ANN ARBOR MOVING TOGETHER TOWARDS VISION ZERO

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Community Advisory Committee

Meeting 3
February 20, 2020
Agenda

1. Plan Progress Update
2. Overview of Innovative Strategies
3. Prioritization Activity
4. Focus Areas Overview
5. Wrap Up, Next Steps, and Public Comment
Plan Progress Review
Update

1. **Fact Book** completed and posted online
2. **Open House** held in November
3. **Corridor survey** posted online
4. **Pedestrian crossing survey** posted online
5. Focus corridor and intersection review
Who We’ve Heard From

Open House & Survey

Open House
November 20, 2019
49 participants from 6 different zip codes

Online Corridor Survey
November 23 - December 9, 2019
586 responses
What We Heard

Low-Stress Bike Network

Streets with the most suggestions:

1. Packard St
2. 7th St
3. Miller Ave
4. Stadium Blvd
5. Washington St
What We Heard
Online Pedestrian Crossing Survey

January 10-27, 2020
954 Survey Respondents

The following elements make marked mid-block crosswalks more comfortable.

With which transportation mode do you most identify?
What We Heard
Online Pedestrian Crossing Survey

Rate your level of agreement for each of the following:

63% Generally, respondents agree people walking behave properly at marked mid-block crosswalks.

20% Generally, respondents agree people driving behave properly at marked mid-block crosswalks.

61% Respondents agree Ann Arbor should continue to install marked mid-block crosswalks.
What We Heard

Online Pedestrian Crossing Survey

2,247 Identified Crossing Locations

>1,000 Comments
  • Street Lighting
  • ‘Flashing’ or ‘blinking’ lights at crossings

'I would like this crossing improved'

'I would like to cross here'
Strategies
Enhanced Transit Service/Infrastructure

- Bus only lane
- Queue jump lane
- Level boarding
- Transit signal priority
- Bus bulb
- Real-time arrival information
Enhanced Transit Service/Infrastructure

Bus only lane
Enhanced Transit Service/Infrastructure

Queue Jump Lane
Enhanced Transit Service/Infrastructure

Transit Signal Priority

Optical Detector

Signal Controller

Emitter
Enhanced Transit Service/Infrastructure

Level Boarding
Enhanced Transit Service/Infrastructure

Real Time Arrival
Enhanced Transit Service/Infrastructure

Bus Bulbs
Low-Stress Bike Network

- Sidewalk-level cycle track
- Bicycle boulevard/neighborhood greenway
- Protected intersection
- Intersection markings
- Advisory bike lane
- Bike box
Low-Stress Bike Network

Sidewalk-Level Cycletrack
Low-Stress Bike Network

Neighborhood Greenway/Bicycle Boulevard
Low-Stress Bike Network

Advisory Bike Lane
Low-Stress Bike Network

Protected Intersection
Low-Stress Bike Network

Through-intersection Markings
Low-Stress Bike Network

Bike Box
Low-Stress Bike Network

Turn Box
Speed Reduction

Before

After

Reduced lane widths

Signal timing

Pedestrian refuge island

Reduced speed limit
Speed Reduction

Signal Timing

Signals set for 25 M.P.H.
Speed Reduction

Speed Limit Reduction
Speed Reduction

Pedestrian Refuge Island
Intersections

Leading pedestrian interval

Bump-outs

Hardened centerline

Raised intersection

Roundabout

Interim treatments
Intersections

Leading pedestrian interval
Intersections

Bump-outs
Intersections

Hardened centerline
Intersections

Raised intersection
Intersections

Roundabouts
Intersections

Interim treatments
Intersections

Tactical Urbanism
Intersections

Mobility Hub
Intersections/Crossings

Rectangular Rapid Flash Beacon
Urban and Sustainable Design

- Shared street
- Stormwater infiltration
- Permeable pavement
- Parklets
- Street lighting
Urban and Sustainable Design

Shared street
Urban and Sustainable Design

Stormwater infiltration
Urban and Sustainable Design

Permeable pavement
Urban and Sustainable Design

Parklets
Urban and Sustainable Design

Street lighting
Activity
Value: Safety

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

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<tr>
<th>GOAL</th>
<th>STRATEGY</th>
<th>LEAD</th>
<th>PARTNERS</th>
<th>ANTICIPATED BARRIERS</th>
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<tr>
<td>Goal 1</td>
<td>Eliminate fatalities and serious injuries caused by traffic crashes by 2025</td>
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<td>1.1</td>
<td>Prioritize transportation investments strategically according to safety criteria</td>
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<td>- Implement concepts developed for focus corridor and intersection</td>
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<td>- Develop and implement safety improvements along additional focus corridors, as identified in FactBook</td>
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<td>1.2</td>
<td>Target capital investments and other resources (educational, enforcement) on addressing dangerous behaviors (Behaviors Include: Failure to yield, impaired driving, speeding, disregard for traffic signs and signals, reckless and careless driving)</td>
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<td>- Corridor-specific speed limit reduction</td>
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<td>- Automated enforcement</td>
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<td>- Modern roundabouts</td>
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<td>- Raised intersections</td>
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<td>- Raised crosswalks</td>
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<td>- Crossing treatments (RRFB, PHB, pedestrian gateway, etc.)</td>
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<td>- Hardened centerlines</td>
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Focus Areas
Focus Areas

Making **strategic investments** is a core tenet of Vision Zero.

**70%** Of fatalities and serious injuries occurred on 30 corridors.

**23%** Of fatalities and serious injuries occurred at 17 intersections.

This analysis will help the city focus efforts in the most impactful locations.
Focus Areas

Criteria for Focus Intersections & Corridors:

• Safety
• Traffic Conditions
• Transit Activity
• Pedestrian Activity
• Bicycle Comfort and Accessibility
• Representative distribution of street characteristics
Target Behaviors

70% Of fatal and serious injury crashes resulted from one or more of the following behaviors:

- Failure to yield
- Impaired driving
- Speeding
- Disregarded traffic signs/signals
- Reckless/careless driving
Key Strategies to Reach Vision Zero

• Reducing speeds
• Reducing vehicle miles traveled
  • Enhancing transit service
  • Improving infrastructure for people walking and bicycling
• Addressing specific locations
• Addressing specific behaviors
  • Increasing compliance