Agenda

1. Public Engagement Review
2. Draft Values
3. Existing Conditions Review
4. Small Group Exercise
5. Next Steps and Public Comment
Public Engagement Review
Who We’ve Heard From

Open House & Pop-up

Open House
June 13, 2019

Pop-up Meeting
June 14, 2019

81 participants from 14 different zip codes
What We Heard

Great Street

1. Downtown Business District
   - 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

4. Commuter Corridor
   - 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

7. Residential Street
   - 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 beacon
What We Heard

Great Street

1. Downtown Business District
   - Downtown shared street with distinct pavement materials and pedestrian-scale street furniture

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   - Commuter corridor with dedicated bus lane and two-way bike lane

6. Commuter corridor with center median pedestrian island

7. Residential Street
   - Residential street with bicycle boulevard improvements

8. Residential intersection with parked bike racks, flexible barriers, and planters

9. Residential street with raised crosswalk and floating pedestrian crossing beacon
What We Heard

Downtown Street

Where?
- Main
- Liberty
- State
- Washington

“This works well in Europe and Asia & I like how it makes walking the default & driving the anomaly. It promotes a culture shift we need.”
**What We Heard**

**Commuter Corridor**

**Where?**
- Ashley
- Division
- Plymouth
- Washtenaw
- Main

“Designated bikeways will encourage more people to ride that aren't comfortable now because of traffic.”
What We Heard

Residential Street

Where?

• Liberty
• Maple
• Dexter

“No A2 streets look like this, but more should. I like protecting bike lanes from cars. Washington would be a great bike boulevard b/c it runs from westside A2 to Central Campus”
What We Heard

Opportunities and Challenges

This challenges...

<table>
<thead>
<tr>
<th>Mode</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking</td>
<td>33%</td>
</tr>
<tr>
<td>Bicycling</td>
<td>30%</td>
</tr>
<tr>
<td>Using Transit</td>
<td>16%</td>
</tr>
<tr>
<td>Driving</td>
<td>20%</td>
</tr>
<tr>
<td>Other</td>
<td>0%</td>
</tr>
</tbody>
</table>

Challenging Intersection: 12
Amount of Traffic: 18
Quality of Infrastructure: 8
Missing Infrastructure: 11
Safety: 26
What We Heard

Values

<table>
<thead>
<tr>
<th>Value</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sustainability</td>
<td>37</td>
</tr>
<tr>
<td>Mobility</td>
<td>33</td>
</tr>
<tr>
<td>Regionalism</td>
<td>32</td>
</tr>
<tr>
<td>Safety</td>
<td>31</td>
</tr>
<tr>
<td>Accessibility for All</td>
<td>24</td>
</tr>
<tr>
<td>Healthy people/places</td>
<td>20</td>
</tr>
<tr>
<td>Quality of Place</td>
<td>17</td>
</tr>
<tr>
<td>Efficiency</td>
<td>15</td>
</tr>
<tr>
<td>Economic vitality</td>
<td>5</td>
</tr>
</tbody>
</table>

“A place for everyone on a street. Not just vehicles, not just bikers, but everyone, or every age and ability”

“Cities designed to promote healthy, safe, and pleasant options for getting around”
## What We Heard

### Values

<table>
<thead>
<tr>
<th>Value</th>
<th>CAC</th>
<th>TAC</th>
<th>Public Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mobility of All/Multimodalism</td>
<td>20</td>
<td>10</td>
<td>33</td>
</tr>
<tr>
<td>Safety</td>
<td>20</td>
<td>14</td>
<td>31</td>
</tr>
<tr>
<td>Healthy People/Healthy Place/Sustainability</td>
<td></td>
<td>12</td>
<td>20 / 37</td>
</tr>
<tr>
<td>Equity and Accessibility for All</td>
<td>15</td>
<td>9</td>
<td>24</td>
</tr>
<tr>
<td>Accommodate Growth/Economic Development</td>
<td>9</td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>Regional Connectivity</td>
<td>9</td>
<td>5</td>
<td>32</td>
</tr>
<tr>
<td>Livability/Quality of Place</td>
<td>5</td>
<td>6</td>
<td>17</td>
</tr>
<tr>
<td>Maintenance of System</td>
<td>4</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Professionalism</td>
<td>3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Education</td>
<td>3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Efficiency</td>
<td></td>
<td>3</td>
<td>15</td>
</tr>
<tr>
<td>Supporting community goals</td>
<td></td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Achievable</td>
<td></td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>
Values and Existing Conditions
Values

Safety

Mobility

Accessibility for All

Healthy People/Sustainable Places

Regional Connectivity
Safety

Ann Arbor is a safe city where everyone participates in creating an environment in which people feel confident and comfortable traveling.
# Safety

## Crashes in Ann Arbor (2014 – 2018)

<table>
<thead>
<tr>
<th>Fatalities</th>
<th>Serious Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>15</strong></td>
<td></td>
</tr>
<tr>
<td>people killed in traffic crashes on surface streets</td>
<td><strong>146</strong> people seriously injured in traffic crashes on surface streets</td>
</tr>
<tr>
<td>of those...</td>
<td>of those...</td>
</tr>
<tr>
<td><strong>12</strong></td>
<td></td>
</tr>
<tr>
<td>were on streets of city jurisdiction &amp;</td>
<td><strong>113</strong> were on streets of city jurisdiction &amp;</td>
</tr>
<tr>
<td><strong>3</strong></td>
<td></td>
</tr>
<tr>
<td>on state routes</td>
<td><strong>33</strong> people seriously injured on state routes</td>
</tr>
<tr>
<td>in addition...</td>
<td>in addition...</td>
</tr>
<tr>
<td><strong>12</strong></td>
<td></td>
</tr>
<tr>
<td>people killed on interstate/freeways within the city limits</td>
<td><strong>48</strong> people seriously injured on interstate/freeways within the city limits</td>
</tr>
</tbody>
</table>

- **113** people seriously injured on streets of city jurisdiction &
- **33** people seriously injured on state routes
Safety

People walking and bicycling are disproportionately affected by traffic crashes (2014 – 2018, excluding interstates and highways)

- 53% of people killed in traffic crashes were walking or biking
- 36% of people seriously injured in traffic crashes were walking or biking
- 20% of all work trips were made by people walking biking
- 80% All Other Modes

47% People Driving
64% People Driving
Safety

Intersection crashes

56% of all crashes where a person walking or biking is killed or seriously injured occur at intersections.

The most common cause of these crashes is a vehicle failing to yield while turning.

Left turns are particularly dangerous due to higher speeds and greater exposure.
### Safety

**Crashes and major roadways**

#### Speed Limit

55% of all crashes where a person is killed or seriously injured occurred on streets with a speed limit of **35 MPH or greater**.

- % of severe crashes on 35mph or higher streets: 55%
- % of all street miles: 15%

#### Number of Lanes

40% of all crashes where a person is killed or seriously injured occurred on streets with **four or more lanes**.

- % of severe crashes on streets with 4 lanes or more: 40%
- % of all street miles: 7%
Safety

hit by a person driving on a road with a speed limit of...

- **20 MPH**
  - 90% survived collision
  - 10% resulted in a fatality

- **30 MPH**
  - 80% survived collision
  - 20% resulted in a fatality

- **40 MPH**
  - 30% survived collision
  - 70% resulted in a fatality

Source: Vision Zero Network
Safety

Focus Areas (based on 2014 - 2018 crashes)

% 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% |

| Tier 1 | 7 corridors    | 34% | 37% |
| Tier 2 | 23 corridors   | 40% | 40% |
| All    | 30 corridors   | 74% | 77% |
Mobility

Ann Arbor prioritizes moving people and goods efficiently; making it easier for people to choose sustainable modes of transportation.
Mobility
Trends of residents

- **26%** Increase in Car-Free Households
- **8%** Increase in Car-Light Households
- **7%** Population Growth
Mobility
Person throughput

Street capacity can be enhanced by increasing people using transit, walking, and bicycling.

Maximum Number of People Moved via Different Modes
(for a 10-foot lane—or equivalent—with normal operating conditions)

- **Private Vehicles**: (590 - 920 people/hour)
- **Mixed Traffic with Buses**: (1,000 - 2,800 people/hour)
- **Two-way Protected Bikeway**: (6,500 - 7,500 people/hour)
- **Dedicated Transit Lane**: (4,000 - 8,000 people/hour)
- **Sidewalk**: (8,000 - 9,000 people/hour)
- **Bus or Rail Transitway**: (10,000 - 25,000 people/hour)

E. Liberty St.
(from State to Division)

<table>
<thead>
<tr>
<th>Space</th>
<th>Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>People Walking</td>
<td>48% Use</td>
</tr>
<tr>
<td>People Biking</td>
<td>3% Use</td>
</tr>
<tr>
<td>People Driving</td>
<td>49% Use</td>
</tr>
</tbody>
</table>

51% users
49% users
There are **7,300** more transit trips taken on the TheRide every day compared to 1997.
Mobility
Via bicycling

The number of people commuting to work via bike grew by 25% from 2009 to 2017. Bike counts around the city have grown by as much as 266% (since 2006).

Level of Traffic Stress for People Biking

- **LTS 1**: Strong separation from all except low speed, low volume traffic
- **LTS 2**: Except in low speed / low volume traffic, cyclists have their own place to ride. Physical separation from higher speed/multilane traffic
- **LTS 3**: Involves interaction with moderate speed or multilane traffic, or close proximity to higher speed traffic
- **LTS 4**: Involves interaction with higher speed traffic or close proximity to high speed traffic
Mobility

Via walking

The average spacing between crosswalks citywide is 1.1 miles

19.1 miles of streets have gaps in sidewalks

Crosswalk Amenities
Mobility

Via driving

Congestion in Ann Arbor is heavily concentrated during the AM (7AM – 9AM) and PM (3PM – 6PM) peak periods and on a few major corridors.

Vehicle Miles Traveled
- 50% AM + PM Peak Periods
- 50% Remaining 19 hours

Driver Delay
- 94% AM + PM Peak Periods
- 6% Remaining 19 hours
Accessibility

In Ann Arbor, people of all abilities, stages of life, income, and racial and ethnic backgrounds have equitable access to the places where they live, work, and play.
The average resident can reach more than **99%** of the jobs in the city within a 20-minute drive; the average person using transit can only reach **27%** of all jobs in 20 minutes.

### Average Number of Jobs Accessible within 20 Minutes

<table>
<thead>
<tr>
<th>Method</th>
<th>Jobs Accessible</th>
<th>Percentage of Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Driving</td>
<td>108,892</td>
<td>99%</td>
</tr>
<tr>
<td>Transit</td>
<td>29,862</td>
<td>27%</td>
</tr>
<tr>
<td>Biking (All streets)</td>
<td>42,867</td>
<td>39%</td>
</tr>
<tr>
<td>Biking (Low-stress streets only)</td>
<td>15,231</td>
<td>14%</td>
</tr>
<tr>
<td>Walking</td>
<td>3,332</td>
<td>3%</td>
</tr>
</tbody>
</table>
Healthy People/Sustainable Places

Ann Arbor’s transportation system supports a healthy population, sustainable environment, and robust economy, while celebrating and enhancing our unique quality of place.
Healthy People/Sustainable Places

Greenhouse Gas Emissions

Transportation accounts for nearly 1/5 of all emissions.

Ann Arbor’s Climate Action Plan aims for a 25% emissions reduction by 2025 and 90% by 2050.
Regional Connectivity

Ann Arbor works to expand travel options throughout the region and integrate its transportation system with wider regional networks.
Regional Connectivity

Commuting Distances of Ann Arbor employees

- 46% Less than 10 miles
- 26% 10 to 24 miles
- 19% 25 to 50 miles
- 9% Greater than 50 miles

83,494 inflow
20,495 within
24,614 outflow

Ann Arbor experiences a major inflow of workers coming into the city.
Regional Connectivity

Workers who commute less than ten miles tend to travel from the southeast or east of the downtown.

Nearly 40% of workers who commute more than 50 miles travel from the northwest or westerly directions.
Small Group Discussion
Discussion Groups

**Education & Encouragement:** Creating a culture in which traveling by all modes is accepted and people feel empowered to travel without a private vehicle

**Enforcement:** Establishing the protocols for active and/or passive enforcement

**Equity:** Ensuring everyone has equitable access to the transportation network

**Engineering:** Designing and implementing infrastructure that meets the needs of all users
Next Steps

Pop-up Meeting: October 15, 2019 (tentative)

Online engagement:

• Bicycle-focused activity
• Intersection/corridor-focused activity
ANN ARBOR
MOVING TOGETHER
TOWARDS VISION ZERO