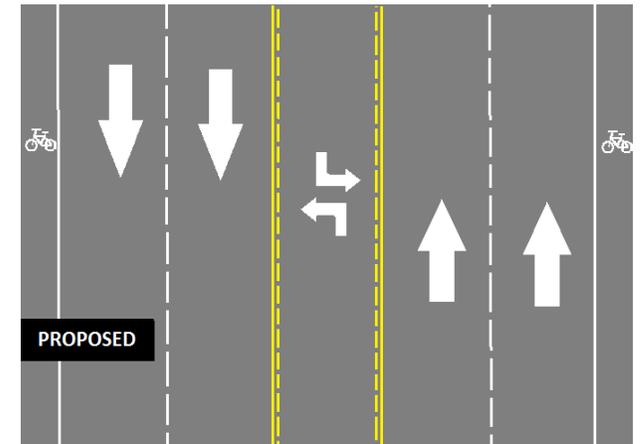
Speed (85th %tile): NA

Correctable crashes: No correctable pattern

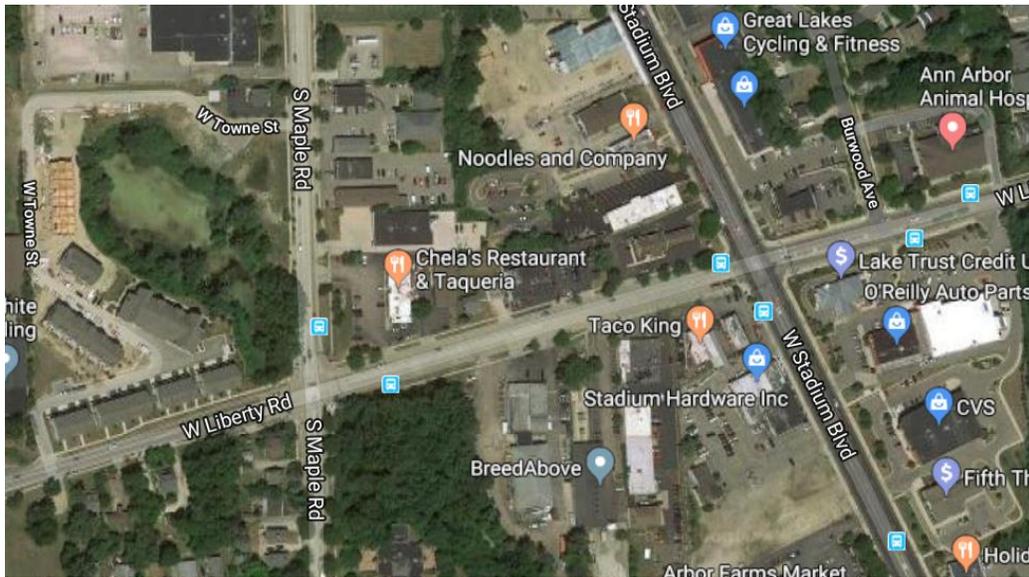
Proposed design:

LOS: min. impact

v/c: min. change



Liberty, Maple – Stadium



ADT = 10,500 veh., Peak hour = 1350 veh.

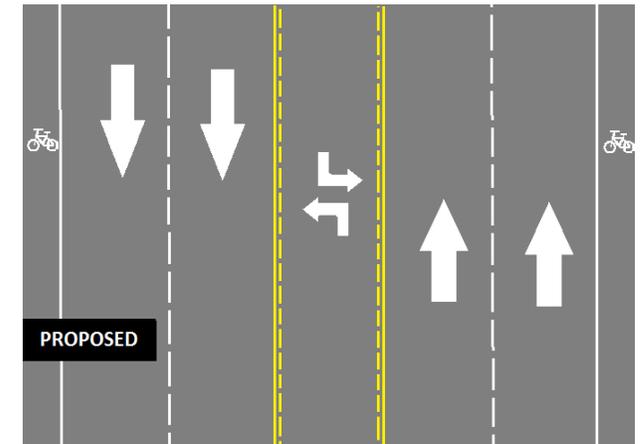
Speed (85th %tile): NA

Correctable crashes: No correctable pattern

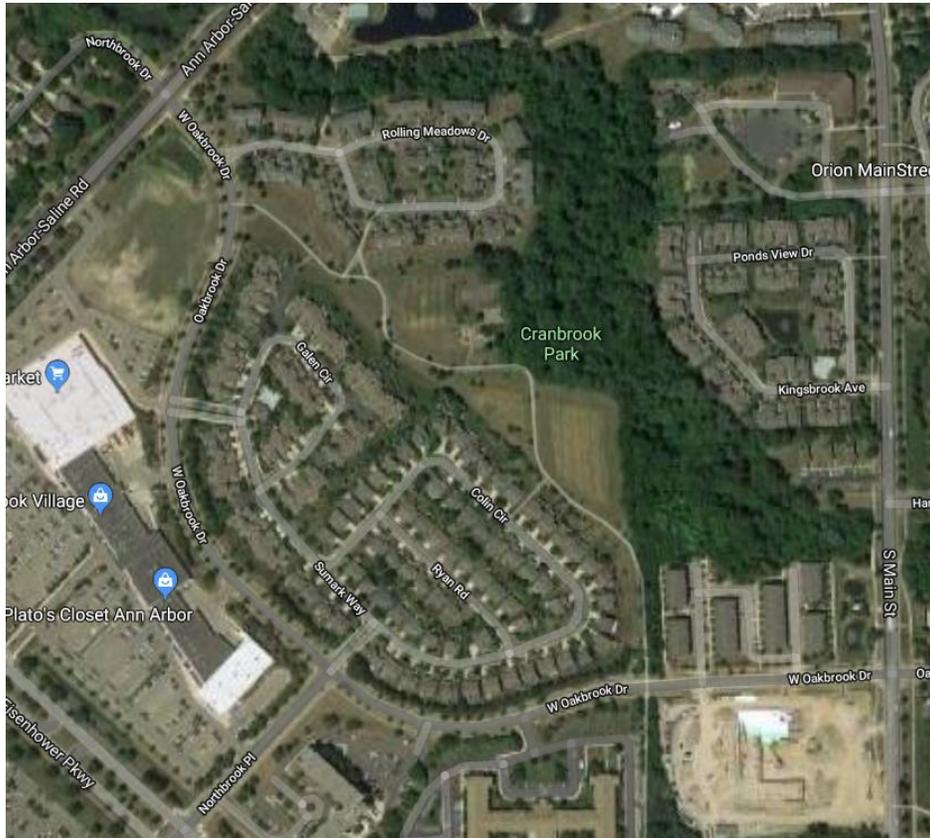
Proposed design:

LOS: min. impact

v/c: min. change



Oakbrook, Ann Arbor Saline – Main



ADT = 1248 veh., Peak hour = 146 veh.

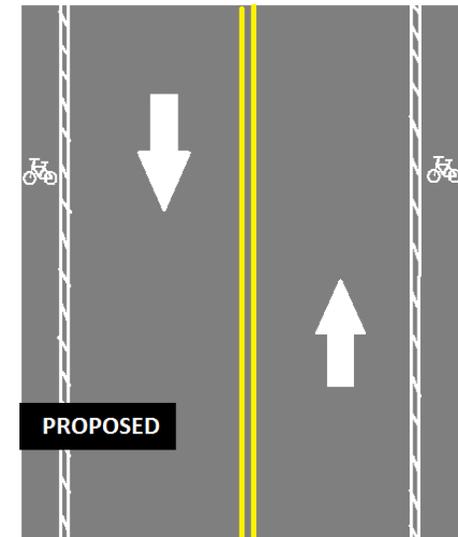
Speed (85th %tile): NA

Correctable crashes: No identified pattern

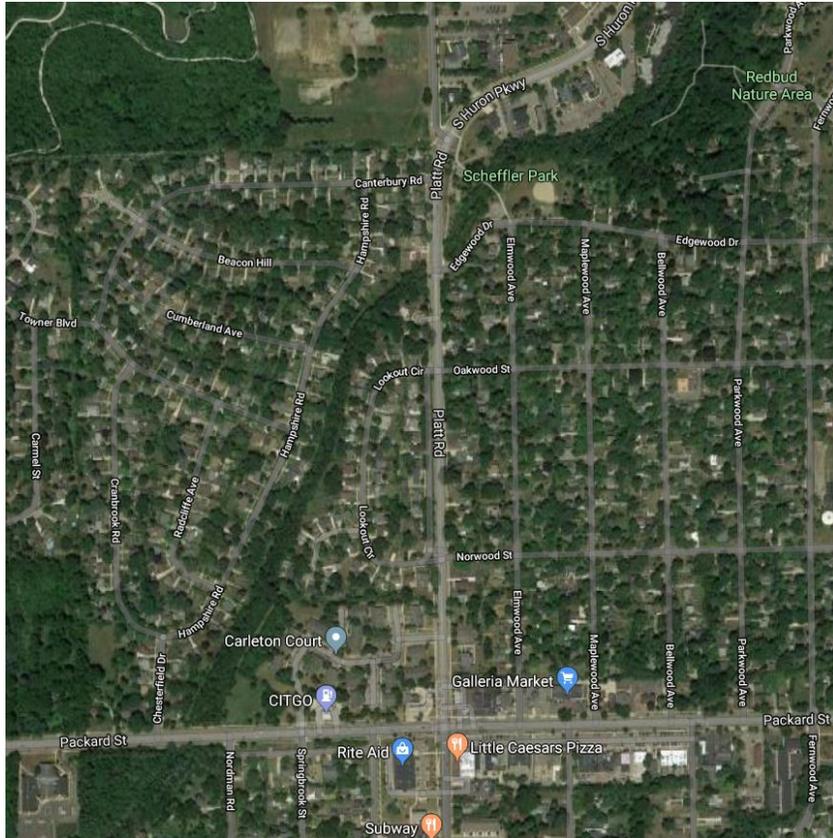
Proposed design:

LOS: min. impact

v/c: min. change



Platt, Huron Parkway – Packard



ADT = 16,979 veh., Peak hour = 1698 veh.

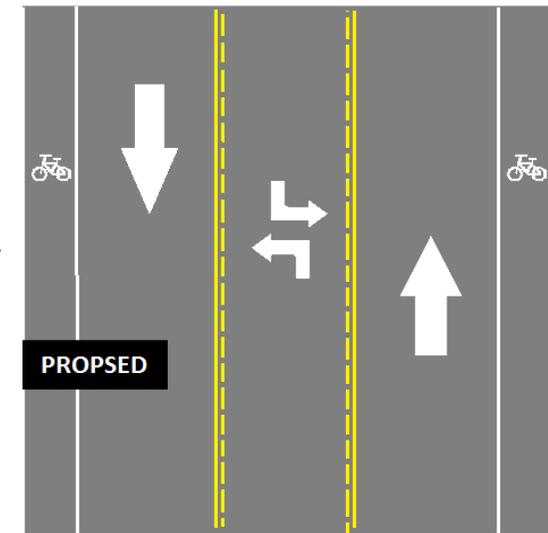
Speed (85th %tile): NA

Correctable crashes: No correctable pattern

Proposed design:

LOS: Intersection fails
v/c: exceeds capacity

**Not
Recommended**



South Industrial, Stadium– Stimpson



ADT = 11,934 veh., Peak hour = 549 veh.

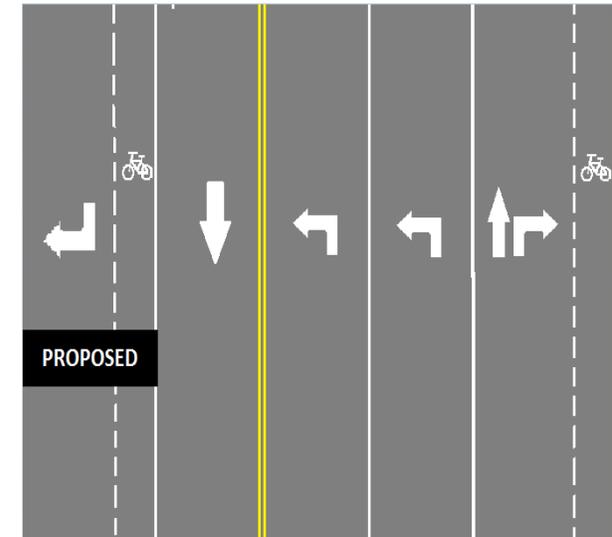
Speed (85th %tile): NA

Correctable crashes: No correctable pattern

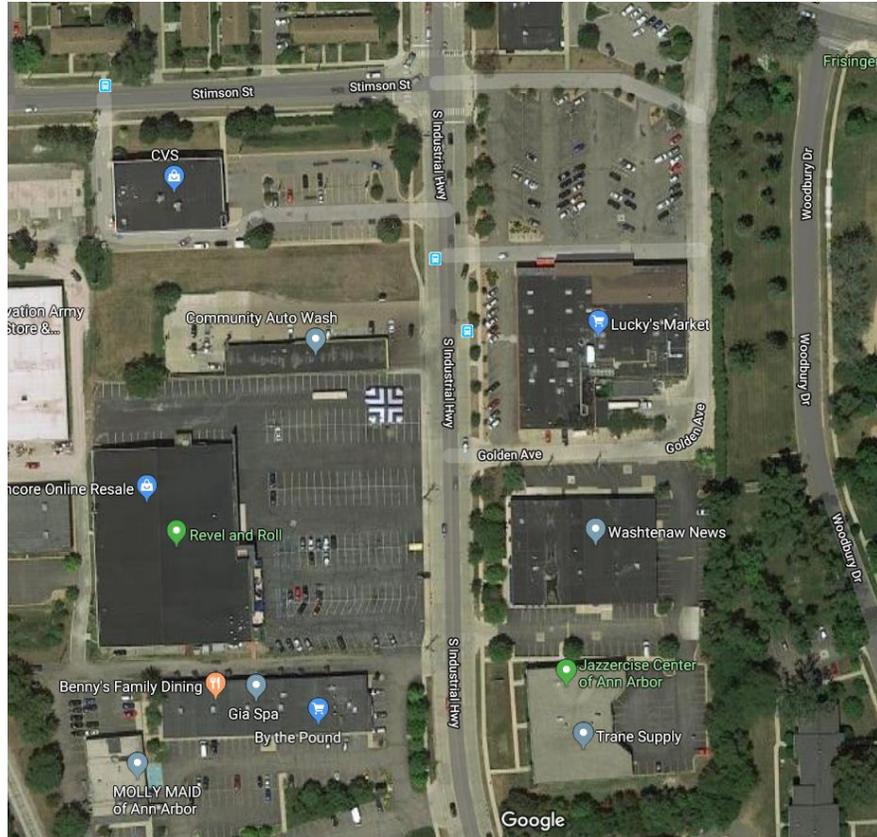
Proposed design:

LOS: min. impact

v/c: min. change



South Industrial, Stimpson – 3 Lanes



ADT = 10,376 veh., Peak hour = 498 veh.

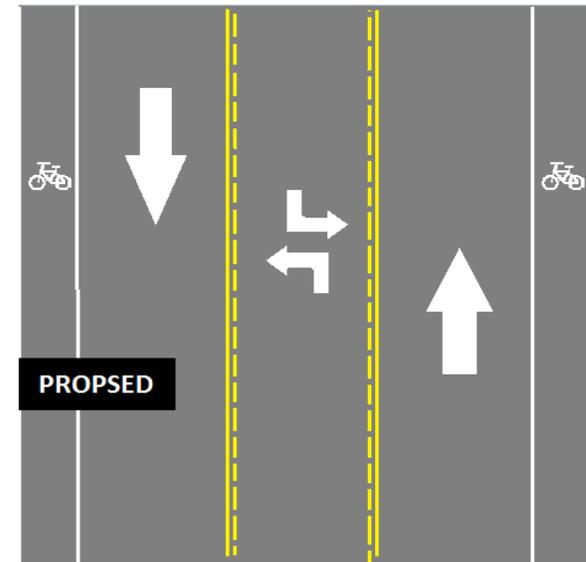
Speed (85th %tile): NA

Correctable crashes: Right angle, left turn

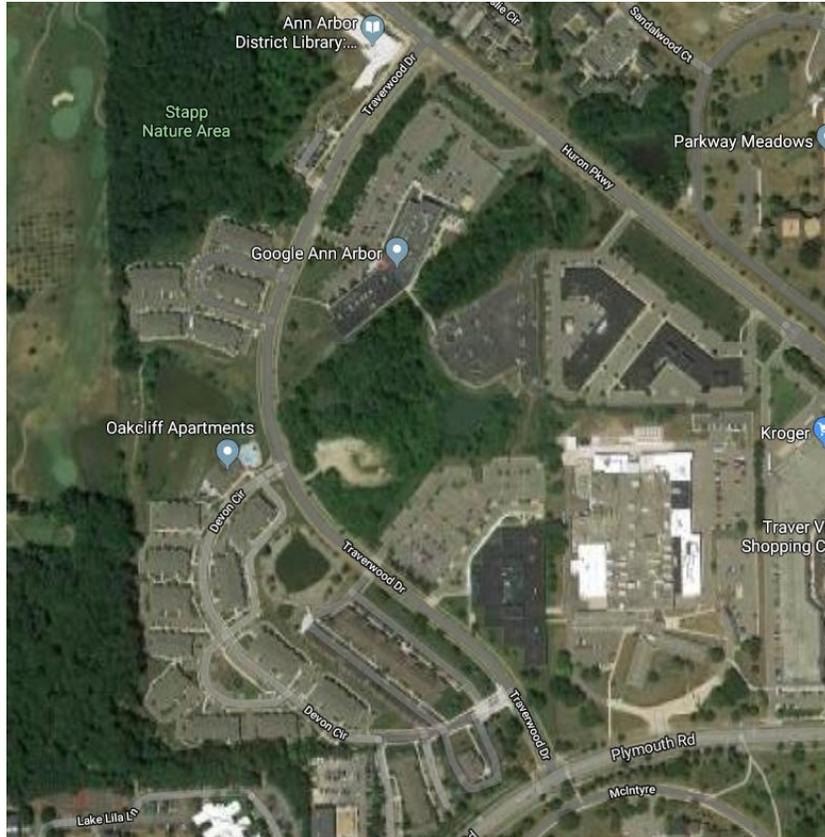
Proposed design:

LOS: min. impact

v/c: min. change



Traverwood, Huron Parkway – Plymouth



ADT = 2500-3500 veh., Peak hour = 405 veh.

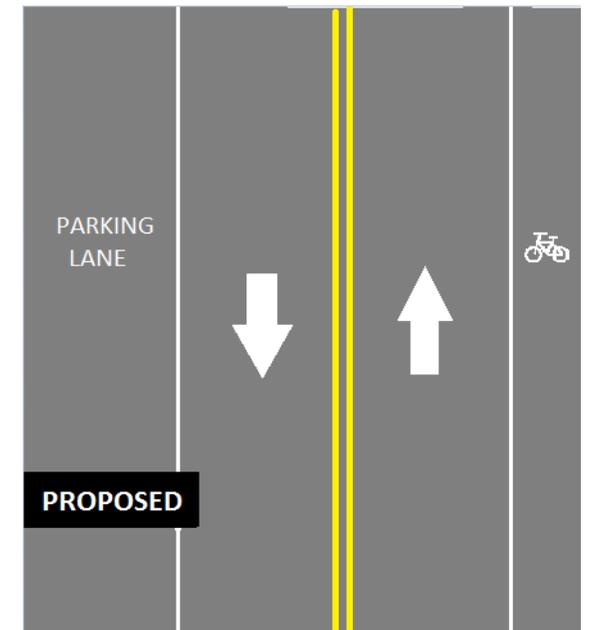
Speed (85th %tile): NA

Correctable crashes: No crash pattern

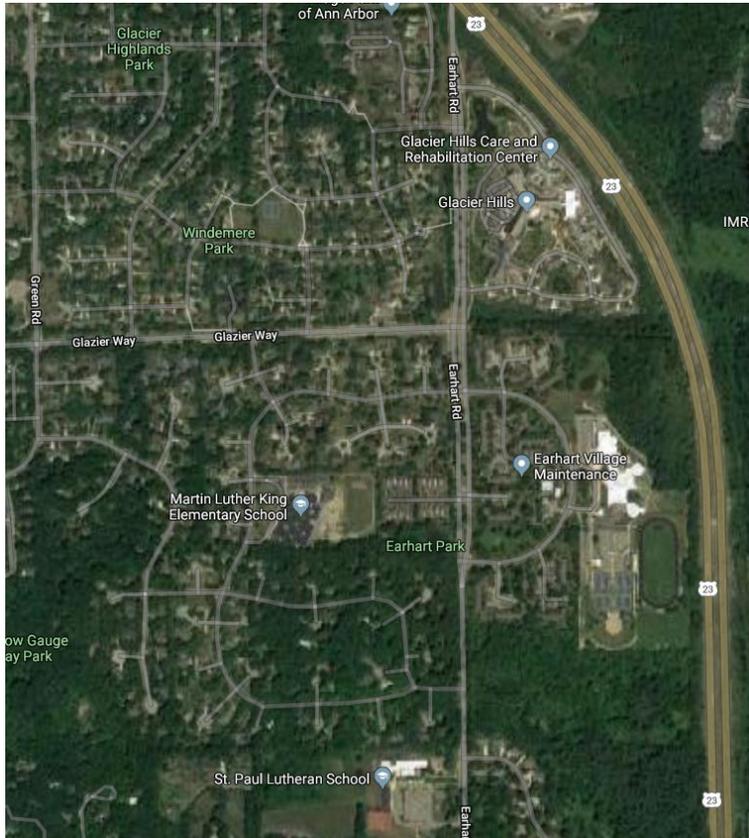
Proposed design:

LOS: min. impact

v/c: min. change



Earhart, US-23 – Pine Brae



ADT = 7246 veh., Peak hour = 1046 veh.

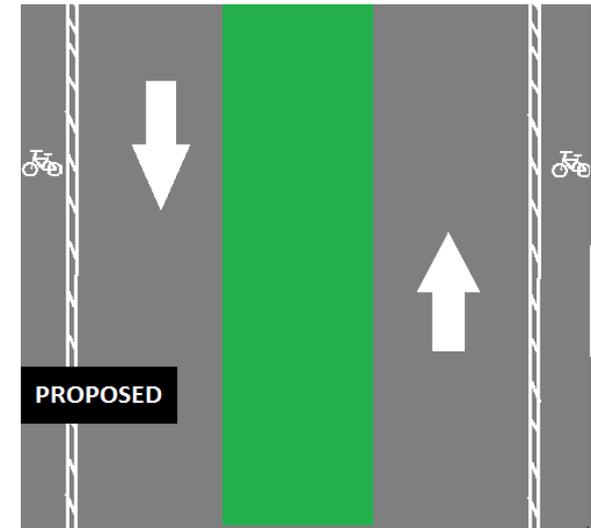
Speed (85th %tile): 38 mph (NB), 42 mph (SB)

Correctable crashes: Right angle, left turn

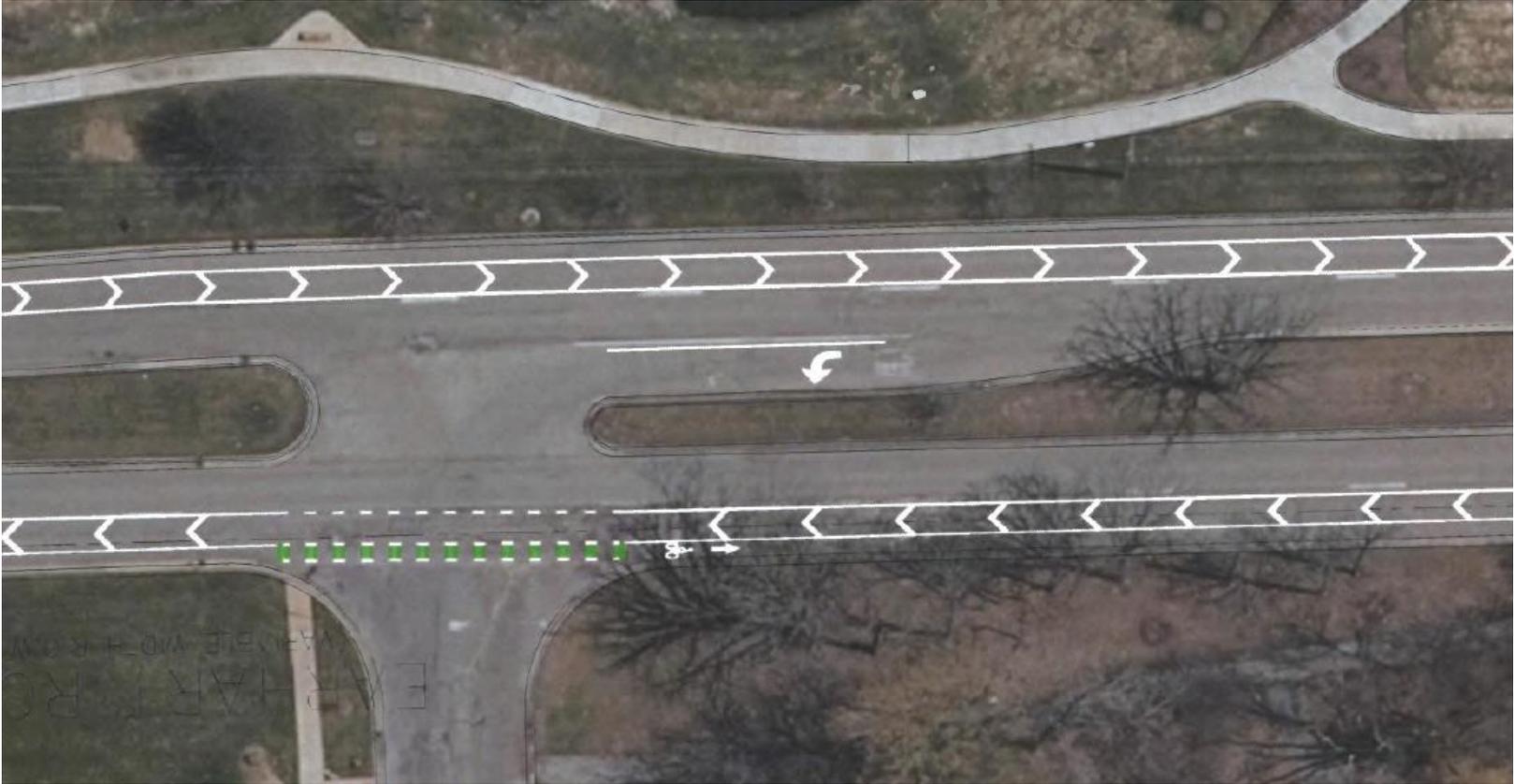
Proposed design:

LOS: min. impact

v/c: min. change



Earhart Segment Example



Earhart Intersection Example

