

ANN ARBOR MOVING TOGETHER

TOWARDS VISION ZERO



Illustrations by: Pablo Stanley

Planning Commission



Ann Arbor Moving Together Overview
October 14, 2020

Agenda

1. Introduction to Vision Zero
2. Plan Process Overview
3. Public and Stakeholder Engagement



Vision Zero Overview

What is Vision Zero?

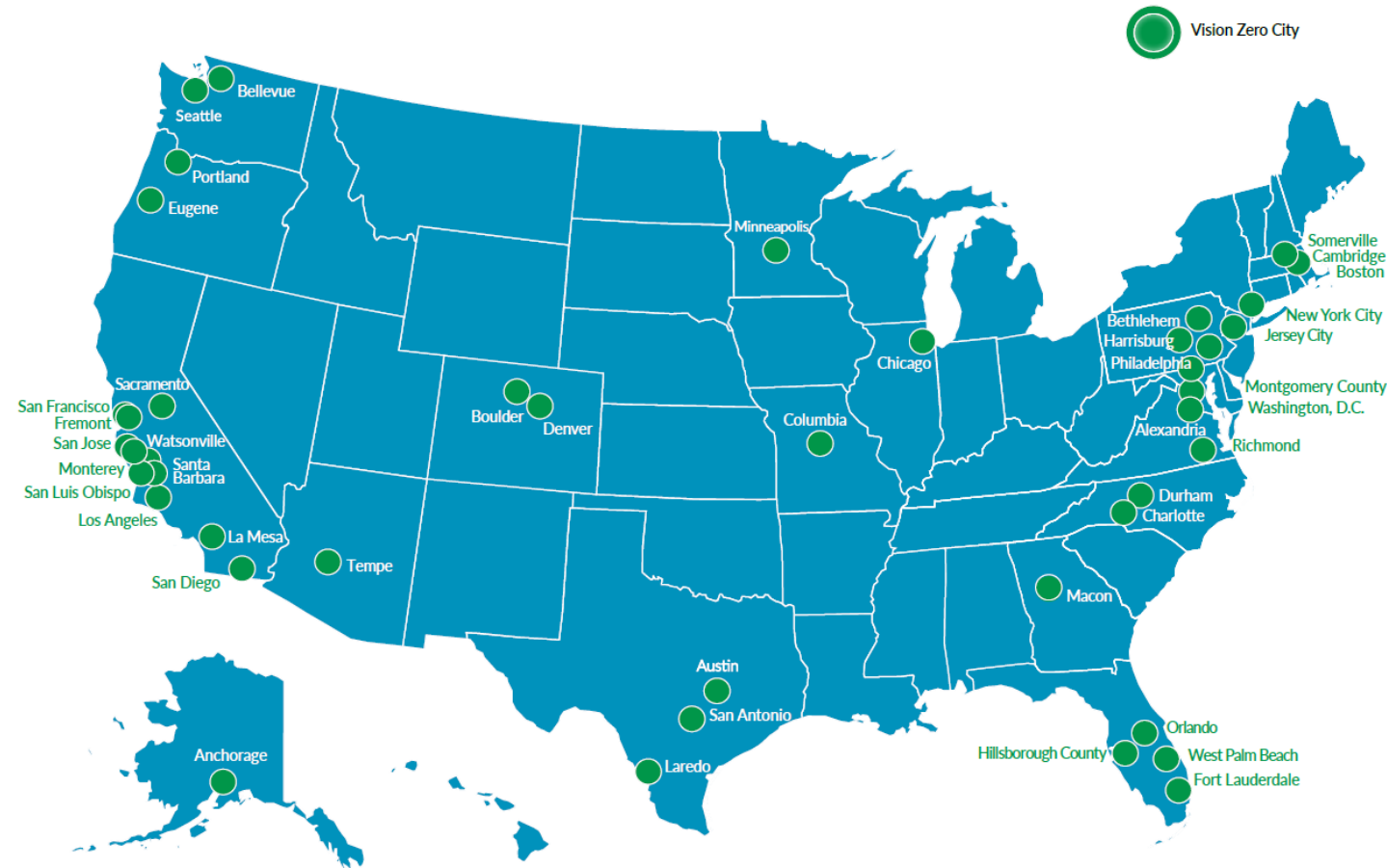
Vision Zero is both the goal and strategy to eliminate traffic fatalities and severe injuries among all road users, and to ensure safe, healthy, equitable mobility for all.

*Adapted from Vision Zero Network:
<https://visionzeronetwork.org>*

Where is Vision Zero?

And how do you get on the map?

- ✓ A clear goal of eliminating traffic fatalities and severe injuries has been set.
- ✓ The Mayor has publicly, officially committed to Vision Zero.
- A Vision Zero plan or strategy is in place, or the Mayor has committed to doing so in clear time frame.
- Key departments (including police, transportation and public health) are engaged.





Plan Process Overview

Phases

Components

Discovery

Goals:

- Learn about opportunities and challenges
- Establish mobility values & goals

Comprehensive data analysis

Staff values workshop

Focus groups

Public open house

Committee & commission meetings

Transportation behaviors survey

Pop up meetings (2)

Bicyclist level of comfort survey

Ideation

Goals:

- Develop and vet ideas for projects, programs, and policies to meet plan goals

Best practice review

Staff corridor concept workshop

Public open house

Pedestrian crossings survey

Concept development

Committee & commission meetings

Corridor preferences survey

Bike network survey

Strategy compilation

Action Planning

Goals:

- Organize strategies by priority and timeline
- Assign resources for implementation

Strategy organization

Staff and committee worksheets

Public open house

Cost estimating

Committee & commission meetings

Implementation tools

Mobility in Ann Arbor: Today

Investments to date have led to increased transit ridership, more people walking and biking, and lower emissions

Yet, more progress needs to be made to meet Ann Arbor's goals in:

- Creating safer streets
- Addressing climate change
- Managing demand on the city's streets
- Equitably connecting people to opportunities
- Using technology to achieve goals

Discovery Phase

Plan Goals

MOVING TOGETHER TOWARDS...

ZERO DEATHS

AND

ZERO EMISSIONS

Plan Values

The following values were identified by the public and committee input as those most important to the community:

1. Safety
2. Mobility
3. Accessibility for All
4. Healthy People/Sustainable Places
5. Regional Connectivity

Safety

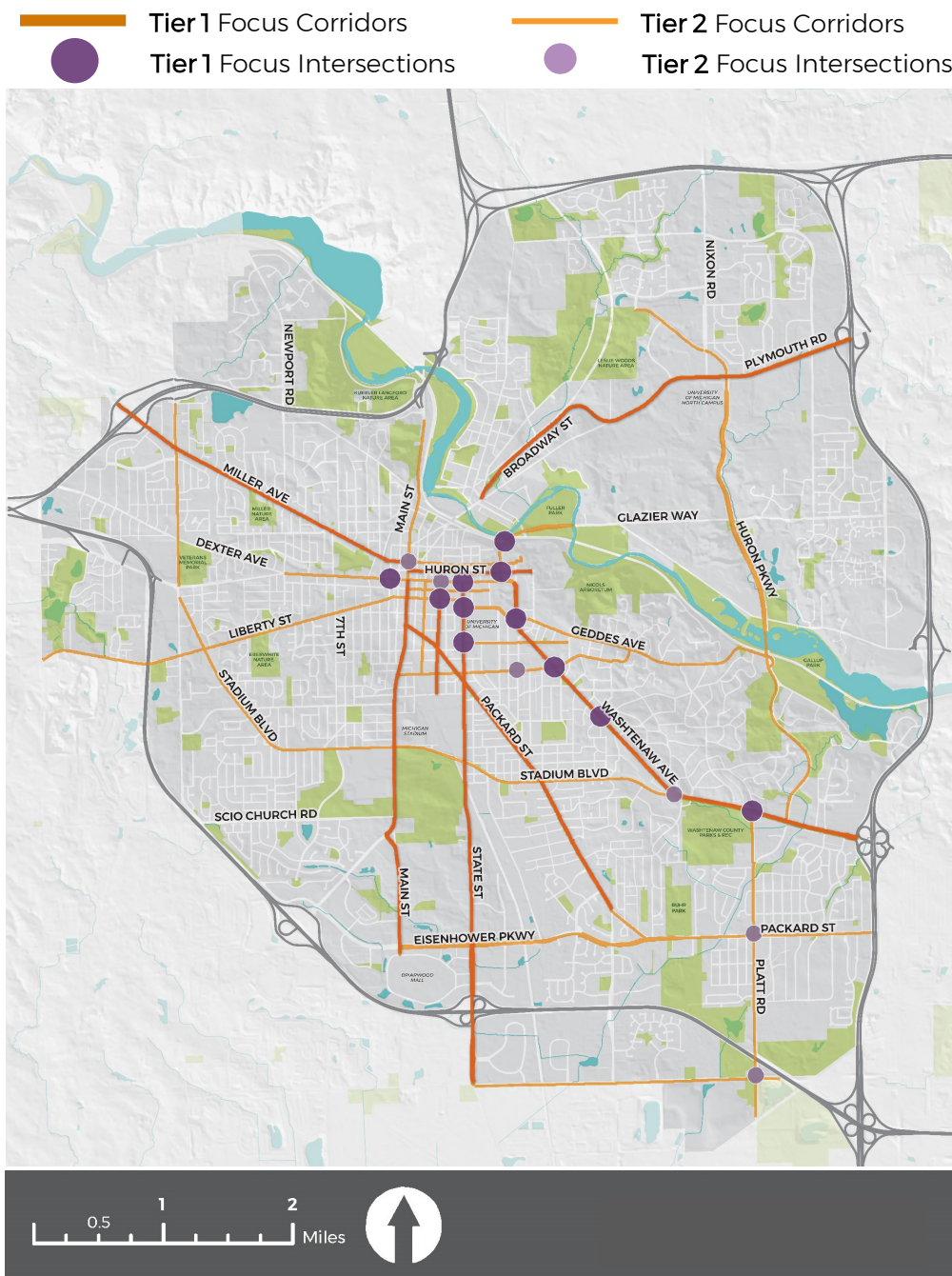
Focus Areas (based on 2014 – 2018 crashes)

Focus Intersections

		% of all crashes	% of all fatalities + serious injuries
Tier 1	11 intersections	5%	7%
Tier 2	6 intersections	3%	5%
All	17 intersections	8%	12%

Focus Corridors

		% of all crashes	% of all fatalities + serious injuries
Tier 1	7 corridors	34%	37%
Tier 2	23 corridors	40%	40%
All	30 corridors	74%	77%



Strategy Development

Best practices discussions

Low-Stress Bike Network



Sidewalk-level cycle track



Neighborhood greenway



Protected intersection



Intersection markings



Bike box

Intersections



Leading pedestrian interval



Bump-out/interim treatments?



Hardened centerline



Raised intersection

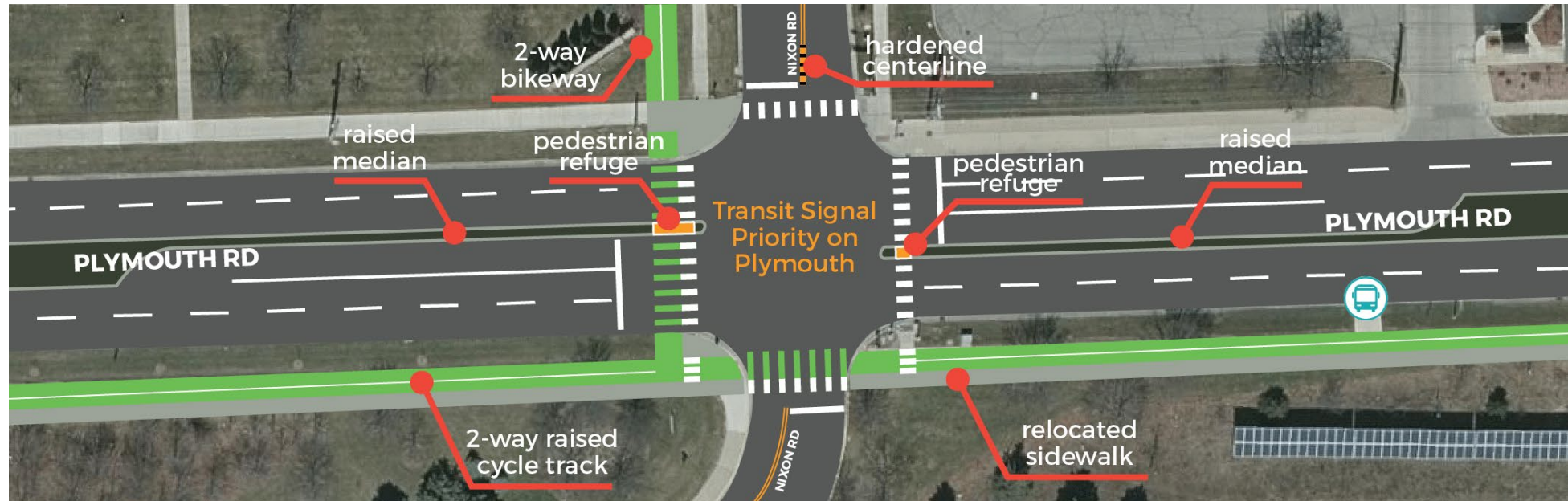


Roundabout

Conceptual Design

5 Corridors:

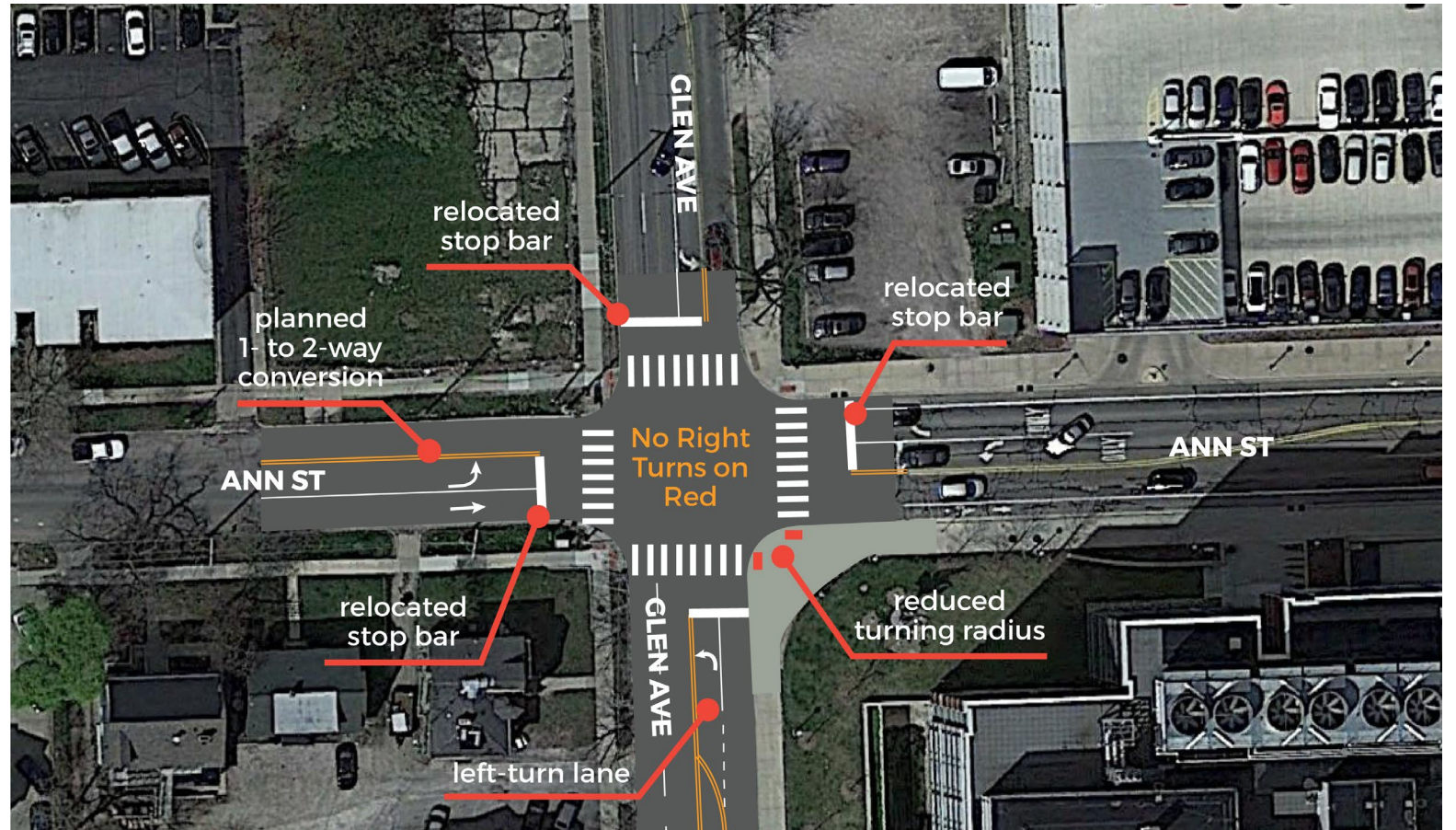
- Plymouth
- Washtenaw
- Miller
- S. Main
- Fuller



Conceptual Design

3 Intersections:

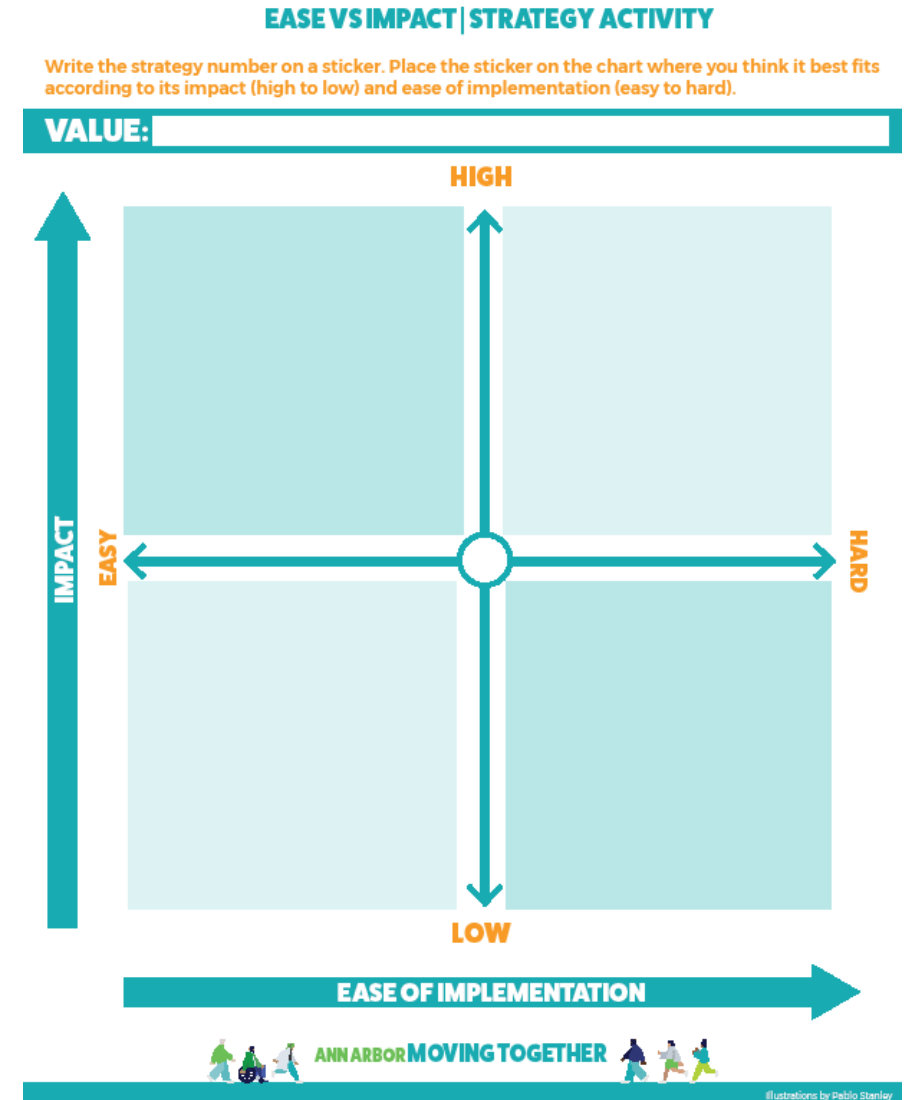
- Ann/Glen
- Packard/Platt
- Liberty/Division



Strategy Organization

Interactive workshop with CAC

Worksheet with TAC & Transportation
Commission



Strategy Organization

1. Twenty-two (22) “key strategies”
2. How strategies relate to the values: *Safety, Mobility, Accessibility for All, Healthy People/Sustainable Places, Regional Connectivity*
3. Multi-disciplinary: *Engineering, Education, Encouragement, Enforcement, Equity*
4. Time-based: *Short-, medium-, long-term*



Public and Stakeholder Engagement

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 (upcoming)

Public Engagement Activities



1,859
responses

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

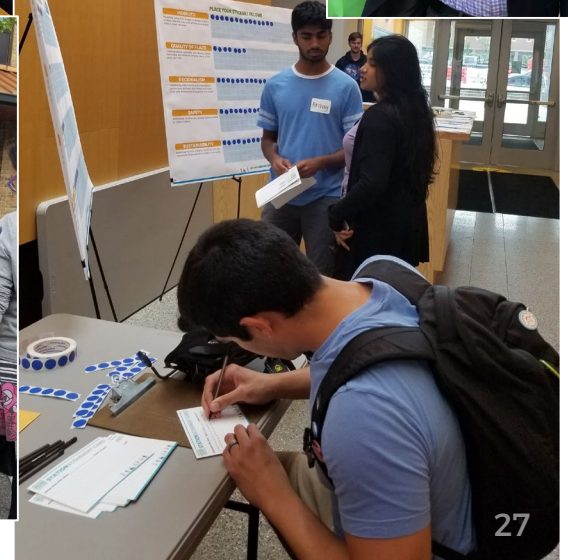
Open House

June 13, 2019

Pop-up Meeting

June 14, 2019

81 participants from 14
different zip codes



Public Engagement Results

Open House

Downtown Business District

1



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

Commuter Corridor

4



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

Residential Street

7



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														

ANN ARBOR MOVING TOGETHER

TOWARDS VISION ZERO



Strategy Overview

Values

18. 20-Minute Neighborhood

Ensure that all residents have access to basic daily needs within a 20-minute walk.

Current State

A 20-minute neighborhood is a place where residents can meet most of their daily, non-work needs (like shopping, groceries, parks, and schools) within a safe, convenient 20-minute walk. Today, eight out of ten Ann Arbor residents live within a 20-minute walk of a school, grocery store, general retail, and a park. However, people of color are 37% more likely to live in a neighborhood with limited access compared to white Ann Arbor residents.



Mobility



Accessibility for All



Healthy People & Sustainable Places

Strategy Description

By bringing people and the destinations they need to reach closer together, 20-minute neighborhoods offer residents a host of benefits: improved access, more opportunities for physical activity, lower transportation costs, and reduced emissions and air pollution. Ann Arbor residents who live in neighborhoods with poor access to daily essentials spend 8% more on household transportation costs and emit 15% more carbon dioxide each year. 20-minute neighborhoods also enable older adults to age in place, so that losing access to a car doesn't result in losing independence.

Ensuring that everyone in Ann Arbor can live in a 20-minute neighborhood and enjoy the associated benefits will require a combination of actions.

- » Improving connectivity for people walking by building out a complete, accessible sidewalk network (see page XX), establishing criteria for connected street networks in new developments (see page XX), and by retrofitting existing neighborhoods that have low connectivity with direct links that enable people to walk to more destinations.
- » Updating the zoning code to allow for more mixed uses in residential neighborhoods paired with incentives that encourage mixed use development in areas with less access today.
- » Encouraging more housing units, with a focus on affordable units, in locations with good access to basic daily needs.

Timeline

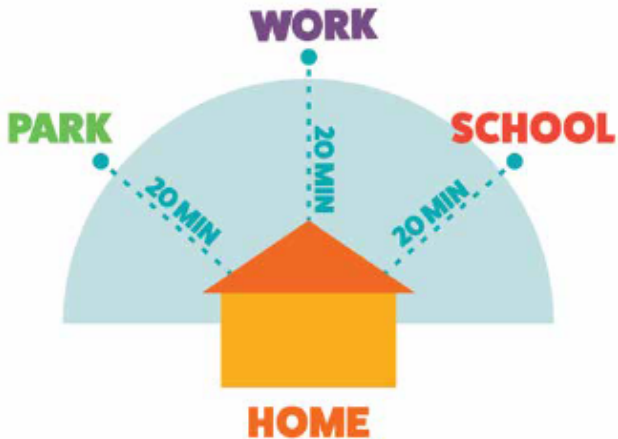


Lead Agency/Partners

- » Planning
- » Engineering
- » Plan Commission
- » Neighborhood Associations
- » Local Businesses
- » Sustainability
- » Ann Arbor Housing Commission (AAHC)
- » Ann Arbor Historic District Commission
- » AAATA

Targets

1. Update the zoning code to encourage mixed uses in residential neighborhoods and more housing in locations with good access to basic daily needs by 2025.
2. 100% of Ann Arbor residents live within a 20-minute walk of basic needs by 2030.



Where are we now?

What is being proposed?

Timeline, Partners, Targets

Strategy Overview

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Mobility



Accessibility
for All

Strategy Description

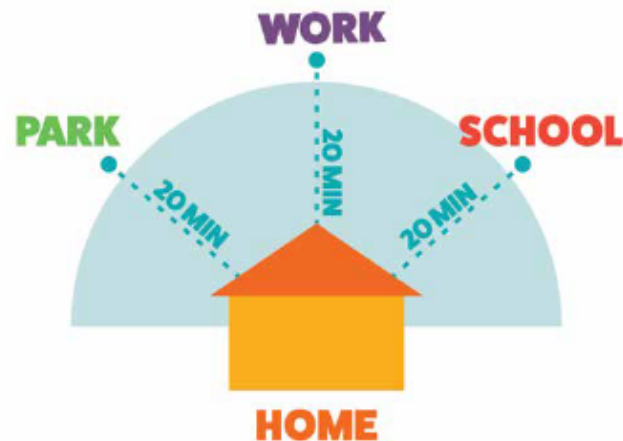
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Healthy People &
Sustainable Places

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Timeline



Medium
(4-10 years)

Lead Agency/Partners

- » Planning
- » Engineering
- » Plan Commission
- » Neighborhood Associations
- » Local Businesses
- » Sustainability
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Targets

1. Update the zoning code to encourage mixed uses in residential neighborhoods and more housing in locations with good access to basic daily needs by 2025.
2. 100% of Ann Arbor residents live within a 20-minute walk of basic needs by 2030.

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	<p>(for full list of targets, see p. XX)</p>
+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



Key Strategies

All ages and abilities bike network

Bike Routes

All Ages and Abilities Bike Routes Tools

Tools for Major Streets

(35 mph or greater OR >10,000 vehicles/day)

Protected Bike Lane

Protected bike lanes, also referred to as cycle tracks, run at street level but are physically separated from vehicular travel lanes. Separation can be achieved through a variety of treatments, including: a) flexible delineators or bollards; b) parking lanes; c) curbs or concrete medians; or d) planters with landscaping. Protected lanes prevent vehicles from entering bicycle facilities. Special attention should be given to designing areas where protected lanes intersect with vehicular or pedestrian traffic.

Example Location: William Street



Fourth Street and William Street, Ann Arbor

Raised Bike Lane

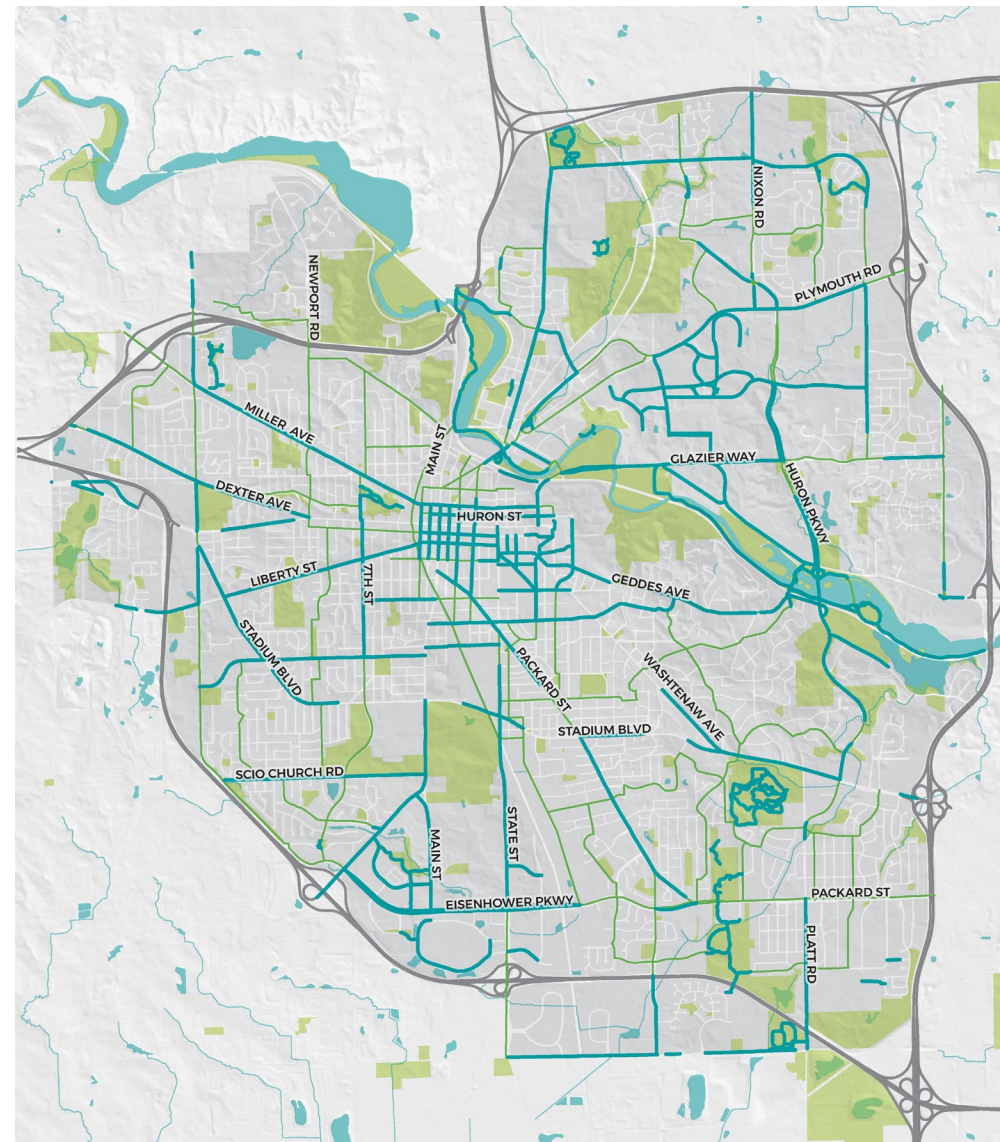
Raised bike lanes, or cycle tracks, are located at sidewalk level, vertically separated from vehicular travel lanes. Separation between bicyclists and pedestrians can be achieved through planters or other furniture, hardscape, or landscaping. When raised cycle tracks run adjacent to sidewalks, distinct materials or surface colors are used, as well as a buffer, in order to maintain separation between people walking and biking. Paint and signals are implemented at points where vehicular or pedestrian traffic crosses the cycle track (intersections, driveways, etc.).

Example Suggested Location: Plymouth Road (from Murfin Avenue to US-23)



Raised Bike Lane in Denver, CO

Existing Routes
Proposed Routes



Key Strategies

Intersections for biking

Intersections for Biking

Intersection Biking Tools: Configurations: Countermeasures

Intersection Countermeasures for Biking

The following intersection countermeasures have the most positive potential benefits for bicyclists' operations, user comfort, and safety.

Bicycle Intersection Markings

Type

Infrastructure

Description & Purpose

Green pavement markings alongside the pedestrian crosswalk outlining the path for bikes to cross in (includes high-visibility crosswalk markings for bikes called "cross-bikes").

Tells drivers to expect bicycles and improves the visibility of bicycles that are crossing.

Cost

\$200 to \$1,500 per intersection



Carbondale, Illinois and Davis, CA
Photos: Steve Buhman / SIU and City of Davis

Two-Stage Turn Box

Type

Infrastructure

Description & Purpose

Green-paved area at corner of intersection.

Designates an area outside of vehicle conflicts for bicyclists to wait for traffic to clear before proceeding in a different direction of travel.

Cost

\$1,000 per box



Salt Lake City, UT
Photo: NACTO

Bike Box

Type

Infrastructure

Description & Purpose

Green-paved area in front of vehicle stop bar.

Provides space for bicyclists to position themselves in front of vehicles while stopped at a signalized intersection.

Cost

\$5,000 per box



Portland, OR
Photo: NACTO

No Turn on Red Sign

Type

Infrastructure

Description & Purpose

A sign posted at the signalized intersection for each approach where the restriction is desired.

Eliminates conflicts between turning vehicles and pedestrians and/or bicyclists during a concurrent walk (or bike) signal phase.

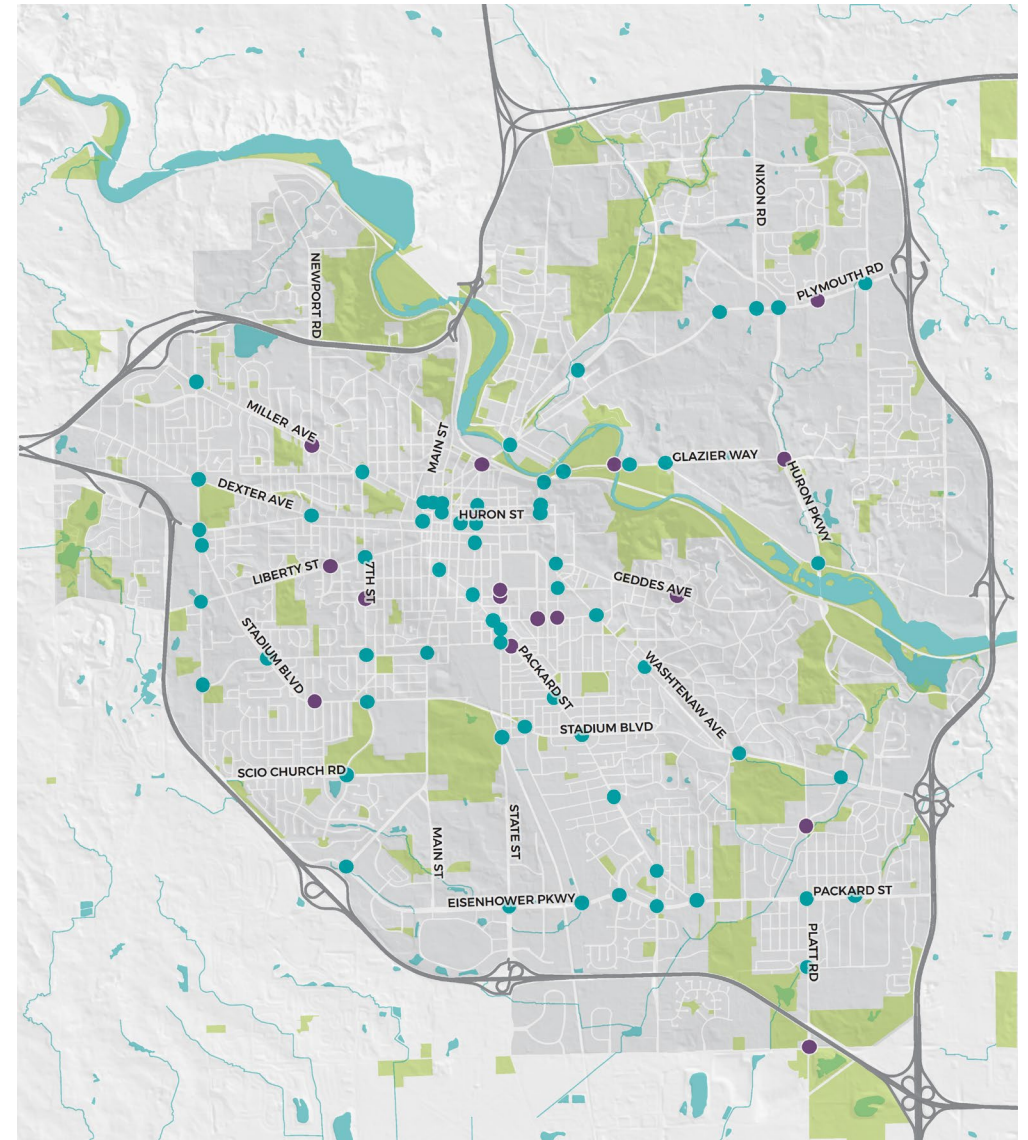
Cost

\$200 (\$3,000 for electronic sign)



Chapel Hill, NC
Photo: Jon Gardiner / UNC-Chapel Hill

● Signal
● No Signal



Key Strategies

Priorities for new uncontrolled crosswalks

