

ANN ARBOR
MOVING
TOGETHER

TOWARDS VISION ZERO



Mid-Plan Summary Report 2021-2025

**City of Ann Arbor
Comprehensive
Transportation Plan**

March 2026

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Mid-Plan Summary Report

The Moving Together Towards Vision Zero Comprehensive Transportation Plan (Moving Together) was adopted by Ann Arbor City Council in June 2021. Community support for the shift in transportation policy was demonstrated through strong participation throughout the plan's development process.

As the community reaches the mid-way point in implementation, it is important to acknowledge the progress that has been made.

This report highlights the short-term and medium-term strategies that have been implemented since 2021. This report will include examples with target information for each strategy.

The city is dedicated to advancing all strategies in the plan to meet the stated goals of Vision Zero.

Short-Term Strategy

Strategy 0-3 Years

Medium-Term Strategy

Strategy 4-10 Years



Two people walking in crosswalk at Division St.



Policy Direction - What is Vision Zero?

Vision Zero is both the commitment to and the approach for eliminating death and serious injury from traffic crashes. Vision Zero recognizes that:

- 1 Safe mobility is a basic right.
- 2 Humans make mistakes.
- 3 Safety is a shared responsibility.
- 4 Traffic crashes are preventable.

Moving Together sets out a path to address our mobility challenges head-on and achieve two critical goals for the City of Ann Arbor:

Zero Deaths Zero Emissions

City Council Actions

City Council has reaffirmed its commitment to Vision Zero through the following Council Resolutions:

2015

Setting Vision Zero Target
[City Council Resolution 15-321](#)

2021

Adoption of Moving Together Comprehensive Transportation Plan
[City Council Resolution 21-211](#)

2023

Evaluate opportunities to incorporate traffic calming elements into capital projects which significantly disturb the existing road surface
[City Council Resolution 23-330](#)

2023

Analysis of Multi-lane roads under City control by 2030
[City Council Resolution 23-415](#)

2025

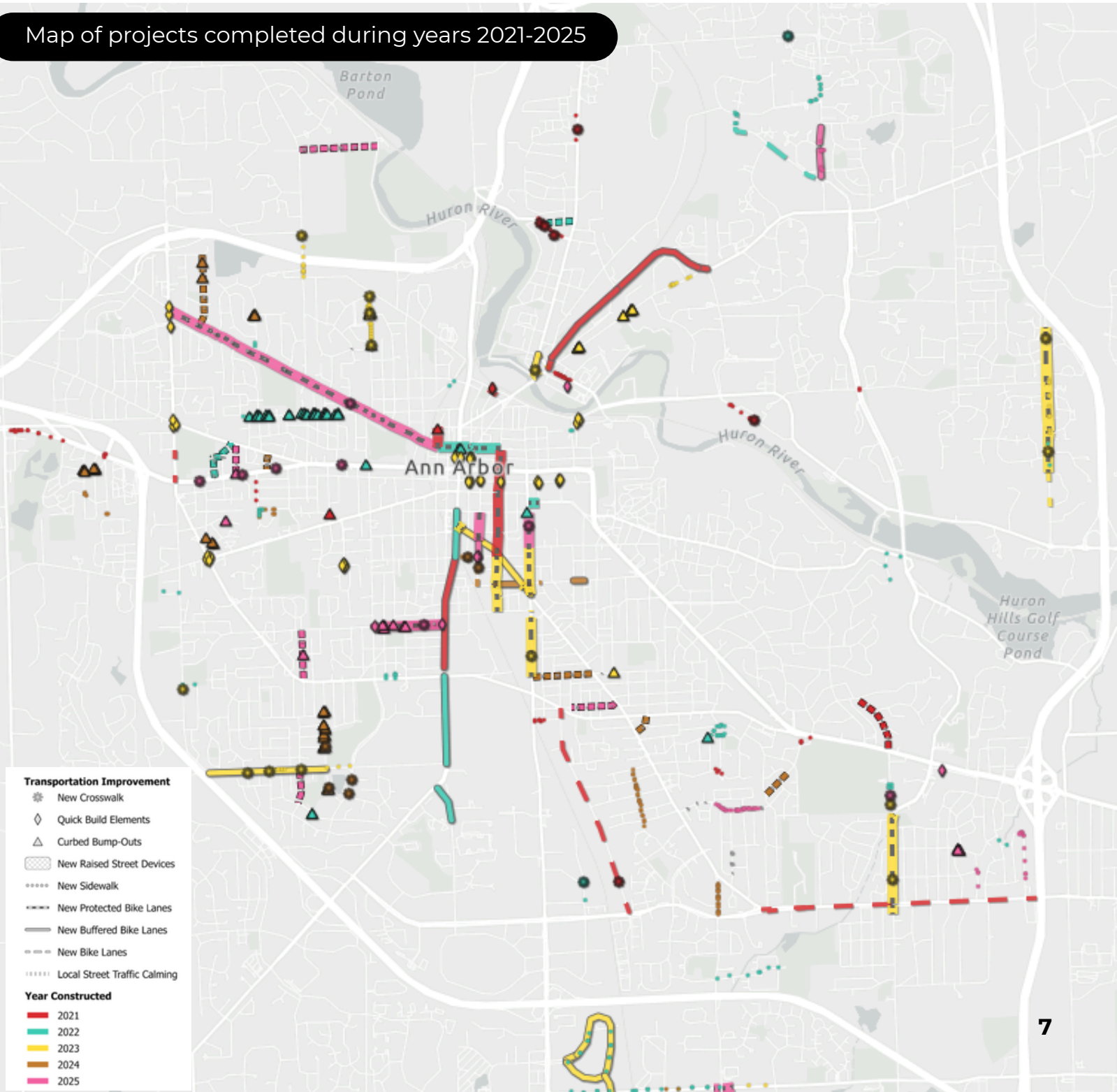
Reaffirm Vision Zero and 2030 VMT Reduction Targets
[City Council Resolution 25-120](#)

Tracking Success

The Mid-Plan Summary Map provides the cumulative engineering work that has taken place during the years 2021-2025 and where those improvements have been made. As additional engineering improvements are completed, the map will be updated.

Explore the interactive map on Ann Arbor's Vision Zero website. (hyper link)*****

Map of projects completed during years 2021-2025



\$ 23,897,397

Total Funds

External Funding

Obtaining external funding allows city dollars to go further

\$3.8 million

Safe Streets and Roads For All (SS4A)

\$3,614,181

Congestion Mitigation and Air Quality Funds (CMAQ) & Carbon Reduction Funds (CRP)

\$1 million

American Rescue Plan Act (ARPA)

\$418,907

Highway Safety Improvement Program Funds (HSIP)

\$14,326,809

Federal Formula Funds - Surface Transportation Block Grant (STPBG)

\$737,500

Earmarks

*Funds received during
years 2021-2025*

Thank you to our community

We would like to thank the Ann Arbor community for their effort in supporting this work. It will take all of us working together to achieve our goals.

Contributors

The Transportation Unit would like to thank city staff across numerous departments and our partners across the city that aided in the completion of this report.

A special thank you to Claire Briglio - Transportation Planning Intern for getting this project off the ground, we could not have done it without you.



Short-Term Strategies Progress



Each page throughout the report will provide the strategy, the target, examples of projects, programs, and/or partnerships that are aiding the city in the advancement of the strategy.

The city will continue to use these strategies as a way to evaluate progress and will continue to implement these actions outlined in the Moving Together plan.

High Crash Locations

Develop plans and implementation strategies for Tier 1-2 corridors and intersections, make improvements on 3 safety corridors and intersections per year.

Platt Rd.



Projects Completed on Tiered Corridors

- Miller Ave. - 2025
- Hill St. - 2024
- Platt Rd. - 2023
- Catherine St - 2022
- State St. - 2022
- S. Division St. - 2021

State St.



Projects Completed at Tiered Intersections

- State St. at N. University Ave. - 2025
- Huron St. at Fourth Ave. - 2025
- Huron St. at Seventh St. - 2024
- Huron St. at Third St./Chapin St. -2024
- Huron St. at First St. - 2023
- Main St. at Catherine St. - 2023
- Huron St. at Division St. - 2021

N Main St. Study



Studies on Tiered Corridors

- Road Safety Audits
 - Plymouth Rd.
 - Jackson Rd.
 - Glen/Catherine/Ann/Zina Pitcher - 2025
- Downtown Area Circulation Study-2025
- N. Main Street Transportation Study - 2025
- Roadway Rightsizing Study - 2025
- Trunkline Transfer Study - 2024

Address Dangerous Behaviors

Create major streets speed management program and implement the six Es (engineering, enforcement, education, encouragement, evaluation, and equity).

Speeding

- Created major streets speed management program
- 3 AAPD Safety Enforcement Corridors Washtenaw Ave., Packard St., Jackson Ave.
- Bike Lane Enforcement Strategy
- Road Reconfigurations (S. Main St., First St., Ashley St., and Earhart Rd.)
- Utilization of traffic enforcement complaints for targeted speeding enforcement
- Targeted enforcement around school zones

Failure to Yield

- 125 curb bump outs
- Added over 230 Ann Arbor street lights
- No Turn on Red Policy
- Enforcement at Pioneer High School RRFB (Stadium Blvd.)
- Slow Speeds Save Lives campaign

Disregard for Traffic Control

- 12 local traffic calming projects
- 3 AAPD Safety Enforcement Corridors on Washtenaw Ave., Packard St., and Jackson Ave.

Impaired Driving

- 3 AAPD Safety Enforcement Corridors on Washtenaw Ave., Packard St., and Jackson Ave.
- Targeted enforcement for New Years Eve and St. Patrick's Day

Reckless/Careless Driving

- Left-turn traffic calming
- Raised intersections -local neighborhood
- Road Reconfigurations (Miller Ave./Catherine St., S. Industrial Hwy., Platt Rd., and S. State St.)

Quick-Build

Install at least three quick-build safety projects per year, prioritizing focus corridors and intersections.

Packard Rd. at Fourth Ave.



Pavement Markings

Liberty St. at Stadium Blvd.



Hardened centerlines

Washington St. at Thayer St.



Bump-outs

Locations Installed

Corridors:

- Maple Rd. (Dexter Ave. to Miller Ave.)
- Ann St. (Main St. to Fifth Ave.)
- Washington St. (Ashley St. to Fletcher St.)
- Packard St. (Main St. to State St.)

Intersections:

- Liberty St. at Stadium Blvd.
- Glen Ave. at Fuller Rd.
- S. University Ave. at State St.

Survey Findings

- 60% of pedestrians and cyclists said their level of comfort traveling increased
- 30% of respondents stated that they were very dissatisfied with the quick build designs

Ann Arbor Quick Build Final Report

Sidewalks

Fill sidewalk gaps.

2021
1.2 miles

2022
2.7 miles

2023
1.4 miles

2024
0.7 miles

2025
0.8 miles

Gaps Filled: 6.8 Miles Total



Dicken Dr.



Fuller Ct.



Scio Church Rd.



Whitewood St.

Crosswalk Safety

Enhance 25 uncontrolled crosswalks annually, install 10 new uncontrolled crosswalks annually, and maintain crosswalks.

Crosswalk Enhancements

	2021	2022	2023	2024	2025	Totals
APS	5	2	2	3	16	28
New Crosswalks	6	-	13	6	8	33
Crosswalk Enhancements	29	49	19	16	27	140
New RRFB	5	2	10	3	16	36



Jackson Rd. APS

APS = Accessible Pedestrian Signals



Scio Church Rd. new RRFB

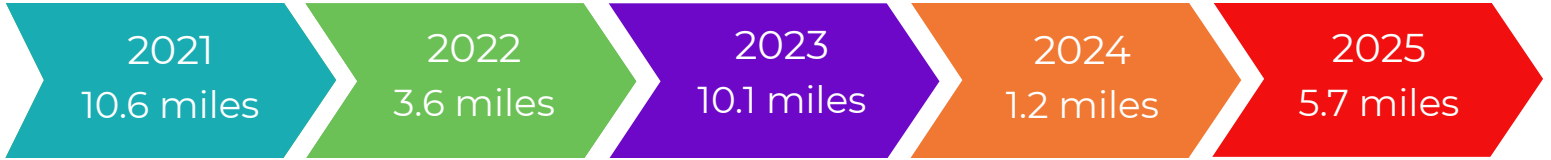
RRFB = Rapid Rectangular Flashing Beacon

**Strategy
6**

Engineering

Bike Routes

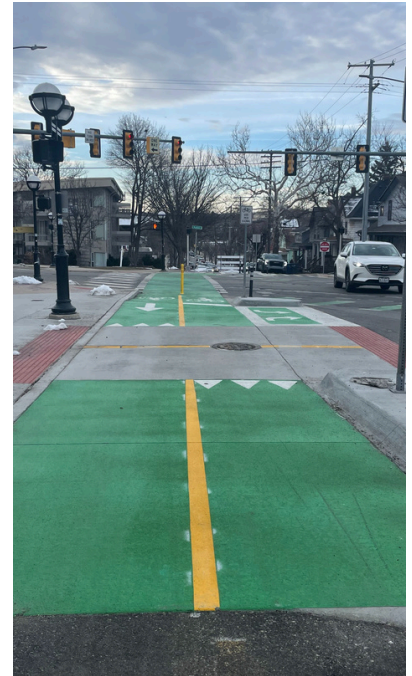
Install 5 miles of new or upgraded all ages and abilities routes each year.



**Contraflow Bike Lane
Fifth Ave.**



**Protected Bike Lane
State St.**



**Protected Cycle Track
Division St.**



**Buffered Bike Lanes
Plymouth Rd.**

31.2 miles

Bike facilities built or improved since 2021

Intersections for Biking

Upgrade at least 4 intersections per year.

Packard St., Madison St., Division St.



Pauline Blvd. at Seventh St.



Protected biking intersection with curb and green pavement markings

Hardened centerlines and green pavement markings for a bike box

2022

1 intersection improved
No Turn on Red Policy Adoption

2023

25 intersections
No Turn on Red signs installed

2024

7 intersections improved

2025

3 intersections improved

**Key Bike Intersections
in design - 25**

The American's with Disabilities Act (ADA) Transition Plan

The Americans with Disabilities Act (ADA) is a civil rights law that mandates equal opportunity for people with disabilities.

The purpose of this **ADA Transition Plan** is to guide the city in implementing and advancing the culture of inclusivity and accessibility for all. By removing potential barriers to the department's services, it will be easier for persons with disabilities to participate in recreation.

Plan Recommendations

- Appoint a full-time ADA Coordinator or person responsible for implementing the Plan. (Hired October, 2023)
- Formalize an ADA Liaison system within the department. (Appointed January, 2024)



Accessible Pedestrian Signal



Tactile domes

Shared Mobility Options

Expand bikeshare and expand car share.

SPIN

- The city most recently renewed its agreement with Spin in 2025.
- Launched 550 micromobility devices across the city since 2022.

Since 2022:

483,348 trips taken

471,400 miles traveled



Spin bicycle



Zipcar Parking sign on Thompson St.



DDA continues to provide monthly permits/spaces when requested by Zipcar.

Zipcar sees the most demand in campus areas and has shifted vehicles to UM structures.

Transit Reliability

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

2022 Transit Service and Millage Voter-Approved Transit Millage

- TheRide expanded service, extended service hours, and expanded FlexRide Night and Holiday Service starting in August 2024.
- Service changes
 - Expanded hours on 23 different routes from 6am to 11:30pm
 - Expanded Saturday service on 21 different routes from 7am to 11:30pm
 - Expanded Sunday service on 20 different routes from 8am to 9pm
 - Increased weekend route frequency

State St. Bus Only Lane



Project Features

- Northbound transit queue jump lane from S. University Ave. to William St.
- A transit signal at the intersection of State St. and E. William St.
- Enhanced bus stops for northbound and southbound riders

Washtenaw Ave. Express Route (104)



Project Features

- Limited-stop express bus route between Ann Arbor and Ypsilanti
- Operates every 30 minutes, 6am to 6:45pm Monday-Friday
- Bus runs along Washtenaw Ave. once every 6 minutes at peak hours of the day

Reduced Fares

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



TheRide offers discounts for eligible individuals on Fare Deal, GoldRide, and A-Ride card passes. Eligibility may be based on age, income, or disability. TheRide also works with local businesses to offer employer-sponsored programs.

Fare Deal

This card allows eligible individuals to ride fixed-route buses at a reduced rate.

GoldRide

This card allows eligible individuals to ride fixed-route buses at a reduced rate.

A-Ride

This card allows eligible individuals to ride fixed-route buses at a reduced rate.

Commuter Services

TheRide supports the getDowntown program, which provides commuting incentives for people working in downtown Ann Arbor.

Student Services

TheRide works closely with Ann Arbor/Ypsilanti area to create sponsored programs for students, faculty, and staff at University of Michigan, Eastern Michigan University and K-12 students.



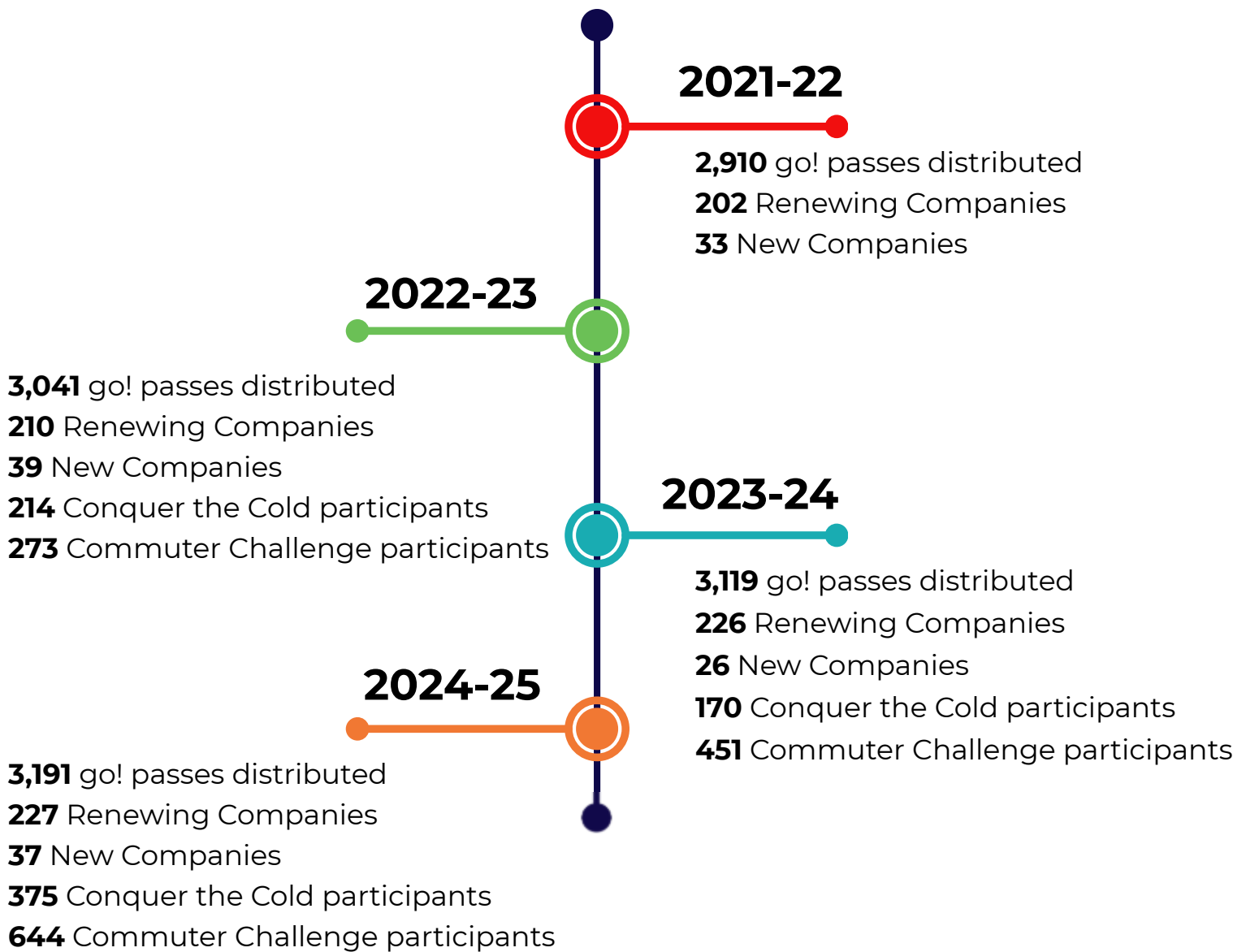
Ann Arbor Spin Access program offers discounted rates for users with limited incomes or disability.

Managing Demand

Double the number of employer-subsized transit passes distributed.

getDowntown

The getDowntown Program is a program of TheRide. getDowntown's partners include the City of Ann Arbor and the Ann Arbor DDA.



Parking and Supply

Update Unified Development Code to remove parking minimums and establish parking maximums along signature transit routes.

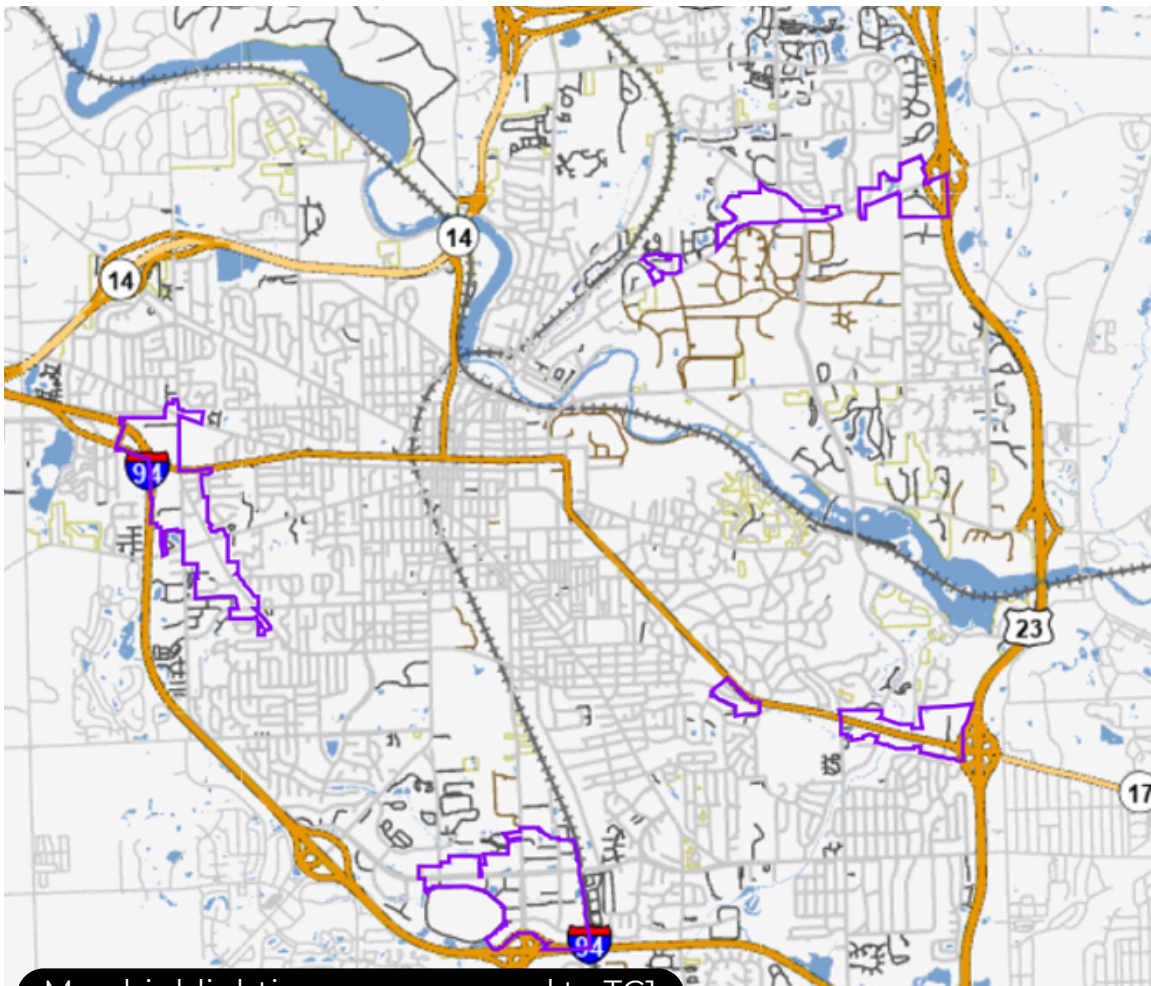
Removal of Mandatory Parking Minimums

In 2022, City Council voted to removing parking minimums in Ann Arbor, leaving the market to decide how many spaces should be provided when a new development is proposed. This also includes the areas that have been rezoned to TC1.

Transit Corridor District (TC1)

- State St./Eisenhower Pkwy. - 200 acres
- W. Stadium Blvd./Maple Rd. - 200 acres
- Plymouth Rd. - 127 acres
- Washtenaw Ave./E. Stadium Blvd. - 100 acres

Total Acres Rezoned
627 acres



Map highlighting areas rezoned to TC1

Engage Ann Arbor

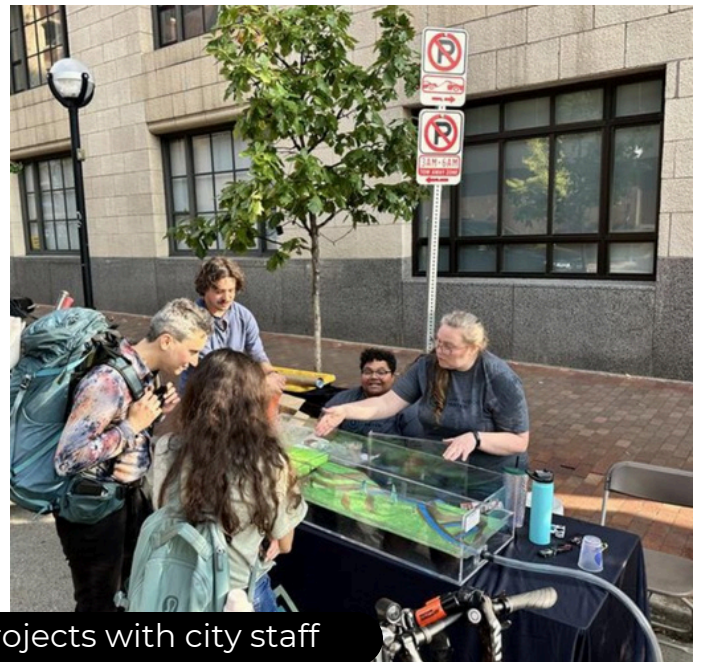
Discover. Contribute. Transform.

The City has:

1. Enhanced accessibility to city and project information through expanded language translation options.
2. During the fourth quarter of 2025, users translated content on the Ann Arbor Engage platform into Chinese (63 users), Spanish (43 users), Japanese (37 users), Korean (36 users), and Arabic (31 users).



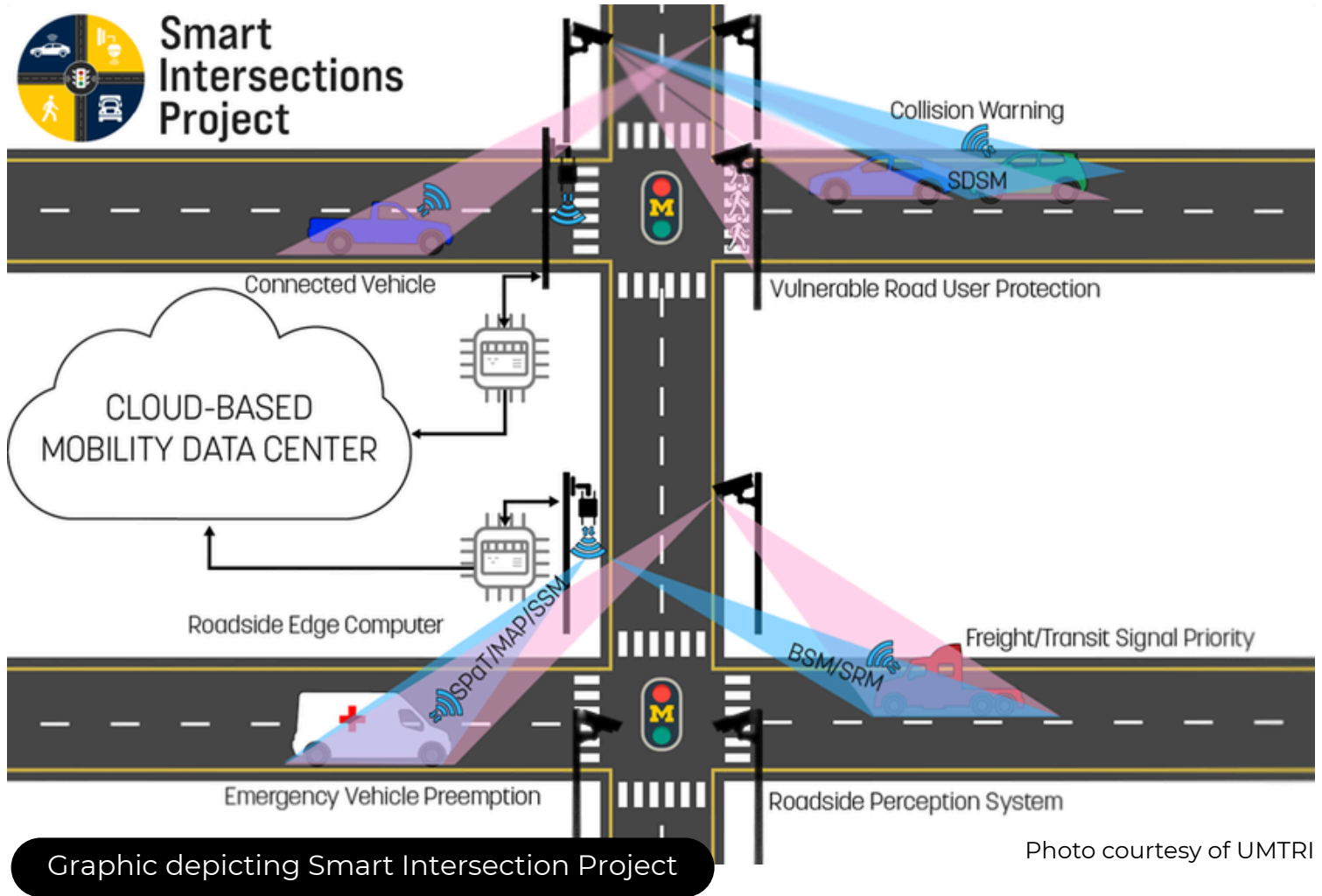
People talking about projects with city staff



Engaging people at community events and public meetings ensures the City meets people where they are.

Automated Vehicles

Establish a CAV working group, connect with other cities and develop strategy on CAV, publish update on CAV impacts, needs, actions.



Smart Intersections Project (SIP) 2021-2026

The Smart Intersection project's goals relate to the use of advanced transportation technologies to implement transit signal priority, emergency vehicle preemption, and dynamic signal optimization at 21 smart intersections.

Ann Arbor Connected Environment (AACE 2.0) 2023-2027

AACE 2.0 continues the work of SIP to improve safety, mobility, efficiency, system performance and intermodal connectivity. The project proposes to deploy cellular vehicle-to-everything (C-V2X) technology at an additional 50 intersections citywide.

Electric Vehicles

Install 100 new EV charging station in public parking, launch EV bulk buy program, launch campaign to support private fleets to EV.



City charging stations charging electric vehicles at City Hall

Burns Park Senior Center



Electric vehicle charging station

- 120 charge points referenced are all City/DDA owned/managed.
- 3 L2 curbside ports, all located in the Old Fourth Ward
- 40 dual port L2 chargers (80 charging points) in DDA garages downtown
- Bicentennial Park has 119 charging points (L2 and DCFC)

L2 Charger = a 240-volt electric vehicle (EV) charging station

Crash Protocols

Establish a protocol for responding to fatal and serious injury crashes and 100% of fatal and serious injury crashes follow protocol.

Crash Response Team

Transportation Services Unit and Ann Arbor Police Department meet monthly to discuss life threatening crashes. This team was formed in 2024.

Reports are provided monthly to the City of Ann Arbor's Transportation Commission as part of the monthly meeting packet. Information included in the report includes:

- Contributing factors to crash
- Dangerous behaviors leading to a crash
- Enforcement Response - with near-term, mid-term and long-term response strategies
- Engineering/Planning Response - with near-term, mid-term and long-term response strategies
- Education response - with near-term, mid-term and long-term response strategies

Enforcement Response

- Near Term 0-90 days
- Mid-Term 91-365 days
- Long Term 1 year +

Education and Engineering Response

- Near Term 0-3 years
- Mid-Term 4-10 years
- Long Term 11-20 years



Ann Arbor police car

Vision Zero Advisory Board

Update Transportation Commission ordinance to oversee Vision Zero monitoring and Commission includes assessment of VZ in annual report.

The Transportation Commission was created in 2016 to foster excellence in the planning, design, construction, and maintenance of a sustainable and resilient multimodal transportation network for the City of Ann Arbor. To serve as an advisory body to the City Council and the City Administrator on transportation policy with a focus on accessibility, mobility, equity, and safety for all citizens. Members are appointed by the Mayor and approved by the City Council unless otherwise stated.

This body produces an Annual Report and Work Plan that closely align activities in the Transportation Master Plan.

The composition of the Transportation Commission includes:

- City Council member
- Planning Commission Representative
- Commission on Disability Issues Representative
- Ann Arbor Area Transportation Authority (AAATA) Representative

Non-Voting Members

- Transportation Manager
- City Administrator Designee
- Ann Arbor Police Department - Chief of Police Designee
- Ann Arbor Public Schools (AAPS) Representative
- Regional Transit Authority (RTA) Representative

These representatives are citizens in the community and therefore are working to ensure the successful implementation of the goals and objectives outlined in the Moving Together Plan.



People around a table reviewing a design idea for N. Main Street

Annual Transportation Survey

Develop and deploy an annual survey to gather feedback on user experience and satisfaction with the transportation system.

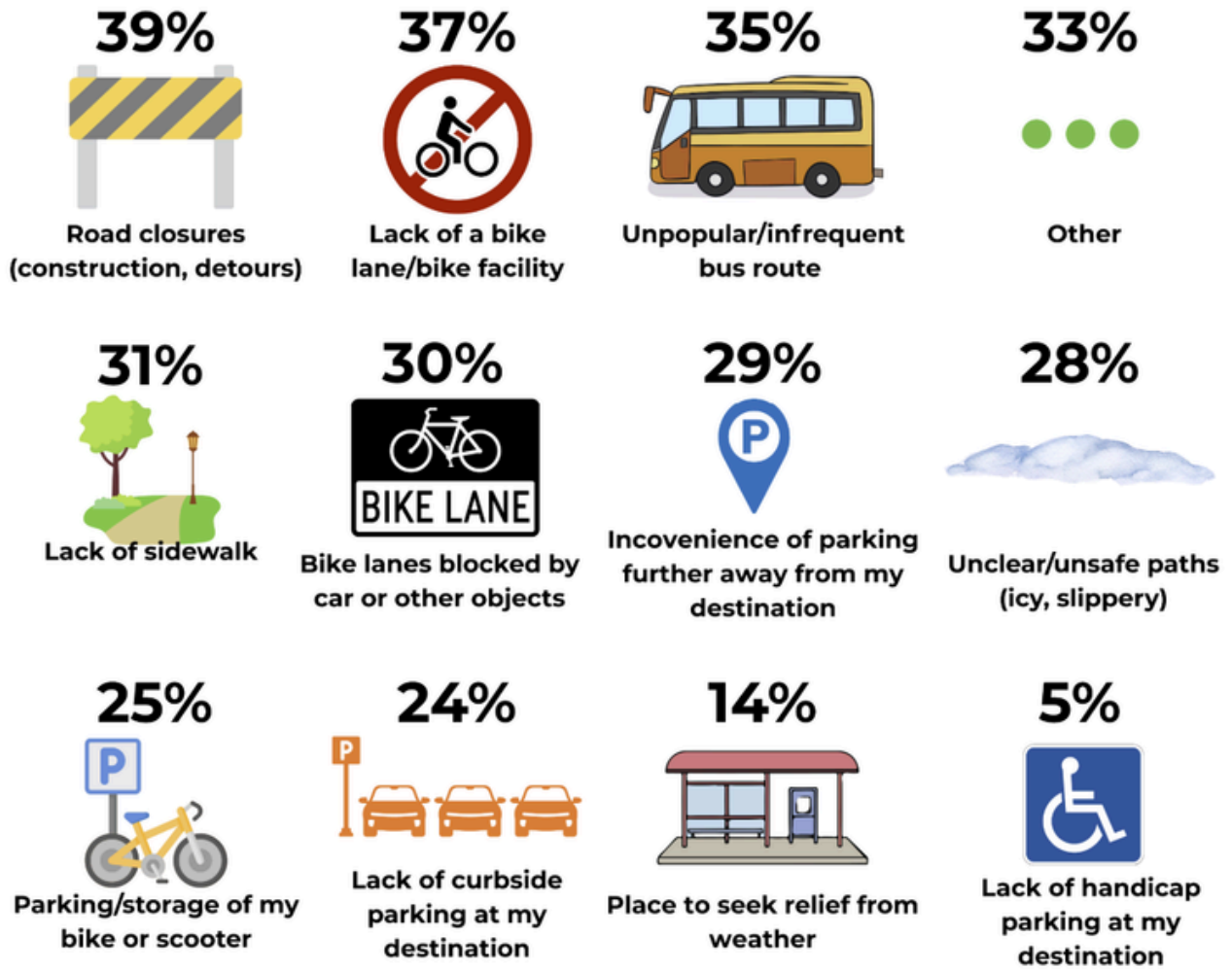
2,006 Reponses

500 Postcards Sent

500 postcards were sent to multifamily homes in high equity areas to promote survey participation

[View the 2025 Annual Survey storymap](#)

What barriers prevent you from traveling around the city in the way you wish you could? (choose all that apply)



Graphic displaying responses to barriers to traveling from 2025 Annual Transportation Survey

Bike Markings/Infrastructure

Develop process to coordinate bike improvements with planned construction work, and include 3 miles of bikeway striping in planned projects annually.



Fifth Ave. - Resurfacing



Platt Rd. - Resurfacing

Engineering and Transportation coordinate all capital projects to ensure that pavement marking changes are planned during projects to minimize disruptions during construction.

Seventh St. - Resurfacing



Annual Inventory

Develop prioritization process for routine pavement maintenance including bike infrastructure and achieve 80% of bike markings in good condition.

Pavement Marking Maintenance

Once pedestrian and cycling projects are installed, it is important to inventory and maintain the quality of those markings for safety. This includes crosswalk lines, bike lane lines, and green pavement markings that wear over time.

2021

\$227,572 invested
23.57 miles improved

2022

\$204,747 invested
24.15 miles improved

2023

\$429,000 invested
30.56 miles improved

2024

\$246,000 invested
39.40 miles improved

2025

\$189,000 invested
51.64 miles improved

S. Division St. and E. Hoover Ave. - Two-Way Cycle Track



Cargo Bike Rental Program

Establish a convenient, low-cost cargo bike rental program for residents and students.

E-bikes significantly reduce vehicle miles traveled (VMTs) by replacing short- to medium- length trips particularly in urban areas. In order to incentivize e-bike adoption, the Office of Sustainability and Innovations (OSI) has created a cargo bike rental program. This program was created as part of OSI's Home Energy Rebate program.

To date, over **200 e-bike rebates** have been claimed. The rebates cover 50% of the cost of the e-bike, up to \$250 for market rate, and up to \$1,000 for income-qualified individuals.

Learn more about the [Cargo Bike Rental Program in Ann Arbor](#).

This program is made possible by the partnerships formed with OSI, Bicycle Alliance of Washtenaw, and Human Electric Hybrids



bicycle
alliance
of Washtenaw



Bike Bulk Buy Program

Create a bike and e-bike bulk buy program to make discounted bikes available to all residents.

203

rebates issued
for ebikes

OSI has rebates available for the purchase of e-bikes through OSI home energy rebate program.

Visit [Ann Arbor's Home Energy Rebate Program website](#) to learn more.

ADA Construction Compliance

Maintain temporary, ADA-compliant, access for pedestrians and bicyclists during all construction projects.



Bicycle maintenance of traffic for the Seventh St. resurfacing project.



Pedestrian maintenance of traffic for the Pauline Blvd. resurfacing project.

Develop a program to support strategies that contribute to a walkable pedestrian-friendly environment.

Recent Plans and Projects

Highlights from 2021 - Present

- Completion of two way cycletracks on First St., Catherine St., Division St..
- Completed community plaza at First St. and Ashley St.
- Permanent mural and “Oscillation” public art installation at Liberty Plaza.
- Reconstruction of Fourth Ave. between Liberty and William to add benches, transit shelters, street lights, trees, bike parking.

2025 Downtown Area Circulation Study Goals

- Safety for all people, regardless of their age, ability, or transportation choices.
- Improve access to the downtown for all people.
- Support the affordability, livability, and economic vibrancy of the downtown.
- Advance carbon neutrality goals and improve resilience and sustainability.

First and Ashley St.



Two-way traffic restoration on First & Ashley Streets, protected bikeway on First St., and a new public plaza.

State St. Project



Reconstruction of State St. between William St. and Washington St., featuring Ann Arbor’s first curbless street.

Public Restroom Pilot



Installation of public restroom facilities in downtown Ann Arbor.

Add vegetation to streetscapes to support the comfort, pleasure, safety, and health of people using the streets.

Street Trees Planted

Street tree planting is conducted based on an annual plan that identifies the areas of the city that will be planted during the fiscal year. The planting plan covers two planting seasons, fall and spring.



Rain Gardens

Rain gardens are attractive landscaping features that double as areas to allow rain and snowmelt to soak into the soil. Rainwater is routed to the garden and filtered naturally by the plants and soils. This filtration process removes nutrients and pollutants.



City-Owned Rain Gardens Added



No rain gardens added in 2024 or 2025

Resilience Hubs

Launch a neighborhood Resilience Hub as community-serving facilities augmented to support residents and coordinate resource distribution.

Resilience Hubs are community-designed and -operated centers that help improve sustainability, resilience, and social cohesion. Hubs support community members year-round with essential services and support during disruptions like extreme weather events or other hazards.

Northside Community Center

- Unveiled as a hub in September 2020
- Operated by the Ann Arbor nonprofit Community Action Network (CAN)
- Operates a food bank run by Catholic Social Services



Bryant Community Center

- Unveiled as a hub in June 2023
- Operated by CAN
- Provides services like a food bank and meal assistance, tree plantings, and neighborhood cleanups



Peace Neighborhood Center

- Established in 1971
- Renewables and power storage to be operational in 2026, early 2027
- Offers services like food distribution, housing assistance, mental health services, and youth and family programming



Green Baxter Court Community Center

- Upcoming resilience hub
- Operated by CAN
- Renewables and power storage to be operational in 2026, early 2027
- Offers services such as afterschool programming and food provisioning and distribution



Bike Parking

Expand short-term and long-term bicycle parking throughout the city.

St. Aubins Way



Repurposed parking spot for bike parking

Main St.



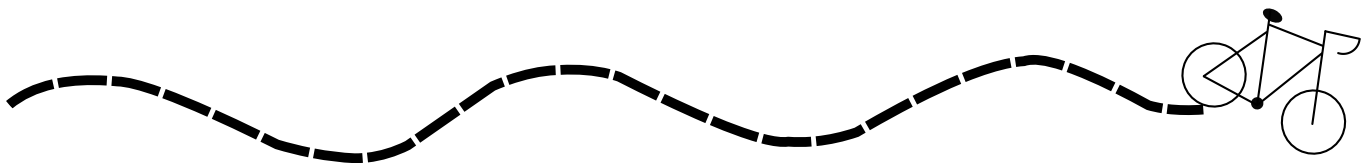
Photo courtesy of Ann Arbor DDA

City

- Repurposed 3 parking spots - adding 12 spaces
- Locations include: Monty's Public House, Wheels in Motion, Better Living Fitness

DDA

- Bike Room-62 total spaces
- Corral - 79 spaces
- Inverted U - 817 spaces
- Locker - 1 space
- Post and Ring - 4 spaces



Barton-Bandemer Pedestrian Tunnel

The Barton-Bandemer tunnel provides a crucial, safe and legal link in the Border to Border Trail. The tunnel spans 60 feet and is composed of 15 concrete sections, each 4 feet long and weighing 55,000 pounds, plus wing walls at both ends. All sections were installed during a 48-hour window and the tunnel opened in November 2025.



Barton-Bandemer Pedestrian Tunnel

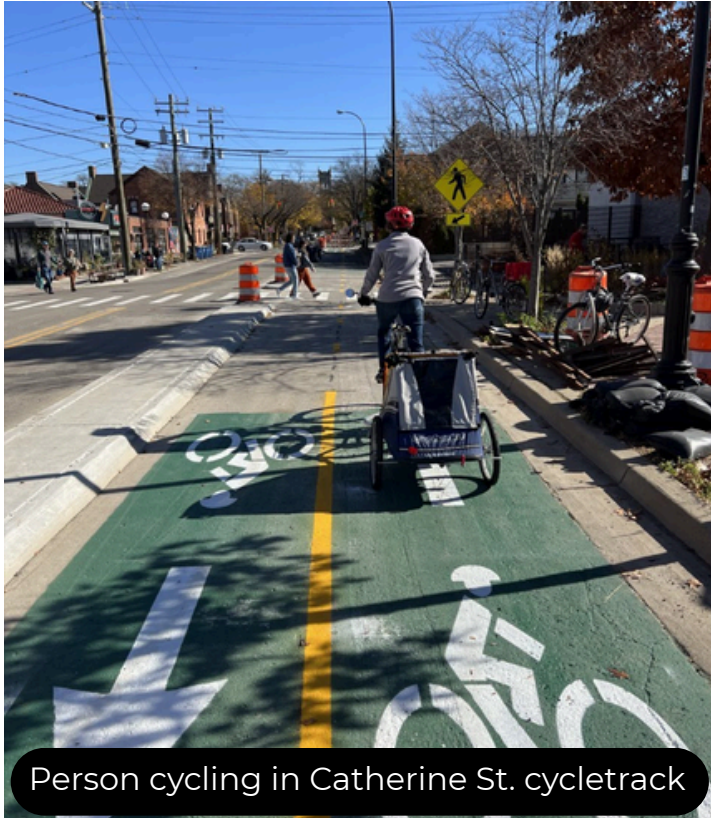
The project improved the surrounding landscape by removing mostly invasive trees and shrubs. Over 200 native trees, shrubs, and grasses were planted after construction.



Barton-Bandemer Pedestrian Tunnel

Bike/Pedestrian Counting

Increase locations with documented bike/pedestrian counts and install a stationary counter along a priority corridor.



Person cycling in Catherine St. cycletrack

Photo courtesy of Ann Arbor DDA

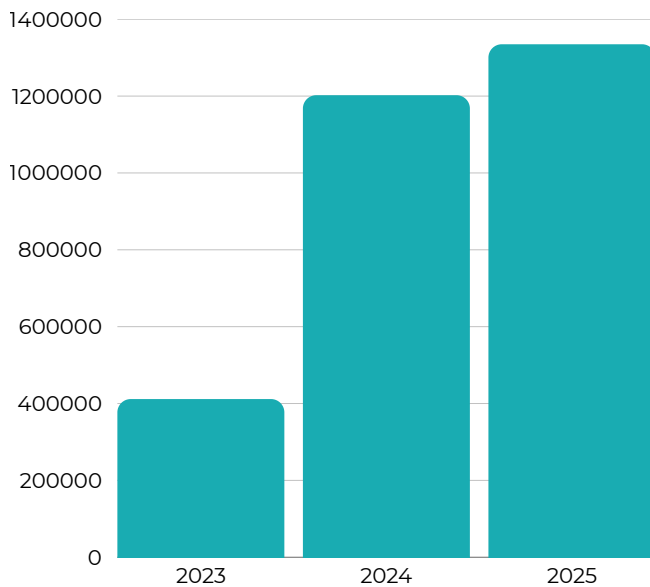
Seven Counters

- Division St. (2)
- Miller Ave./Catherine St.
- First St. (2)
- William St. (2)

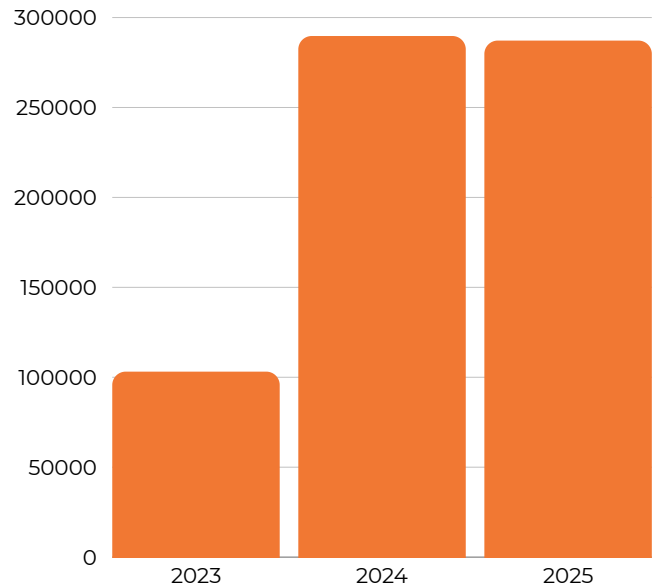
The seven counters capture pedestrian and bicycle traffic.

*Note the charts below reflect the counts recorded for one counter on each street. This was done to avoid duplication of cyclists, who often pass both counters on the same street in a single trip.

Pedestrians - 2,948,689* Total



Bicyclists - 680,055* Total



*Counters were installed part way through 2023 resulting in lower counts

Alternate Uses of On-Street Parking

Set guidelines for # of parklets and bike parking corrals installed annually.

The DDA developed their Downtown Area Circulation Study in 2025. The plan outlined strategies designed for enhanced pedestrian scale spaces that include curbless streets and flexible uses for curbside parking parking.

Implement Curbless Streets



Curbless Streets, such as State St. in the image above, support activity and flexibility. These spaces can easily be closed to provide more community gathering places that support local businesses.

Develop flexible uses for curbside parking



By adding flexible spaces for public gatherings, spaces can be repurposed for parklets and dining platforms that can support local businesses.

Photo courtesy of Main Street Ann Arbor

Deploy Sensors

Deploy a connected network of 50 sensors to increase available data related to heat, air quality, and traffic noise.

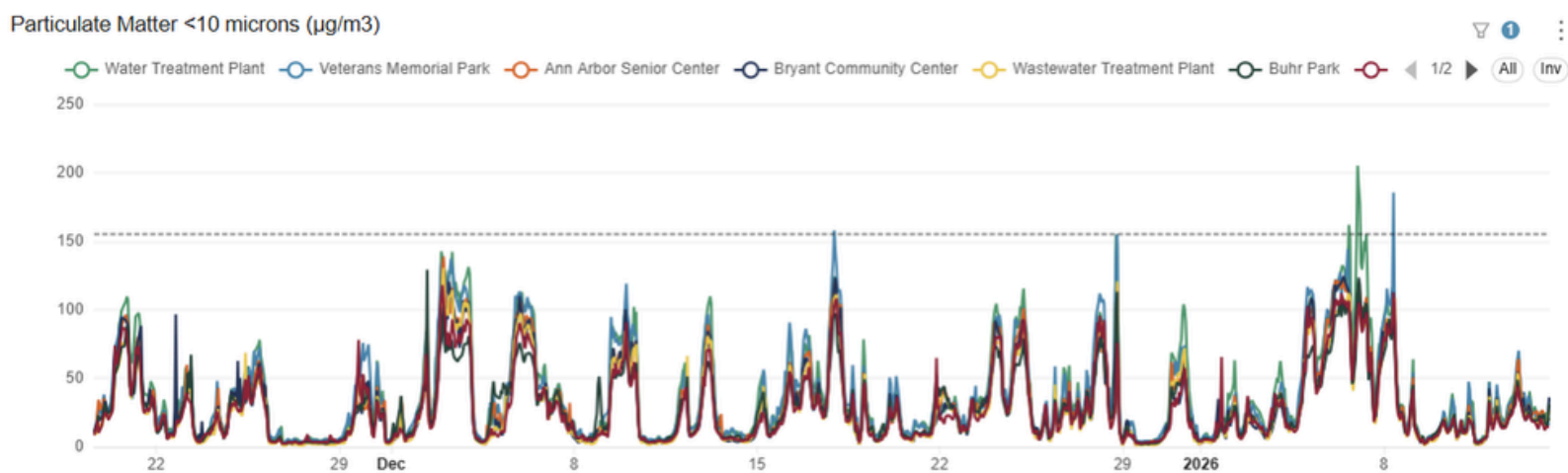
Ann Arbor's OSI has installed 10 solar-powered Clarity Node-S air quality monitors across the city. This data visualization platform provides an overview of the pollutant data our network monitors.

What Is Being Measured

1. Particulate matter (PM)
2. Nitrogen dioxide (NO₂)

These pollutants, when at high enough concentrations, have negative impacts on both human health and the environment. The concentrations of these pollutants can be used to calculate the Air Quality Index (AQI), which is the reporting index used by the United States Environmental Protection Agency (EPA).

Visit the [city's dashboard to see all air quality data](#).



Air Quality Index graph

Shared Streets

Create shared street spaces in strategic areas in the downtown.



Ann Arbor Summer Street set up for outdoor dining

Photos courtesy of Main Street Ann Arbor

A2 Summer Streets

Every summer, blocks of downtown streets close to create a walkable, lively atmosphere for outdoor dining, retail, and community events. Streets are closed from 4pm Thursday through Sunday. The DDA and the City of Ann Arbor continue to support these closures through local policy and permits, in collaboration with the Main Street Association.

Streets included:

- Main St. (William St. to Washington St.)
- Liberty St. (Main St. to Fourth Ave.)
- Washington St. (Ashley St. to Main St.)



Ann Arbor Summer Street set up for outdoor dining

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**Transportation
Commission**

Annual Update

Publish a public annual update on the Vision Zero program, including actions completed in the previous year, latest crash statistics, etc.

The annual Vision Zero snapshots have been created every year since 2022 and captures progress made on plan strategies.

The StoryMaps can be found at [a2visionzero](https://a2visionzero.com).



2022 Annual Snapshot

This annual snapshot will provide updates and progress on the Ann Arbor Moving Together Toward Vision Zero Transportation Plan each year.

2022 Annual Snapshot

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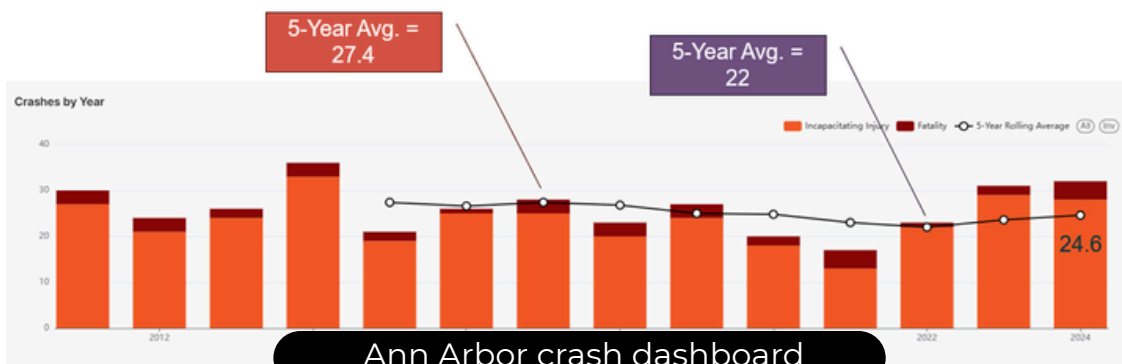
Engineering

Review Crash Data Annually

Formally review crash data each year and include results of formal crash review in the annual update on the Vision Zero program.

An annual presentation is made to the Transportation Commission on crash data. These presentations and materials can be found on the [City of Ann Arbor's Legistar website](https://legistar.cityofannarbor.com).

A-Level and Fatal Injury Crashes



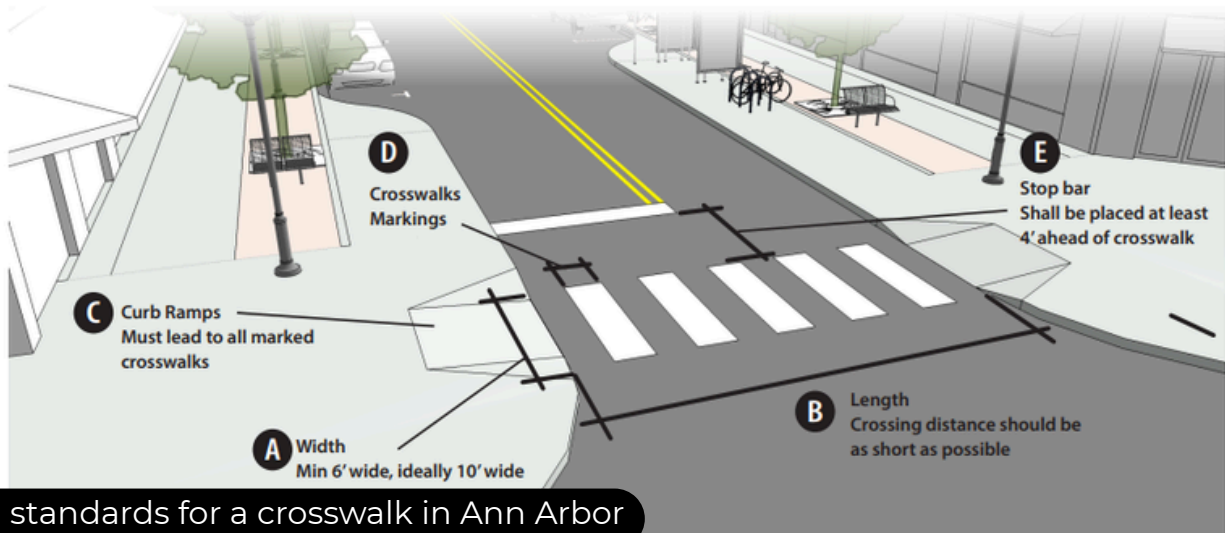
Ann Arbor crash dashboard

Adopt transit-supporting zoning and site design principles that encourage active transportation and transit.

Ann Arbor DDA Street Design Manual

- **Streets for transit emphasis:** Huron St., Fifth Ave., and Fourth Ave.
 - Design changes include: mid-block crossing, transit signal priority.
- **Pedestrian Buffer:** Pedestrian areas should be adequately buffered from roadway traffic. This buffer may be provided via curbside parking, curbside bicycle facilities, or landscape strips.

Figure 4.1.3 - Crosswalks



DDA Street Design Manual

City of Ann Arbor Supportive Zoning

- **Curb Cut Limits:** 2 maximum curb cut for first 200 feet of street frontage + 1 curb cut for each additional 600 feet. That is the same for all zones.
- **Pedestrian Scale Development:** Maximum building width of 300 feet and maximum building diagonal of 450 feet corresponds to the dimensions of a comfortable downtown block, making walking in, around, and through a site with multiple buildings in the district as friendly as walking downtown.

Evaluate Impacts of Deliveries

Study and evaluate impacts of increased freight traffic and local deliveries on Ann Arbor residents, visitors, and businesses.

In 2024, the Ann Arbor DDA developed a Curb Management Plan. The plan builds on the momentum by establishing a holistic set of strategies to prioritize and manage downtown Ann Arbor's future curb space. It recognizes a balanced approach to meet access needs to support business, while working toward citywide goals for active transportation, transit, safety, and climate.

Actions Completed from the Curb Management Plan:

- Completed the Downtown Area Circulation Study (Action item B2).
- Considered curb management in the development permitting process during site plan reviews (action item A3).
- Maintained curb database developed in 2024 by adding 2025 updates (action item E1).
- Continued planning for pedestrian-oriented street implementation through the People-Friendly Streets projects and Curbside Occupancy Permit program for outdoor dining (action item B3).
- Continued to review existing and plan for new on-street accessible parking spaces (action item B4)

Learn more about the [DDA's Curb Management Plan](#).



A delivery truck unloading on street

Medium-Term Strategies Progress



Each page throughout the report will provide the strategy, examples of projects, programs, and/or partnerships that are aiding the city in the advancement of the strategy and how that target is being met.

The city will continue to use these strategies as a way to evaluate progress and will continue to implement these actions outlined in the Moving Together plan.

Commuter-Oriented Transit Services

Increase people commuting by transit and expand park and ride lots.

TheRide is working with a consultant to evaluate the opportunities for park-and-ride service. Ultimately, the study will identify general locations of possible park-and-ride lots and service models which have the highest chance for success based on the projected demand.

**Total Park and Ride Lots
in City of Ann Arbor**

8

Total Parking Spaces 1,294

Expand Signal Technology

Install adaptive signals and additional connected infrastructure.

Research Partnerships

- The city partners with the University of Michigan's Transportation Research Institute (UMTRI) to improve safety utilizing new and emerging technology.
- City will continue to partner with other entities as opportunities arise.

SCOOT System

Ann Arbor utilizes a signal technology system, SCOOT (Split Cycle Offset Optimization Technique).

- An adaptive traffic control software used within the traffic signal controller, detection systems, and traffic management system.
- Using an adaptive system optimizes green times for all modes.

Ann Arbor has

- 45 intersections operating with SCOOT
- Corridors include Washtenaw Ave., Eisenhower Pkwy., Ellsworth Rd., and Plymouth Rd.



Eishower Pkwy. intersection

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Engineering

Reallocate Right of Way

Complete an assessment to evaluate opportunities to reallocate right of way for public gathering space.

Curbless streets identified in the DDA's 2025 Downtown Area Circulation Study include:



People walking on curbless section of State St.

- Liberty St. | Ashley St. to State St.
- Church St. and Forest St. | S. University to alleyway
- *Completed - State St. (Washington St. to William St.)*

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Engineering

Transportation Impact Analysis

Update transportation impact analysis standards.

City Ordinance 24-06 was adopted in May 2024. It updated the language and the method used to calculate transportation impact analyses as part of the site plan review process.

In Section 5.29.6(E), the review criteria were revised to replace references to “traffic” with “multimodal transportation.”

In Section 5.29.8(A), the requirement for a “traffic statement” was updated by changing the term to “transportation impact statement.” This change ensures the analysis considers all types of travel—such as walking, biking, transit, and vehicles—rather than focusing only on vehicle traffic, making it consistent with a multimodal transportation impact analysis.

Sidewalk Snow Removal

Launch winter maintenance awareness campaign and reduce the number of complaints/citations related to snow/ice clearance.



Person shoveling snow

Number of Matches

- 2022 - 11 matches
- 2023 - 46 matches
- 2024 - 33 matches
- 2025 - 33 matches

The Snow Match program was created in 2022.

The Ann Arbor Police Department utilizes social media to educate community members and businesses about how to stay compliant with city ordinances in regard to snow and ice on sidewalks. Residents/property owners receive only one warning, per season, before incurring fines.

What Can You Do?

We need everyone living, working, and visiting Ann Arbor to help the city achieve its goals. Here are ways to make each trip safe as you travel around Ann Arbor.



WHEN DRIVING



Follow the posted speed limit



Stop and yield for pedestrians



Give bikes 5 feet when passing



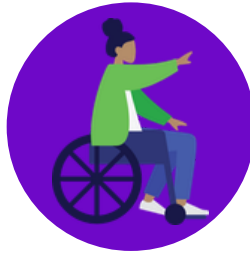
Stop at red lights and at stop signs



Don't drive or park in bike lanes



"Go Hands Free. Just Drive. It's the Law in MI"



WHEN WALKING/ROLLING



Be visible - wear something bright or reflective



Look both ways before crossing



Be alert - make eye contact with a driver



Cross at the crosswalks



WHEN BIKING



Yield to pedestrians



Ride with traffic



Be visible - use a red light in back and white light in front



Follow the rules of the road



Wear a helmet