WELCOME!

The Virtual Public Meeting Will Begin at 2:00 p.m.

Technology Overview – Things to Know

- Attendee video cameras are disabled (we can’t see you)
- Attendee screen share is disabled
- All attendees are muted (instructions to unmute will be covered)
- You can leave and rejoin the meeting at any time (unless the meeting is at capacity or you are removed for inappropriate behavior)
- Multiple opportunities for questions will be provided throughout the presentation
- Presentation and additional materials are available at: www.a2gov.org/visionzero

Please use this time to complete an optional, anonymous demographic questionnaire.
ANN ARBOR
MOVING TOGETHER
TOWARDS VISION ZERO

Illustrations by: Pablo Stanley
Technology Overview – Ask a question/share a comment

**Note:** When you raise your hand, the host will enable your microphone. The host will disable your microphone after your question.

- Select **Raise Hand** 🙋
  - You will be identified by the name provided when you entered the meeting
- Select **Lower Hand** 🙊 if needed

- **Q&A:**
  - Type your question
  - Check **Send Anonymously** if you do not want your name to be publicly visible with your Question
- Click **Send**

**Computer**

**Phone**

- Select *9 to raise your hand
- You will be identified by the last 3 digits of your phone number
Zoom Meeting Norms

• Start on time . . . end on time.
• Raise your hand to be recognized to talk; there will be one speaker at a time
• Move to a quiet area and silence any background sounds when speaking
• Speak loud and clear so everyone can hear
• Everyone will be provided a chance to speak before a repeat speaker
• Be respectful of other ideas and perspectives – no finger pointing!
• Try to differentiate between I know (facts) and I think (opinions).
• Inappropriate written and/or verbal comment or language, including personal attacks and accusations, will result in the attendee being removed from the meeting.

Have we missed anything?
Follow-up Expectations

• Meeting summaries provided to participants no more than two weeks after meeting.
• Project team to submit deliverables in timely manner, as promised.
• Public engagement on this project is not a decision-making process.
Virtual Public Meeting

Ann Arbor Moving Together Overview
October 29, 2020
Agenda

1. Vision Zero Overview
2. Plan Process Review
3. Public and Stakeholder Engagement Process
4. Strategy Overview & Metrics
5. Q&A
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
How do we get there?

• Multi-disciplinary approach
• Data-driven decision making
  • Where are the severe crashes?
  • What is causing them?
• Systems-based solutions
• Focus on equity
• Targeted action plan
Plan Process Review
## Phases

### Discovery

**Goals:**
- Learn about opportunities and challenges
- Establish mobility values & goals

<table>
<thead>
<tr>
<th>Components</th>
</tr>
</thead>
<tbody>
<tr>
<td>Comprehensive data analysis</td>
</tr>
<tr>
<td>Staff values workshop</td>
</tr>
<tr>
<td>Focus groups</td>
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<tr>
<td>Public open house</td>
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</tbody>
</table>

### Ideation

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

<table>
<thead>
<tr>
<th>Components</th>
</tr>
</thead>
<tbody>
<tr>
<td>Best practice review</td>
</tr>
<tr>
<td>Staff corridor concept workshop</td>
</tr>
<tr>
<td>Public open house</td>
</tr>
<tr>
<td>Pedestrian crossings survey</td>
</tr>
</tbody>
</table>

### Action Planning

**Goals:**
- Organize strategies by priority and timeline
- Assign resources for implementation

<table>
<thead>
<tr>
<th>Components</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strategy organization</td>
</tr>
<tr>
<td>Cost estimating</td>
</tr>
<tr>
<td>Implementation tools</td>
</tr>
<tr>
<td>Staff and committee worksheets</td>
</tr>
<tr>
<td>Committee &amp; commission meetings</td>
</tr>
<tr>
<td>Public open house</td>
</tr>
</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
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, Evaluation

• 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
Public Engagement Activities

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

1,859 responses
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 Highlights

Open House
June 13, 2019

Pop-up Meeting
June 14, 2019

81 participants from 14 different zip codes
Public Engagement Highlights

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

2. **Downtown Business District**
   - Downtown business district with new street furniture and high visibility pedestrian crosswalk.

3. **Downtown Business District**
   - Downtown street with parklets converted from on-street parking spaces.

4. **Commuter Corridor**
   - Commuter corridor with dedicated bus lanes and median bus stop.

5. **Commuter Corridor**
   - Commuter corridor with side-bounding bus island and two-way bike lane.

6. **Commuter Corridor**
   - Commuter corridor with car-free median and pedestrian on board.

7. **Residential Street**
   - Residential street with bicycle boulevard improvements.

8. **Residential Street**
   - Residential intersection with painted bike lanes, flexibl tie-ins, and planter boxes.

9. **Residential Street**
   - Residential street with raised crosswalk and flashing pedestrian crossing beacon.
Public Engagement Highlights

**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
- **VOLUME (AVERAGE)**: 37,689 vehicles/day
- **CRASH & SAFETY**: # of crashes: 991
- # of bike/pedestrian 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!**
Polling
Key Strategy Overview

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.

Where are we now?

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 11% more carbon dioxide each year. 20-minute neighborhoods can also enable older adults to age in place, so that losing access to a car doesn’t result in losing independence.

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

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 XXI), 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.

What is being proposed?

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.
## 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, University of Michigan, DDA, Parks, A2 Schools, AANH (Housing Commission), AATA | Safety Mobility Accessibility for All Healthy People & Sustainable Places | Engineering   | - Approve 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, WATS, WBWC, Washtenaw Bike Alliance, UM, DDA, Parks | Safety Accessibility for All Mobility                                  | 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, Washtenaw 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, Washtenaw 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 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?
Upcoming Updates

1. Increased emphasis on speed limit reduction
2. Compilation of equity-focused strategies
3. Inclusion of UM Connector
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
Safety

Dangerous Behaviors

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 & focus intersections
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
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
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
### 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>N/A</td>
</tr>
<tr>
<td>Share of serious injury and fatality crashes related to dangerous driving behaviors</td>
<td>70%</td>
<td>3/year</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>
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*
Mobility Key Strategies

Enhance safety and visibility at uncontrolled crosswalks
Mobility

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
<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?
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Polling
Questions

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  - Click **Send**
Strategy Overview
Accessibility for All
Accessibility for All Key Strategies

Address critical gaps in the sidewalk system

At-grade interim asphalt walkway (Source: Seattle Department of Transportation)

Timeline: Short
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
Accessibility for All  Key Strategies

Create shared streets in strategic areas in downtown.

More than 1/3 of all the space downtown is allocated for cars.

Timeline: Medium
## Accessibility for All

**How will we track progress?**

<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>
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
Price trips according to their impact on the city.
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

**Timeline: Short**

- 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 costs in Ann Arbor:**

- **$1,600**
  - Average rent
- **$1,328**
  - Estimated average rent minus 17% cost of parking
## Healthy People & Sustainable Places

How will we measure track progress?

<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>
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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

Timeline: Short
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 track progress?

<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 2025</td>
</tr>
</tbody>
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**Phone**

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Next Steps

1. Public Input and prepare Draft Final Plan – by November 13

2. Transportation Commission: Responsive draft presented for recommendation

   
   • Planning Commission and City Council
   
   • Release to County, Adjoining Communities and Defined Stakeholders

4. Final Plan Adoption Process
   
   • Planning Commission Public Hearing
   
   • Planning Commission
   
   • City Council
ANN ARBOR MOVING TOGETHER TOWARDS VISION ZERO
Thank you!

Phone: 734-794-6430 x43710

Email: ecooper@a2gov.org

Project Website: www.a2gov.org/visionzero