Agenda

1. Introduction
   • Plan Process Review
   • Draft Plan Document Overview

2. Strategy Overview & Metrics
Plan Process Overview
<table>
<thead>
<tr>
<th>Phases</th>
<th>Components</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Discovery</strong></td>
<td><strong>Comprehensive data analysis</strong></td>
</tr>
<tr>
<td><strong>Goals:</strong></td>
<td><strong>Committee &amp; commission meetings</strong></td>
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<tr>
<td>• Learn about opportunities and challenges</td>
<td></td>
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<tr>
<td>• Establish mobility values &amp; goals</td>
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<tr>
<td><strong>Ideation</strong></td>
<td><strong>Best practice review</strong></td>
</tr>
<tr>
<td><strong>Goals:</strong></td>
<td><strong>Concept development</strong></td>
</tr>
<tr>
<td>• Develop and vet ideas for projects, programs, and policies to meet plan goals</td>
<td></td>
</tr>
<tr>
<td><strong>Action Planning</strong></td>
<td><strong>Strategy organization</strong></td>
</tr>
<tr>
<td><strong>Goals:</strong></td>
<td><strong>Cost estimating</strong></td>
</tr>
<tr>
<td>• Organize strategies by priority and timeline</td>
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<tr>
<td>• Assign resources for implementation</td>
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</tbody>
</table>
Plan Goals

MOVING TOGETHER TOWARDS...

ZERO DEATHS AND ZERO EMISSIONS
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
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
Ideation Phase

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?
- Raised intersection
- Roundabout
- Hardened centerline
Ideation Phase

Conceptual Design

5 Corridors:
1. Plymouth
2. Washtenaw
3. Miller
4. S. Main
5. Fuller
Ideation Phase

Conceptual Design

3 Intersections:
1. Ann/Glen
2. Packard/Platt
3. Liberty/Division
Strategy Organization

- Interactive workshop with CAC
- Worksheet with TAC & Transportation Commission
Strategy Organization

- Twenty-two (22) “key strategies”

- How strategies relate to the values: Safety, Mobility, Accessibility for All, Healthy People/Sustainable Places, Regional Connectivity

- Multi-disciplinary: Engineering, Education, Encouragement, Enforcement, Equity

- Time-based: Short-, medium-, long-term
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.

**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 xxx), establishing criteria for connected street networks in new developments (see page xxx), 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.

**Values**
- Mobility
- Accessibility for All
- Healthy People & Sustainable Places

**Timeline, Partners, Targets**

**Timeline**
- Medium (4-10 years)

**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.
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.

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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.
# Strategy Overview

## Short-Term Strategies

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Lead/Partners</th>
<th>Values</th>
<th>6 Es</th>
<th>Targets</th>
</tr>
</thead>
</table>
| Establish a quick-build improvement program.                             | Engineering  
Public Works, DDA  
City Council                                                                                                                                     | Safety  
Mobility  
Accessibility for All Healthy People & Sustainable Places                                                                             | Engineering                 | • City council approves quick-build safety program within one 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                 | • Approve new sidewalk construction funding sources and update City Code within 1 year  
• Complete all remaining near-term sidewalk gaps within 3 years  
• Complete all sidewalk gaps on major streets within 7 years                                                                                                                                     |
| Enhance safety and visibility at mid-block crossings.                   | Engineering  
Systems Planning,  
Public Works,  
MDOT,  
University of Michigan,  
DDA, Parks,  
A2 Schools,  
AANH (Housing Commission),  
AATA                                                                                                                                   | Safety  
Accessibility for All Healthy People & Sustainable Places                                                                             | Engineering                 | • 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                                                                                                                                                    |
| Build out a safe, comfortable network of bike routes for people of all ages and abilities. | Engineering  
Systems Planning,  
Public Works,  
MDOT, WATS,  
WBWC, Washhtenaw Bike Alliance, UM, DDA, Parks                                                                                       | Safety  
Mobility  
Healthy People & Sustainable Places                                                                                                    | Engineering                 | • Install 5 miles of new, low-stress routes each year  
• Upgrade 5 miles of existing bikeways in need of enhancement each year  
• Complete the full low-stress bike network within 10 years                                                                                                                                      |
| Make intersections safer and easier to navigate for people biking.      | Engineering  
Public Works,  
OS,  
MDOT,  
WATS,  
WBWC, Washhtenaw Bike Alliance, UM, DDA                                                                                                 | Safety  
Mobility  
Accessibility for All Healthy People & Sustainable Places                                                                             | Engineering                 | • Review safety data every year to identify key intersections to be upgraded  
• Upgrade at least 4 intersections per year                                                                                                                                                    |
Metrics Overview

1. **Validity** – does this metric accurately measure the result?
2. **Reliability** – does the metric remain consistent over time?
3. **Simplicity** – is the data easily available and we have the resources to measure it
4. **Meaningful** – if the measure improves, have we really improved mobility and people’s lives in Ann Arbor?
CAC polling Qs:

1. I have already reviewed the plan
   a. Have reviewed entirely
   b. Have reviewed portions
   c. Have not reviewed

2. Before this meeting, I have participated in other CAC meetings
   1. Multiple choice: 1, 2, or 3 meetings

3. I have participated in public engagement activities for the plan
   1. Multiple choice: online activities, in-person, both, neither
Public polling Qs:

1. Have you participated in in-person plan events?
2. Have you participated in online plan activities?
Strategy Overview
Safety
Safety

Focus Areas (based on 2014 – 2018 crashes)

Focus Corridors
- 77% of all fatalities & severe injuries
  - 37% on 7 Tier 1 Corridors
  - 40% on 23 Tier 2 Corridors

Focus Intersections
- 12% of all fatalities & severe injuries
  - 7% on 11 Tier 1 Intersections
  - 5% on 6 Tier 2 Intersections
Focus investments on corridors and intersections with the most serious crashes

- New capital improvement projects
- Coordinate with other planned projects and construction work
- Advance ongoing corridor studies (e.g., South State Street Corridor Plan)
- Use the quick-build safety program to implement changes in the short term while long term improvements are being planned
Safety

Key Strategies

Concepts for select focus corridors

Timeline: Short
**Safety Key Strategies**

Address dangerous behaviors

- Street design and operations tools
  - Setting speed limits
  - Major street traffic calming
  - Left-turn traffic calming
  - Other design tools

- Education and Encouragement tools
  - Messaging campaign
  - Driver training
  - Impaired driving education

---

**Tools by Dangerous Behavior**

<table>
<thead>
<tr>
<th>Tool</th>
<th>Failure to Yield</th>
<th>Impaired Driving</th>
<th>Speed</th>
<th>Disregard Traffic Control</th>
<th>Reckless/ Careless Driving</th>
</tr>
</thead>
<tbody>
<tr>
<td>Setting safe speeds and matching design speed</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Major Street Traffic Calming</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Local Street Traffic Calming</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Street Reconfiguration</td>
<td></td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lane Width</td>
<td></td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>On-Street Parking</td>
<td></td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Automated Enforcement</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Signal Timing</td>
<td></td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Left Turn Traffic Calming</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>LPI &amp; accessible pedestrian signals</td>
<td></td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
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<tr>
<td>Curb Extensions</td>
<td>✓</td>
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<td></td>
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<tr>
<td>Minimal Curb Radi</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Street Lighting</td>
<td></td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Raised Intersections</td>
<td></td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Simplified Intersections</td>
<td></td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Messaging Campaign</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Education and Enforcement</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Update/Expand Driver Education</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
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<tr>
<td>Drug, alcohol, &amp; mental health prevention &amp; treatment services</td>
<td>✓</td>
<td></td>
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<tr>
<td>Pre-payment morning parking</td>
<td></td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
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<tr>
<td>After hours subsidized ride hail</td>
<td></td>
<td></td>
<td>✓</td>
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</tbody>
</table>
Safety Key Strategies

Make intersections safer and easier to navigate for biking

80% of those killed or seriously injured on a bike were at intersections
Safety  Key Strategies

Establish a quick-build program

Examples:
- Curb extension
- Pedestrian refuge island
- Protected bike lane
- Bicycle intersection improvements
- Mini traffic circles
- Diverters
- Hardened centerlines
- Slow-turn wedges

Timeline: Short
## Safety

### How will we track progress?

<table>
<thead>
<tr>
<th>Metric</th>
<th>Now</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual number of people killed or seriously injured in traffic crashes</td>
<td>30</td>
<td>0 by 2025</td>
</tr>
<tr>
<td>Share of serious injuries and fatalities incurred by people walking and biking</td>
<td>36%</td>
<td></td>
</tr>
<tr>
<td>Share of serious injury and fatality crashes related to dangerous driving behaviors</td>
<td>70%</td>
<td></td>
</tr>
<tr>
<td>Number of safety improvements installed on focus corridors and intersections per year</td>
<td>N/A</td>
<td>3/year</td>
</tr>
</tbody>
</table>
Metrics Overview

1. Validity – does this metric accurately measure the result?
2. Reliability – does the metric remain consistent over time?
3. Simplicity – is the data easily available and we have the resources to measure it
4. Meaningful – if the measure improves, have we really improved mobility and people’s lives in Ann Arbor?
1. How meaningful is each metric? (not at all; somewhat; very)
   - Annual number of people killed or seriously injured in traffic crashes
   - Share of serious injuries and fatalities incurred by people walking and biking
   - Share of serious injury and fatality crashes related to dangerous driving behaviors
   - Number of safety improvements installed on focus corridors and intersections per year

2. How realistic are the targets? (not ambitious enough; just right; too ambitious)
   - 0 by 2025
   - 3 safety improvements per year

3. Are there other metrics and/or targets we should track? (open-ended)

4. (TAC/CAC only): In thinking about quick-build projects, what lessons were learned from the Healthy Streets projects?
Strategy Overview

Mobility
Mobility Key Strategies

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

Tools for Major Streets
(35 mph or greater OR >10,000 vehicles/day)

- Protected Bike Lane
- Raised Bike Lane

Fourth Street and William Street, Ann Arbor
Raised Bike Lane in Denver, CO

Low Stress Bike Network
Enhance safety and visibility at uncontrolled crosswalks
Mobility  
Key Strategies

Prioritize transit reliability and speed along signature corridors and at key locations

- Transit signal priority
- Bus-only lanes
- Queue jumps

<table>
<thead>
<tr>
<th>Signature Transit Corridor</th>
<th>Weekday Peak</th>
<th>Weekday Midday</th>
<th>Saturday</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Street</td>
<td>15 Minutes or Better</td>
<td>15 Minutes or Better</td>
<td>&gt; 15 Minutes</td>
</tr>
<tr>
<td>Fuller Road/Plymouth Road</td>
<td>15 Minutes or Better</td>
<td>15 Minutes or Better</td>
<td>&gt; 15 Minutes</td>
</tr>
<tr>
<td>Washtenaw Avenue</td>
<td>15 Minutes or Better</td>
<td>15 Minutes or Better</td>
<td>&gt; 15 Minutes</td>
</tr>
<tr>
<td>Jackson Avenue/Huron Street</td>
<td>&gt; 15 Minutes</td>
<td>&gt; 15 Minutes</td>
<td>&gt; 15 Minutes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Secondary Transit Corridor</th>
<th>Weekday Peak</th>
<th>Weekday Midday</th>
<th>Saturday</th>
</tr>
</thead>
<tbody>
<tr>
<td>Packard Street</td>
<td>30 minutes or better</td>
<td>30 minutes or better</td>
<td>&gt; 30 Minutes</td>
</tr>
<tr>
<td>Miller Avenue</td>
<td>30 minutes or better</td>
<td>30 minutes or better</td>
<td>&gt; 30 Minutes</td>
</tr>
<tr>
<td>South Main Street</td>
<td>30 minutes or better</td>
<td>30 minutes or better</td>
<td>30 minutes or better</td>
</tr>
</tbody>
</table>
Partner with shared mobility providers to expand shared mobility options

47% of trips in urban areas in Michigan are less than 3 miles

Growth in US shared mobility
Mobility Key Strategies

Expand adaptive signal technology and implement connected infrastructure

94% of the delay drivers experience are during morning and evening rush hours
## Mobility

**How will we track progress?**

<table>
<thead>
<tr>
<th>Metric</th>
<th>Now</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population within a ¼ mile of the all ages and abilities bicycle network</td>
<td>51%</td>
<td>97% by 2030</td>
</tr>
<tr>
<td>Population within a ¼ mile of high frequency transit (every 15 minutes)</td>
<td>26%</td>
<td>66% by 2025</td>
</tr>
<tr>
<td>Share of trips in the city made by walking, biking, and transit</td>
<td>36%</td>
<td>50% by 2025</td>
</tr>
<tr>
<td>Shared mobility vehicles available (car share, bike share, e-scooters)</td>
<td>330</td>
<td>1,000 by 2025</td>
</tr>
</tbody>
</table>
Metrics Overview

1. **Validity** – does this metric accurately measure the result?
2. **Reliability** – does the metric remain consistent over time?
3. **Simplicity** – is the data easily available and do we have the resources to measure it?
4. **Meaningful** – if the measure improves, have we really improved mobility and people’s lives in Ann Arbor?
1. How meaningful is each metric? (not at all; somewhat; very)
   • Population within a ¼ mile of the all ages and abilities bicycle network
   • Population within a ¼ mile of high frequency transit (every 15 minutes)
   • Share of trips in the city made by walking, biking, and transit
   • Shared mobility vehicles available (car share, bike share, e-scooters)

2. How realistic are the targets? (not ambitious enough; just right; too ambitious)
   • 97% of pop. Within ¼-mile from all ages and abilities bike network by
   • 66% of pop. Within ¼-mile from a high frequency bus route by 2025
   • 50% non-auto share of trips by 2025
   • 1,000 shared mobility vehicles available

3. Are there other metrics and/or targets we should track or suggested changes to metrics/targets presented? (open-ended)
Strategy Overview
Accessibility for All
Accessibility for All

Key Strategies

Address critical gaps in the sidewalk system

Timeline: Short

At-grade interim asphalt walkway (Source: Seattle Department of Transportation)
Accessibility for All  Key Strategies

Provide reduced fares for transit and shared mobility services for qualified users.

40% of transit riders make less than $25,000/year

30% use cash to pay their fare

Timeline: Short
Accessibility for All  Key Strategies

Proactively engage with underrepresented voices

• Reevaluate and reestablish best practices for equitable and just engagement.
• Streamline the process for citizens to request street and transportation improvements
• Educate residents about the city’s transportation priorities, programs and request processes.

Timeline: Short
Create shared streets in strategic areas in downtown.

More than 1/3 of all the space downtown is allocated for cars.
<table>
<thead>
<tr>
<th>Metric</th>
<th>Now</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation costs as a % of household income</td>
<td>18%</td>
<td>15% by 2025</td>
</tr>
<tr>
<td>Average number of jobs within 20 minutes via different modes</td>
<td>30,000 (Transit) 15,000 (Bike)</td>
<td>50,000 (Transit) 30,000 (Bike) by 2030</td>
</tr>
<tr>
<td>Share of bus stops that are ADA accessible</td>
<td>89%</td>
<td>100% by 2025</td>
</tr>
<tr>
<td>Miles of gaps in the sidewalk network</td>
<td>145</td>
<td>&lt;8 by 2040</td>
</tr>
</tbody>
</table>
Metrics Overview

1. Validity - does this metric accurately measure the result?
2. Reliability - does the metric remain consistent over time?
3. Simplicity - is the data easily available and do we have the resources to measure it?
4. Meaningful - if the measure improves, have we really improved mobility and people’s lives in Ann Arbor?
**Polling Placeholder Slide**

1. How meaningful is each metric? (not at all; somewhat; very)
   - Transportation costs as a % of household income
   - Average number of jobs within 20 minutes via different modes
   - Share of bus stops that are ADA accessible
   - Miles of gaps in the sidewalk network

2. How realistic are the targets? (not ambitious enough; just right; too ambitious)
   - 15% of household costs
   - 50,000 jobs accessible by transit; 30,000 by bike
   - 100% of bus stops ADA accessible by 2025
   - <8 miles sidewalk gaps by 2040

3. Are there other metrics and/or targets we should track or suggested changes to metrics/targets presented? (open-ended)
Strategy Overview
Healthy People & Sustainable Places
Healthy People & Sustainable Places  
**Key Strategies**

20-minute neighborhood

- Update zoning code to encourage:
  - Mixed uses in residential areas
  - More housing in areas with good access to daily needs
- Building out sidewalk and bikeway networks

**Timeline:** Medium
Healthy People & Sustainable Places *Key Strategies*

Price trips according to their impact on the city.

*Timeline: Short*
Healthy People & Sustainable Places

Key Strategies

Better align parking supply with demand

- Update Unified Development Code to remove parking minimums
- Establish parking maximums along signature transit corridors

Building parking is expensive.

- $5,000 cost to build 1 space in a surface lot
- $25,000 cost to build 1 space in an above-ground garage
- +17% additional cost of a housing unit’s rent due to the cost of parking

Average rent in Ann Arbor: $1,600
Estimated average rent in Ann Arbor minus 17% cost of parking: $1,328

Timeline: Short
## Healthy People & Sustainable Places

### How will we measure success?

<table>
<thead>
<tr>
<th>Metric</th>
<th>Now</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average vehicle miles traveled (VMT) per day</td>
<td>2.1 million</td>
<td>1 million by 2030</td>
</tr>
<tr>
<td>Share of the population living in 20-minute neighborhoods</td>
<td>80%</td>
<td>100% by 2030</td>
</tr>
<tr>
<td>Share of the population meeting physical activity guidelines</td>
<td>84%</td>
<td>95% by 2030</td>
</tr>
</tbody>
</table>
Metrics Overview

1. Validity – does this metric accurately measure the result?
2. Reliability – does the metric remain consistent over time?
3. Simplicity – is the data easily available and we have the resources to measure it
4. Meaningful – if the measure improves, have we really improved mobility and people’s lives in Ann Arbor?
**Polling Placeholder Slide**

1. How meaningful is each metric? (not at all; somewhat; very)
   - Average vehicle miles traveled (VMT) per day
   - Share of the population living in 20- minute neighborhoods
   - Share of the population meeting physical activity guidelines

2. How realistic are the targets? (not ambitious enough; just right; too ambitious)
   - 1 million VMT by 2030
   - 100% of pop. in a 20-minute neighborhood
   - 95% of pop meeting physical activity by 2030

3. Are there other metrics and/or targets we should track or suggested changes to metrics/targets presented? (open-ended)
Strategy Overview
Regional Connectivity
Regional Connectivity  Key Strategies

Develop a citywide transportation demand management strategy.

• Expand go!pass program
• Adopt TOD zoning

50% of the miles driving in the city
94% of the delay drivers experience are during morning and evening rush hours
Regional Connectivity  Key Strategies

Expand commuter-oriented transit services

Support:
• RTA
• Regular express bus service to downtown and campus
• AirRide and A2D2 regional bus service
• Continued planning for Amtrak station and regional service
• Expanded Park and Ride facilities

Timeline: Short
### Regional Connectivity

**How will we measure success?**

<table>
<thead>
<tr>
<th>Metric</th>
<th>Now</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Share of commute trips into/out of Ann Arbor on transit</td>
<td>11%</td>
<td>20% by 2030</td>
</tr>
<tr>
<td># of go!pass (or equivalent citywide program) holders</td>
<td>5,000 per year</td>
<td>10,000 by 2024</td>
</tr>
</tbody>
</table>
Metrics Overview

1. **Validity** – does this metric accurately measure the result?
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**Polling Placeholder Slide**

1. How meaningful is each metric? (not at all; somewhat; very)
   - Share of commute trips into/out of Ann Arbor on transit
   - # of go!pass (or equivalent citywide program) holders

2. How realistic are the targets? (not ambitious enough; just right; too ambitious)
   - 20% of commute trips are by transit
   - 10,000 go!pass holders by 2024

3. Are there other metrics and/or targets we should track or suggested changes to metrics/targets presented? (open-ended)