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 (85th percentile): [data]
  - Correctable crashes: [data]
  - Proposed design:
    - LOS: min. impact
    - v/c: min. change

- **Location Map**
  - Controlling or Important Site Data

- **Proposed Cross-section**
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