



ANN ARBOR DDA

PEOPLE- FRIENDLY STREETS

Public Workshop
March, 2021



SMITHGROUP
TOOLE
DESIGN



Photo Credit:
Daniel Brenner

PEOPLE-FRIENDLY STREETS (PFS)

MEETING AGENDA

- **PART 1: Program Overview**
 - Introductions
 - Project updates
- **PART 2: Aligning Values & Infrastructure**
 - Safety, Equity, Place
- **PART 3: What We're Seeing**
 - Key findings
 - 2020 Healthy Streets Pilot Projects
- **PART 4: Looking Ahead**
 - Projects under discussion
 - Workshop schedule



MEETING LOGISTICS

QUESTIONS & ANSWERS

- Participants can use the chat box in zoom to ask a question (questions are only seen by the facilitators)
- We will go through question & answers after the presentation (and answer any additional questions)
- If we need to restart the meeting for any reason, use the same link to rejoin the meeting.



PROGRAM OVERVIEW

PEOPLE-FRIENDLY STREETS

WHAT IS THE PEOPLE-FRIENDLY STREETS PROGRAM?



Imagine a downtown focused on the people who use it. Customers, residents, visitors and employees are prioritized no matter how they get downtown to shop, eat, live and work.
This is the vision of People-Friendly Streets.



WHAT IS THE PEOPLE-FRIENDLY STREETS PROGRAM?

SUPPORTING SAFE, EQUITABLE MOBILITY AND RESILIENT PUBLIC INFRASTRUCTURE

The People-Friendly Streets PROCESS is driven by:

- Prioritizing safety, equity, and resilience
- Defensible decision-making and use of best-practices at each step in the process
- Public engagement and communication to build knowledge, awareness, and support
- Serving vulnerable and marginalized populations

WE'RE HERE TO LISTEN

PEOPLE-FRIENDLY STREETS TEAM

Ann Arbor DDA Staff

City of Ann Arbor Staff

Amber Miller	Maura Thomson	Liz Rolla	Raymond Hess	Brian Slizewski	Heather Seyfarth
Oliver Kiley	Anh Le	Steven Thomas	Addie Weber	Chris Wall	Lori Pawlik
Bob Doyle	Kelli O'Brien	Taylor Dennerlein	Ian Lockwood	Andrea Ostrodka	Jill Bosserd

SmithGroup

Toole Design Group

Wade Trim

PROJECT UPDATES

PEOPLE-FRIENDLY STREETS

FIFTH & DETROIT STREET

PROJECT UPDATES

- Pedestrian comfort and safety improvements.
- Expanded space for commercial and civic activity.



HURON STREET PROJECT

PROJECT UPDATES

- Streetscape, comfort, and safety improvements
- **Upcoming**
 - Full signal at Huron and Chapin/3rd Street
 - Exploring transit stop improvements



WILLIAM STREET BIKEWAY

PROJECT UPDATES

- City's first separated bikeway!
- Construction completed in 2019
- **Upcoming**
 - Adjustments and tweaks at key locations to improve comfort and ease of use



FIRST & ASHLEY STREET PROJECT

PROJECT UPDATES

- Separated bikeway on First Street
- Part of the Treeline Trail
- Restoration of two-way traffic for First/Ashley
- Construction on-going this year
- **Upcoming:**
 - Remainder of construction on First and Ashley
 - Ashley Project: intersection safety improvements, lighting, utilities





ALIGNING VALUES + INFRASTRUCTURE

PEOPLE-FRIENDLY STREETS

DDA SHARED VALUES

PEOPLE-FRIENDLY STREETS

SHARED VALUES

PEOPLE-FRIENDLY STREETS

DDA BOARD APPROVAL JULY 2020



Safe,
comfortable
downtown
streets



Equitable, just
access for all
people



Affordable and
inclusive
community



Resilient,
energy
responsible
downtown



Vibrant and
thriving local
economy



Responsible
design and
implementation



Connected
community
with streets as
civic space

VALUES ARE USED...

...during planning/design to Identify and prioritize project opportunities.

...after implementation to measure success and impact.

COMMUNITY ALIGNMENT + BUILDING RESILIENCE

KEY CITY INITIATIVES

Climate events, lack of access, and significant disparity between wages and housing costs hamper economic health and increase inequities.



- Affordable Housing Initiatives
- Housing Commission Analysis of City-Owned Properties



- A2 Zero – Carbon Action Plan
- Office of Sustainability & Innovation



- Transportation Master Plan
- Transportation Department

ECONOMIC DEVELOPMENT FOR ALL

DDA CAPITAL PROJECTS

Infrastructure provides a foundation for economic activity

- Safe and equitable access to social and economic opportunities downtown
- Economic and demographic diversity downtown
- Improved resilience to significant climate and economic events
- Creating inclusive public spaces



ALIGNING VALUES

TRANSFORMING STREETS FOR EQUITY, SAFETY, AND PLACE



Some Thoughts on Ann Arbor Moving Together

A Values-Based Direction







City of Ann Arbor Comprehensive Transportation Plan

DRAFT FINAL

Above illustrations by Pablo Stanley

November 2020

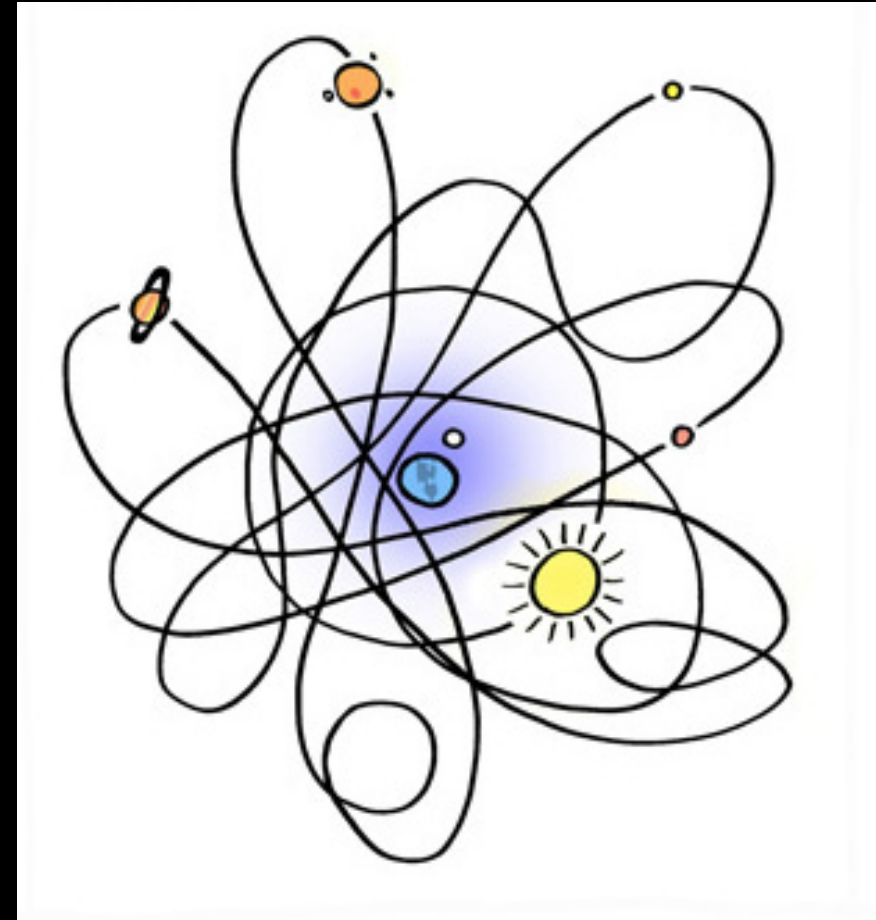


City of Ann Arbor Comprehensive Transportation Plan

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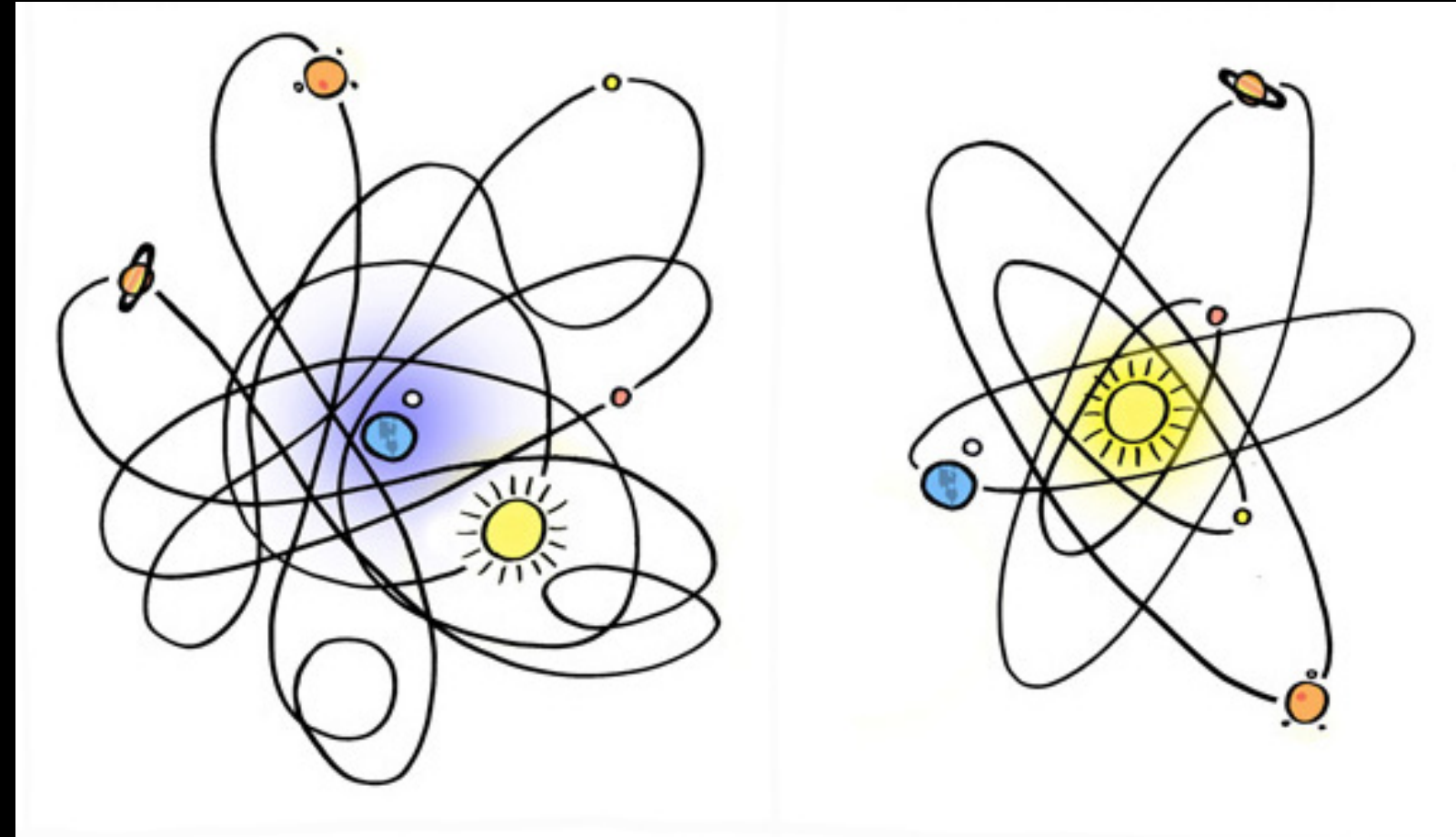


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ANN ARBOR
MOVING
TOGETHER
TOWARDS VISION ZERO

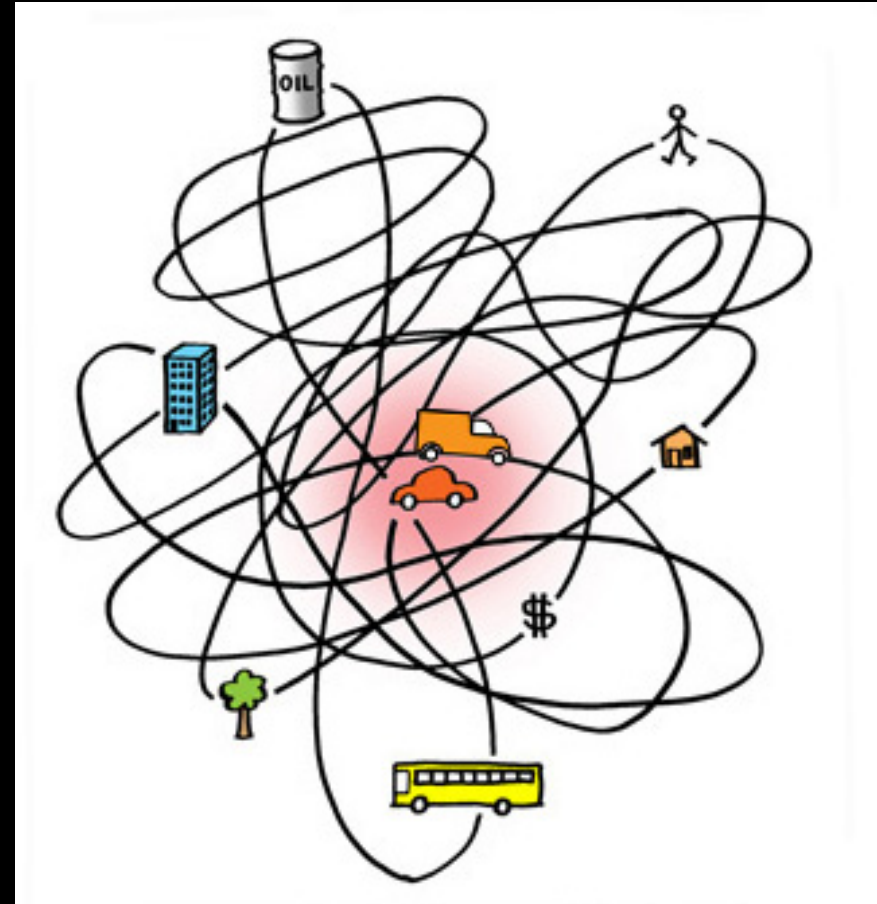


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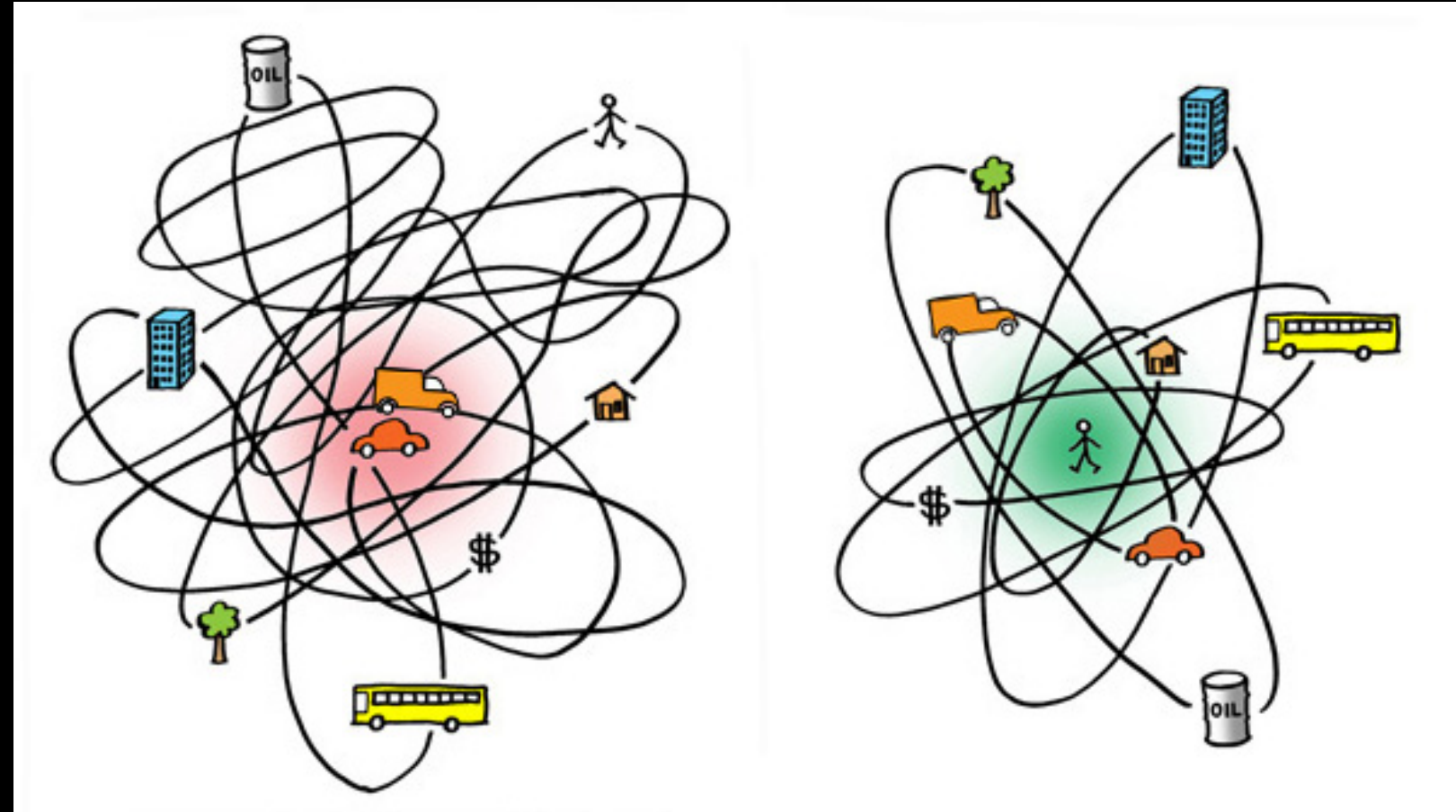


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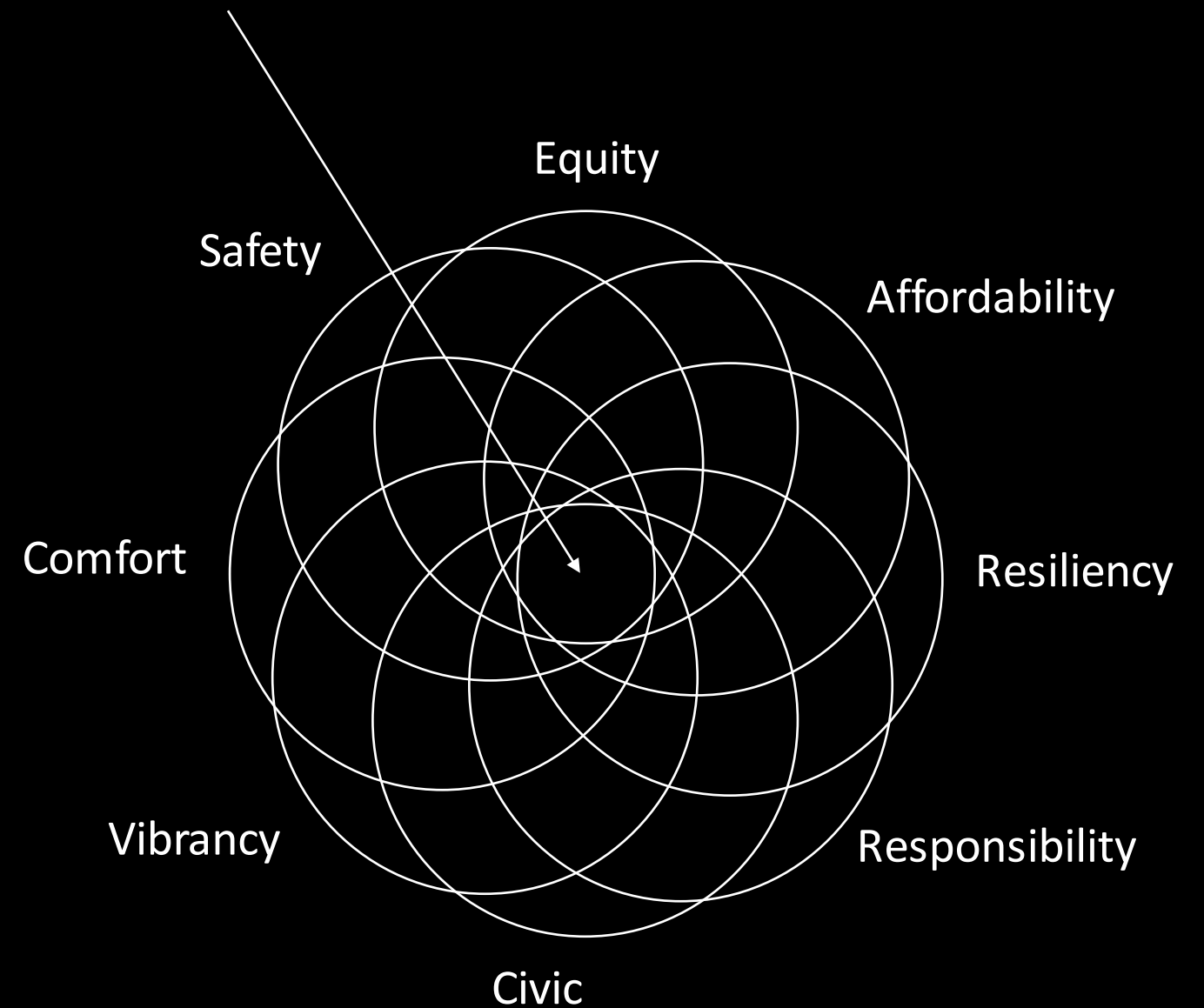
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Shared Values

People-Friendly Streets



Executive Summary

Ann Arbor's streets and transportation system are crucial to our city's day-to-day functioning as well its long-term success. Ensuring that our transportation system runs efficiently today and supports the outcomes we desire in the future requires a long-term plan.

Ann Arbor: Moving Together builds on the city's success over the past decade in creating a safer more sustainable, accessible, and equitable transportation system for everyone. By bringing together diverse perspectives from across the city and the wider region, this plan defines the city's mobility values and goals and details our strategy for managing, operating, upgrading, and maintaining our transportation system today and into the future.

Mobility Goals and Values

Thousands of residents, city staff, community groups, advocates, and partner agencies helped identify Ann Arbor's five mobility values. These mobility values are the foundation for the ideas, actions, projects, and policies described in this plan and will guide the city's transportation decision making and investments over the next 20 years.

Safety



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

Mobility



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

Accessibility for All



In Ann Arbor, people of all abilities, ages and stages of life, income, races, cultures and ethnicities have equitable access to the places where they live, work, and play.

Healthy People & Sustainable Places



Ann Arbor's transportation system supports a healthy population, sustainable environment, and robust economy, while celebrating and enhancing a unique quality of place.

Regional Connectivity



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

These values will help guide the city's actions as we progress towards two key critical goals for the City of Ann Arbor:

Vision Zero: No one dies or is seriously injured in crashes on Ann Arbor's streets.

By 2025, we have all worked together to eliminate fatalities and serious injuries resulting from traffic crashes.

Carbon neutrality: Our transportation system contributes zero emissions towards climate change.

By 2030, we have transitioned to a carbon-neutral transportation system.

Key Mobility Strategies

To achieve these goals, *Ann Arbor: Moving Together* details 22 key strategies we will pursue over the coming years to address our mobility challenges in a sustained, systemic way. We must act at many different scales, focusing on a single intersection or corridor at times while also considering citywide and regional actions. We must upgrade our infrastructure, test new street designs, and craft new policies and programs.

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2. Address dangerous behaviors using design solutions, policy changes, and education efforts.

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11. Prioritize transit reliability and speed along signature service corridors and at key locations.

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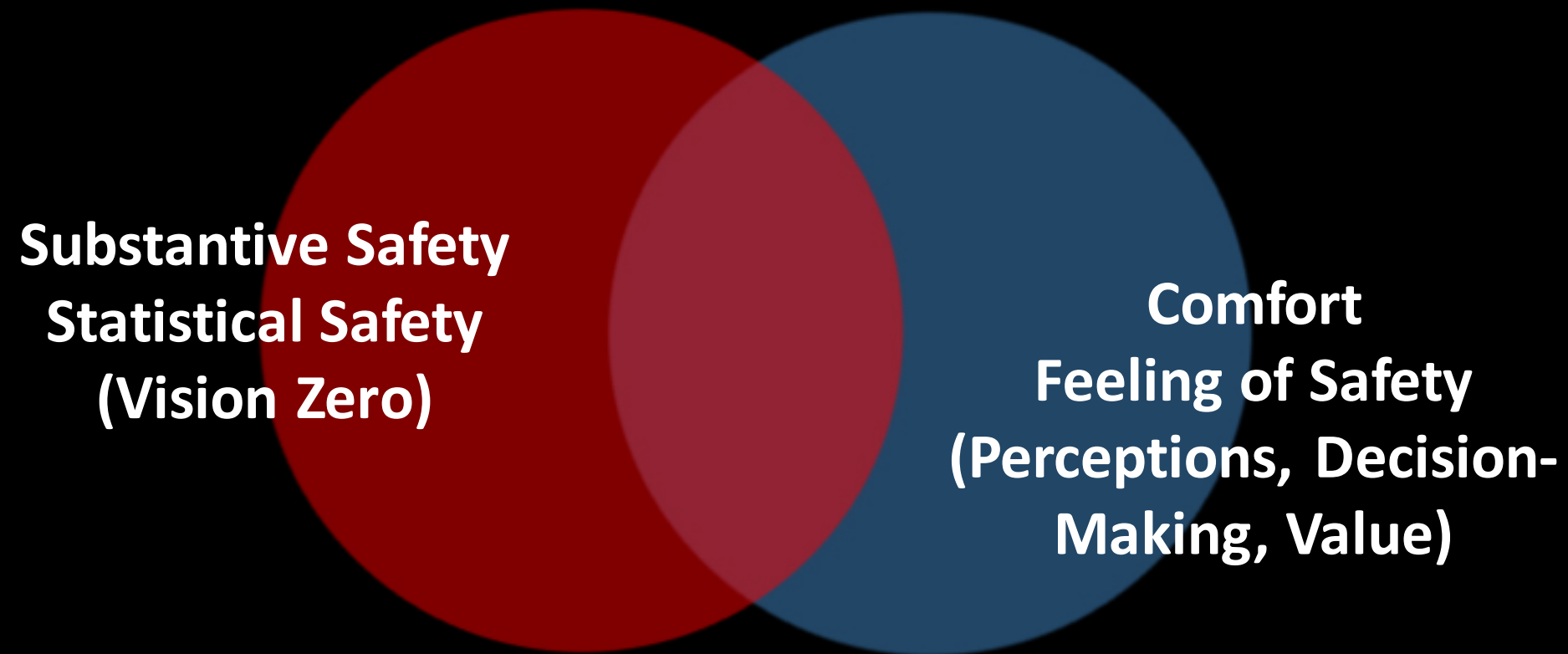


Three Types of Safety

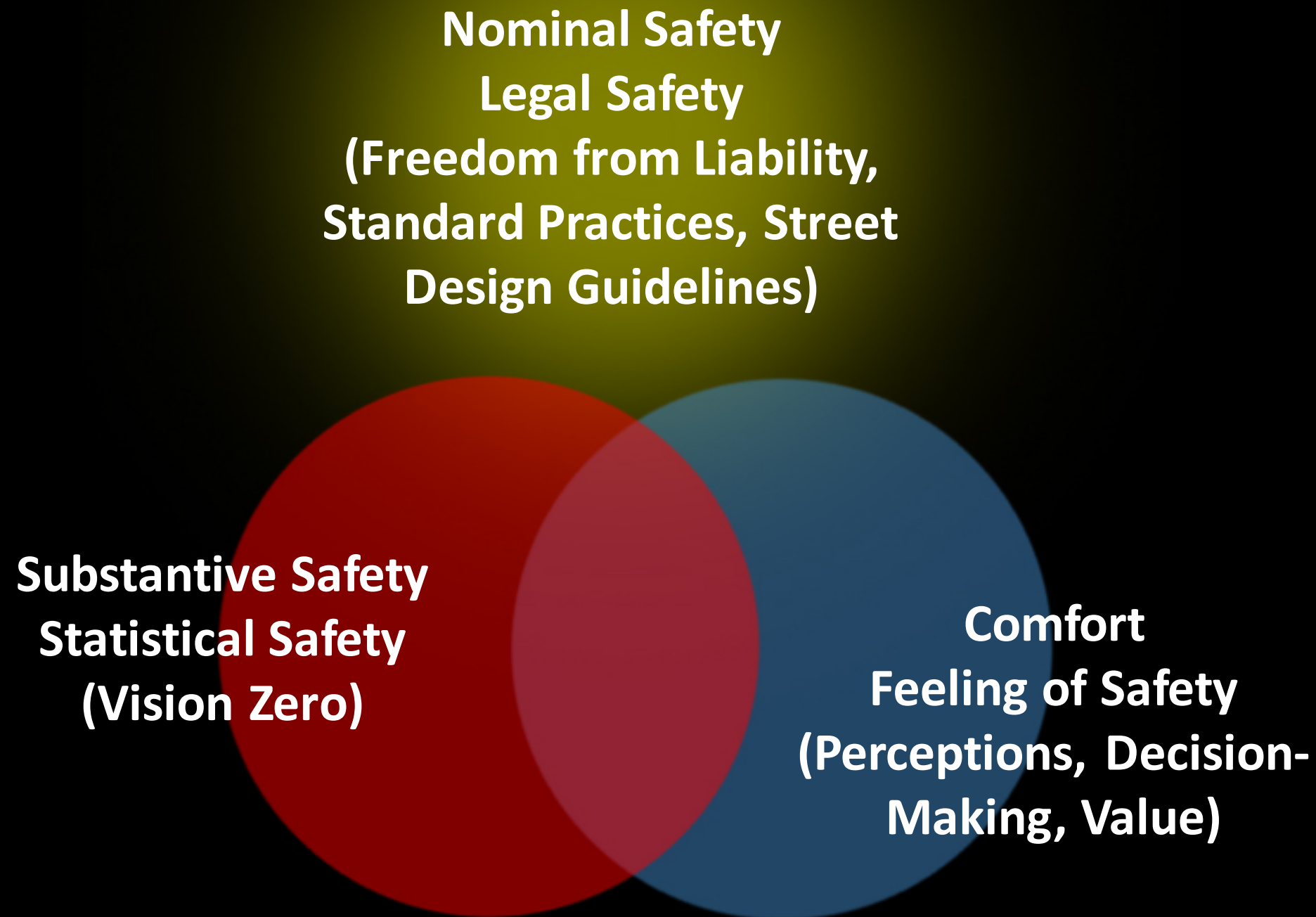


Substantive Safety
Statistical Safety
(Vision Zero)

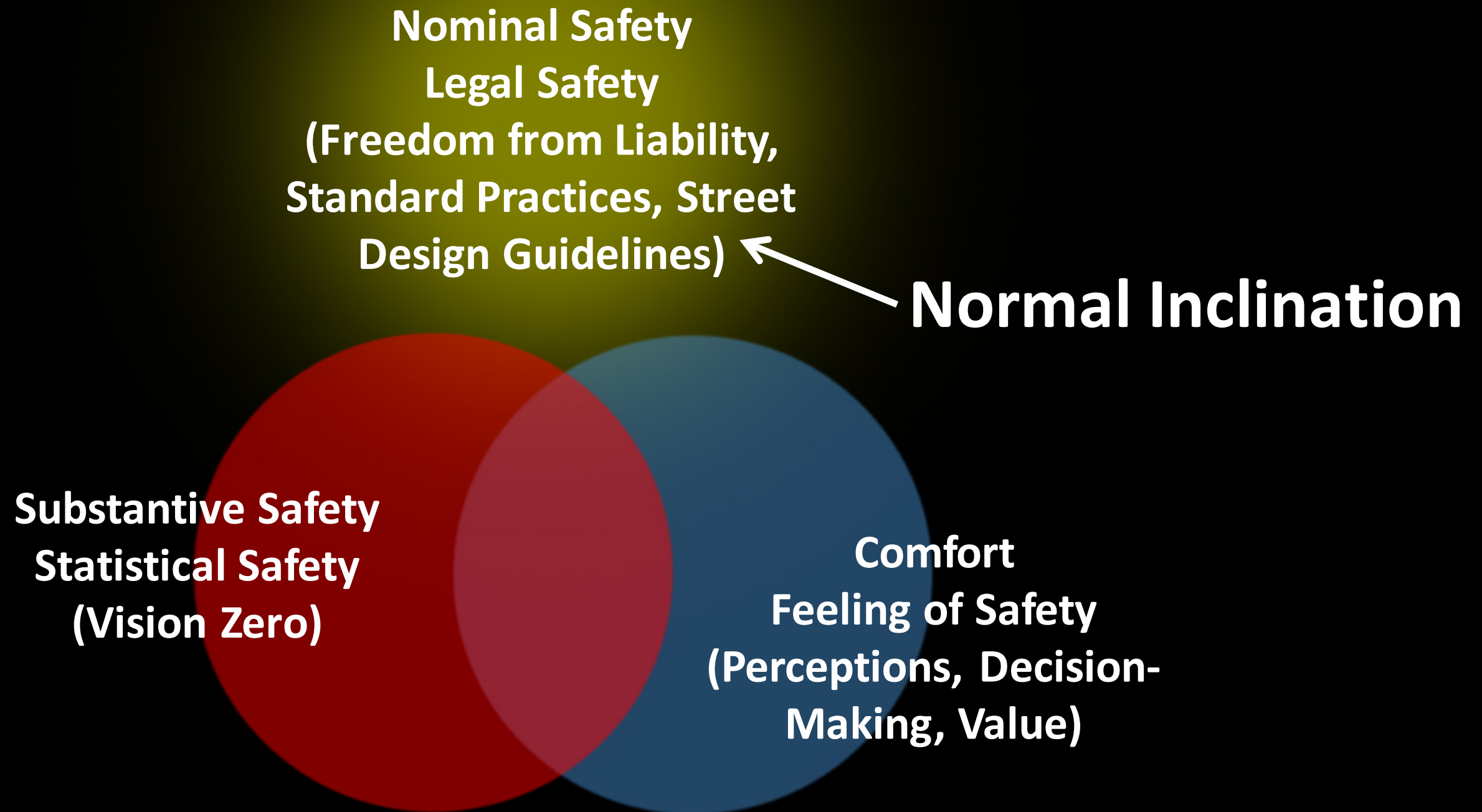
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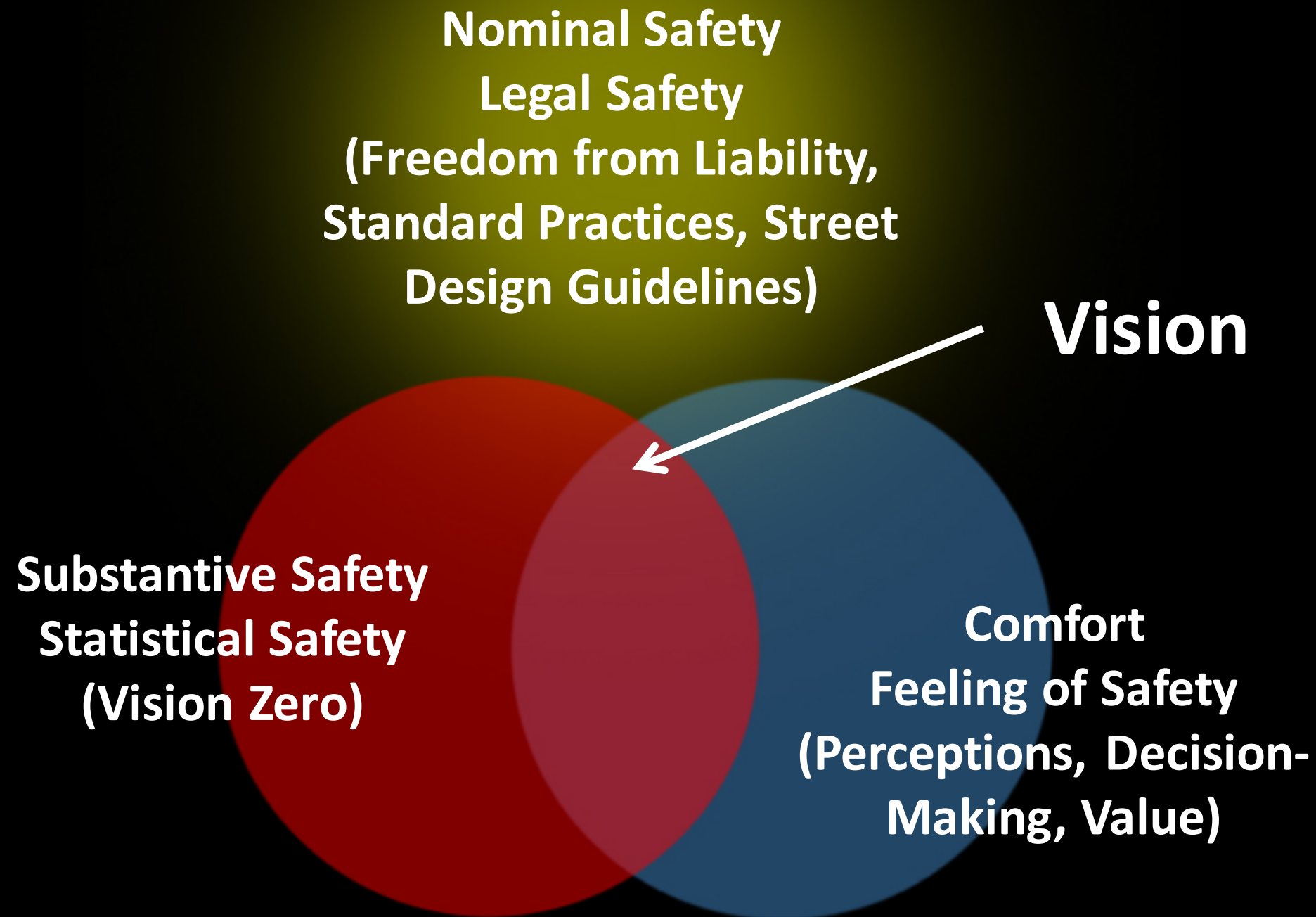
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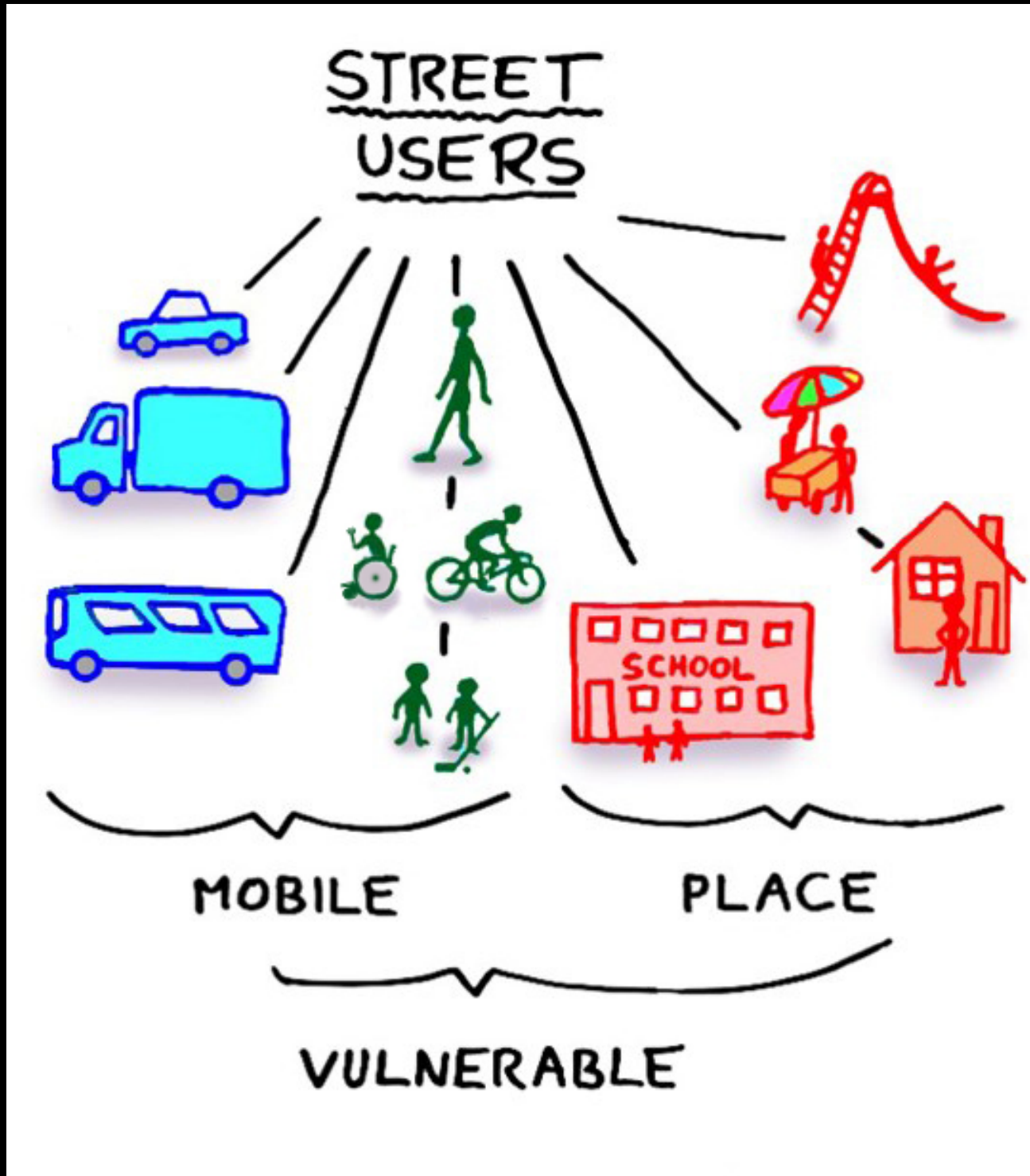


Three Types of Safety



Complete Street:

a street that is designed to comfortably accommodate those who use the street.



COMPLETING OUR STREETS

*The Transition to
Safe and Inclusive
Transportation
Networks*



BARBARA McCANN



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What is Vision Zero?

Vision Zero is both the commitment and the approach to eliminating death and serious injury from traffic crashes. Vision Zero puts forward a new vision for safety that differs significantly from traditional approaches and recognizes that:

Safe mobility is a basic right.

Everyone has the right to walk, bike, take public transit, and drive on streets that are safe for everyone, regardless of who they are or where they live.

Traffic crashes are preventable.

By changing how we design, use, and view our streets, we can make them safer for everyone.

Humans make mistakes.

Our streets and policies should be designed so that when people make inevitable mistakes while driving, they don't result in injury or death.

Safety is a shared responsibility.

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25 mph default
speed limit
downtown and on
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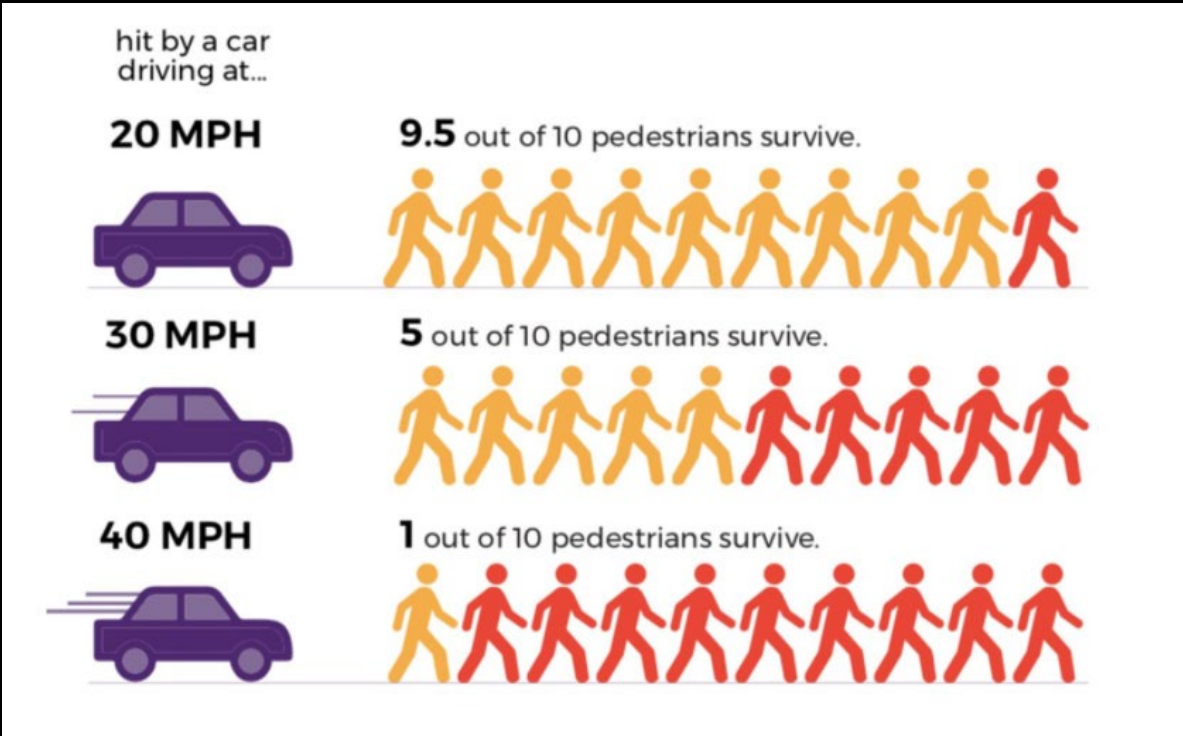
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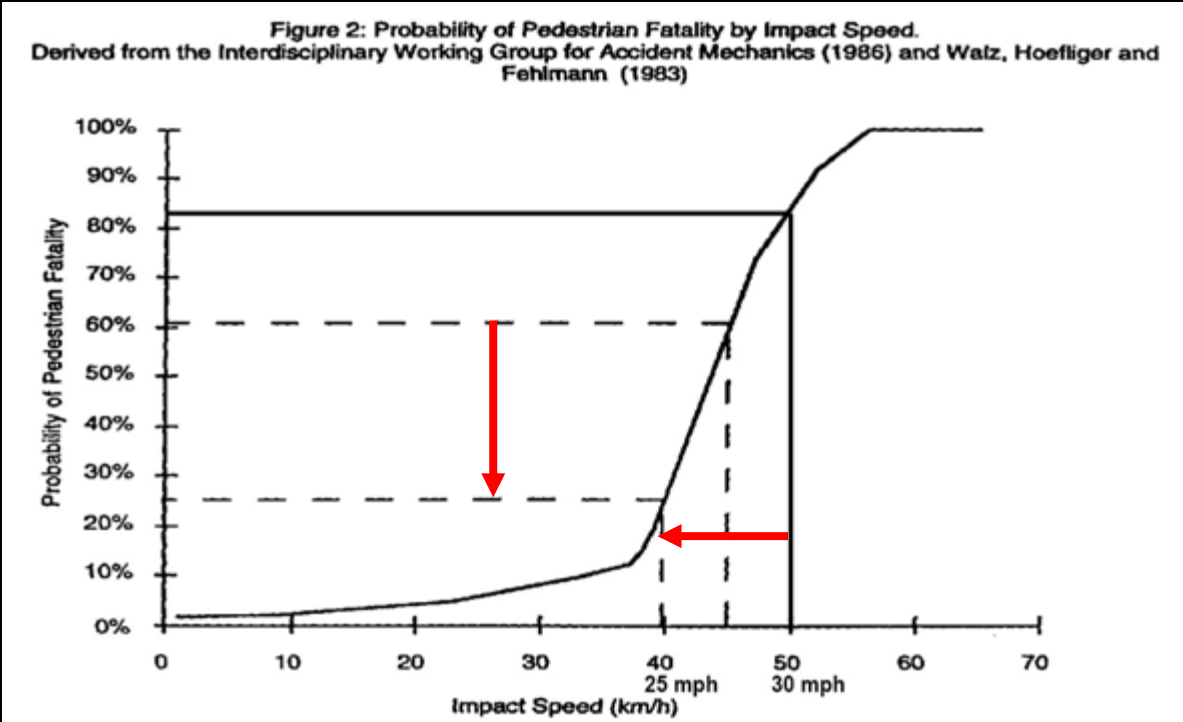
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← 30 out of 100
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25 mph default speed limit downtown and on local residential streets



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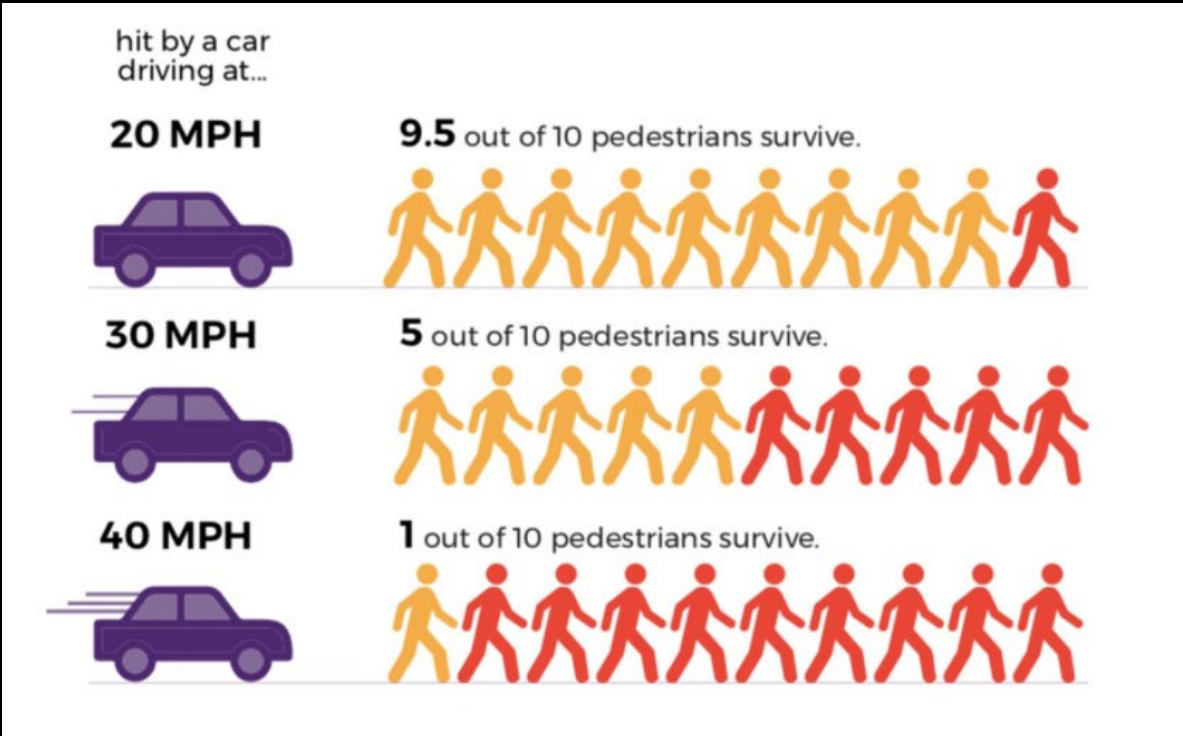
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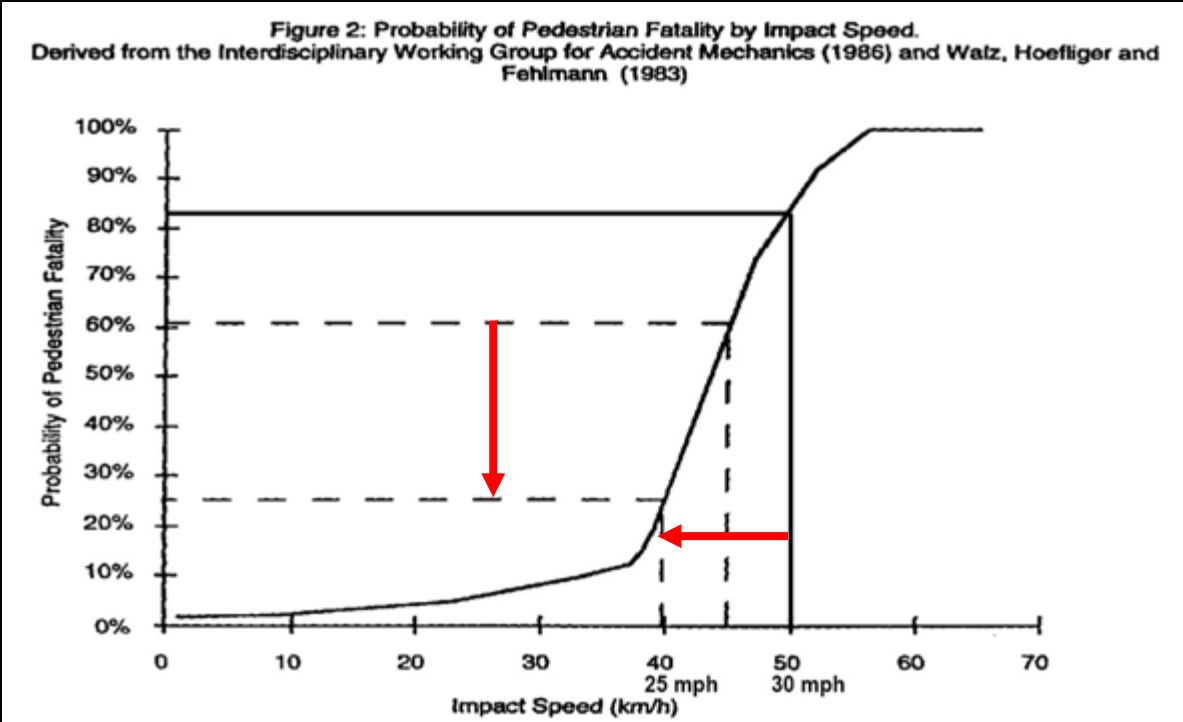
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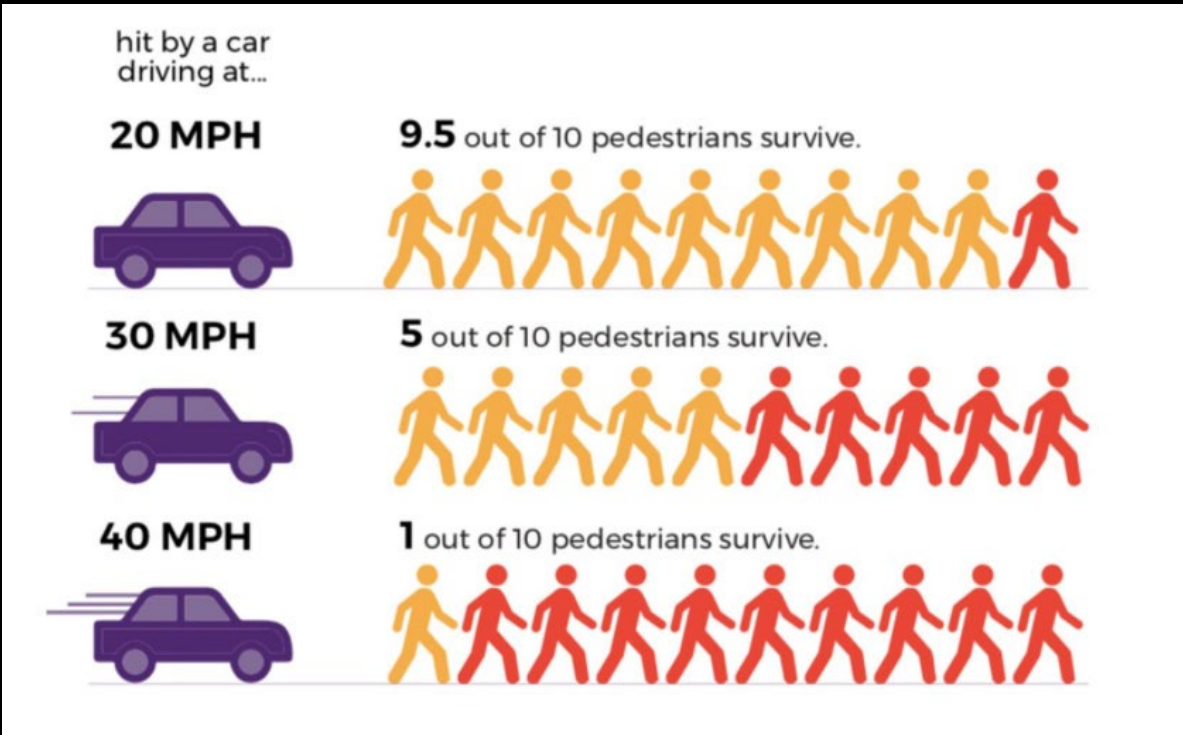
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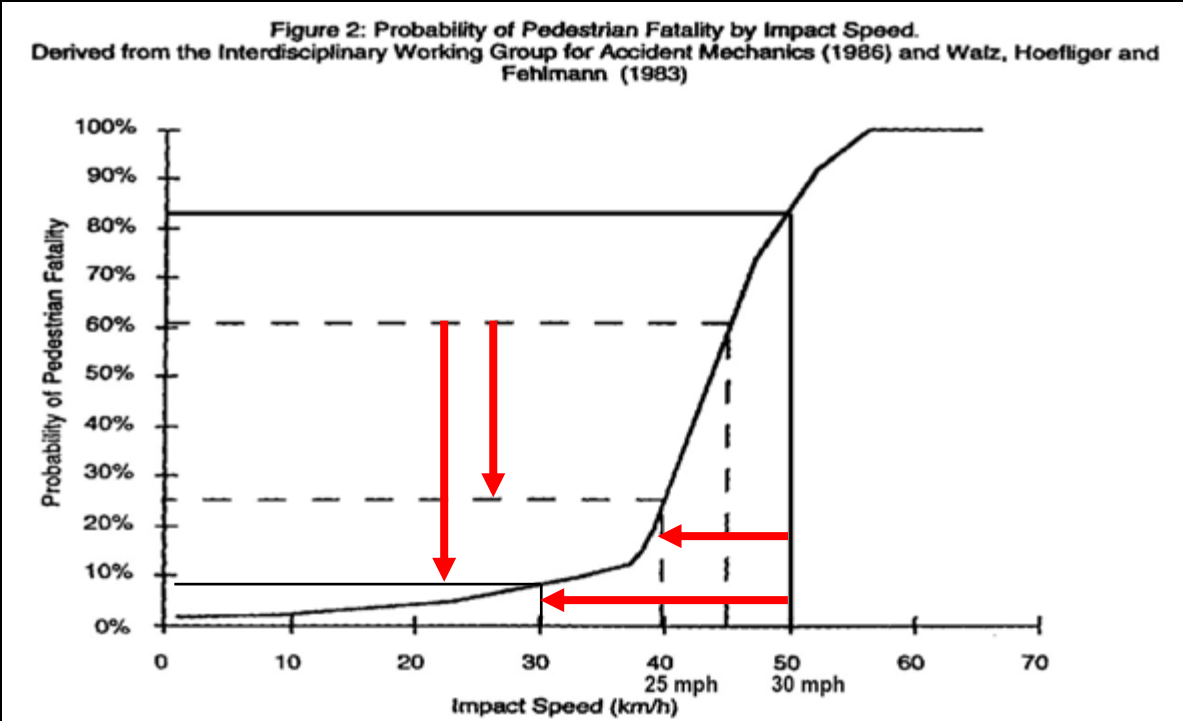
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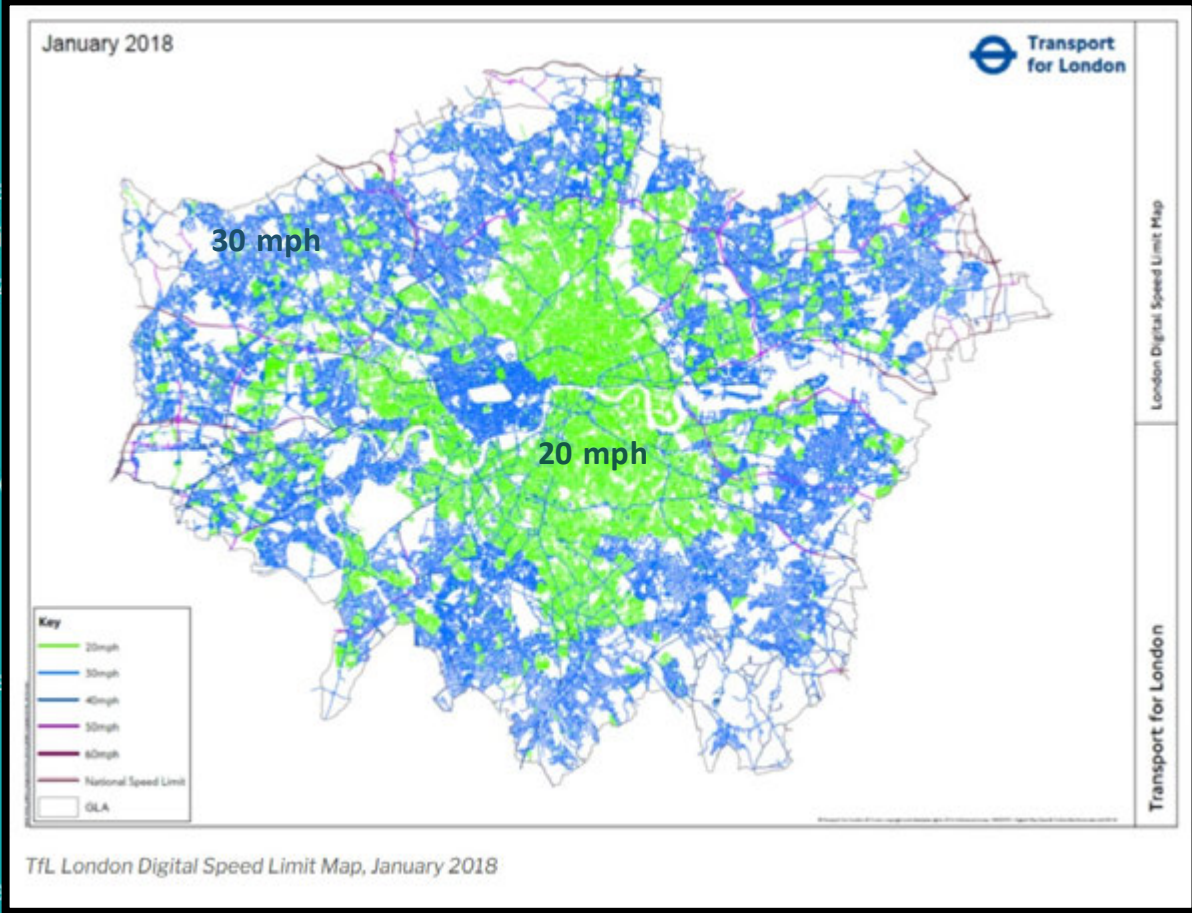
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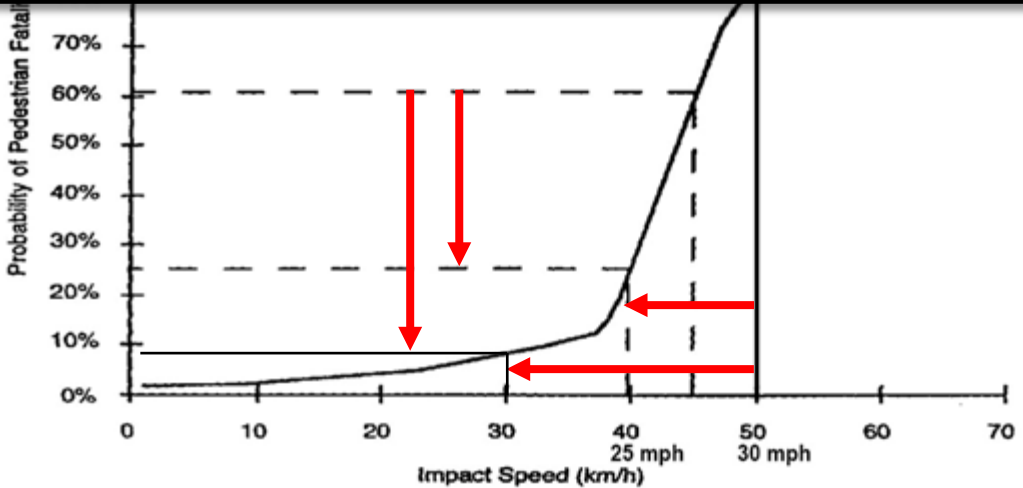
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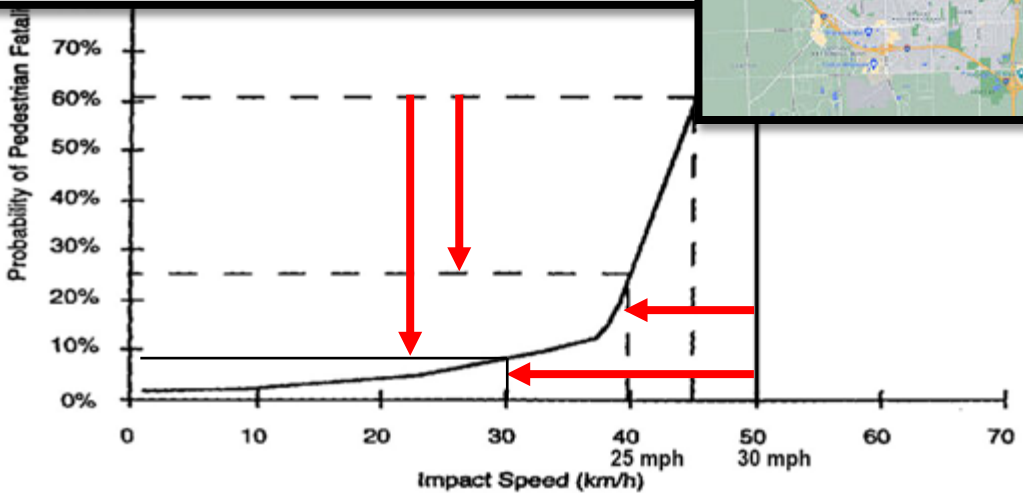
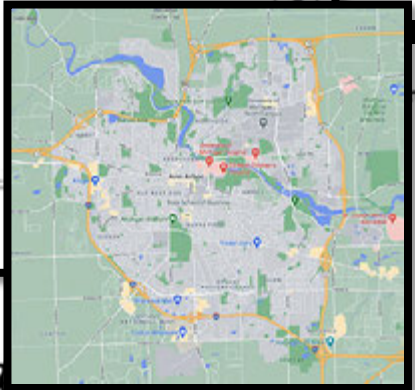
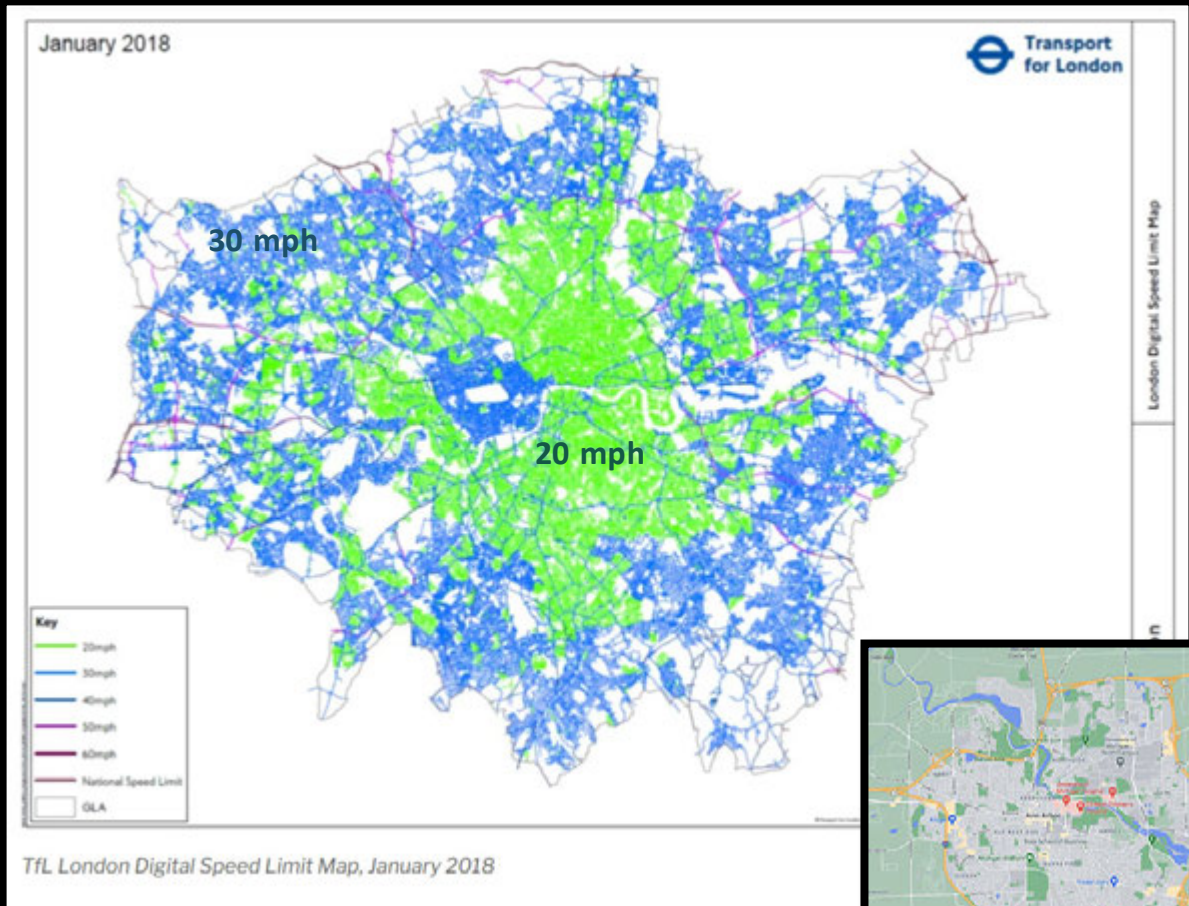
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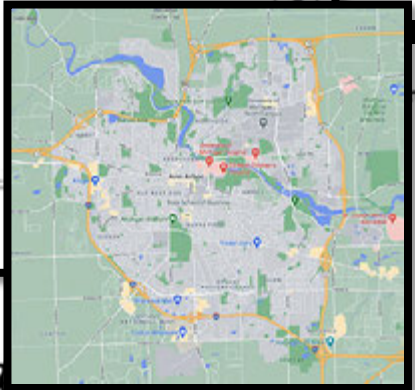
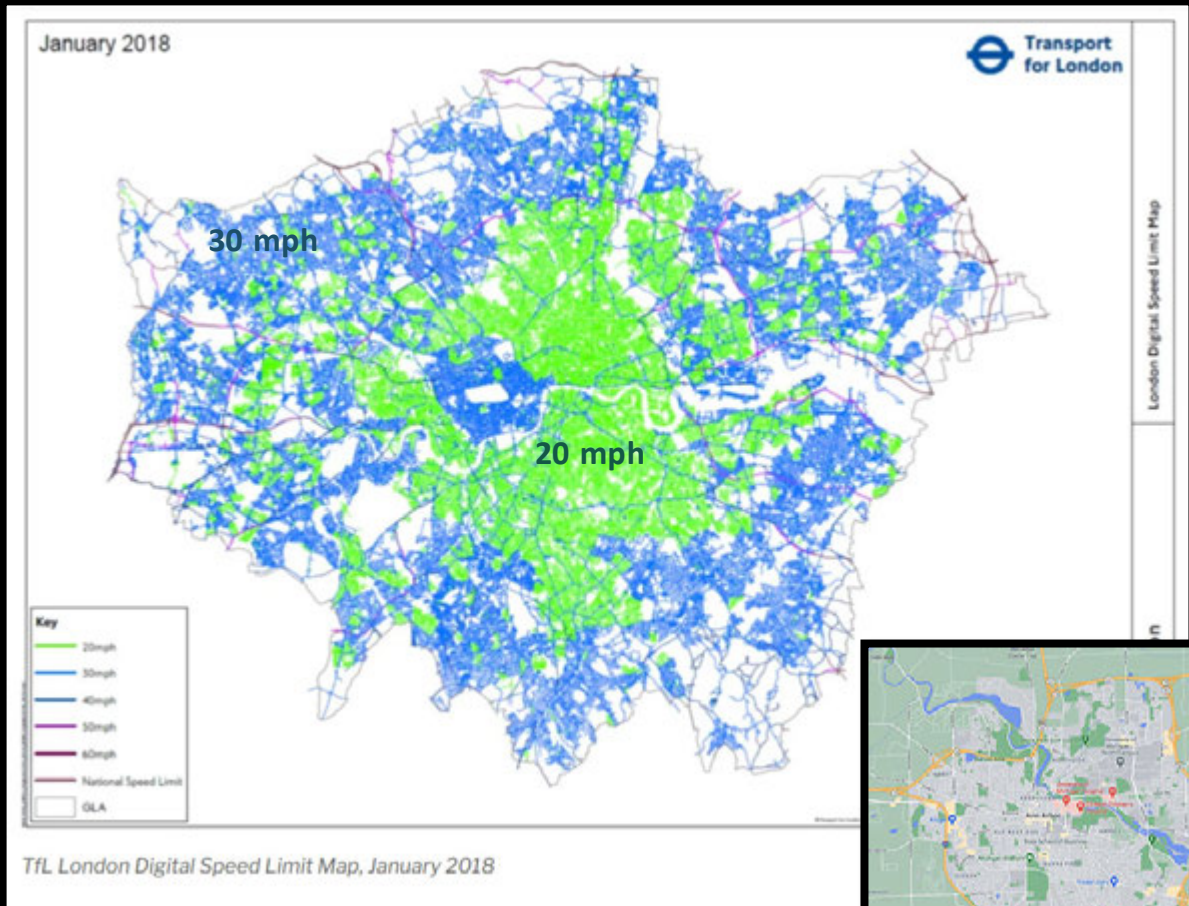
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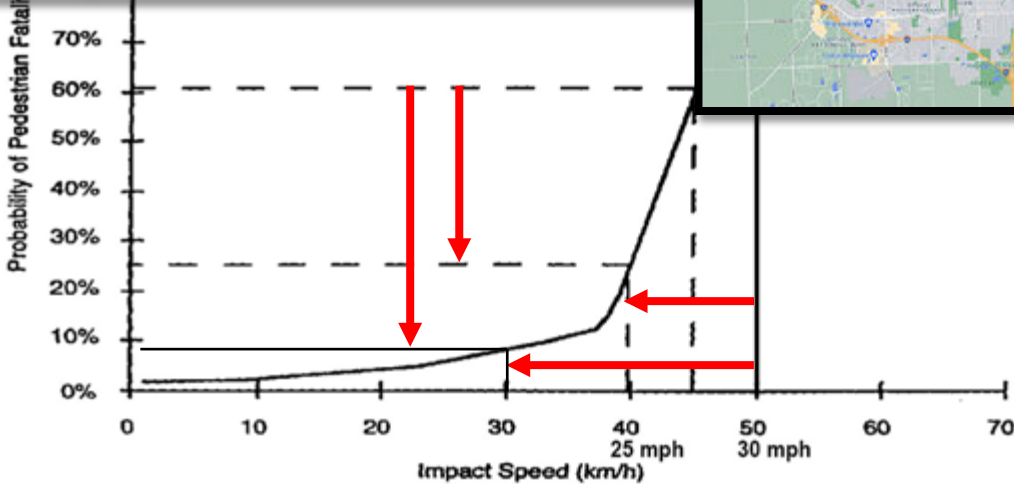
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Mobility



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

Accessibility for All



In Ann Arbor, people of all abilities, ages and stages of life, income, races, cultures and ethnicities have equitable access to the places where they live, work, and play.

Healthy People & Sustainable Places



Ann Arbor's transportation system supports a healthy population, sustainable environment, and robust economy, while celebrating and enhancing a unique quality of place.

Regional Connectivity



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

These values will help guide the city's actions as we progress towards two key critical goals for the City of Ann Arbor:

Vision Zero: No one dies or is seriously injured in crashes on Ann Arbor's streets.

By 2025, we have all worked together to eliminate fatalities and serious injuries resulting from traffic crashes.

Carbon neutrality: Our transportation system contributes zero emissions towards climate change.

By 2030, we have transitioned to a carbon-neutral transportation system.

Key Mobility Strategies

To achieve these goals, *Ann Arbor: Moving Together* details 22 key strategies we will pursue over the coming years to address our mobility challenges in a sustained, systemic way. We must act at many different scales, focusing on a single intersection or corridor at times while also considering citywide and regional actions. We must upgrade our infrastructure, test new street designs, and craft new policies and programs.

1. Focus transportation investments on corridors and intersections with the most serious crashes.

2. Address dangerous behaviors using design solutions, policy changes, and education efforts.

3. Establish a quick-build improvement program.

4. Address critical gaps in the sidewalk system.

5. Enhance safety and visibility at uncontrolled crosswalks.

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

7. Make intersections safer and easier to navigate for biking.

8. Update and complete the American with Disabilities Act (ADA) transition plan.

9. Partner with mobility service providers to expand transportation options in Ann Arbor.

10. Continue increasing transit service to improve frequency and consistency.

11. Prioritize transit reliability and speed along signature service corridors and at key locations.

12. Improve multimodal access to transit stops.



Policy directions that benefit by slower speeds for motorists:

Executive Summary

Ann Arbor's streets and transportation system are crucial to our city's day-to-day functioning as well its long-term success. Ensuring that our transportation system runs efficiently today and supports the outcomes we desire in the future requires a long-term plan.

Ann Arbor: Moving Together builds on the city's success over the past decade in creating a safer more sustainable, accessible, and equitable transportation system for everyone. By bringing together diverse perspectives from across the city and the wider region, this plan defines the city's mobility values and goals and details our strategy for managing, operating, upgrading, and maintaining our transportation system today and into the future.

Mobility Goals and Values

Thousands of residents, city staff, community groups, advocates, and partner agencies helped identify Ann Arbor's five mobility values. These mobility values are the foundation for the ideas, actions, projects, and policies described in this plan and will guide the city's transportation decision making and investments over the next 20 years.

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12. Improve multimodal access to transit stops.

Policy directions that benefit by slower speeds for motorists:

13. Expand commuter-oriented transit services.

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

15. Price trips according to their impact on the City.

16. Develop a citywide transportation demand management (TDM) strategy, building off and expanding the getDowntown program.

17. Implement new policies to better align parking supply and demand.

18. Ensure that all residents have access to basic daily needs within a 20-minute walk.

19. Create shared streets in strategic areas downtown.

20. Proactively engage with underrepresented voices around transportation issues and improvements.

21. Expand adaptive signal technology and implement connected infrastructure.

22. Monitor advances in connected and automated vehicle technology and evaluate impacts on safety and street design.

Ann Arbor: Moving Together also includes detailed information on how the plan's recommendations can become reality, including funding sources and specific capital projects. The plan also creates a framework, including performance measures and evaluation procedures, for regularly reporting on our progress to ensure transparency and ensure the actions we are taking are leading to our desired outcomes.

Mobility Performance Measures

Safety

- » 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

Mobility

- » 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)

Accessibility for All

- » 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

Healthy People & Sustainable Places

- » Average vehicle miles traveled (VMT) per day
- » Share of the population living in 20-minute neighborhoods
- » Share of the population meeting physical activity guidelines

Regional Connectivity

- » Share of commute trips into/out of Ann Arbor on transit
- » # of go!pass (or equivalent citywide program) holders



Policy directions that benefit by slower speeds for motorists:

Address Dangerous Behaviors

Street Design and Operations Tools

Setting Safe Speed Limits and Matching Design Speed

Dangerous Behaviors

Speed vs speeding

Description

Setting safe speed limits is essential for reducing crashes; particularly for eliminating the crashes and the crash severity of those that do not have a design solution. Numerous studies have demonstrated that reducing speeds leads to a reduction in crashes.^{3,4,5,6}

Michigan state law requires cities to use the 85th percentile speed to determine speed limits, which forces engineers to match speed limits to existing driver behavior rather than trying to align driver behavior with safety goals. Both the National Transportation Safety Board (NTSB) and National Association of City Transportation Officials (NACTO) recommend alternative methods to the 85th percentile speed.^{7,8}

It is also critical that a street's design speed (the speed at which drivers are intended to travel based on design factors) does not exceed the targeted safe speed, to reinforce the posted speed limit and establish an intuitive roadway design.

Ann Arbor Action

Ann Arbor has designated several school zones and reduced speed limits surrounding schools.

Next Action Steps

- ✓ Expand school zones with reduced speed limits to all schools around the city.
- ✓ Lobby for authority to set 20 mph limits for school zones.
- ✓ Establish 25 mph or lower as the default speed limit in downtown (per Michigan Vehicle Code Act 300 of 1949, 257.627(b)).
- ✓ Establish 25 mph or lower as the default speed limit on local residential streets (per Michigan Vehicle Code Act 300 of 1949, 257.627(e)).
- ✓ Join with other cities to advocate for changes to state law that enable cities to set safe speed limits that reduce crashes, deaths, and injuries, per NACTO and NTSB. Once in place, establish maximum speed limit of 30 mph on city streets.
- ✓ Conduct a safe speed study on focus corridors to determine a coordinated and complementary approach to reducing speeds through design solutions that match the target speed and posted speed limit.

Major Street Traffic Calming

Dangerous Behaviors

Speed

Description

Major street traffic calming is a method of slowing traffic through physical treatments to major streets.

Major street traffic calming tools:

- » Lane optimization
- » Lane width reduction
- » Raised intersections, designed to ensure compatibility with emergency vehicles
- » Adding street trees and streetscaping elements
- » Converting turn lanes into pedestrian safety islands or curb extensions
- » Simplified intersections
- » Left-turn traffic calming including hardened centerlines and slow-turn wedges
- » Signal timing
- » Roundabouts
- » Minimal curb radii
- » Speed limit reduction
- » Micro-roundabouts
- » Chicanes

Ann Arbor Action

The city has a Traffic Calming Guidebook & Traffic Calming Program which provides a process and design information about various traffic calming tools. However, the current

Street Design and Operations Tools

program is only approved for use on local streets.

Next Action Steps

- ✓ Adopt a major street traffic calming toolkit that identifies appropriate traffic calming treatments on major streets, an appropriate engagement process for major street project areas, process for identifying issues and appropriate treatments, and approval thresholds for implementation.

Lane Width

Dangerous Behaviors

Speed

Description

Vehicle speeds are influenced by how fast a driver feels they can safely travel. Narrower travel lanes require greater caution to maintain the lane and avoid conflicts and may lead to lower vehicle speeds and improved safety.

Next Action Steps

- ✓ Formally adopt the city's practice of using 10' as the default lane width on all city streets (with exceptions for transit and truck routes).
- ✓ Reassess lane width in all reconstruction projects.

Policy directions that benefit by slower speeds for motorists:

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Major street traffic calming is a method of slowing traffic through physical treatment to city streets.

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- » Converting turn lanes to pedestrian safety islands or curb extensions
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ANN ARBOR'S
LIVING CARBON NEUTRALITY PLAN
APRIL 2020



STRATEGY 4:

Reduce the Miles we Travel in our Vehicles by at least 50%

This strategy focuses on reducing the miles we travel in our vehicles, regardless of type, by at least 50%. This is particularly important as emissions from transportation are on the rise, meaning that if we don't act to curtail this source, our greenhouse gas emissions reductions in other areas may be offset by gains in transportation-related emissions. To achieve this strategy, 7 specific actions have been identified:

1. Implement Non-Motorized Transportation Plan
2. Expand and Improve Local Transit
3. Expand and Improve Regional Transit
4. Increase Number of Park and Rides and Ensure Seamless Connection to Transit
5. Increase Diversity of Housing
6. Establish Mixed-Use Neighborhoods
7. Tiered Parking Rates

Combined, these seven actions are projected to reduce just over 8% of community-wide emissions and cost just over \$901,000,000 due to mainly physical infrastructure costs.

Reduce Vehicle-Miles-Traveled (VMT)
by at least 50%
by 2030



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69

Reduce Vehicle-Miles-Traveled (VMT)
by at least 50%
by 2030

Healthy People & Sustainable Places

- » Average vehicle miles traveled (VMT) per day
- » Share of the population living in 20-minute neighborhoods
- » Share of the population meeting physical activity guidelines

Regional Connectivity

- » Share of community on transit
- » # of go/pass (or e) holders

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- » Population within a ¼ mile of the all ages and abilities bicycle network
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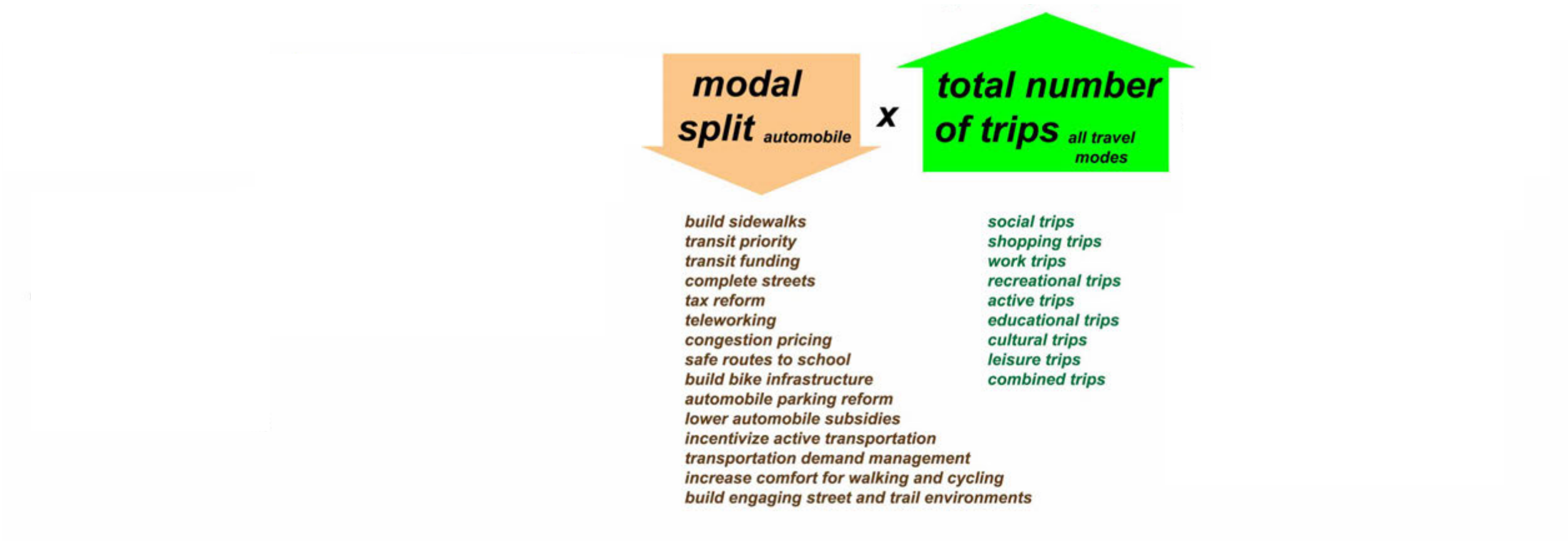
Lowering VMT
is necessary
but it is
sufficient?



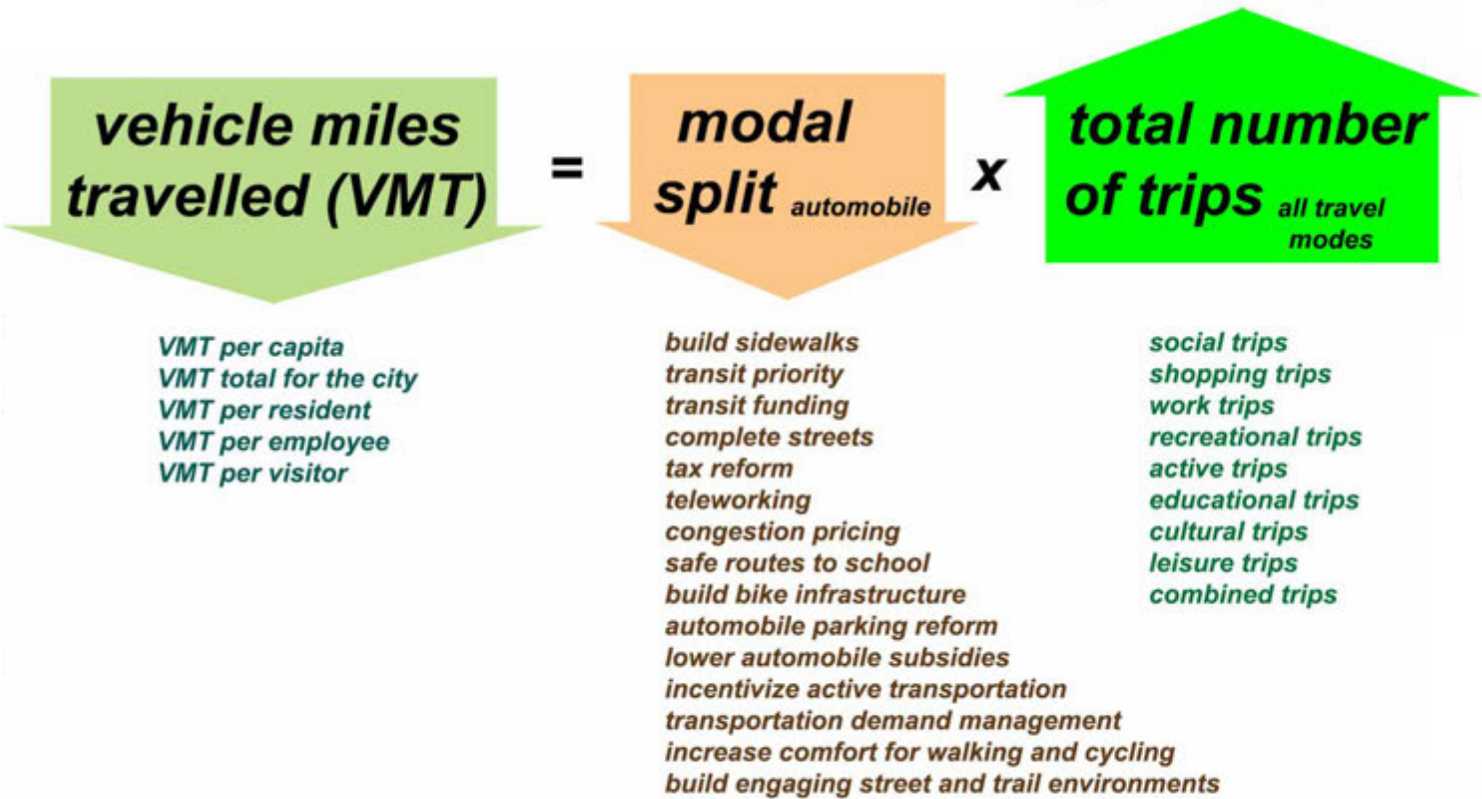
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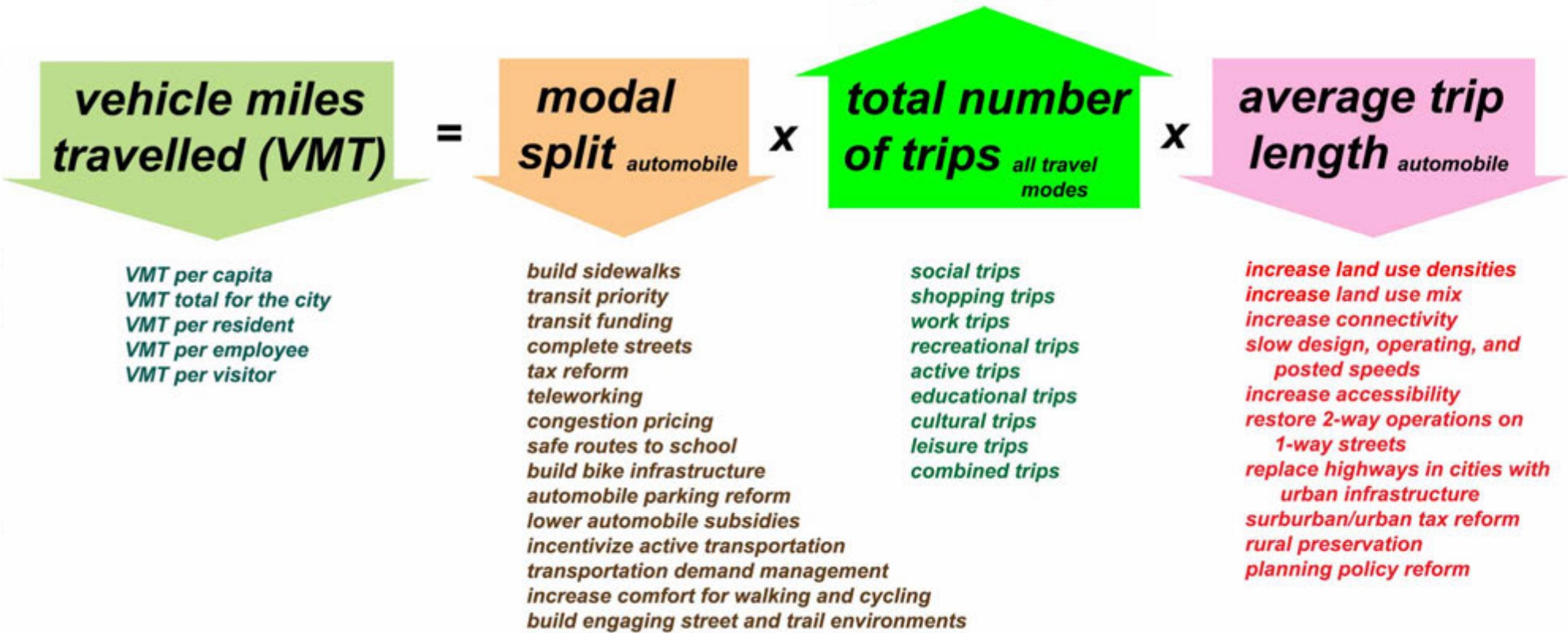
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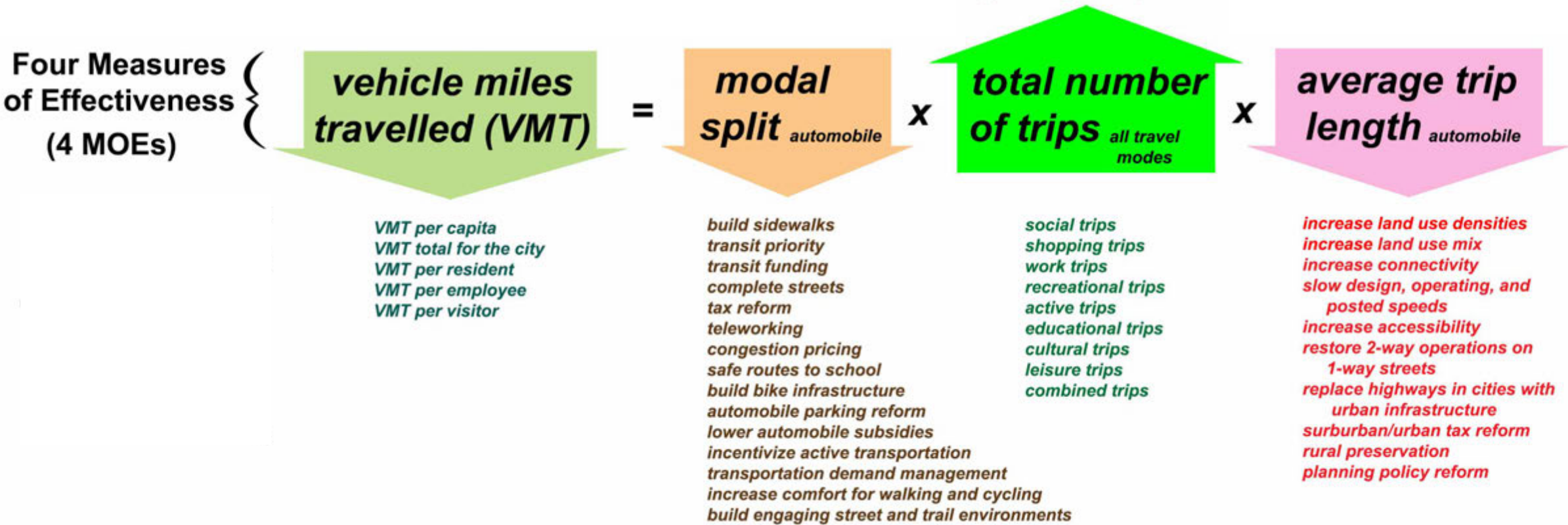
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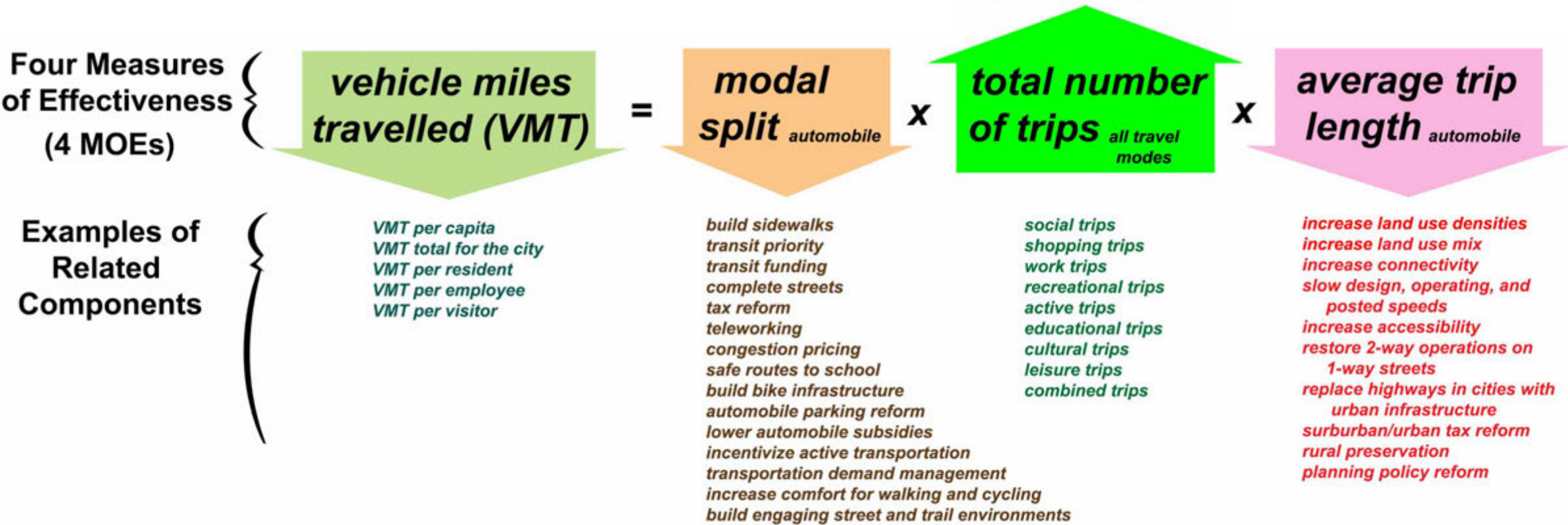
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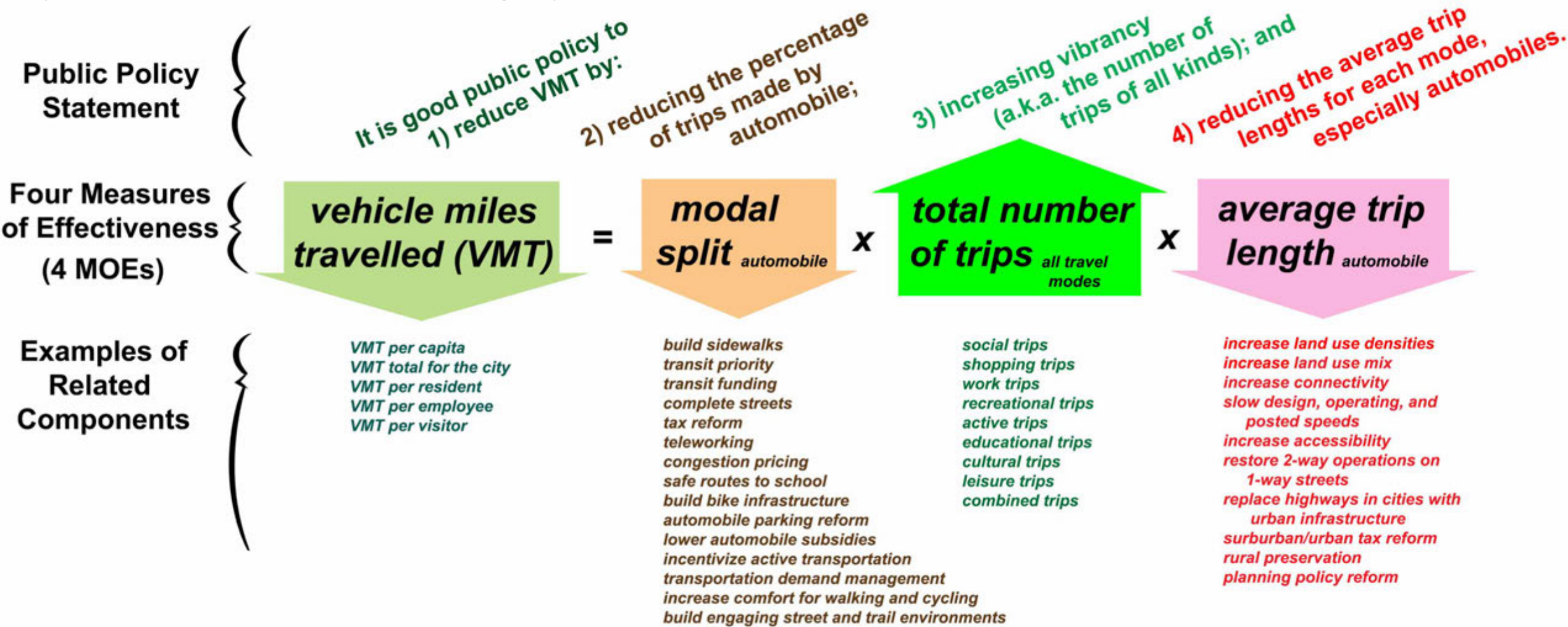
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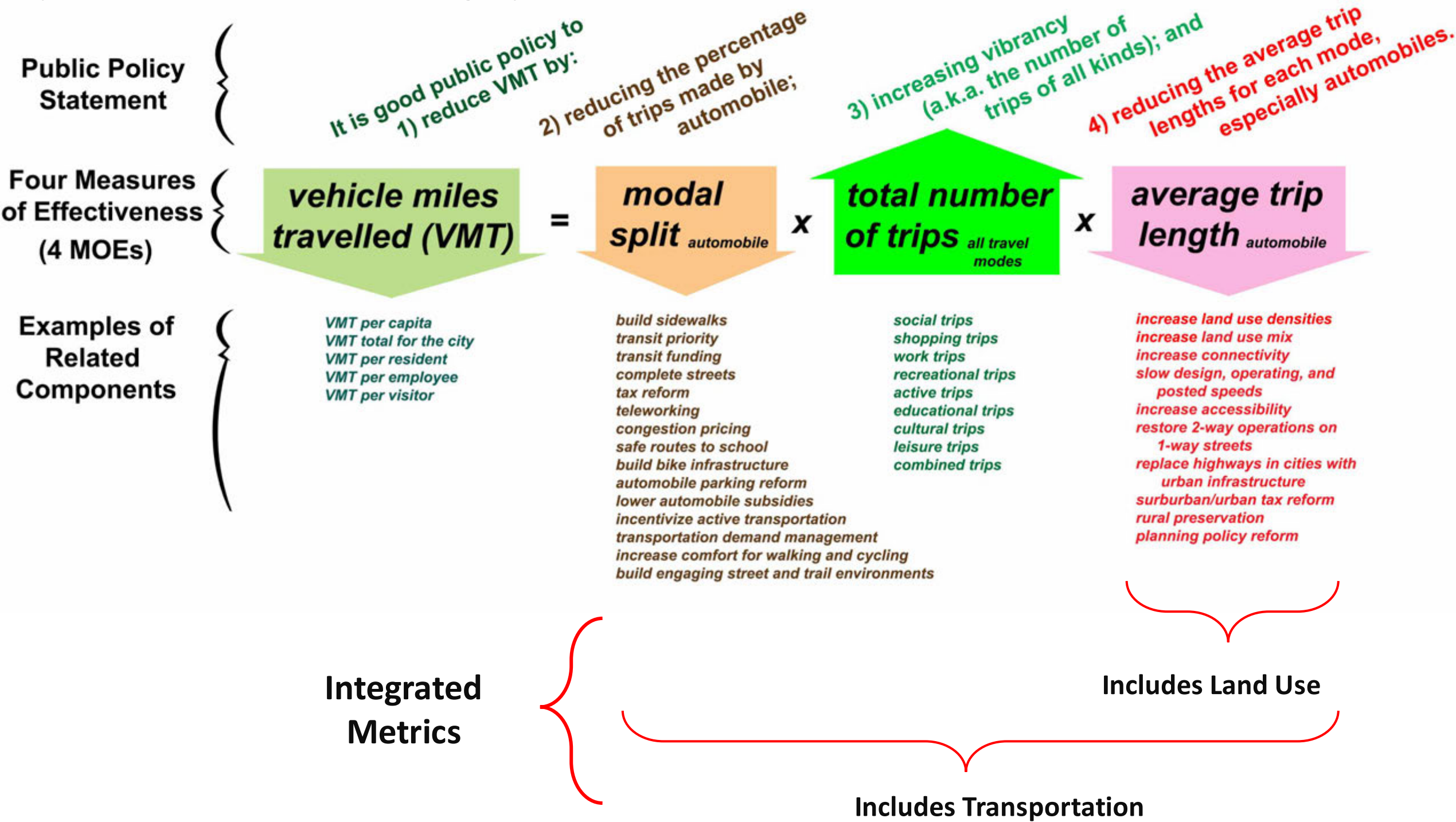
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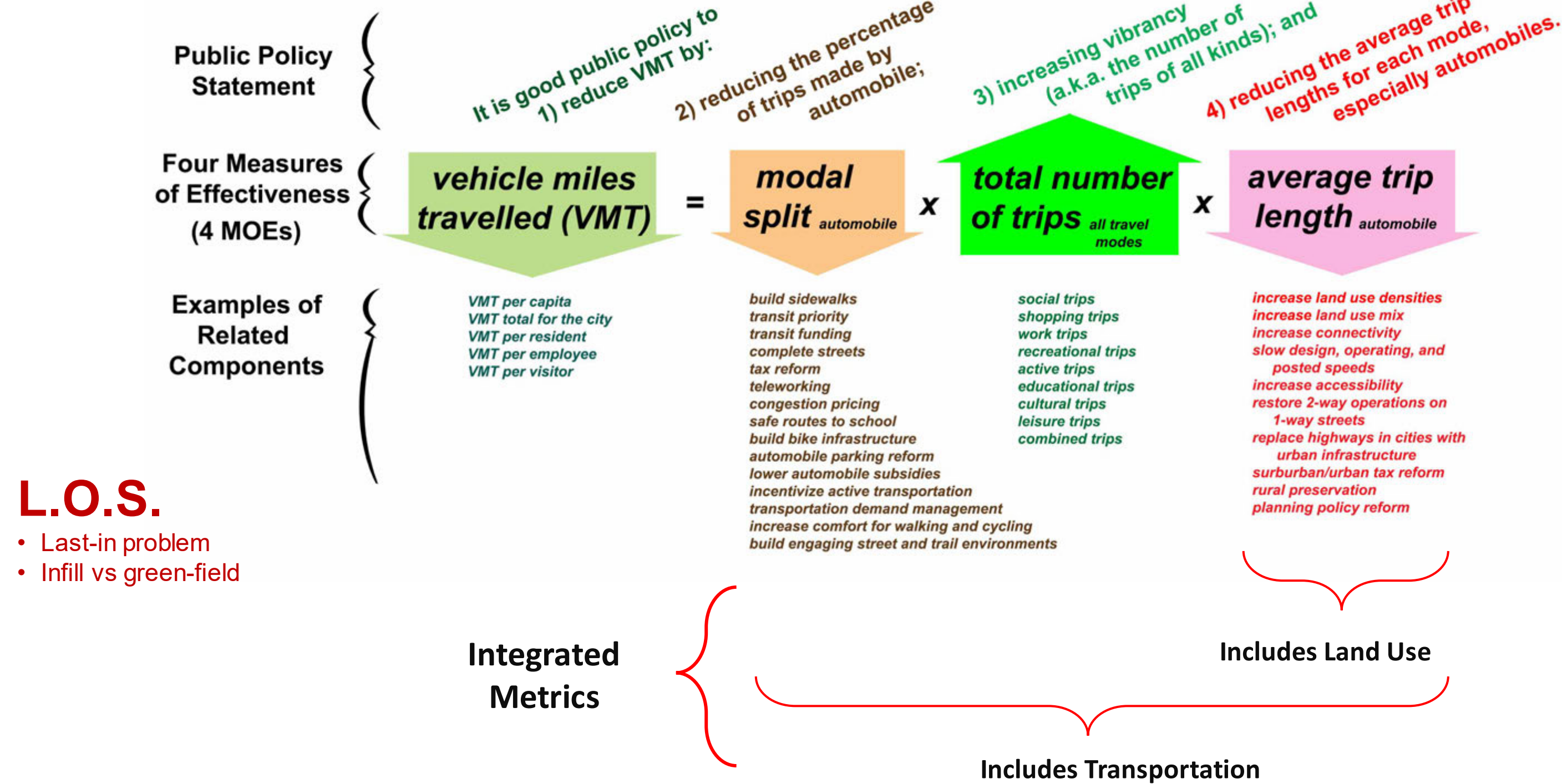
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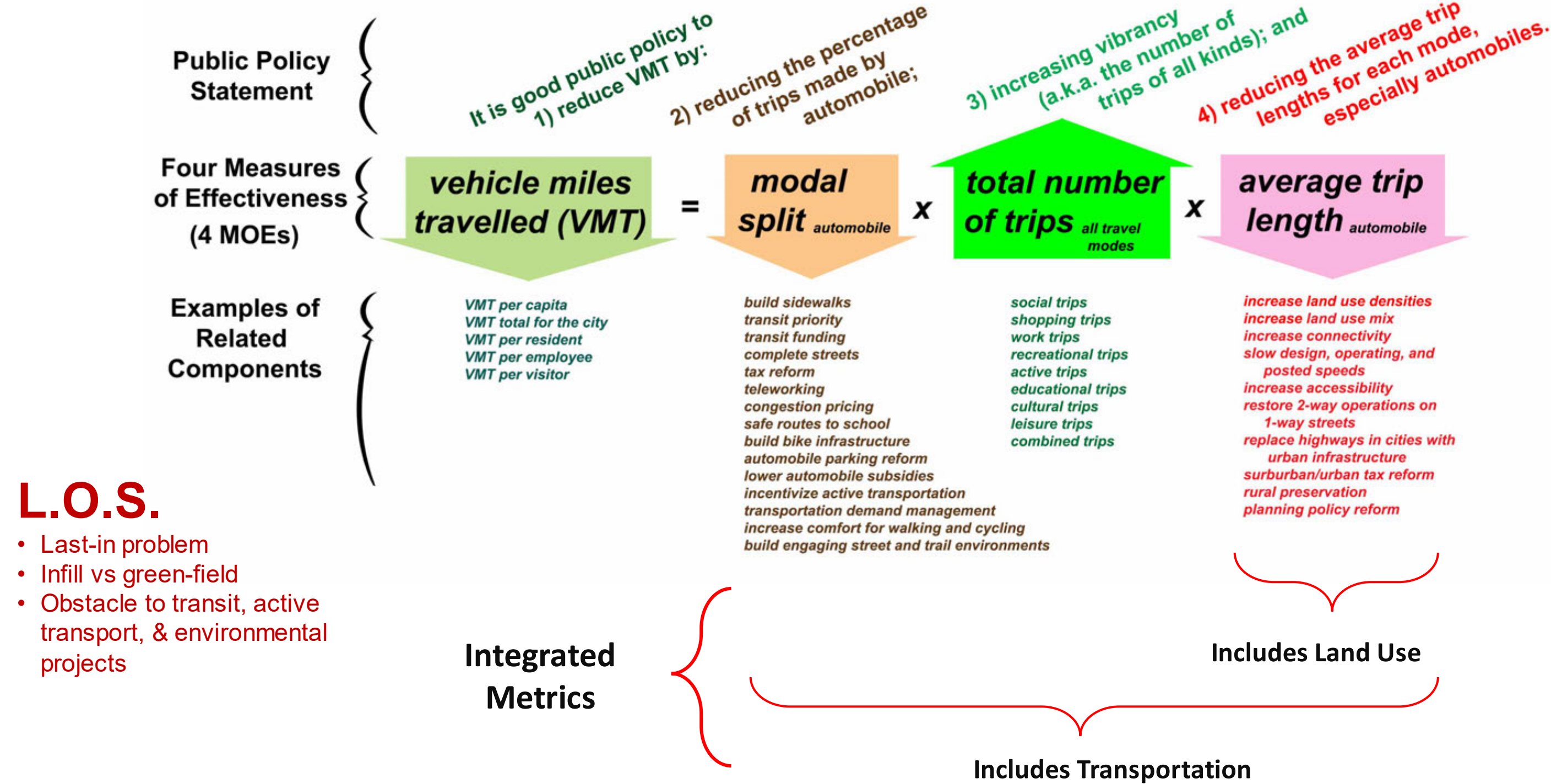
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L.O.S.

- Last-in problem
- Infill vs green-field

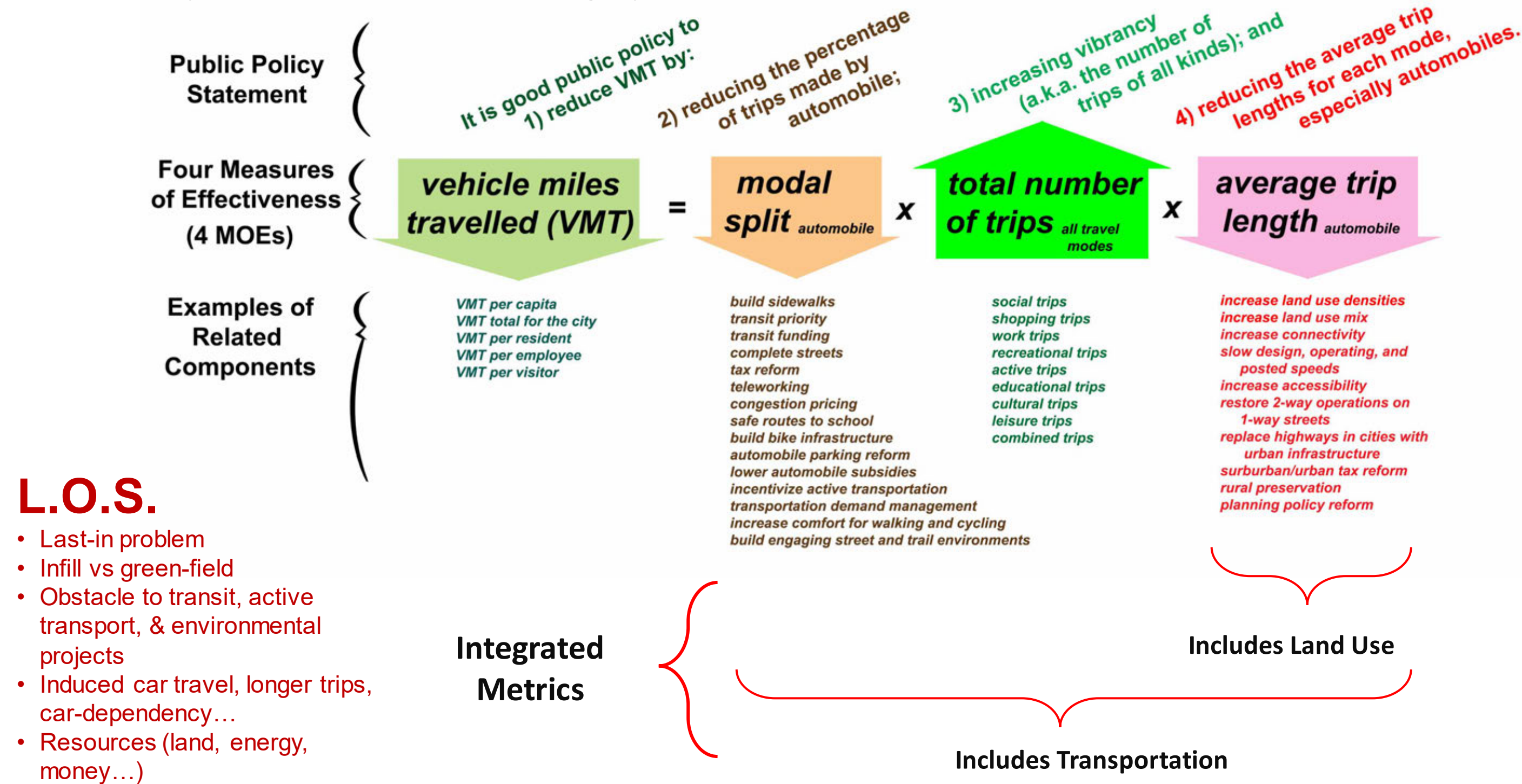
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- Last-in problem
- Infill vs green-field
- Obstacle to transit, active transport, & environmental projects

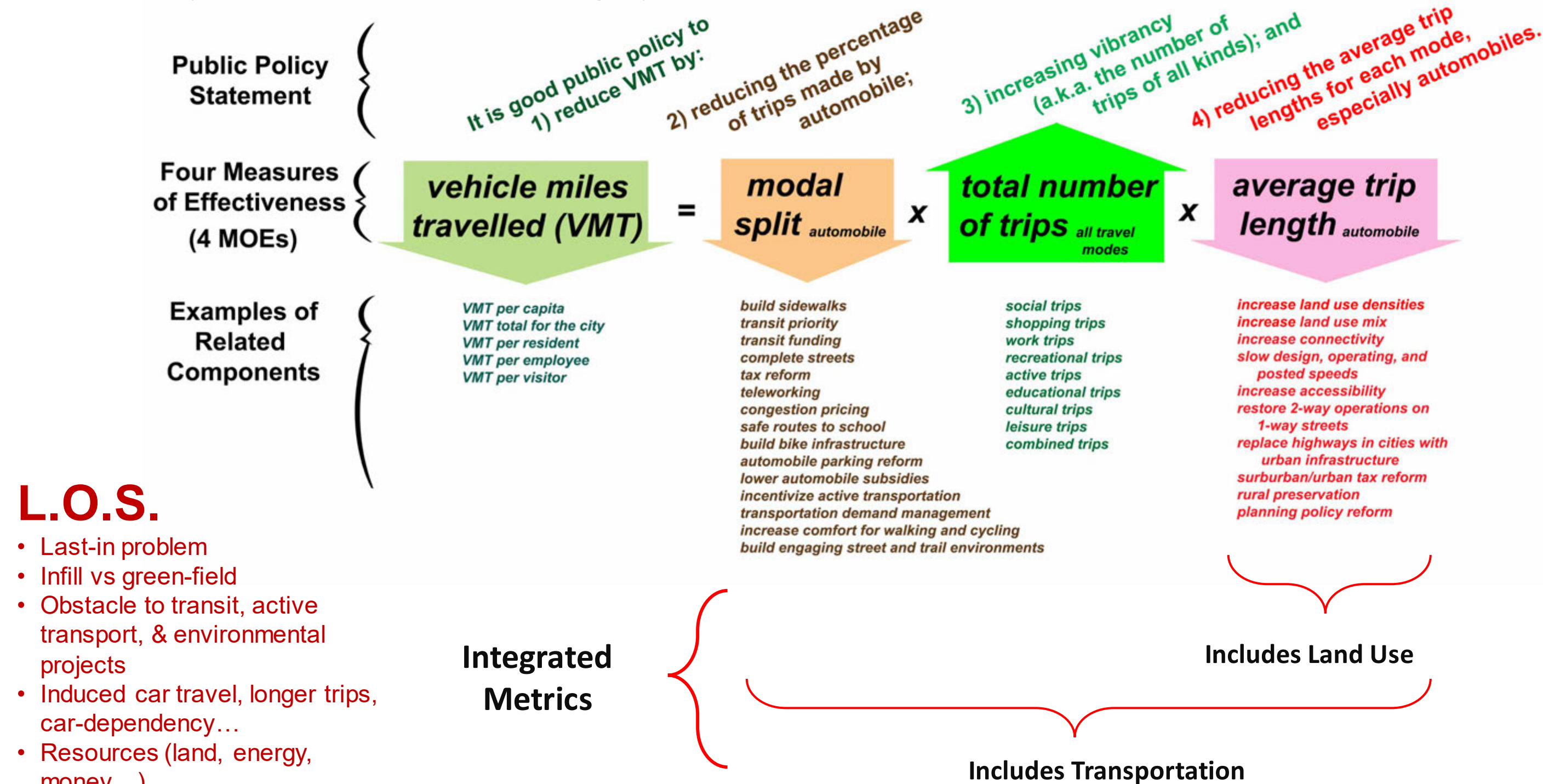
Universal Transportation and Land Use Planning Equation:



L.O.S.

- Last-in problem
- Infill vs green-field
- Obstacle to transit, active transport, & environmental projects
- Induced car travel, longer trips, car-dependency...
- Resources (land, energy, money...)

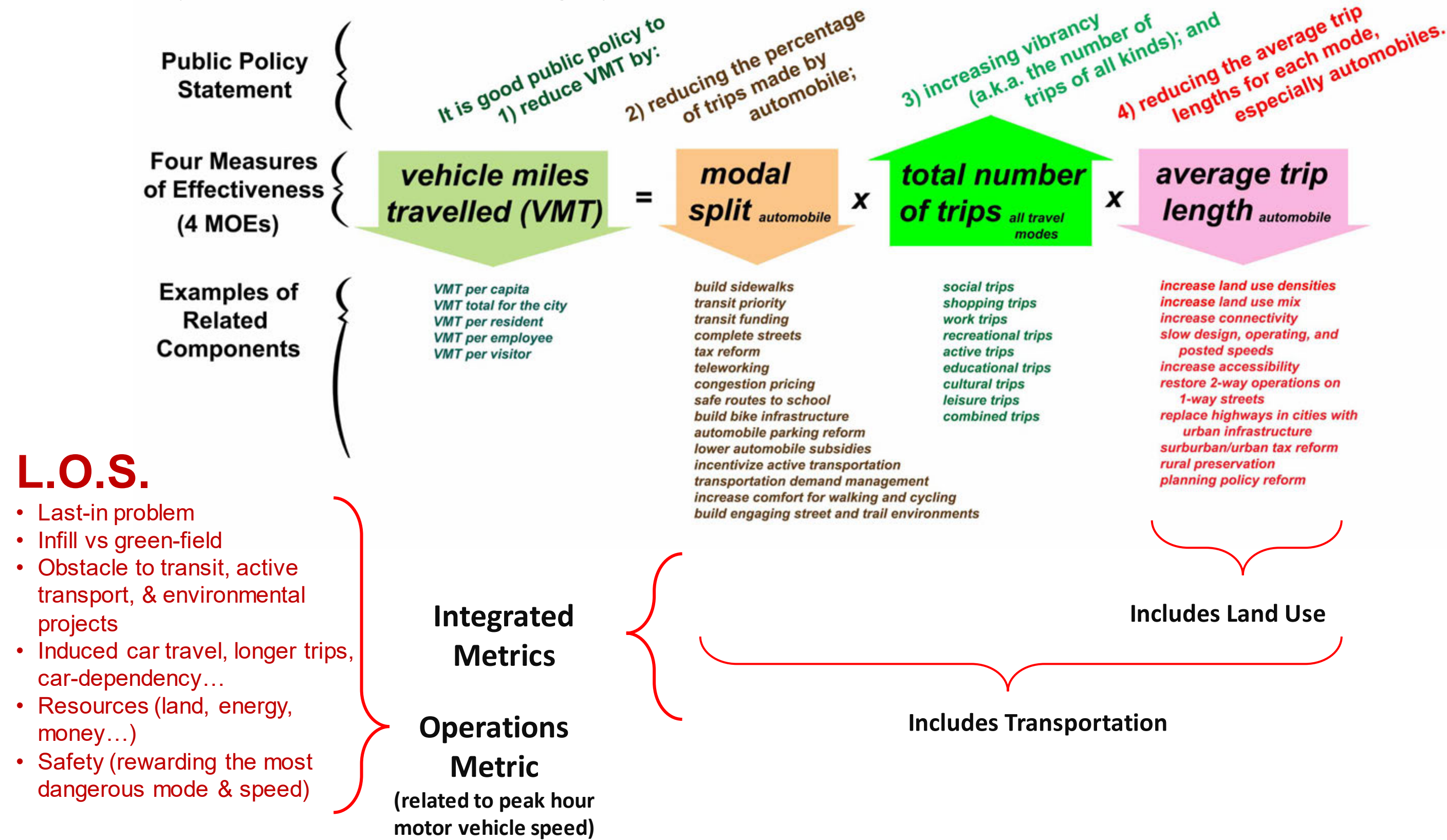
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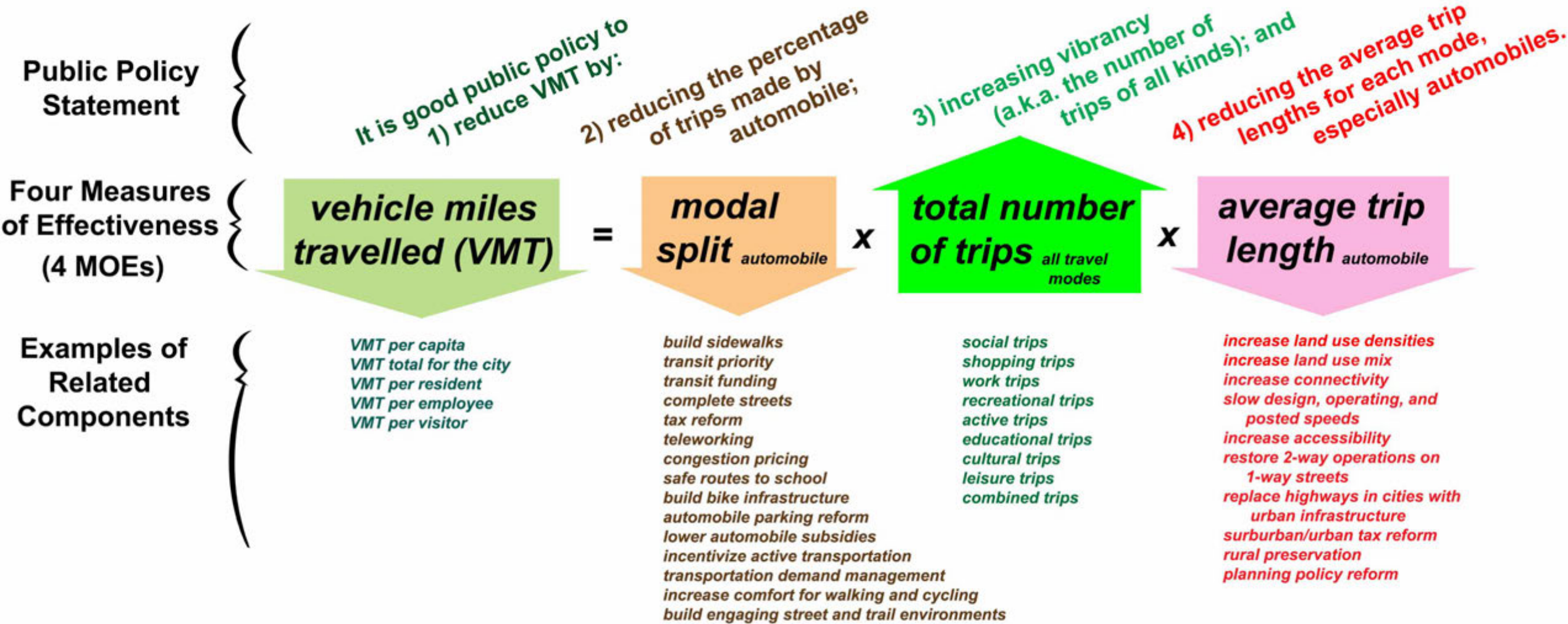
L.O.S.

- Last-in problem
- Infill vs green-field
- Obstacle to transit, active transport, & environmental projects
- Induced car travel, longer trips, car-dependency...
- Resources (land, energy, money...)
- Safety (rewarding the most dangerous mode & speed)

Universal Transportation and Land Use Planning Equation:



Universal Transportation and Land Use Planning Equation:



Safe,
comfortable
downtown
streets



Equitable, just
access for all
people



Affordable and
inclusive
community



Resilient,
energy
responsible
downtown



Vibrant and
thriving local
economy

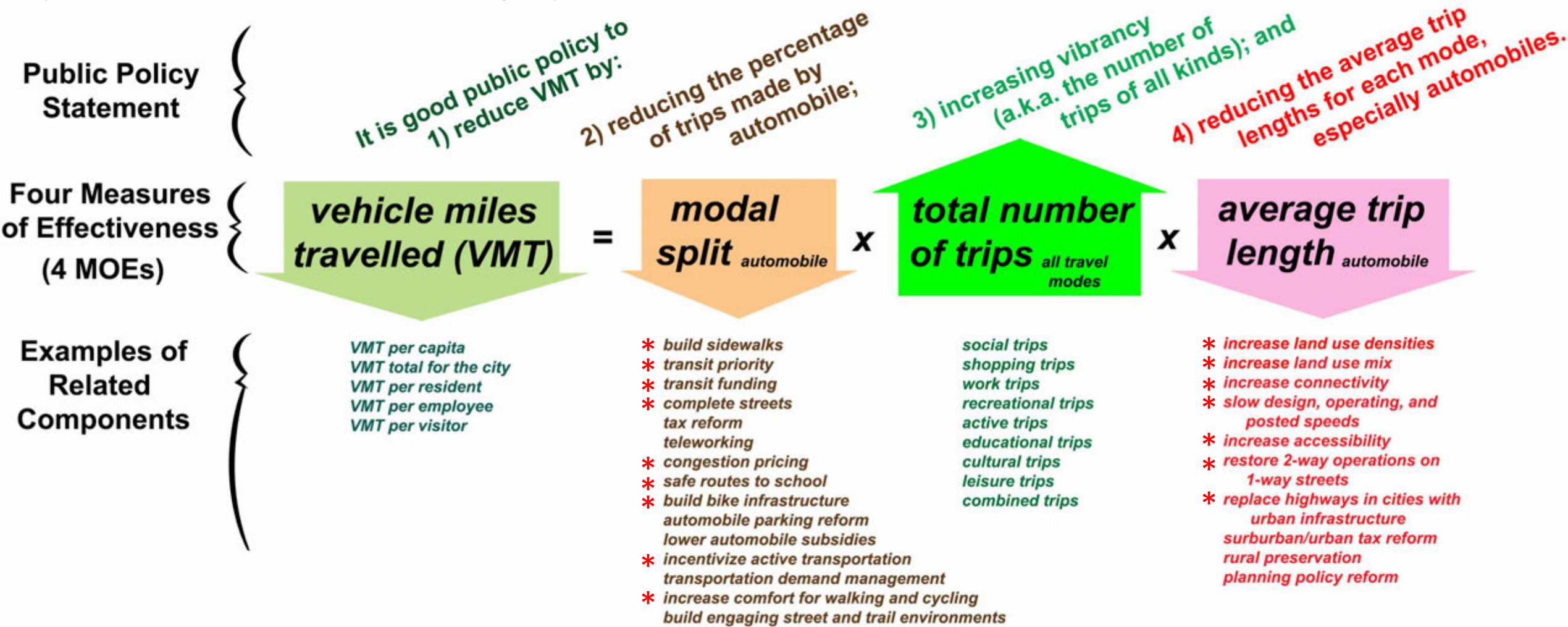


Responsible
design and
implementation

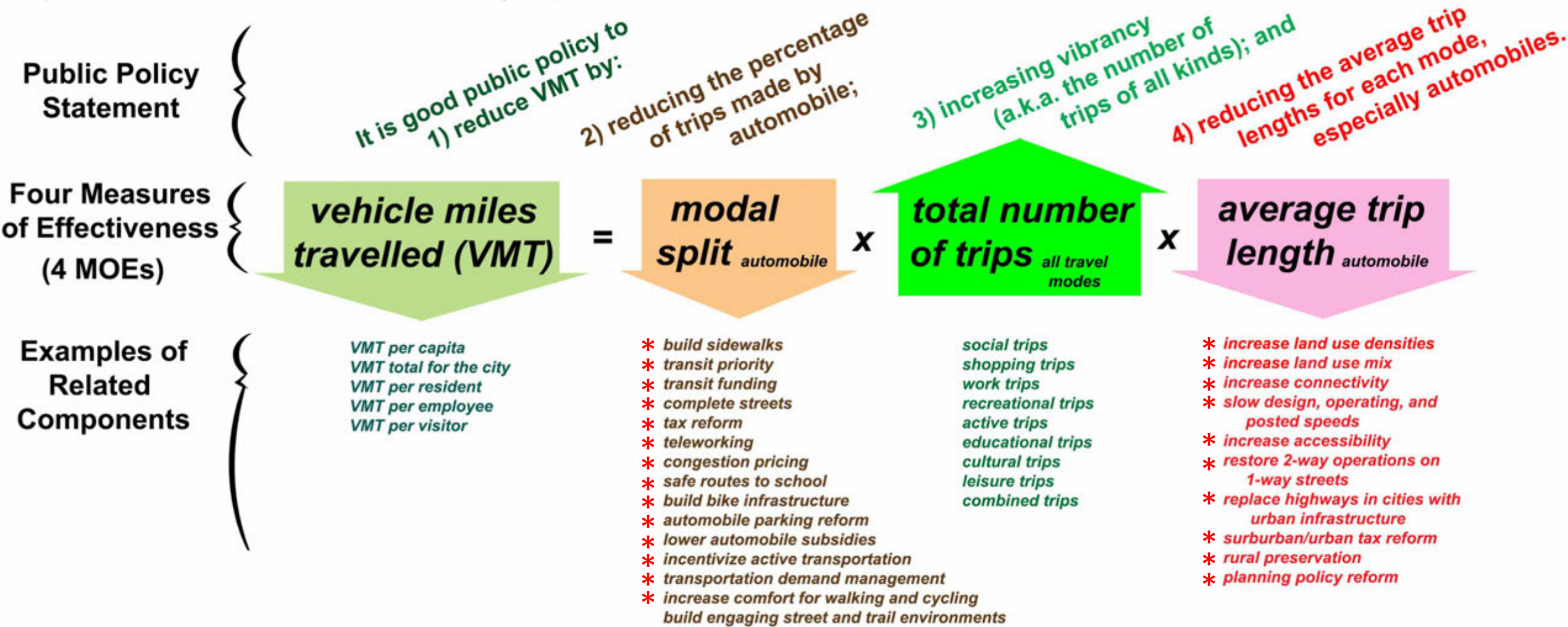


Connected
community
with streets as
civic space

Universal Transportation and Land Use Planning Equation:



Universal Transportation and Land Use Planning Equation:



Safe, comfortable downtown streets



Equitable, just access for all people



Affordable and inclusive community



Resilient, energy responsible downtown



Vibrant and thriving local economy

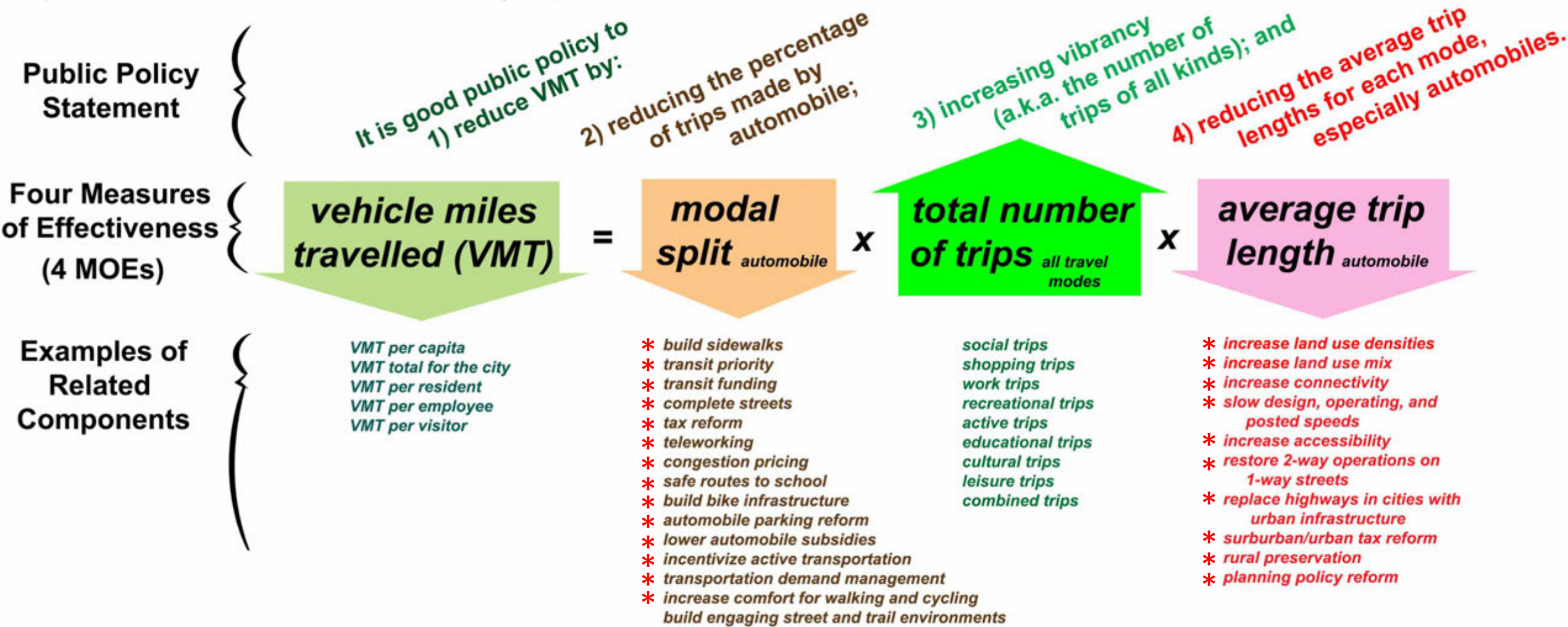


Responsible design and implementation



Connected community with streets as civic space

Universal Transportation and Land Use Planning Equation:



Safe,
comfortable
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streets



Equitable, just
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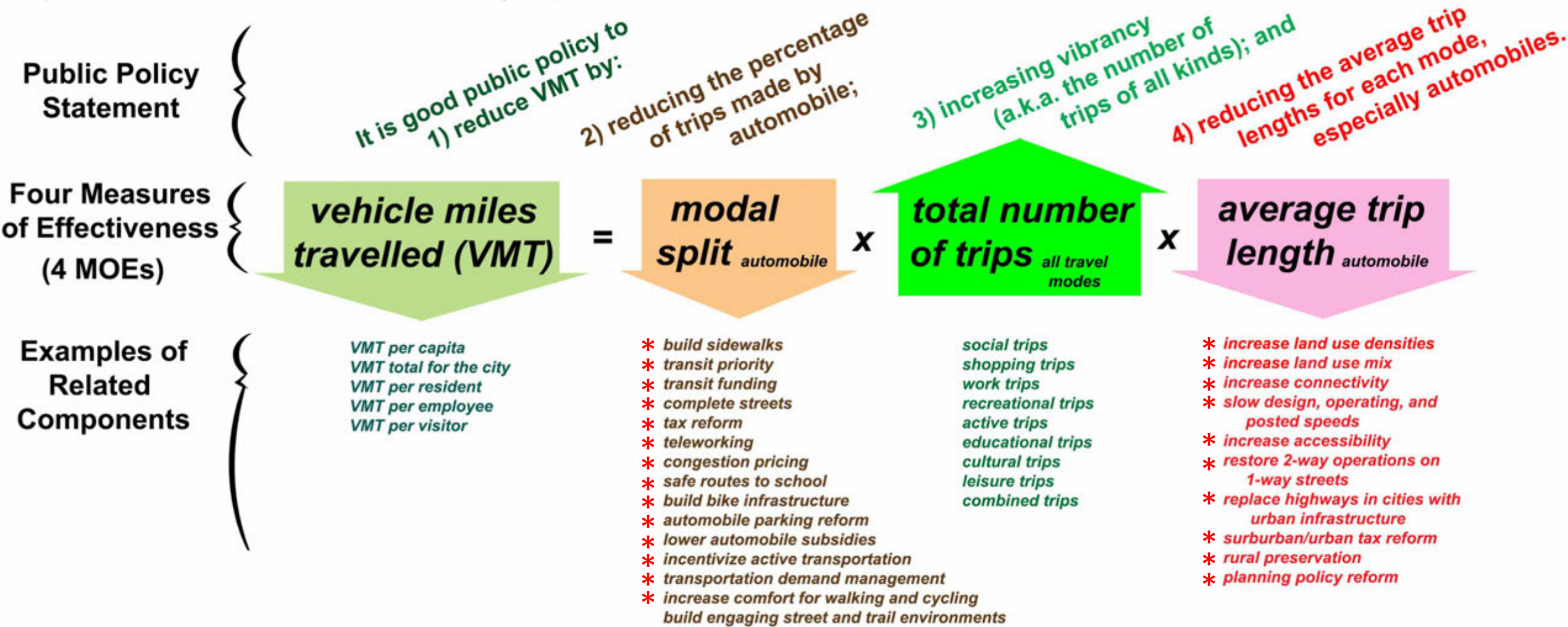


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thriving local
economy

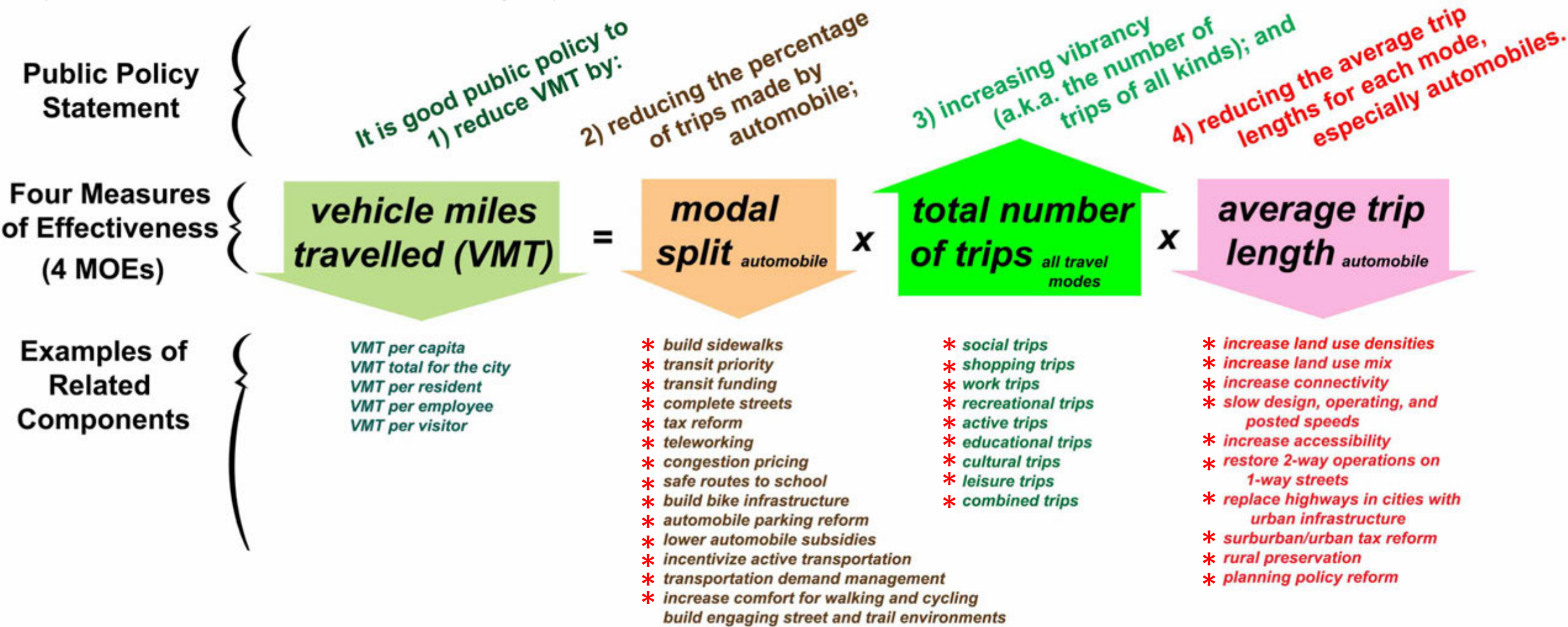


Responsible
design and
implementation



Connected
community
with streets as
civic space

Universal Transportation and Land Use Planning Equation:



Safe, comfortable downtown streets



Equitable, just access for all people



Affordable and inclusive community



Resilient, energy responsible downtown



Vibrant and thriving local economy

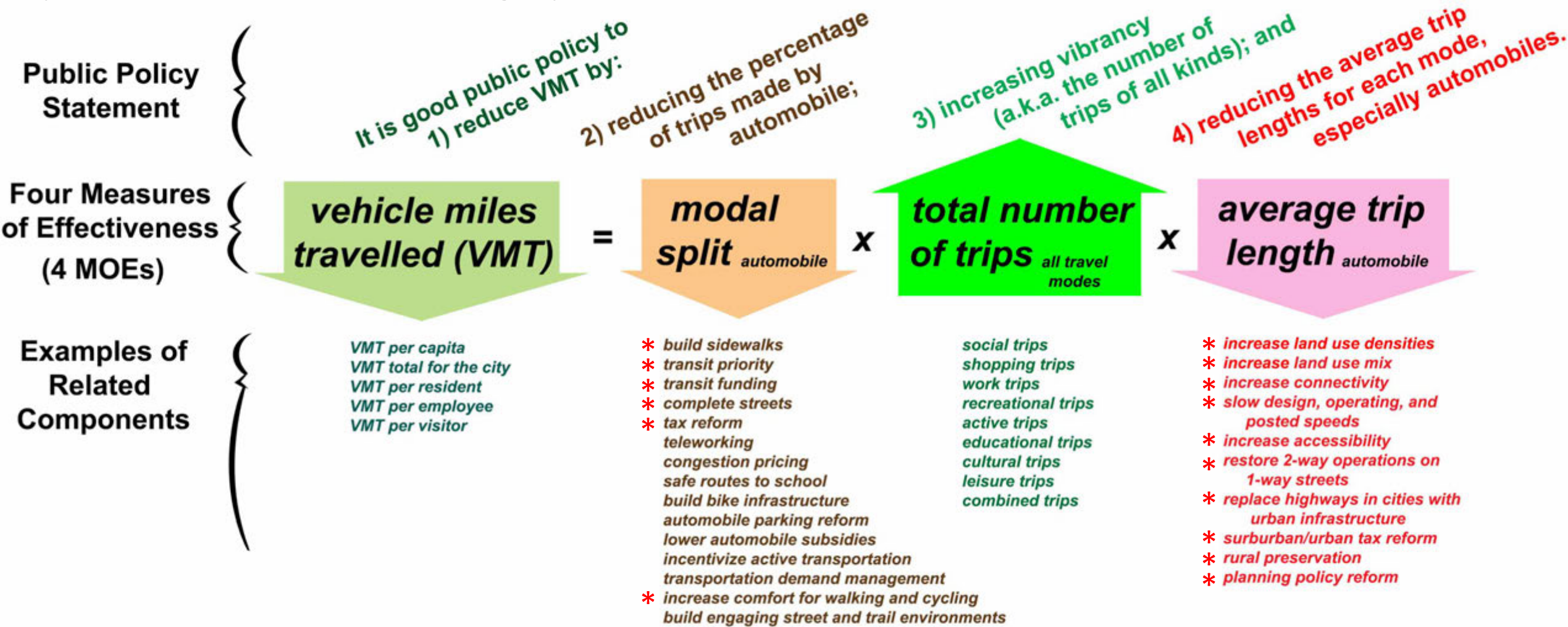


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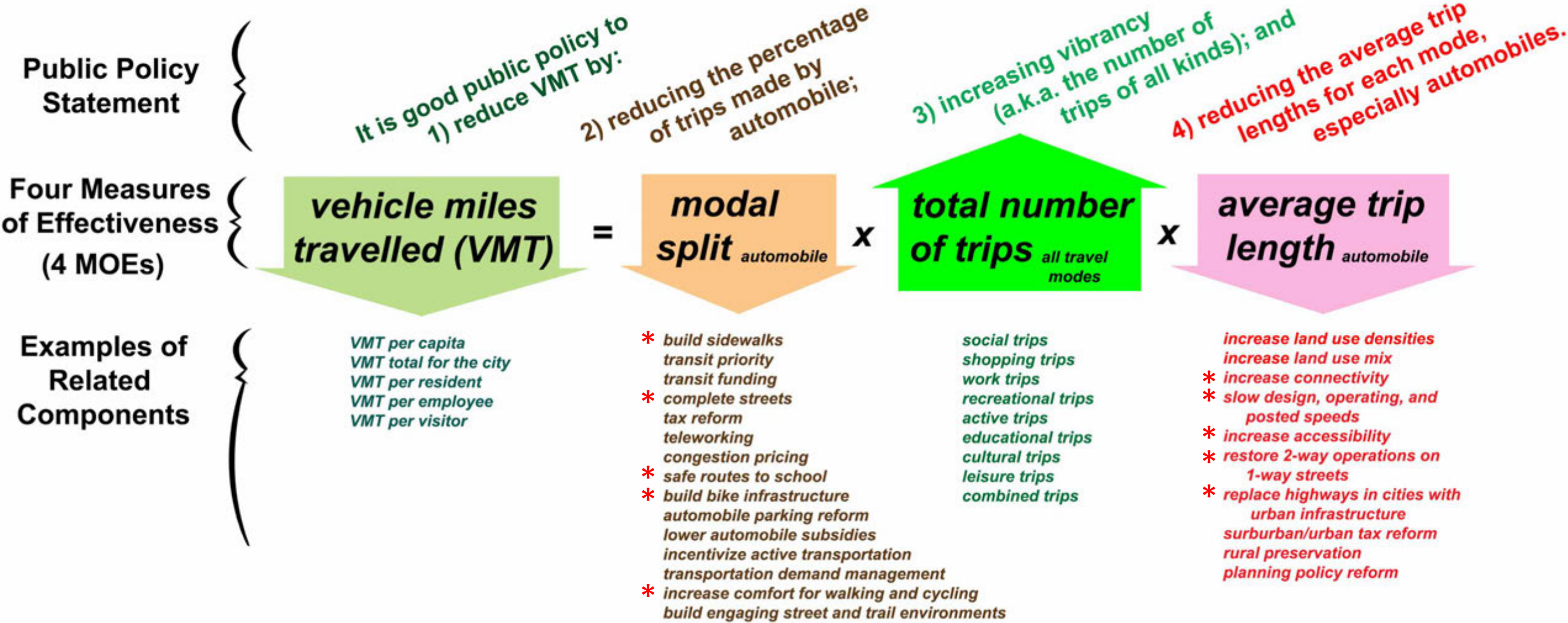


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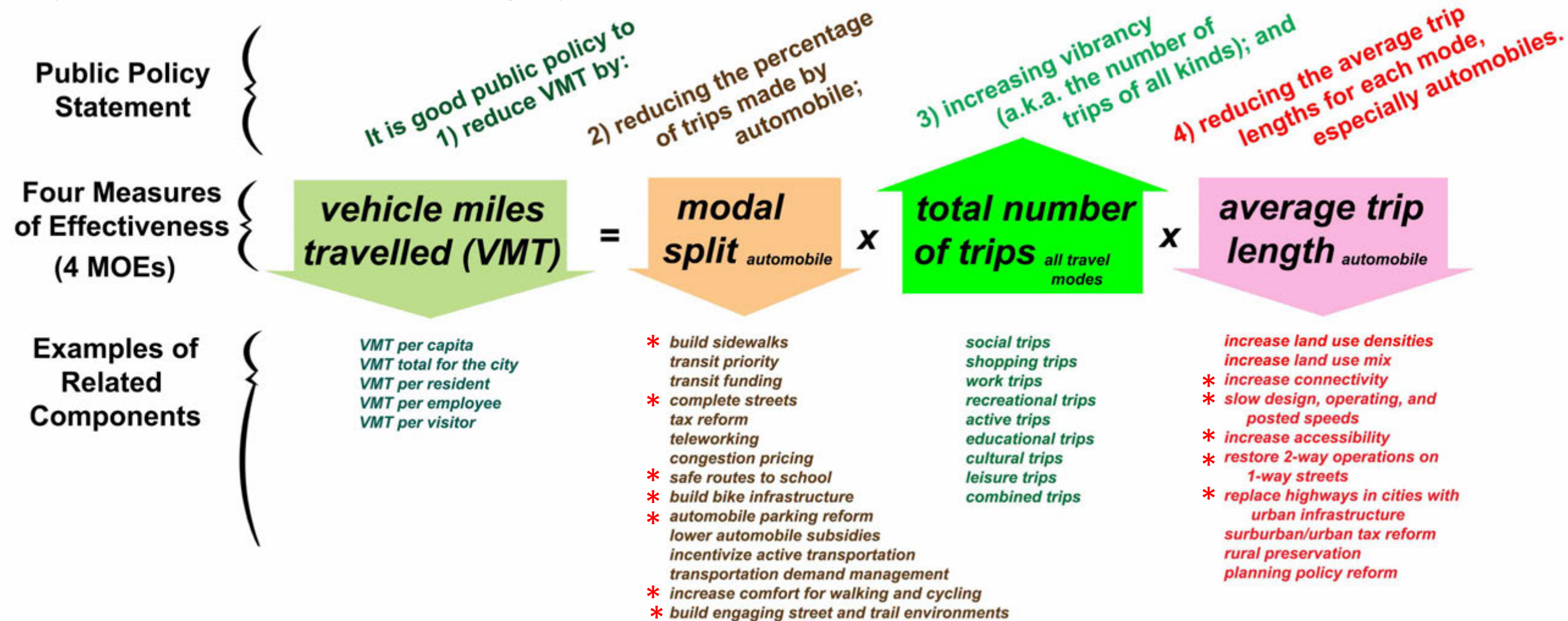


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Universal Transportation and Land Use Planning Equation:



Path as Place

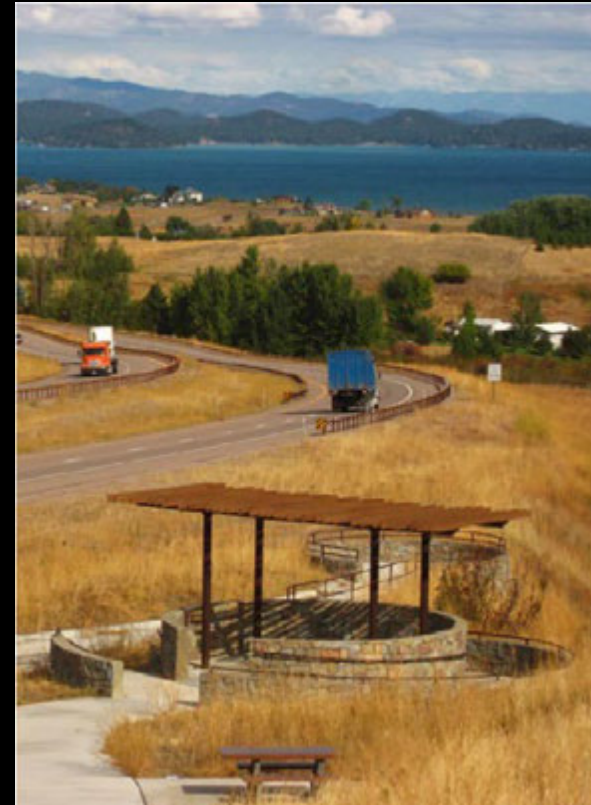
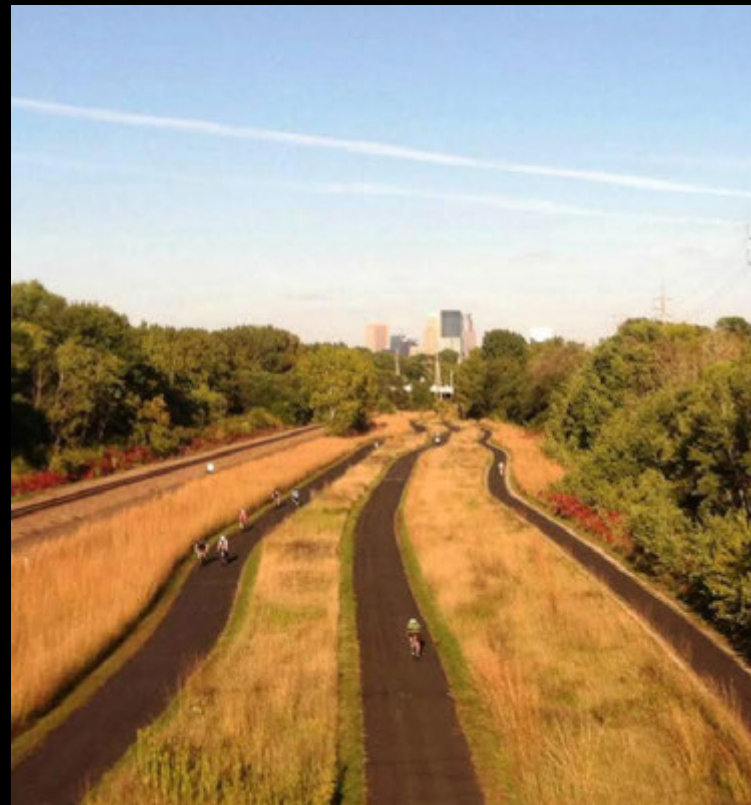
Path: a road, street, way, course, trail, track, highway, route, river...essentially linear features upon which things move.



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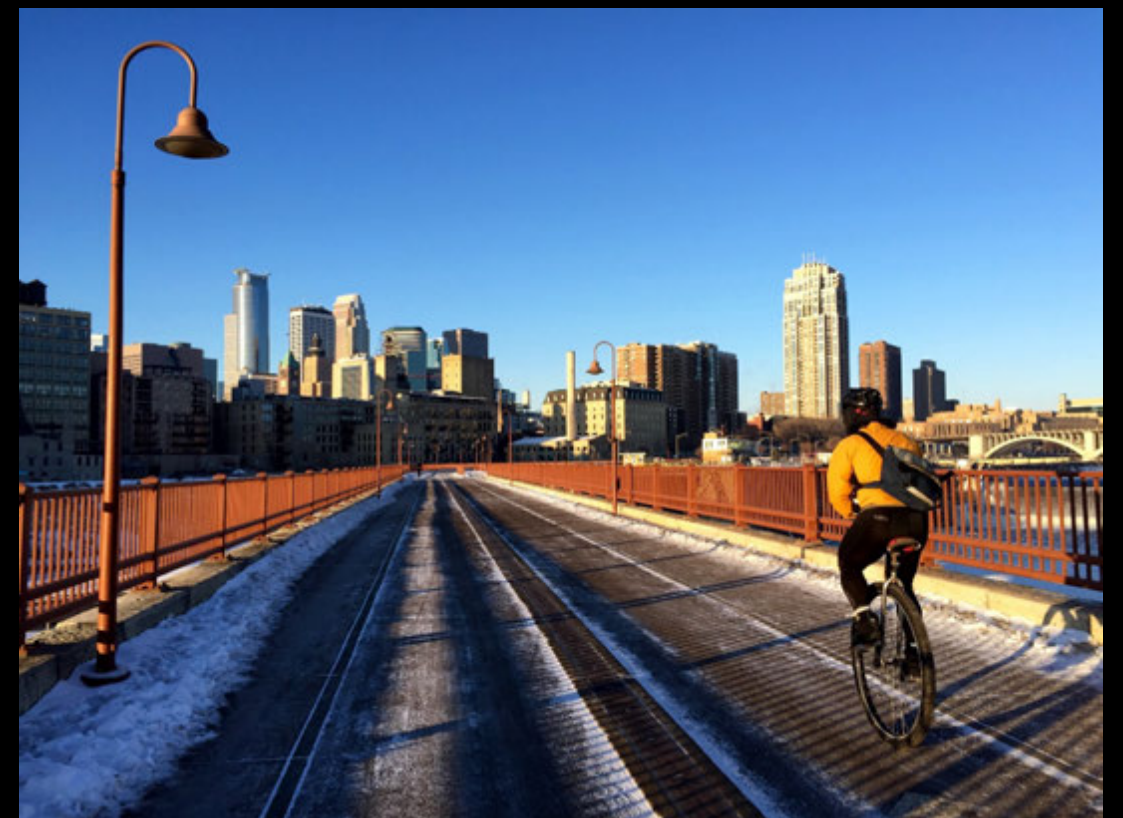


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Sometimes the path and the place are the same (e.g., a Main Street).

Main Street
(Place & Place)



Path = Place



Path as Place

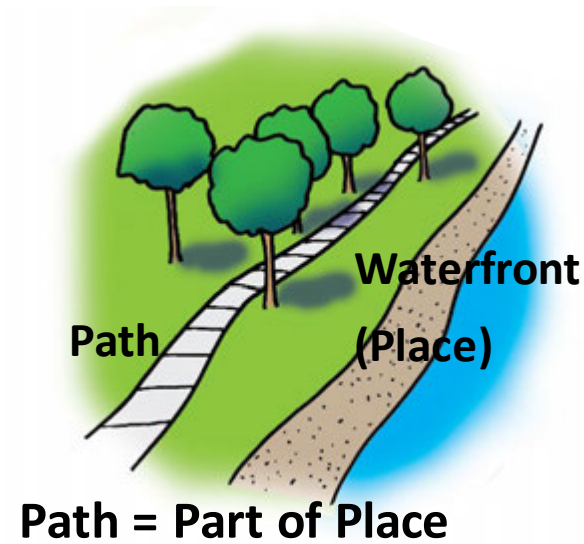
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Sometimes a path contributes to and supports its place (e.g., a street in a downtown, a parkway in park).



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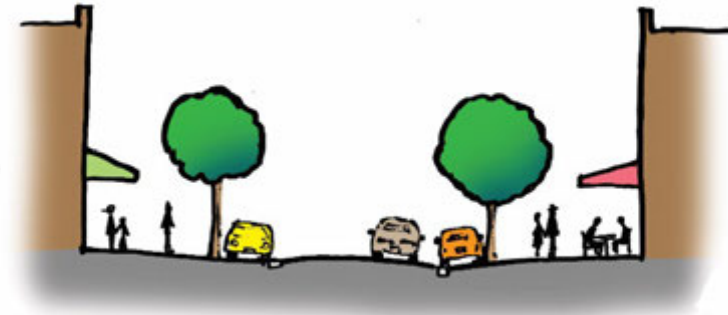
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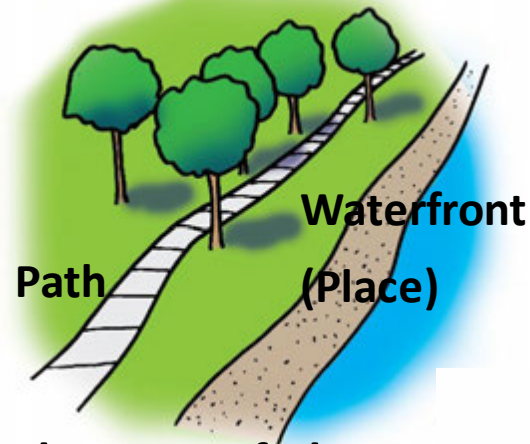
A path can be equal to but is never more important than its place.

Paths should never dominate their places.

Main Street
(Place & Place)

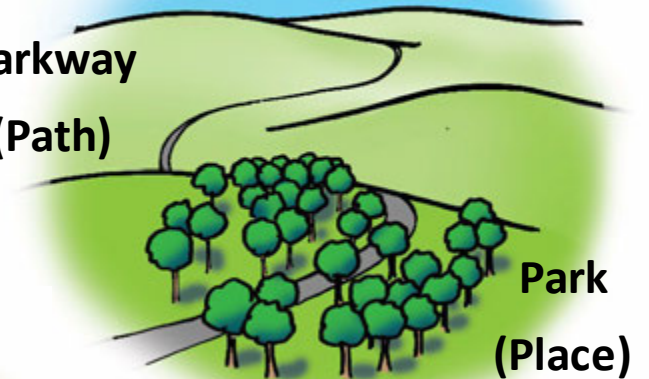


Path = Place



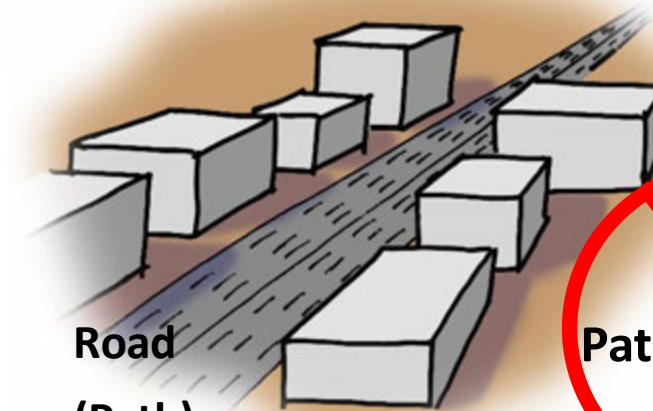
Path = Part of Place

Parkway
(Path)



Path = Part of Place

Road
(Path)



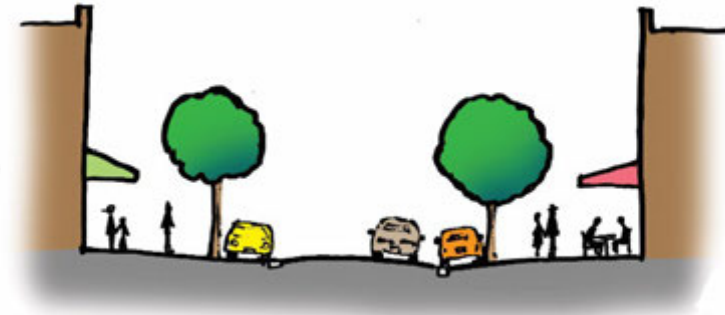
Path > Place

Path as Place

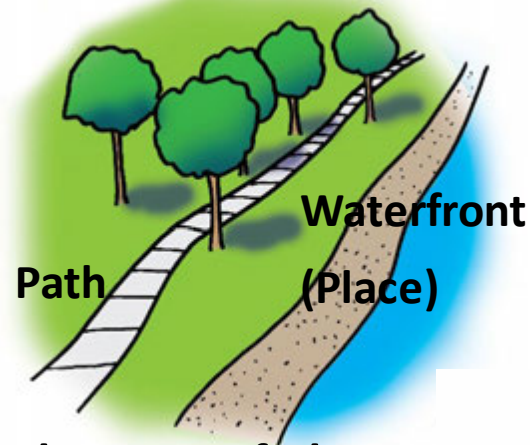
Fills current void:

- Gives legitimacy to the idea that the street is a public space.
- Gives standing to the “static users” of the path (e.g., adjacent homes, parks, stores, etc.), the importance of the fabric of the place, the relationships across streets, and reframes the idea of “edges.”
- Provides a priority and rigor for design where the path cannot diminish the place.
- Provides traffic engineers, planners, urban designers, business people, residents... with a common purpose.

**Main Street
(Place & Place)**

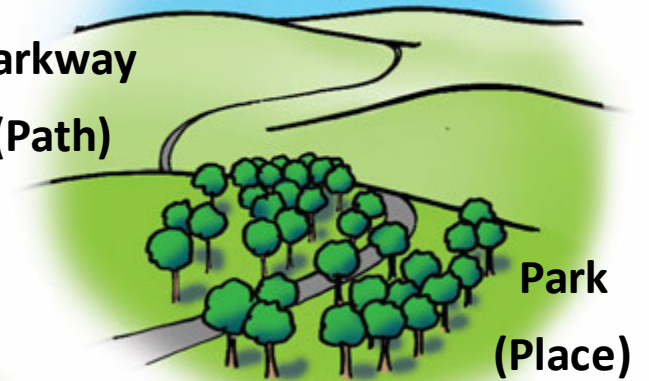


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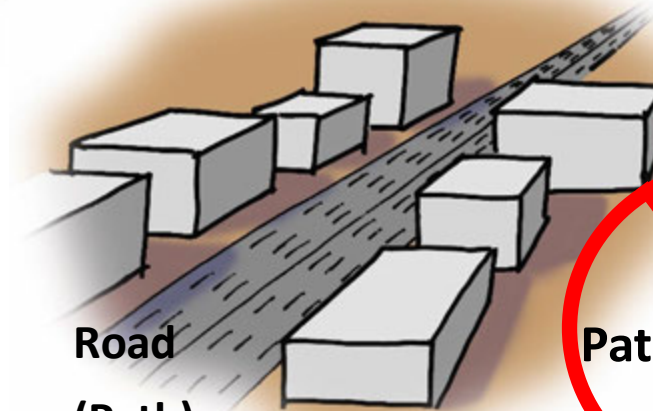
Path = Part of Place

**Parkway
(Path)**



Path = Part of Place

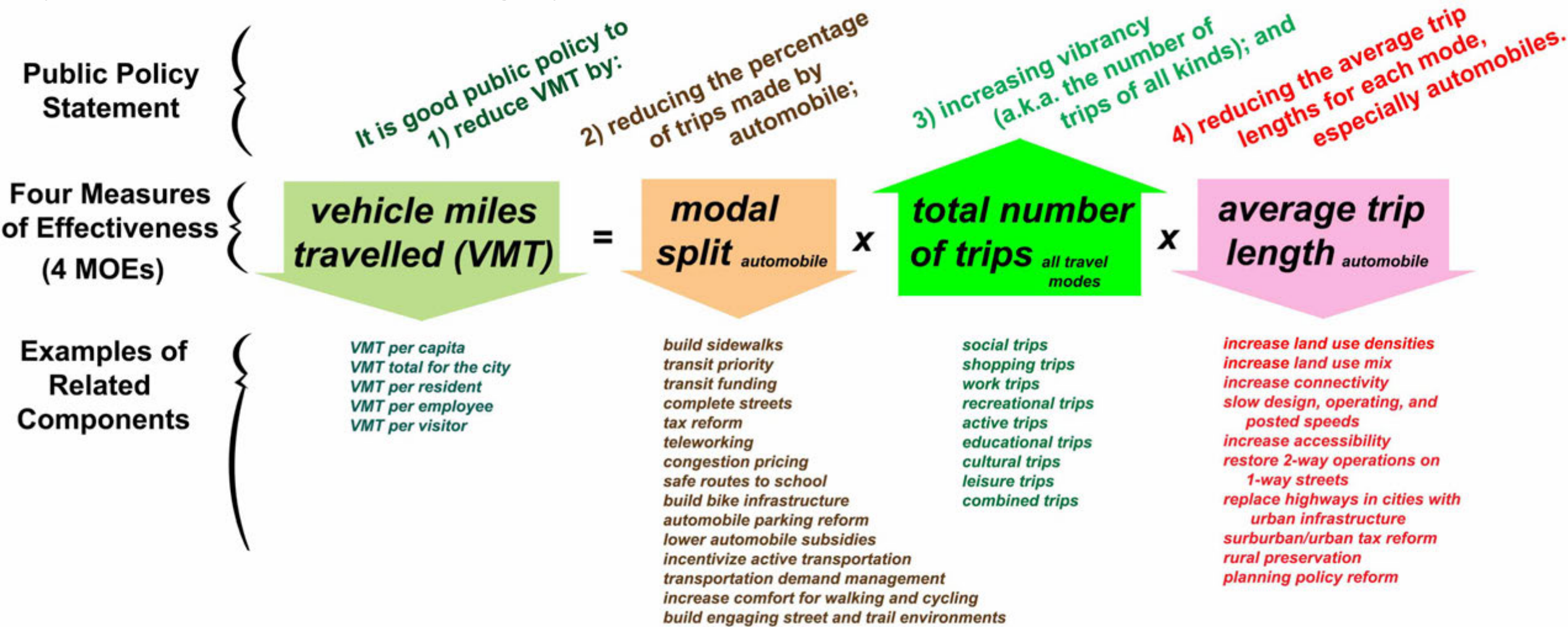
**Road
(Path)**



Path > Place



Universal Transportation and Land Use Planning Equation:



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Equitable, just access for all people



Affordable and inclusive community



Resilient, energy responsible downtown



Vibrant and thriving local economy

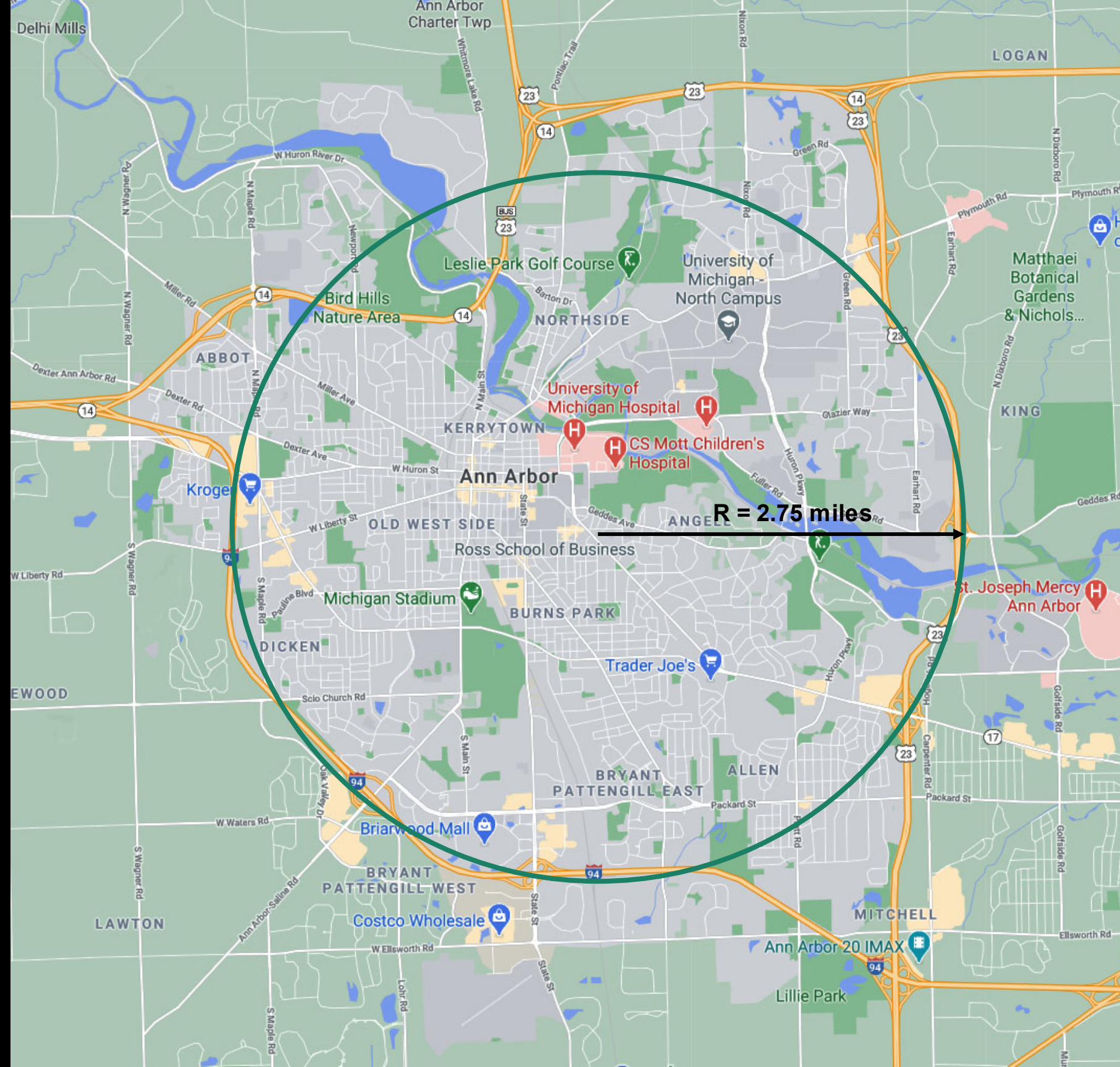


Responsible design and implementation



Connected community with streets as civic space

Path as Place

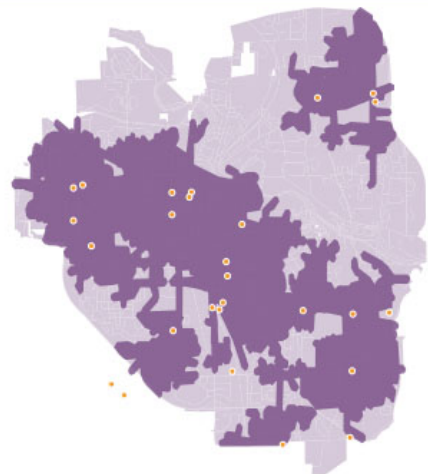


20-Minute Neighborhood

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> 20-Minute Neighborhood

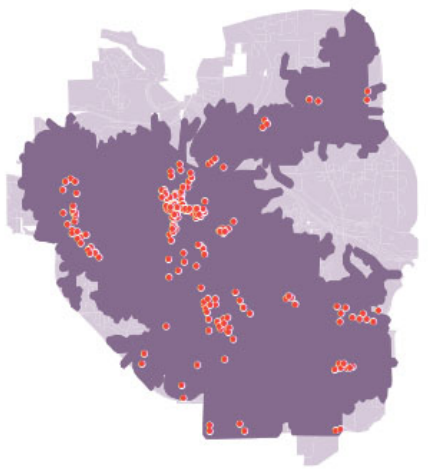
20-Minute Grocery Grocery Store



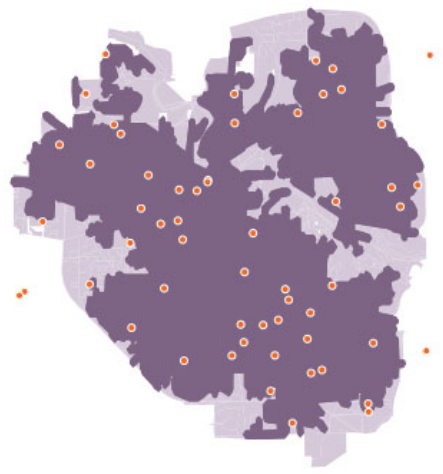
20-Minute Parks Park



20-Minute Retail Retail



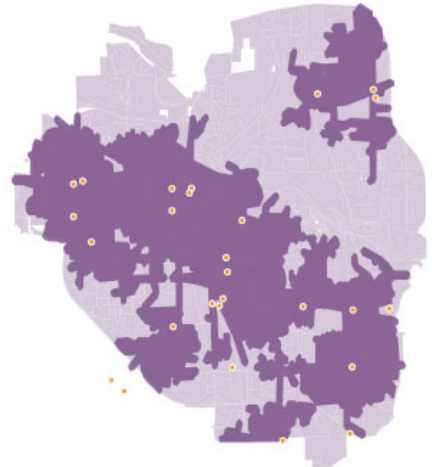
20-Minute Schools School



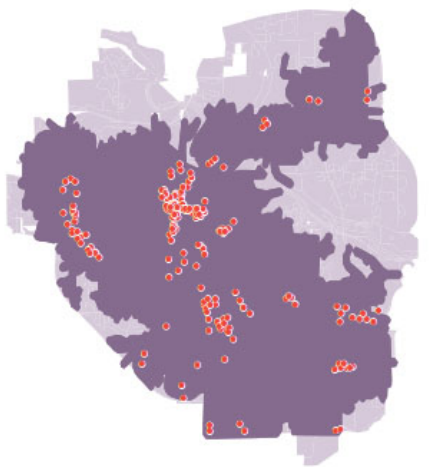
20-Minute Neighborhood

20-Minute Neighborhood

20-Minute Grocery Grocery Store

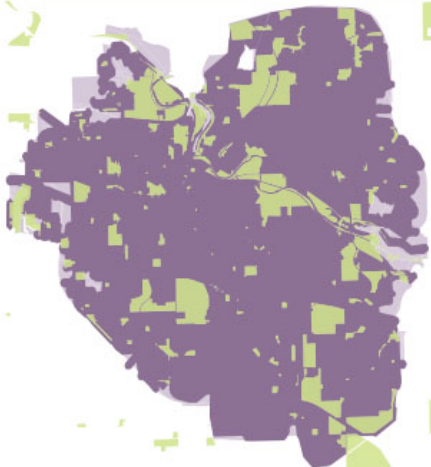


20-Minute Retail Retail

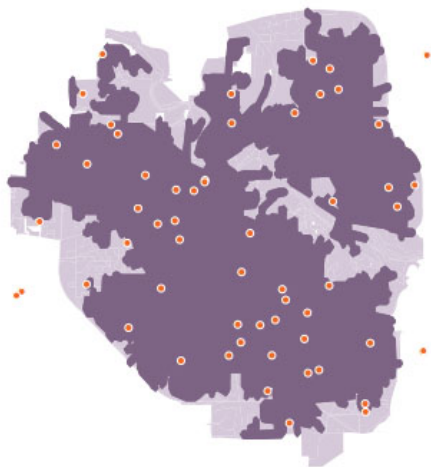


> 20-Minute Neighborhood

20-Minute Parks Park



20-Minute Schools School



Anne Hidalgo @Anne_Hidalgo

La #VilleDuQuartDHeure, c'est quoi ? C'est la ville des proximités où l'on trouve tout ce dont on a besoin à moins de 15 minutes de chez soi. C'est la condition de la transformation écologique de la ville, tout en améliorant la vie quotidienne des Parisiens. #Hidalgo2020



6:20 AM · Jan 21, 2020
1.7K 826 Copy link to Tweet

20-Minute Neighborhood



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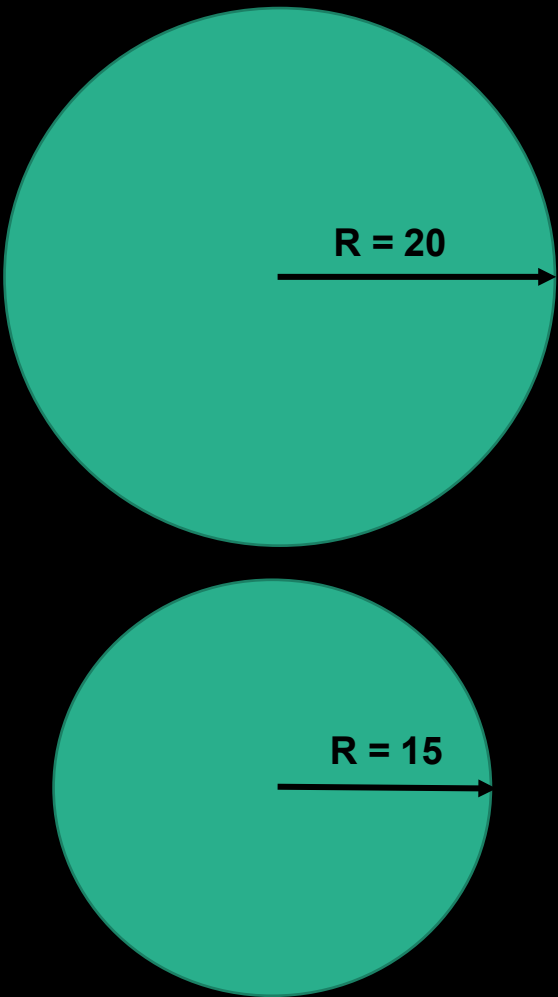


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How much more land area can you cover in a 20-minute walk vs a 15-minute walk?

- a) 25% more
- b) 33% more
- c) 78% more



20-Minute Neighborhood



Anne Hidalgo
@Anne_Hidalgo

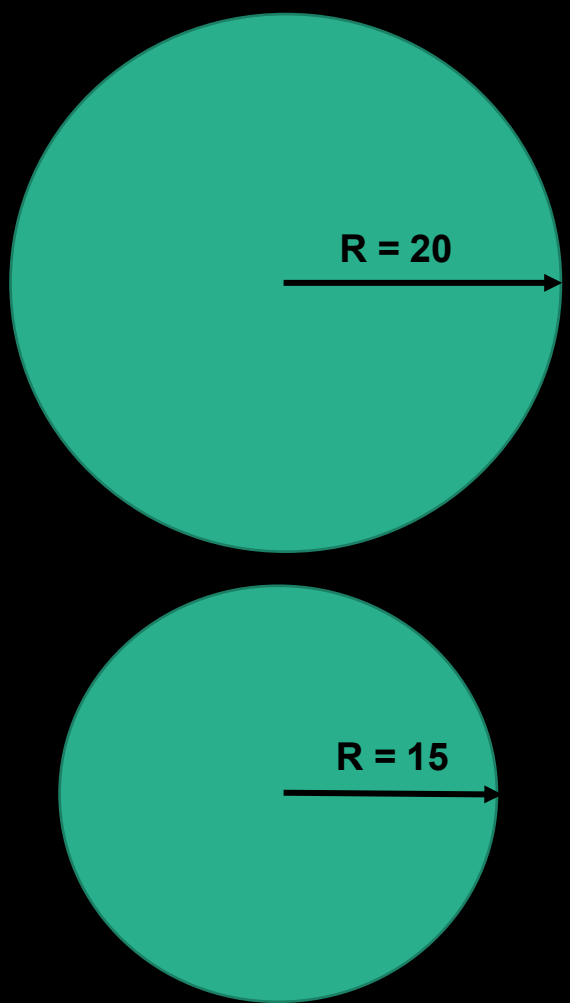
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Mobility (in the past)

the movement of people & goods

assumption: faster, farther, and in
greater numbers means progress for
society

Mobility (now and in the future)

The **populations'**
capabilities and strategies
to move in order to access
what they need to live
within the city.

Many Populations: people who have
disabilities, have different income levels, and/or
are young, elderly, millennials, pedestrians,
cyclists, transit users, students...

Mobility (now and in the future)

The populations'
capabilities and strategies
to move in order to access
what they need to live
within the city.

the movement is purposeful:

<u>Trip Type</u>	<u>%</u>
work	18.0
work-related	2.6
shopping	20.2
doctor/dentist	1.5
family/personal	24.2
church/school	8.8
social/recreational	24.5
other	0.2





Mobility is about the Integration of Transportation and Land Use



The purpose of cities is to advance efficient & effective exchange.



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Transportation & Land Use Planning Sustainability Litmus Test:

Does the change reward the short trip or the transit trip?

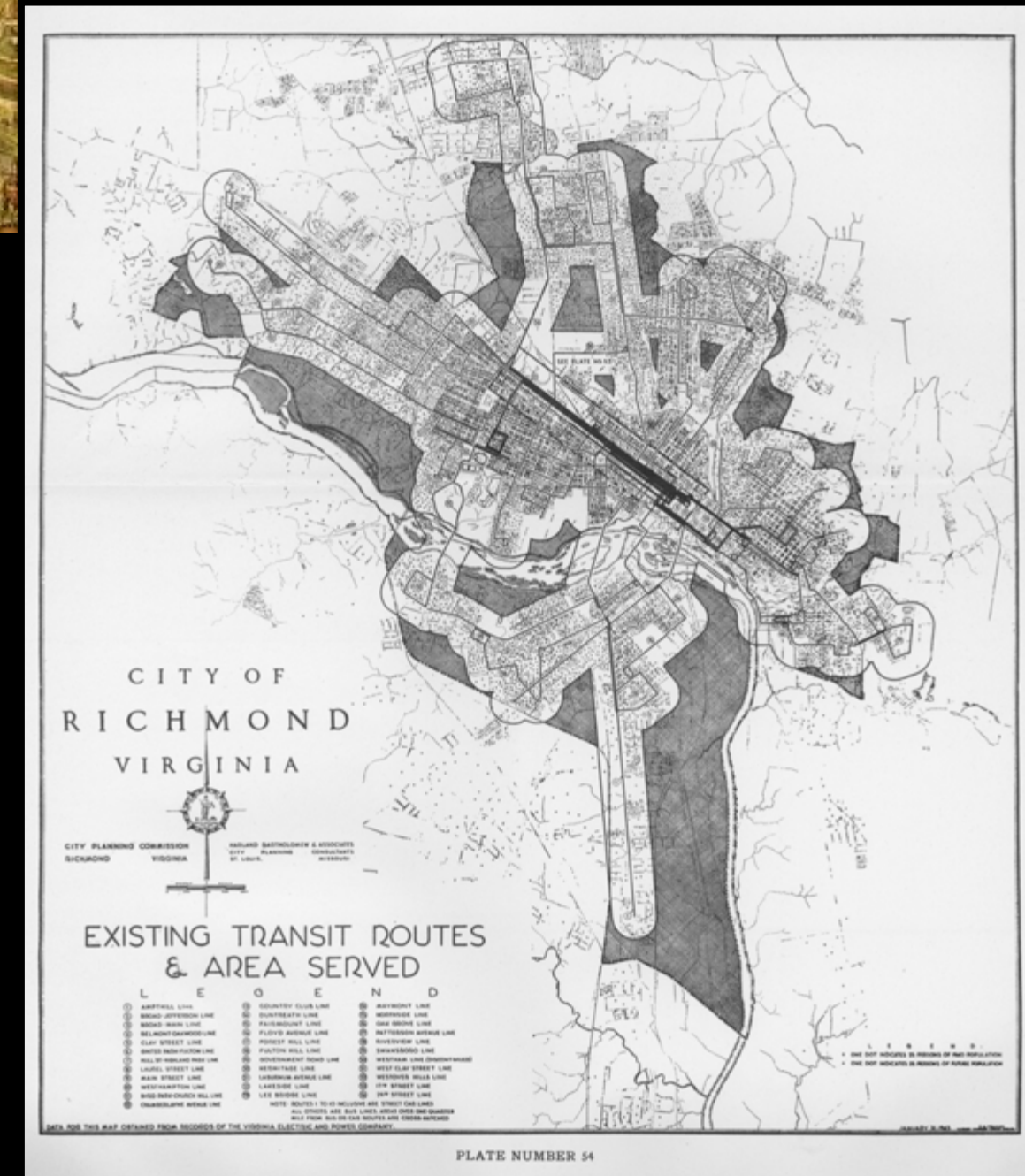


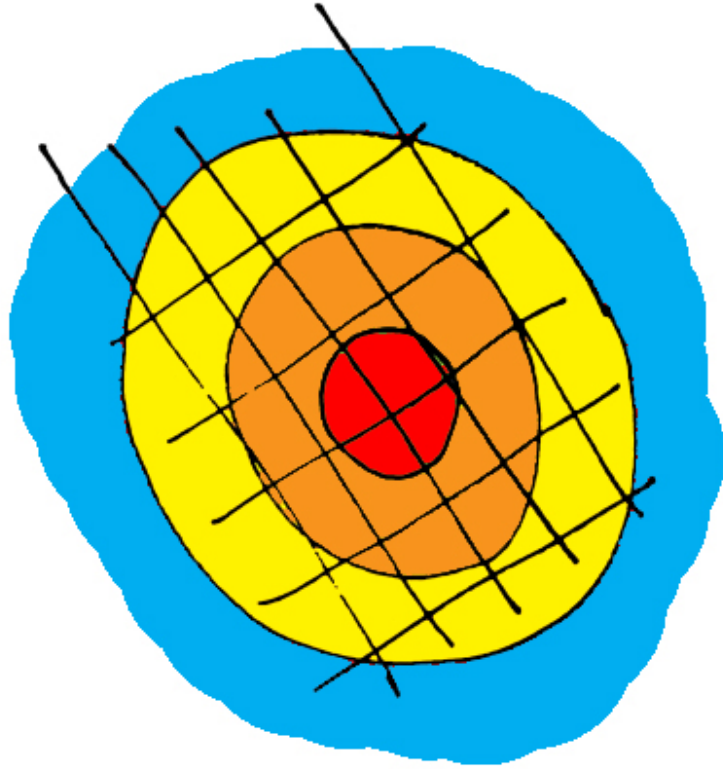
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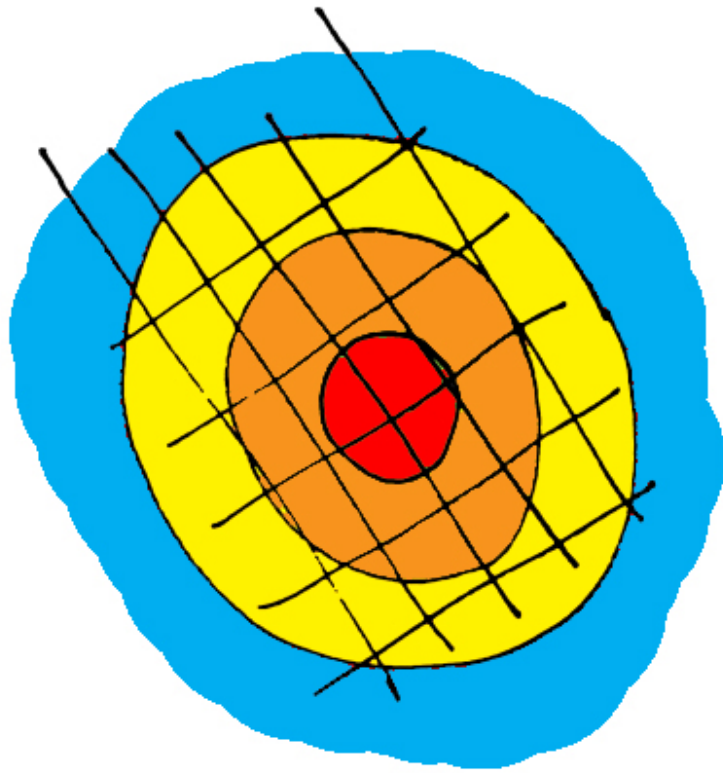
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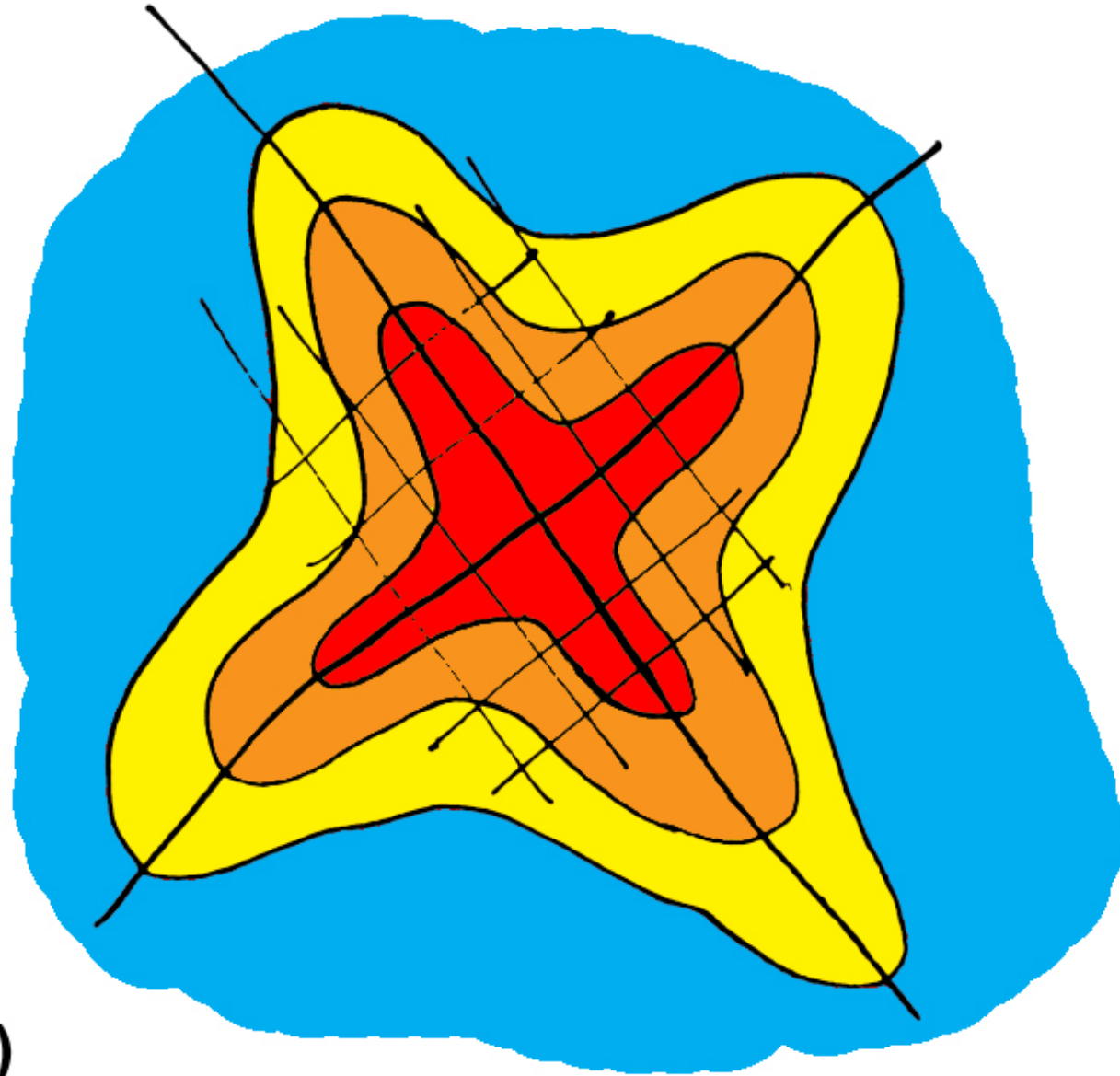


Traditional City

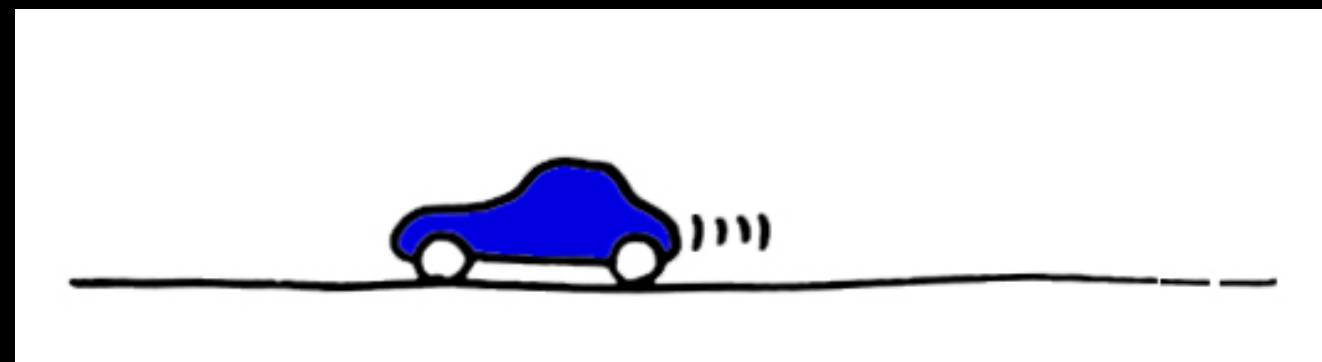
Value = f_n (proximity to center)

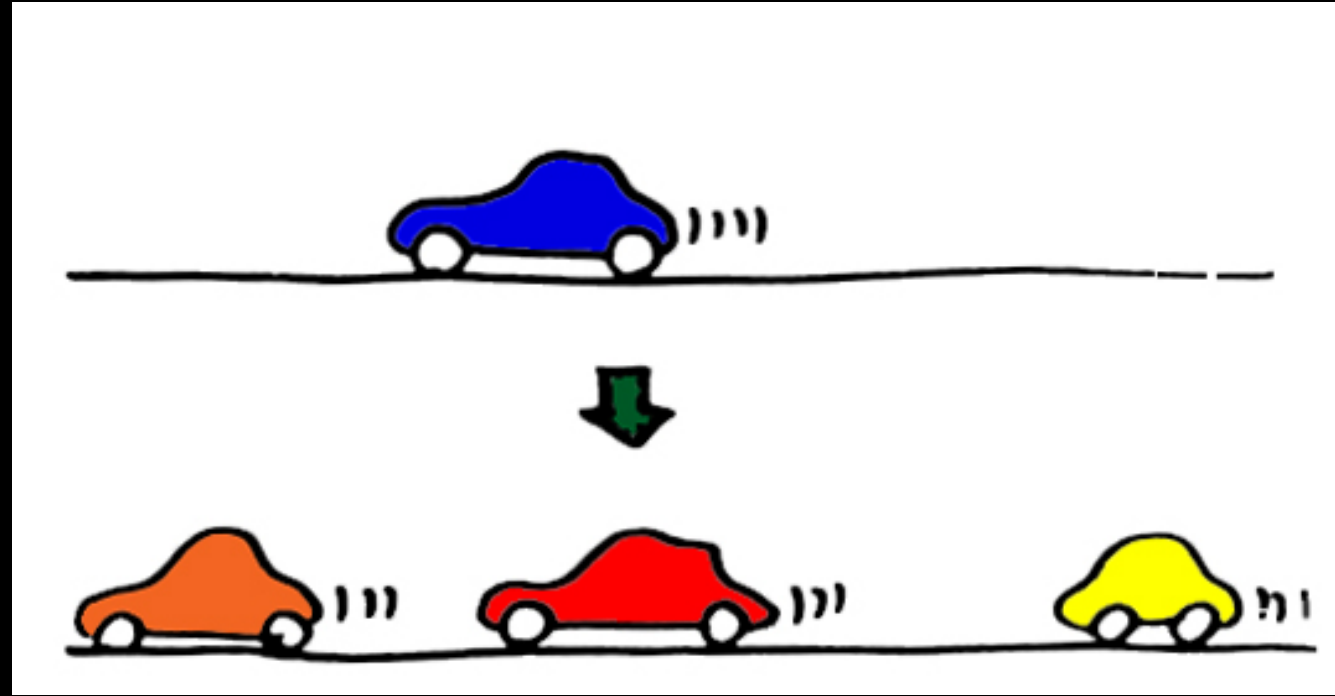


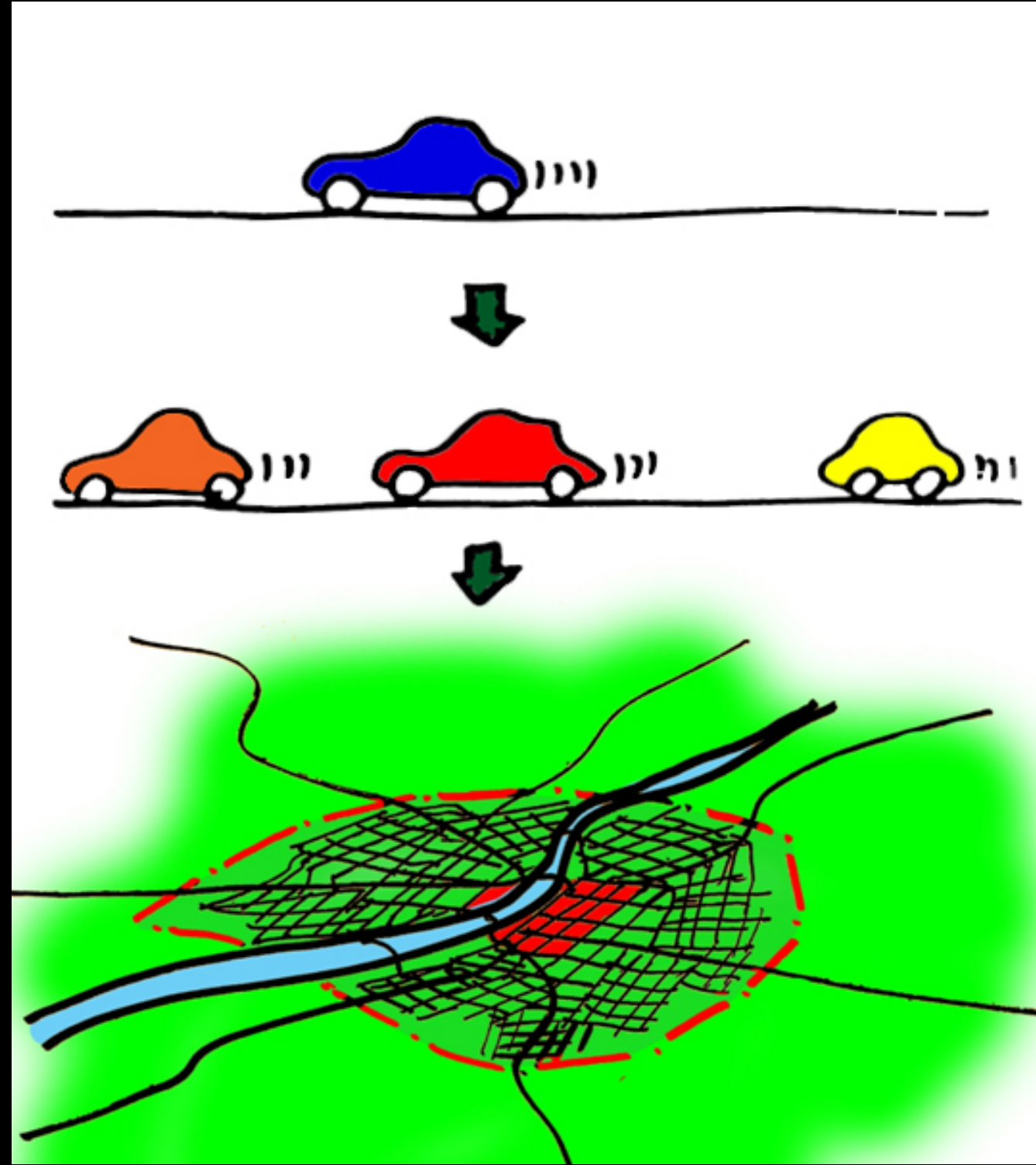
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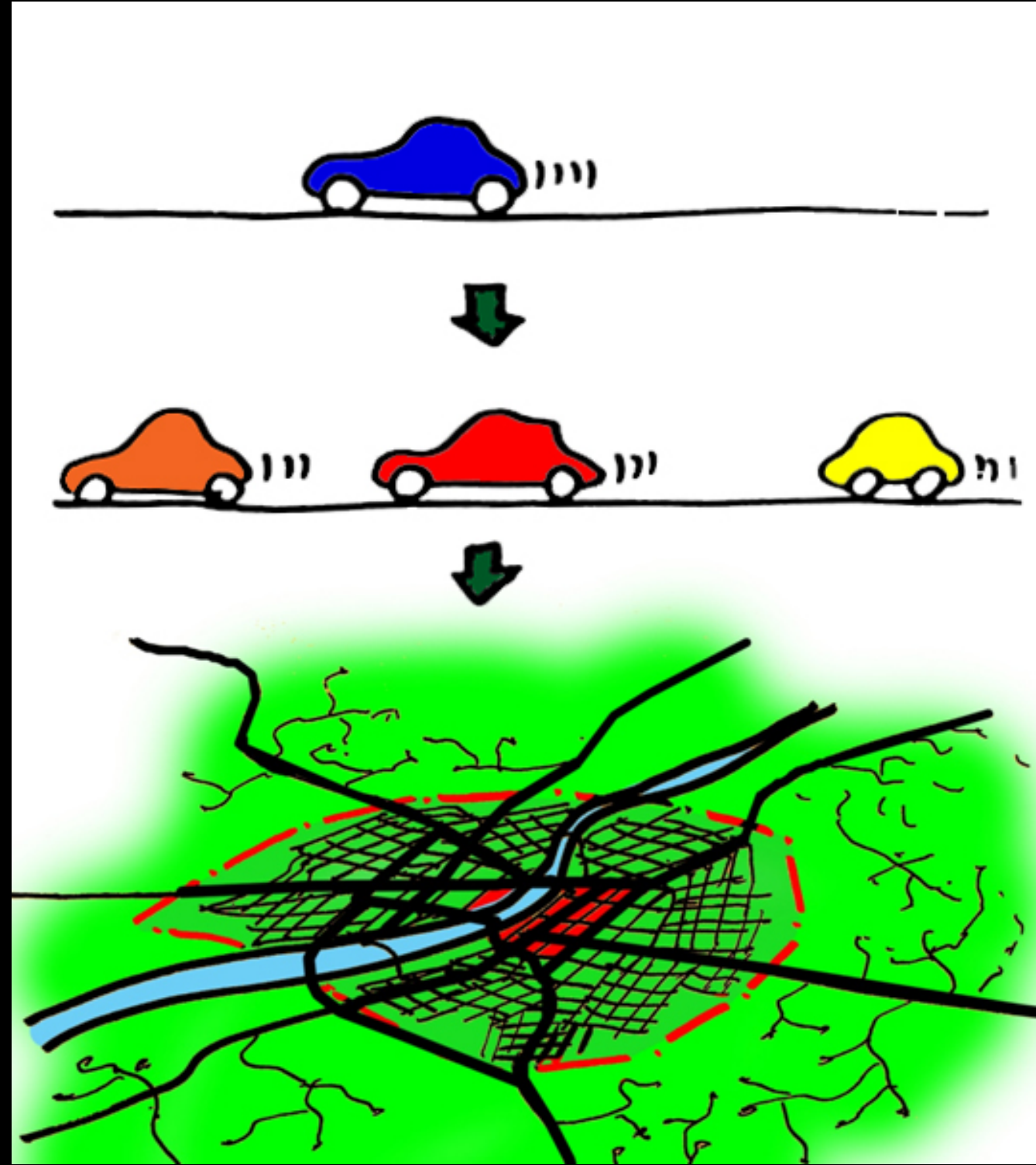


Conventional Theory
Value = f_n (travel time to center)









Tragedy
of the
commons



Executive Summary

Ann Arbor's streets and transportation system are crucial to our city's day-to-day functioning as well its long-term success. Ensuring that our transportation system runs efficiently today and supports the outcomes we desire in the future requires a long-term plan.

Ann Arbor: Moving Together builds on the city's success over the past decade in creating a safer more sustainable, accessible, and equitable transportation system for everyone. By bringing together diverse perspectives from across the city and the wider region, this plan defines the city's mobility values and goals and details our strategy for managing, operating, upgrading, and maintaining our transportation system today and into the future.

Mobility Goals and Values

Thousands of residents, city staff, community groups, advocates, and partner agencies helped identify Ann Arbor's five mobility values. These mobility values are the foundation for the ideas, actions, projects, and policies described in this plan and will guide the city's transportation decision making and investments over the next 20 years.

Safety



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

Mobility



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

Accessibility for All



In Ann Arbor, people of all abilities, ages and stages of life, income, races, cultures and ethnicities have equitable access to the places where they live, work, and play.

Healthy People & Sustainable Places



Ann Arbor's transportation system supports a healthy population, sustainable environment, and robust economy, while celebrating and enhancing a unique quality of place.

Regional Connectivity



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

These values will help guide the city's actions as we progress towards two key critical goals for the City of Ann Arbor:

Vision Zero: No one dies or is seriously injured in crashes on Ann Arbor's streets.

By 2025, we have all worked together to eliminate fatalities and serious injuries resulting from traffic crashes.

Carbon neutrality: Our transportation system contributes zero emissions towards climate change.

By 2030, we have transitioned to a carbon-neutral transportation system.

Key Mobility Strategies

To achieve these goals, *Ann Arbor: Moving Together* details 22 key strategies we will pursue over the coming years to address our mobility challenges in a sustained, systemic way. We must act at many different scales, focusing on a single intersection or corridor at times while also considering citywide and regional actions. We must upgrade our infrastructure, test new street designs, and craft new policies and programs.

1. Focus transportation investments on corridors and intersections with the most serious crashes.

2. Address dangerous behaviors using design solutions, policy changes, and education efforts.

3. Establish a quick-build improvement program.

4. Address critical gaps in the sidewalk system.

5. Enhance safety and visibility at uncontrolled crosswalks.

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

7. Make intersections safer and easier to navigate for biking.

8. Update and complete the American with Disabilities Act (ADA) transition plan.

9. Partner with mobility service providers to expand transportation options in Ann Arbor.

10. Continue increasing transit service to improve frequency and consistency.

11. Prioritize transit reliability and speed along signature service corridors and at key locations.

12. Improve multimodal access to transit stops.



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Interpretation is Key:

- a) Faster, less travel time, high peak hour LOS for motorists, long distance travel, more land/energy/resources; or
- b) Resource/land efficient, increased access, multimodalism, shorter distances, proximity (i.e., moving less, moving smarter, less VMT)



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GREETINGS from

SOUTHBEND

INDIANA



© CURT TEICH & CO., INC.

1B-H1051

TOOLE
DESIGN



AEROPLANE VIEW OF BUSINESS DISTRICT, SOUTH BEND, IND.

CardCow.com
6179-28



















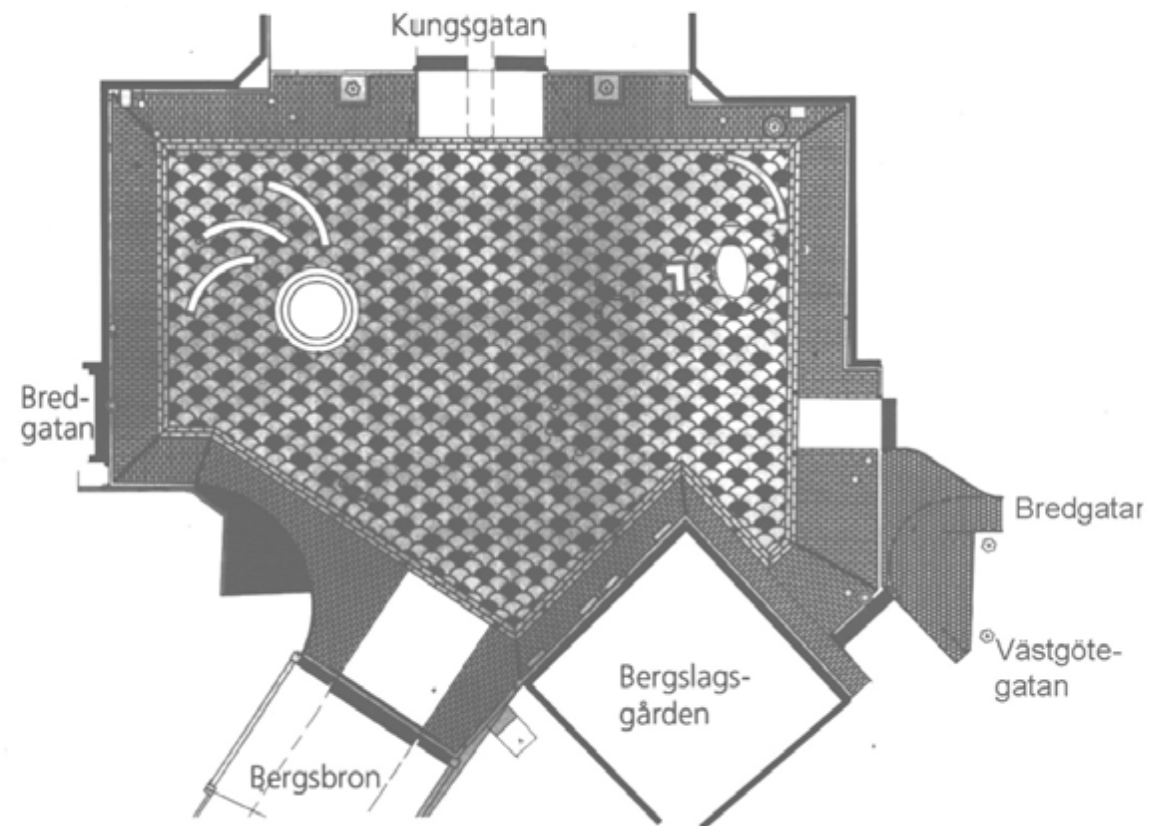
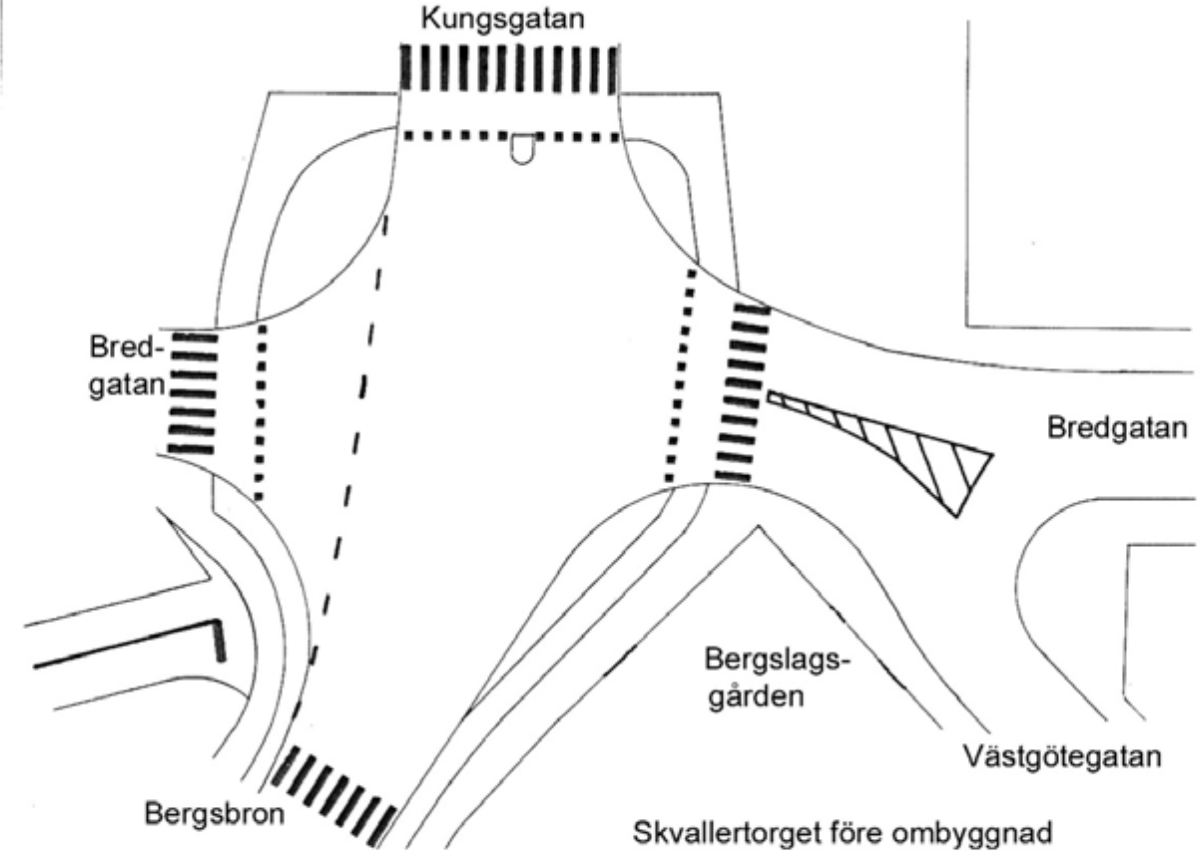


















Lowering VMT
is necessary
but it is
sufficient?





Cities need to express their values within their policies, public realm, land use planning, & create people-friendly streets.





2012 Photos by Cindy Sells



2012 Photos by Cindy Sells

















2014 Photos by Cindy Rolles







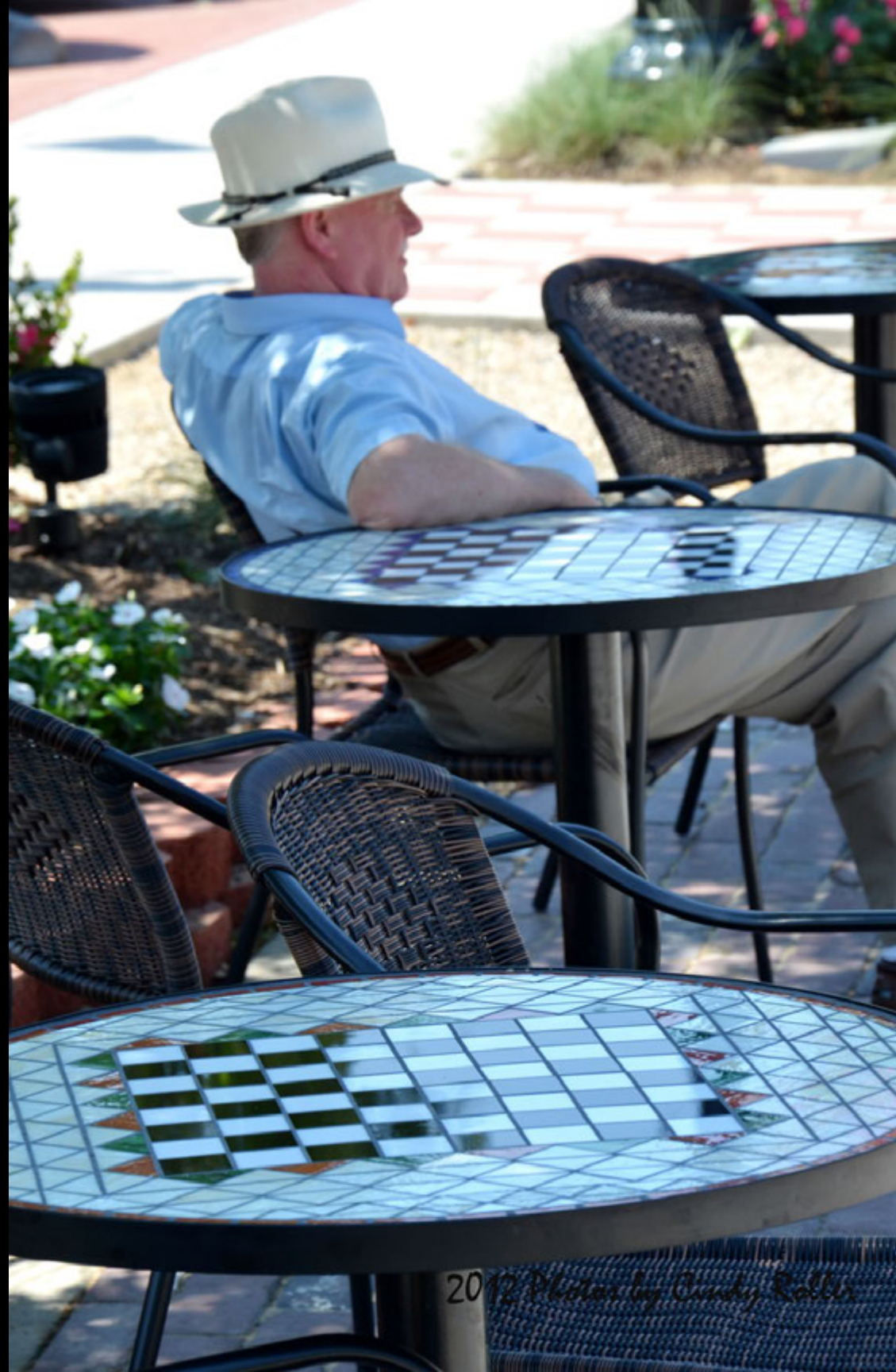






2012 Photos by Cindy Roller





2012 Photo by Cindy Rolfe







2012 Photos by Cindy Roller



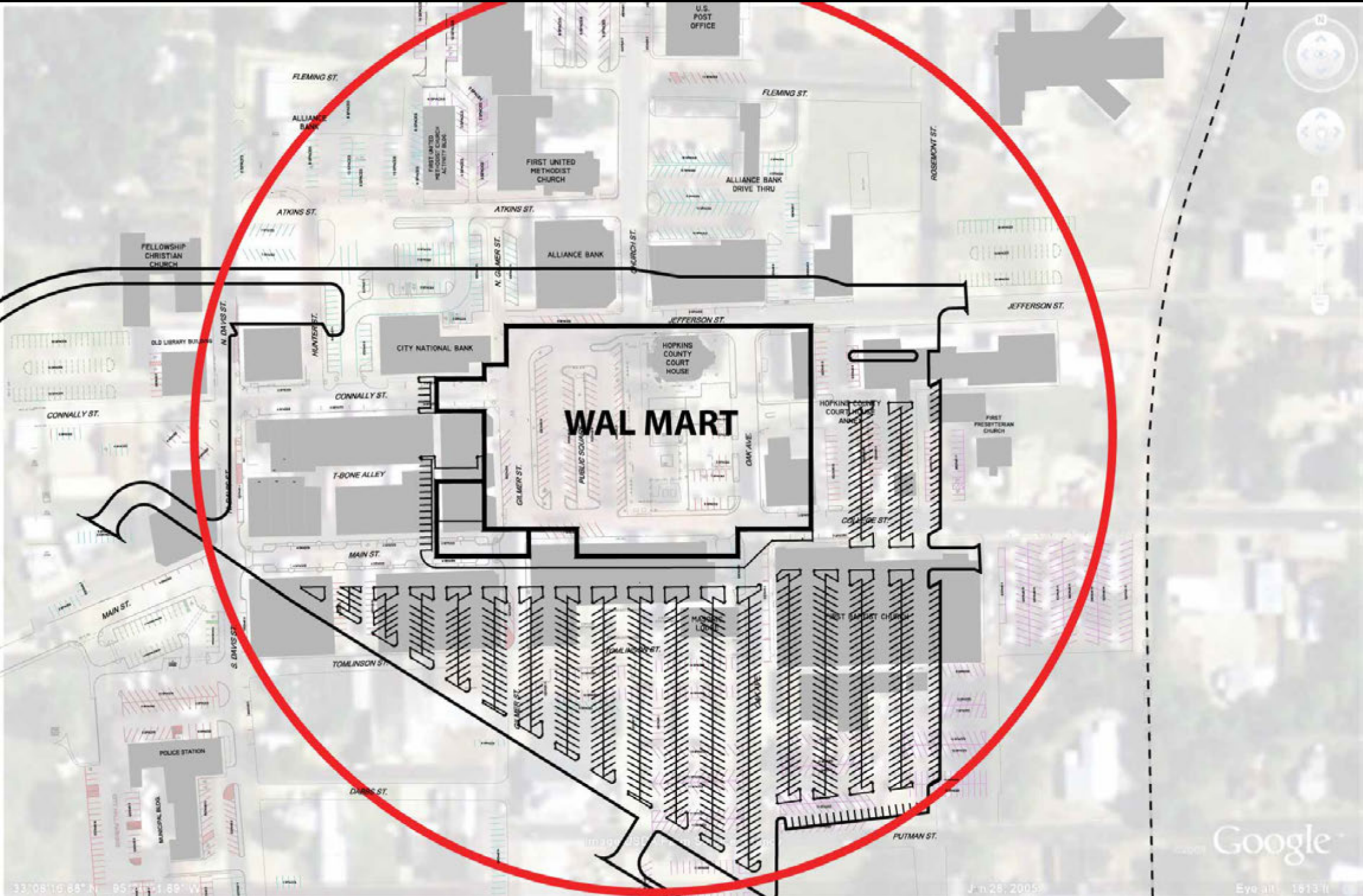














2012 Photos by Cindy Rolles



2012 Photos by Cindy Rolles



Congratulations on Your Direction:

Safety

Comfort

Equity

Multimodalism

Vision Zero by 2025

Reduce Speeds

Reduce VMT by +50% by 2030

20-minute City

Shared Space & Flush Streets



Congratulations on Your Direction:

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Think about:

Litmus Test

4 VMT-Related Metrics

15-minute City

Beware of LOS/Pro-Speed Thinking

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4 VMT-Related Metrics

15-minute City

Beware of LOS/Pro-Speed Thinking

Thank You



WHAT WE'RE SEEING

EQUITY, COVID-19, HEALTHY STREETS, THE NEW NORMAL?

WHAT ARE WE SEEING?

DURING AND AFTER COVID-19 PANDEMIC

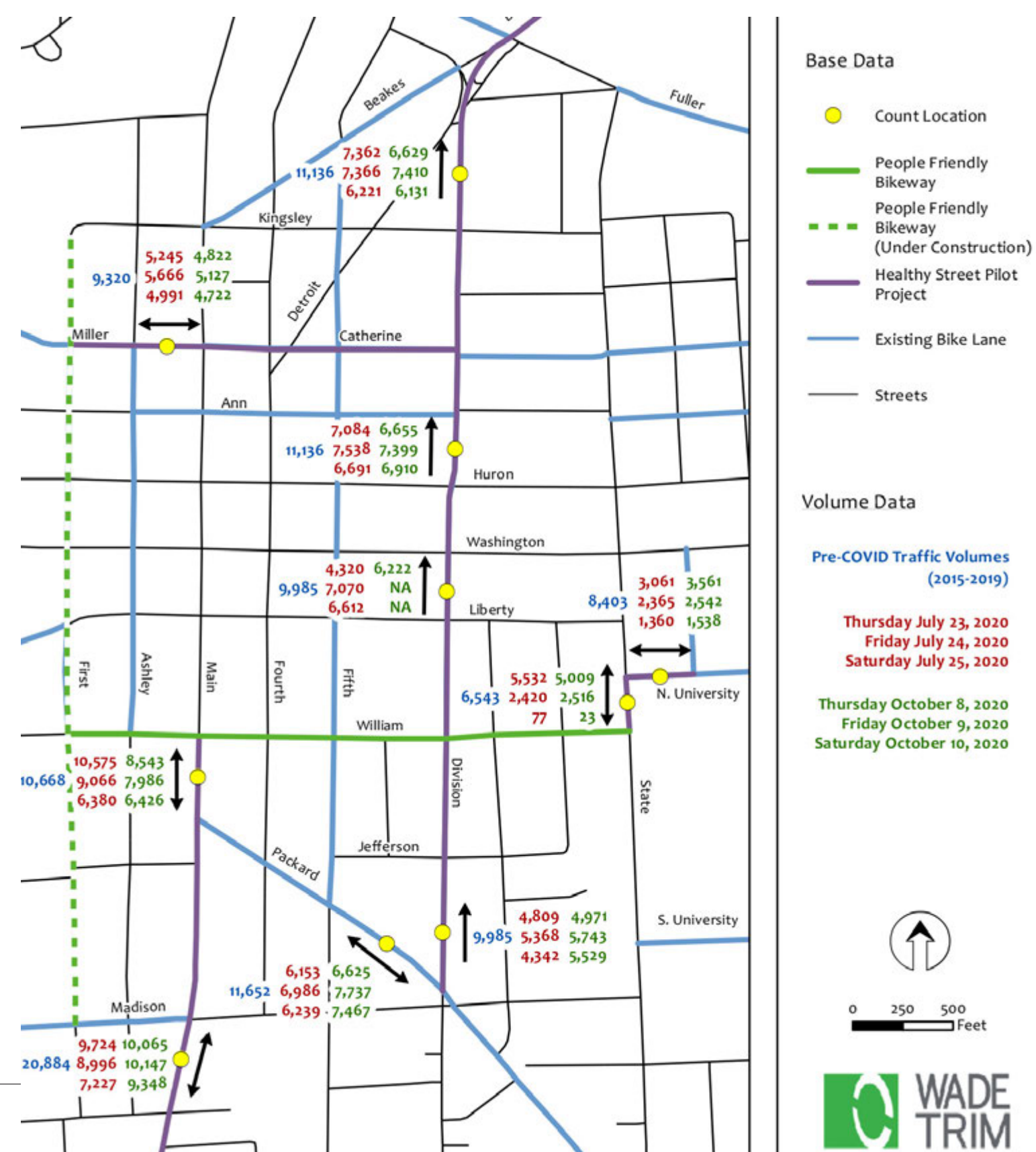
- **Increased demand for biking and walking space**
- **Increased pressure on curbside space**
 - Flexible space, short-term parking, more pick-up/drop-off
- **Commercial activity (retail and restaurants) impacts**
 - Street closures and flexible use of street space to support business activity broadly supported and successful
- **Transit service impacts**
 - Limited bus capacity
 - Reduced ridership impacts level of service and operations



PATTERNS HAVE CHANGED

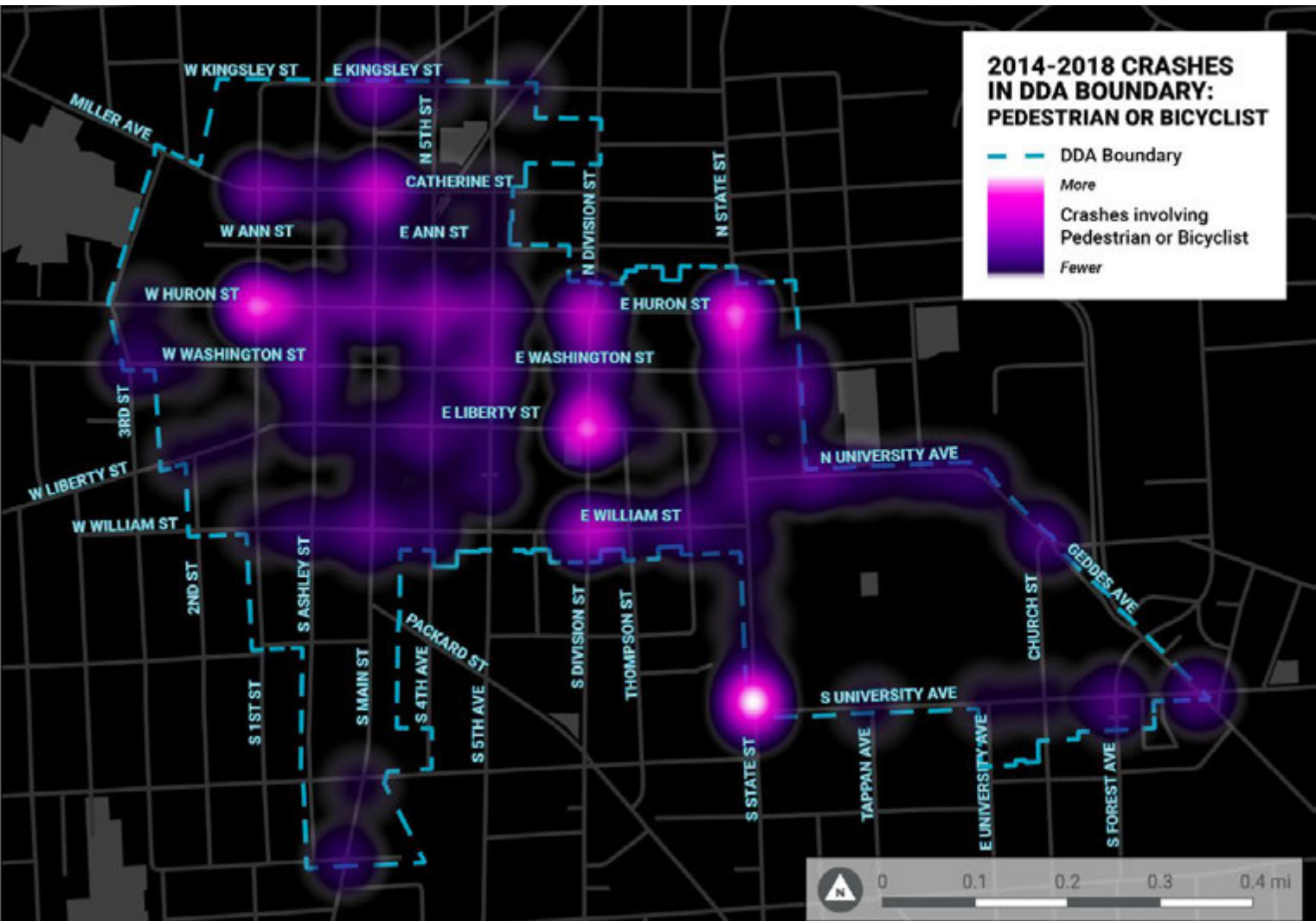
HOW DO WE POSITION FOR LONG-TERM ADJUSTMENTS?

- Traffic volumes are down (still)
 - Less congested streets can result in more speeding.
- Bikes and pedestrians in the roadway pose safety concerns.
- Unknown timeframe for when traffic volumes will reach prior peaks – if ever.
- Businesses preparing for long-term changes in work patterns post-pandemic

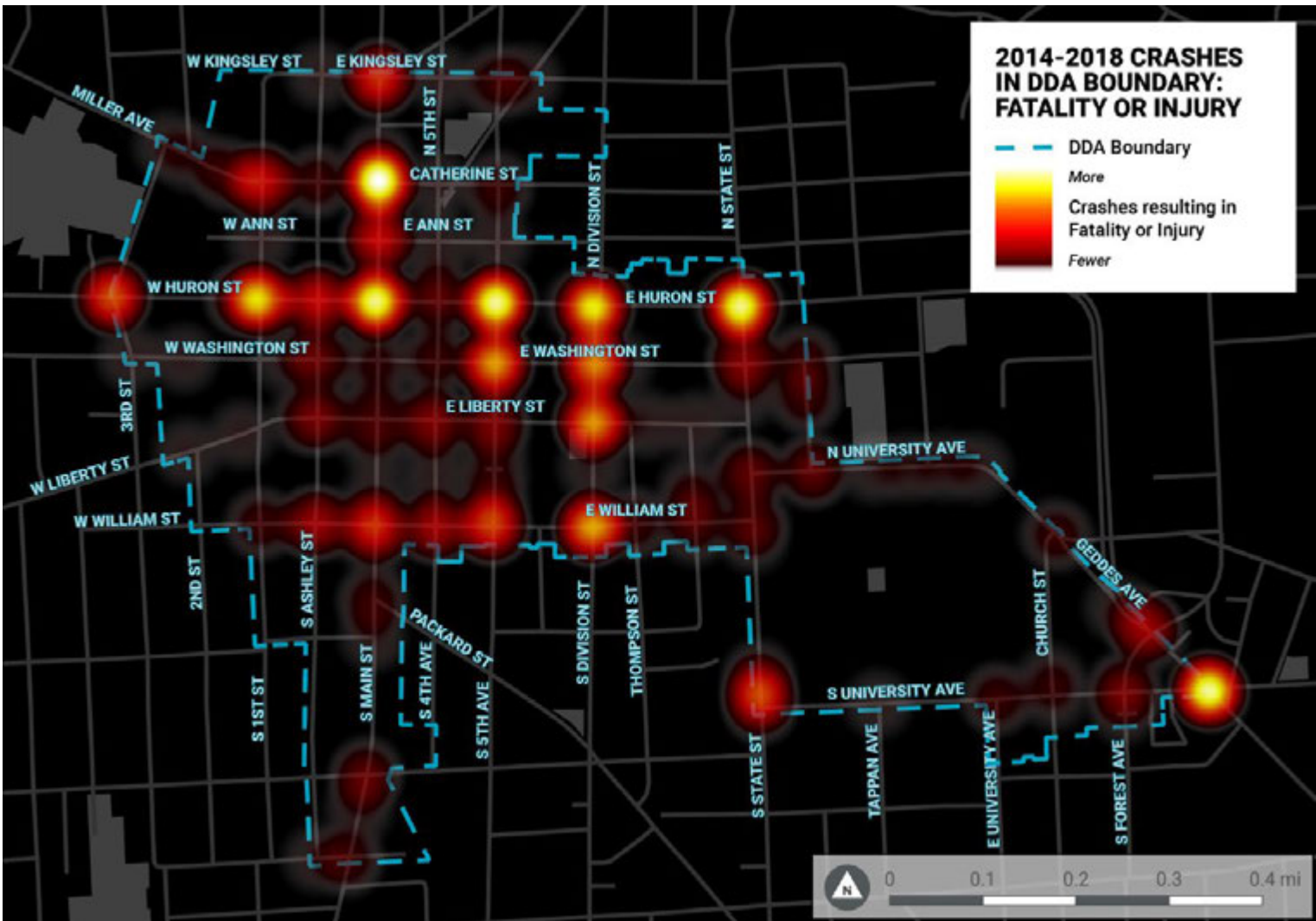


FOCUS ON SAFETY + VISION ZERO

VULNERABLE USER (BIKE/PED) CRASHES



FATAL AND SERIOUS INJURY (FSI) CRASHES



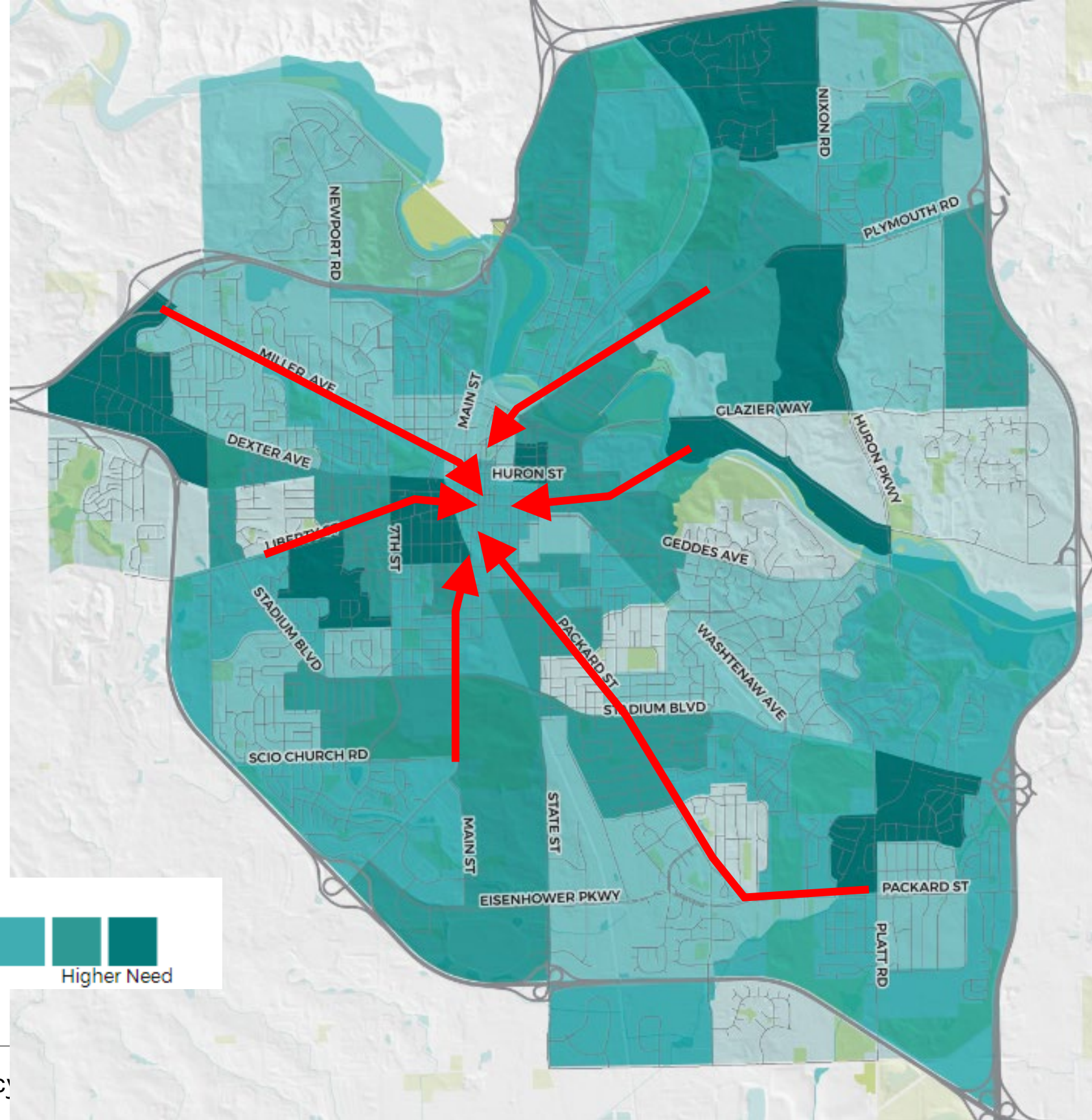
PUSH FOR EQUITY

TRANSPORTATION MASTER PLAN UPDATE

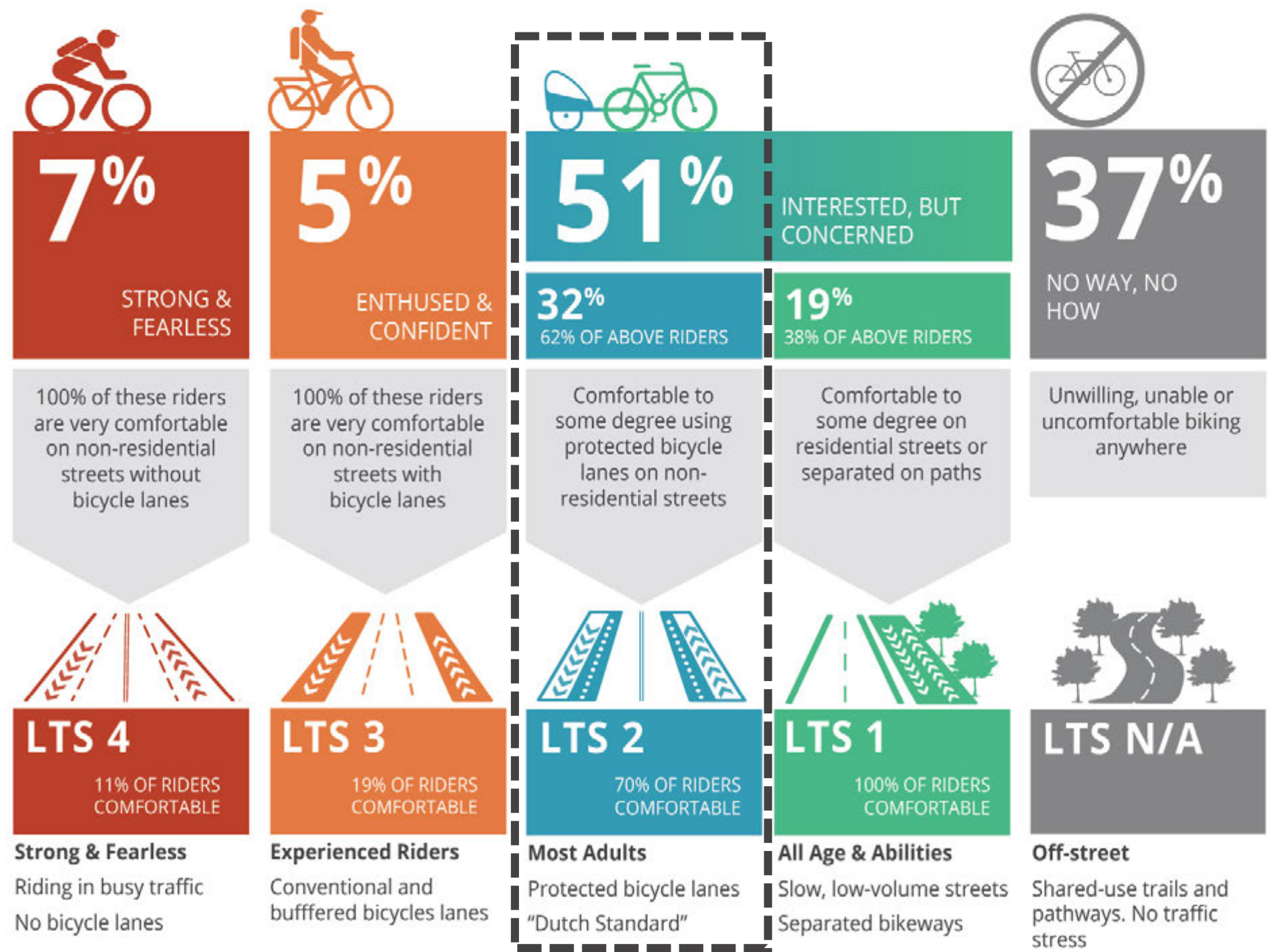
- What **routes** serve the most vulnerable?
 - What destinations are most important to access?
 - What modes of travel are people dependent upon?
 - How does housing affordability impact transportation?

Transportation Equity Needs

(U.S. Census Bureau; American Community Survey, 2016)



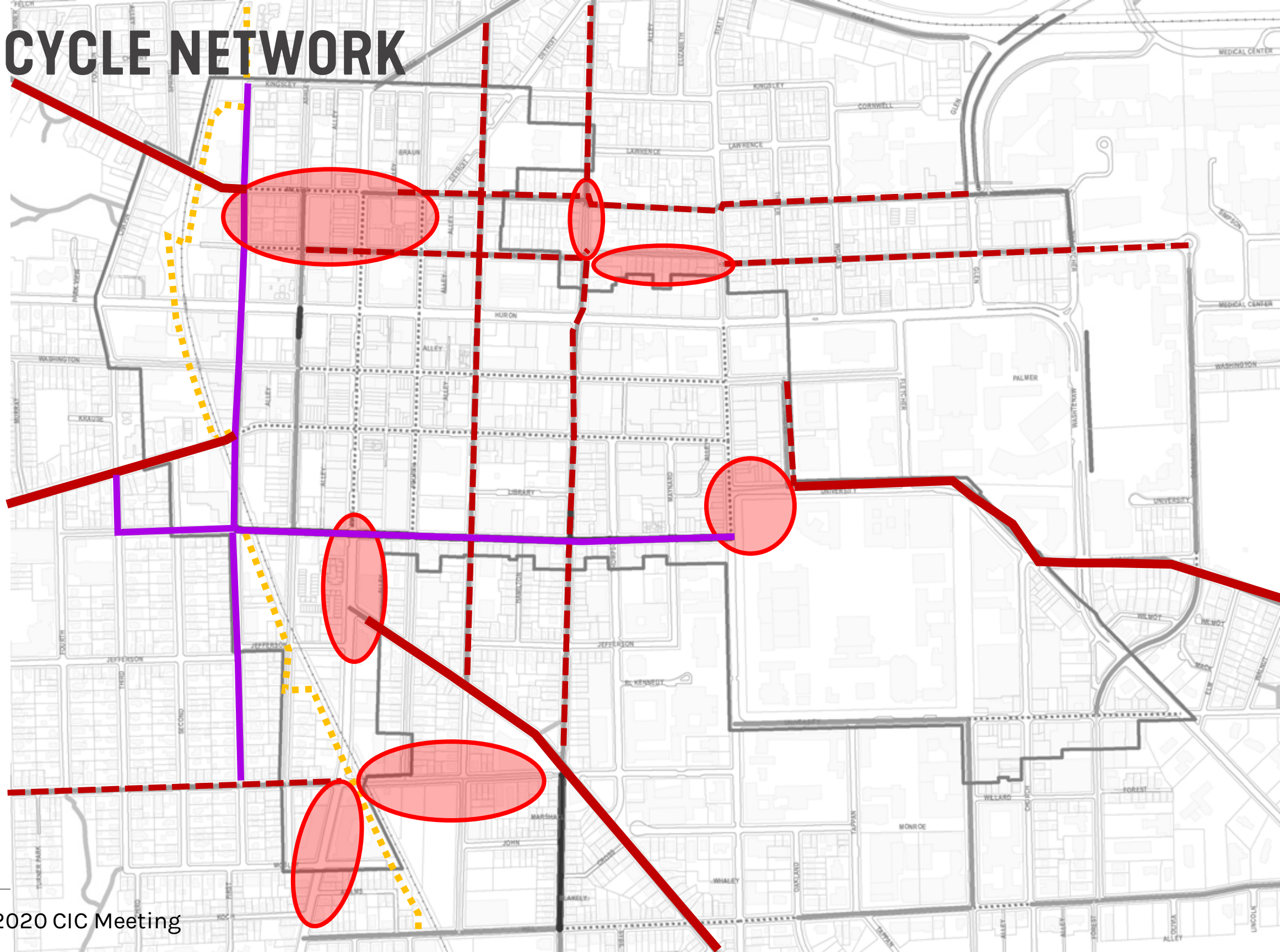
ALIGNING BICYCLE COMFORT AND INFRASTRUCTURE



GAPS + HIGHER STRESS AREAS

 Gaps with no and/or partial facility

Existing/ under construction separated bikeways (lower stress)



2020 DOWNTOWN PILOT PROJECTS

PEOPLE-FRIENDLY STREETS

2020 DOWNTOWN HEALTHY STREET PILOT PROJECTS

PROJECT UPDATES

- **Pilot Project Purpose:**
 - COVID-19 response
 - Support DDA core values – focus on safety, equitable access, carbon neutrality
 - Informed future opportunities

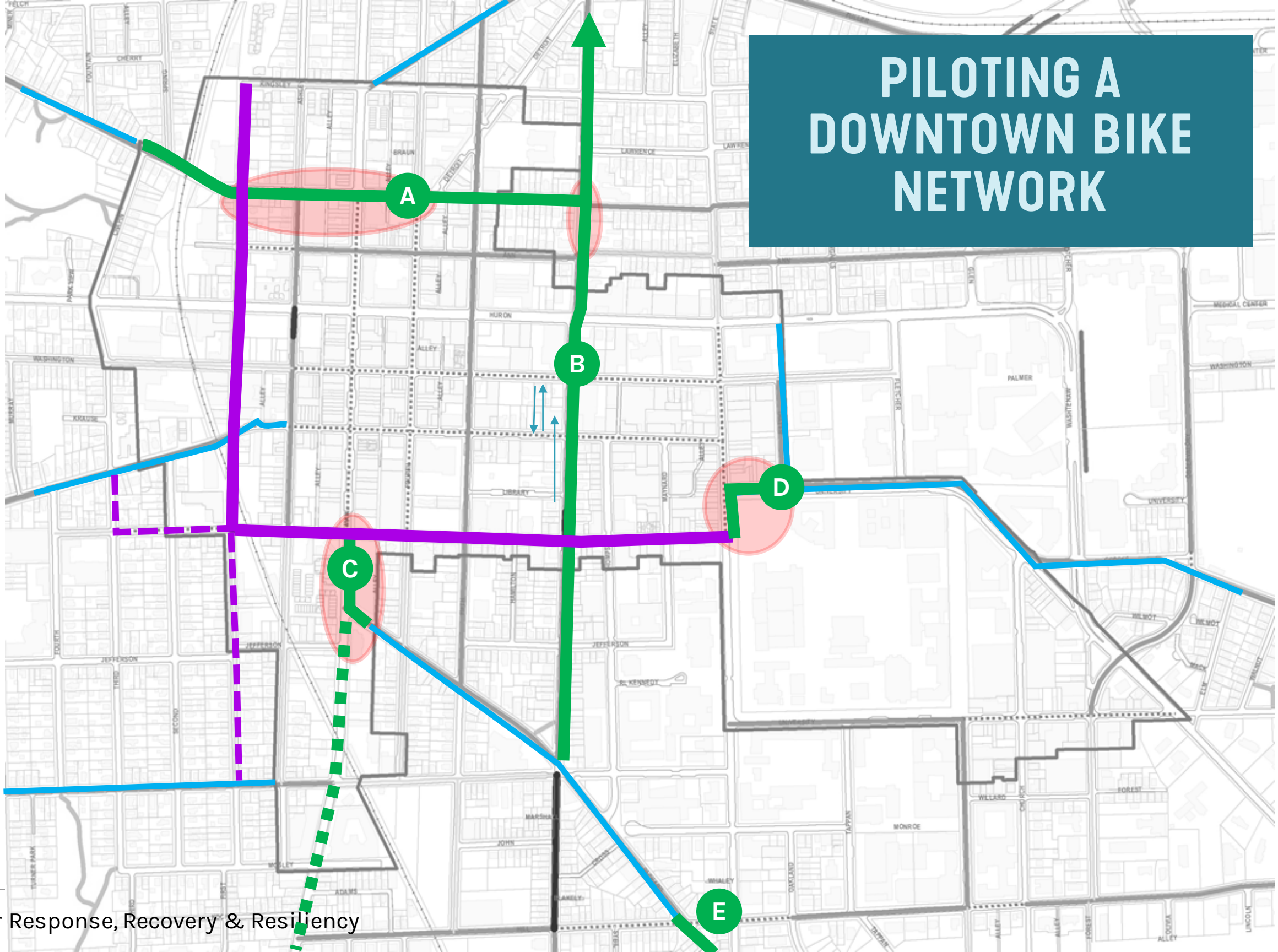


DDA-LED PILOT PROJECTS

- A** Miller/Catherine Bikeway
- B** Division St. Bikeway
- C** S. Main Bike Lane Connection (with city extension)
- D** State St / N. University Link
- E** Packard Triangle

- Existing bike lanes
- Existing/ Under construction separated bikeway
- Planned advisory bike lanes

PILOTING A DOWNTOWN BIKE NETWORK



2020 DOWNTOWN HEALTHY STREET PILOT PROJECTS

PROJECT UPDATES

- **Projects met the goals**
 - Improved safety
 - Improved access
- **695 survey responses**
 - High level of use (67% of respondents used at least one pilot project)
- **Informed design for future projects**



A photograph of a busy street at dusk. In the foreground, several people are walking away from the camera. To the left is a shop named 'Kilwin's Chocolates' with a red awning that also says 'hand made Chocolates'. The shop's window displays various chocolate products. To the right of the chocolate shop is an ice cream shop with a sign that says 'Kilwin's Ice Cream' and 'ICE CREAM'. Further down the street, there is a sign for 'HOBOT' and a street sign for 'MAIN STREET'. The overall atmosphere is warm and inviting, with the shop's lights contrasting against the darkening sky.

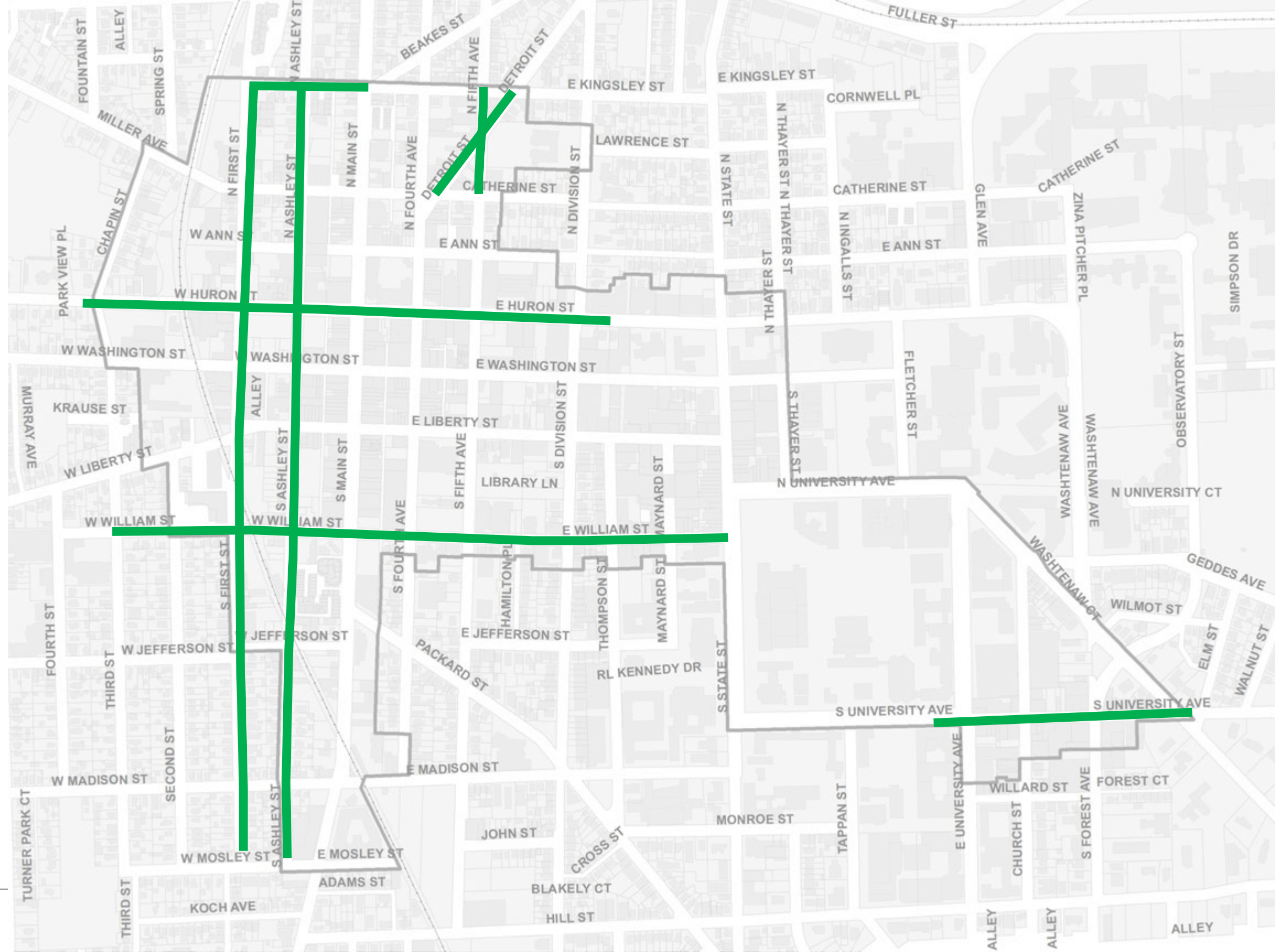
LOOKING AHEAD

PEOPLE-FRIENDLY STREETS

PRIOR DDA STREET PROJECTS

- South University
- Fifth & Detroit
- Huron Street
- William Street
- First & Ashley Streets

Prior PFS Projects



PROJECT OPPORTUNITIES + VALUES

PRIMARY OBJECTIVE

SUPPORTS

	Safety & Comfort	Equitable Access: Bike Connectivity	Equitable Access: Transit	Affordable Housing Support (utilities)	Resilience & Sustainability	Vibrant Spaces for Commerce & Activity	Responsible Design & City Project Alignment
Division Street Bikeway							
Miller/Catherine Bikeway							
4 th Ave Transit + Resilient Street							
Washington Resilient Street							
5 th Ave							
South Main							
Ann Street (Miller/Cath Altern.)							

CANDIDATE PROJECTS

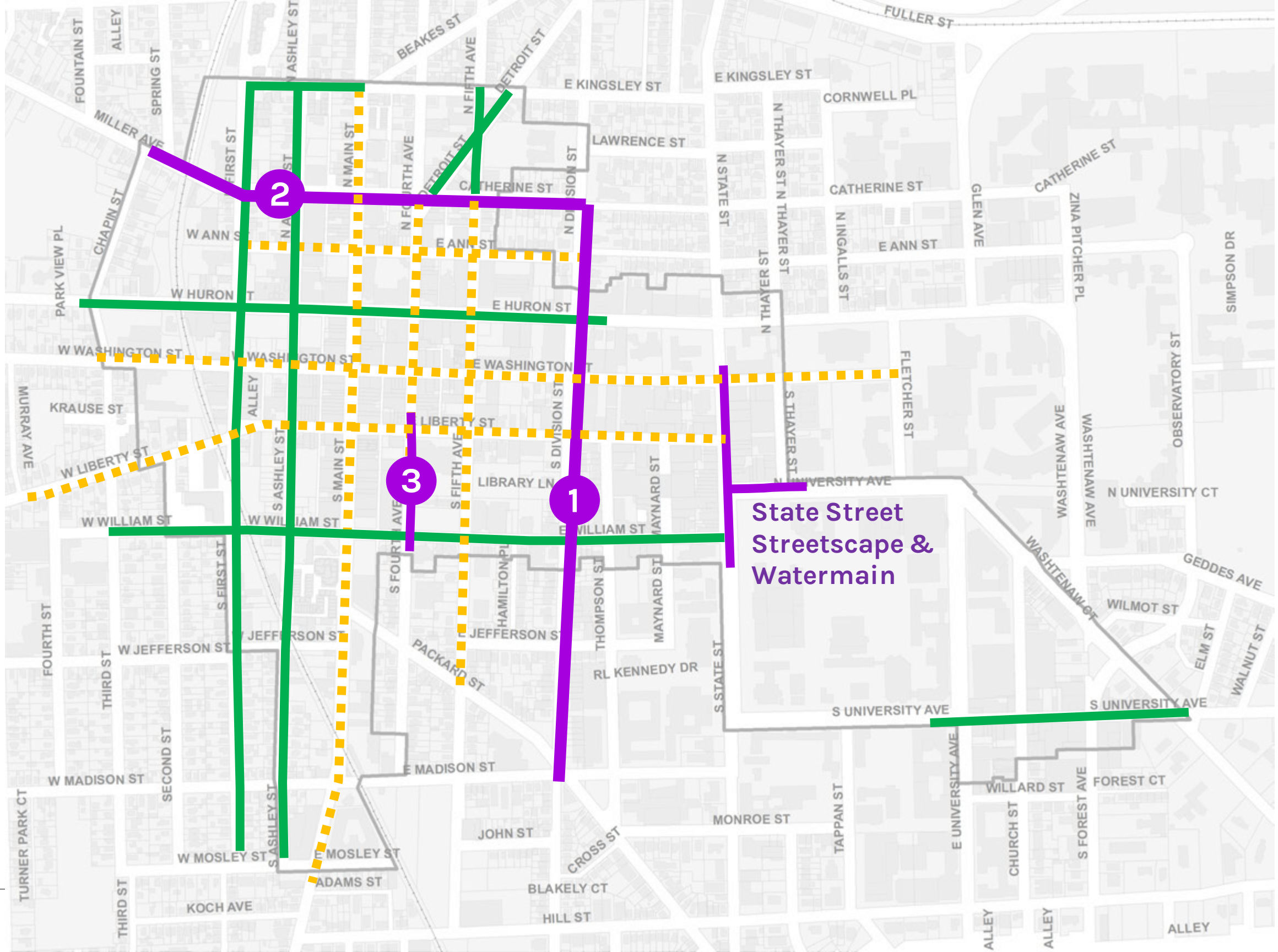
Priority Projects

- 1. Division Street Bikeway
- 2. Miller/Catherine Project (and Bikeway)
- 3. 4th Ave Street Project (+ Transit support)

Other Potential Infrastructure Projects



Prior PFS Projects



State Street
Streetscape &
Watermain

HOW WILL THESE PROJECTS ADVANCE?

DESIGN AND IMPLEMENTATION PROCESS

- Public and stakeholder engagement to understand needs and inform the design of scheduled projects:
 - Division Street (2021 fall construction)
 - State Street (2022 construction)
- Recommendations to the DDA board (following engagement and analysis) for what other infrastructure projects advance as part of the PFS program:
 - Scope
 - Timing
 - Budget



WORKSHOP PURPOSE + SCHEDULE

MARCH 9

DAY 1 – Kick-Off

- Overview Presentations Values, and Infrastructure
- Q&A Session following this presentation
- **Session Times**
 - 12:00-1:30pm
 - 4:00 – 5:30pm

MARCH 10

DAY 2 – Roll-up Our Sleeves

- **Project Breakouts**
 - Division Street Bikeway
 - State Street Project
 - Miller/Catherine Project
 - 4th Ave Project
 - Future Street Projects
- **Session Times**
 - 12:00-2:00pm
 - 4:00-6:00pm

MARCH 11

DAY 3 – Report-Out

- Community Wrap-up and Report Out
- **Session Time**
 - 4:00-5:00pm

Stakeholder Discussions on-going during the 3-days

CONTACT & FEEDBACK

STAYING CONNECTED

- Contact **Amber Miller** (Ann Arbor DDA):
 - amiller@a2dda.org
- **Project Website**
 - www.peoplefriendlystreets.org



A photograph of a street scene at dusk. In the foreground, a group of people are walking away from the camera. To the left is a shop named 'Milwin's hand made Chocolates' with a red awning and a display window showing various chocolate products. To the right, there's a 'HOBOT' sign and a 'MAIN STREET' sign. The overall scene is dimly lit with streetlights and shop lights visible.

QUESTION + ANSWERS

GROUND RULES FOR DISCUSSION

THANK YOU – LET’S TALK!

