PEOPLE-FRIENDLY STREETS

Public Workshop
March, 2021

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
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**
- Amber Miller
- Maura Thomson
- Liz Rolla

**City of Ann Arbor Staff**
- Raymond Hess
- Brian Slizewski
- Heather Seyfarth

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- Oliver Kiley
- Anh Le
- Steven Thomas

**Toole Design Group**
- Addie Weber
- Chris Wall
- Lori Pawlik

**SmithGroup**
- Bob Doyle
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- Ian Lockwood
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PROJECT UPDATES

PEOPLE-FRIENDLY STREETS
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

VALUES ARE USED...
...during planning/design to identify and prioritize project opportunities.
...after implementation to measure success and impact.

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

DDA BOARD APPROVAL JULY 2020
Climate events, lack of access, and significant disparity between wages and housing costs hamper economic health and increase inequities.

**COMMUNITY ALIGNMENT + BUILDING RESILIENCE**

**KEY CITY INITIATIVES**

- Affordable Housing Initiatives
- Housing Commission Analysis of City-Owned Properties
- A2 Zero – Carbon Action Plan
- Office of Sustainability & Innovation
- Transportation Master Plan
- Transportation Department
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
November 2020
Above illustrations by Pablo Stanley
City of Ann Arbor Comprehensive Transportation Plan

DRAFT FINAL
November 2020

Shared Values
- People-Friendly Streets
- Safety
- Equity
- Comfort
- Affordability
- Vibrancy
- Resiliency
- Responsibility
- Civic
Executive Summary

Ann Arbor’s streets and transportation system are crucial to our city’s day-to-day functioning as well as 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 2030, we will 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 single intersections or corridors 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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12. Improve multimodal access to transit stops.
Three Types of Safety

Substantive Safety
Statistical Safety (Vision Zero)
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  - Statistical Safety (Vision Zero)

- Comfort
  - Feeling of Safety (Perceptions, Decision-Making, Value)
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- Nominal Safety
- Legal Safety
  (Freedom from Liability, Standard Practices, Street Design Guidelines)

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Complete Street:
a street that is designed to comfortably accommodate those who use the street.
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By 2025,…eliminate fatalities and serious injuries

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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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Consider **20 mph** by 2025.
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Policy directions that benefit by slower speeds for motorists:

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Policy directions that benefit by slower speeds for motorists:

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 half mile of the all ages and abilities bicycle network
- Population within a half mile of high-frequency transit stops (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:

**Dangerous Behaviors 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. 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.

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)(a).
- 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 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:

### Setting Safe Speed Limits and Matching Design Speed

#### Dangerous Behaviors

**Speed**

**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.  

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.  

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.

#### 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 turning 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

#### Next Action Steps

- Expand school zones with reduced speed limits to all areas 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 350 of 1949, 257.627(b)).
- Establish 25 mph or lower as the default speed limit on local residential streets (per Michigan Vehicle Code Act 350 of 1949, 257.627(b)).
- 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.
- 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.

#### 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:

Ann Arbor’s policy commitments to reduce speeds on residential streets, downtown streets, and major streets is probably the most important thing that the City can do.
Reduce Vehicle-Miles-Traveled (VMT) by at least 50% by 2030

STRATEGY 4:
Reduce the Miles we Travel in our Vehicles by at least 50%

This strategy focuses on reducing the use of personal 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 trend, 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 4% of community-wide emissions and cost just over $300,000,000 due to mostly physical infrastructure costs.
Reduce Vehicle-Miles-Traveled (VMT) by at least 50% by 2030

STRATEGY 4:
Reduce the Miles we Travel in our Vehicles by at least 50%

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2. Expand and Improve Local Transit
3. Expand and Improve Regional Transit
4. Increase Number of Park and Ride 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 10% of community-wide emissions and cost just over $900,000,000 due to mostly physical infrastructure costs.

Healthy People & Sustainable Places
- Average vehicle miles traveled (VMT) per day
- Share of the population living in 30-minute neighborhoods
- Share of the population meeting physical activity guidelines

Mobility
- Number of safety improvements installed on focus corridors and intersections per year
- Population within a 1/4 mile of the all-ages and abilities bicycle network
- Population within a 1/4 mile of high-frequency bus stops

Regional Connecting
- Share of commuters on transit
- # of gorupass (or less) riders

A2ZERO
EQUITABLE • SUSTAINABLE • TRANSFORMATIVE

ANN ARBOR'S LIVING CARBON NEUTRALITY PLAN
APRIL 2030

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.
Lowering VMT is necessary but it is sufficient?
Universal Transportation and Land Use Planning Equation:

**total number of trips** all travel modes

- social trips
- shopping trips
- work trips
- recreational trips
- active trips
- educational trips
- cultural trips
- leisure trips
- combined trips
Universal Transportation and Land Use Planning Equation:

modal split \text{automobile} \times \text{total number of trips all travel modes}

- build sidewalks
- transit priority
- transit funding
- complete streets
- tax reform
- teleworking
- congestion pricing
- safe routes to school
- build bike infrastructure
- automobile parking reform
- lower automobile subsidies
- incentivize active transportation
- transportation demand management
- increase comfort for walking and cycling
- build engaging street and trail environments

- social trips
- shopping trips
- work trips
- recreational trips
- active trips
- educational trips
- cultural trips
- leisure trips
- combined trips
Universal Transportation and Land Use Planning Equation:

\[ \text{vehicle miles travelled (VMT)} = \text{modal split}_{\text{automobile}} \times \text{total number of trips}_{\text{all travel modes}} \]

- VMT per capita
- VMT total for the city
- VMT per resident
- VMT per employee
- VMT per visitor

- build sidewalks
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- transit funding
- complete streets
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Universal Transportation and Land Use Planning Equation:

\[ \text{vehicle miles travelled (VMT)} = \text{modal split}_{\text{automobile}} \times \text{total number of trips}_{\text{all travel modes}} \times \text{average trip length}_{\text{automobile}} \]

- **Vehicle miles travelled (VMT)**
  - VMT per capita
  - VMT total for the city
  - VMT per resident
  - VMT per employee
  - VMT per visitor

- **Modal split**
  - build sidewalks
  - transit priority
  - transit funding
  - complete streets
  - tax reform
  - teleworking
  - congestion pricing
  - safe routes to school
  - build bike infrastructure
  - automobile parking reform
  - automobile subsidies
  - incentivize active transportation
  - transportation demand management
  - increase comfort for walking and cycling
  - build engaging street and trail environments

- **Total number of trips**
  - social trips
  - shopping trips
  - work trips
  - recreational trips
  - active trips
  - educational trips
  - cultural trips
  - leisure trips
  - combined trips

- **Average trip length**
  - increase land use densities
  - increase land use mix
  - increase connectivity
  - slow design, operating, and posted speeds
  - increase accessibility
  - restore 2-way operations on 1-way streets
  - replace highways in cities with urban infrastructure
  - suburban/urban tax reform
  - rural preservation
  - planning policy reform
Universal Transportation and Land Use Planning Equation:

\[ \text{vehicle miles travelled (VMT)} = \text{modal split} \times \text{total number of trips} \times \text{average trip length} \]

Four Measures of Effectiveness (4 MOEs)

- VMT per capita
- VMT per resident
- VMT per employee
- VMT per visitor

Vehicle Miles Traveled

Build sidewalks
Transit priority
Transit funding
Complete streets
Tax reform
teleworking
Congestion pricing
Safe routes to school
Build bike infrastructure
Automobile parking reform
Lower automobile subsidies
Incentivize active transportation
Transportation demand management
Increase comfort for walking and cycling
Build engaging street and trail environments

Modal Split

- Social trips
- Shopping trips
- Work trips
- Recreational trips
- Active trips
- Educational trips
- Cultural trips
- Leisure trips
- Combined trips

Total Number of Trips

Increase land use densities
Increase land use mix
Increase connectivity
Slow design, operating, and posted speeds
Increase accessibility
Restore 2-way operations on 1-way streets
Replace highways in cities with urban infrastructure
Suburban/urban tax reform
Rural preservation
Planning policy reform
Universal Transportation and Land Use Planning Equation:

\[
\text{Four Measures of Effectiveness (4 MOEs)} \quad \text{vehicle miles travelled (VMT)} = \text{modal split} \text{ automobile} \times \text{total number of trips} \text{ all travel modes} \times \text{average trip length} \text{ automobile}
\]

**Examples of Related Components**

- VMT per capita
- VMT total for the city
- VMT per resident
- VMT per employee
- VMT per visitor

- build sidewalks
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- safe routes to school
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- increase comfort for walking and cycling
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- social trips
- shopping trips
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- combined trips

- increase land use densities
- increase land use mix
- increase connectivity
- slow design, operating, and posted speeds
- increase accessibility
- restore 2-way operations on 1-way streets
- replace highways in cities with urban infrastructure
- suburban/urban tax reform
- rural preservation
- planning policy reform
Universal Transportation and Land Use Planning Equation:

Public Policy Statement
- It is good public policy to:
  1) reduce VMT by:
  2) reducing the percentage of trips made by automobile;
  3) increasing vibrancy (a.k.a. the number of trips of all kinds); and
  4) reducing the average trip lengths for each mode, especially automobiles.

Four Measures of Effectiveness (4 MOEs)
- vehicle miles travelled (VMT) = modal split automobile \times total number of trips all travel modes \times average trip length automobile

Examples of Related Components
- VMT per capita
- VMT total for the city
- VMT per resident
- VMT per employee
- VMT per visitor

Examples of related components:
- build sidewalks
- transit priority
- transit funding
- complete streets
- tax reform
- teleworking
- congestion pricing
- safe routes to school
- build bike infrastructure
- automobile parking reform
- lower automobile subsidies
- incentivize active transportation
- transportation demand management
- increase comfort for walking and cycling
- build engaging street and trail environments

Examples of related components (social):
- social trips
- shopping trips
- work trips
- recreational trips
- active trips
- educational trips
- cultural trips
- leisure trips
- combined trips

Examples of increases:
- Increase land use densities
- Increase land use mix
- Increase connectivity
- Slow design, operating, and posted speeds
- Increase accessibility
- Restore 2-way operations on 1-way streets
- Replace highways in cities with urban infrastructure
- Suburban/urban tax reform
- Rural preservation planning policy reform
Universal Transportation and Land Use Planning Equation:

\[
\text{VMT} \times \text{modality split} \times \text{total number of trips} \times \text{average trip length} = \text{vehicle miles travelled (VMT)}
\]

**Public Policy Statement**

- It is good public policy to:
  1. reduce VMT by:
  2. reducing the percentage of trips made by automobile;
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  4. reducing the average trip lengths for each mode, especially automobiles.

**Four Measures of Effectiveness (4 MOEs)**

**Examples of Related Components**

- VMT per capita
- VMT total for the city
- VMT per resident
- VMT per employee
- VMT per visitor

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- Leisure trips
- Combined trips

**Integrated Metrics**

- Includes Land Use
- Includes Transportation
Universal Transportation and Land Use Planning Equation:

\[
\text{L.O.S.} = \frac{\text{vehicle miles travelled (VMT)}}{\text{modal split automobile}} \times \text{total number of trips all travel modes} \times \text{average trip length automobile}
\]

- **Public Policy Statement**
  - It is good public policy to:
    1. reduce VMT by;
    2. reducing the percentage of trips made by automobile;
    3. increasing vibrancy (a.k.a. the number of trips of all kinds); and
    4. reducing the average trip lengths for each mode, especially automobiles.

- **Four Measures of Effectiveness (4 MOEs)**
  - **vehicle miles travelled (VMT)**
  - **modal split automobile**
  - **total number of trips all travel modes**
  - **average trip length automobile**

- **Examples of Related Components**
  - VMT per capita
  - VMT total for the city
  - VMT per resident
  - VMT per employee
  - VMT per visitor

- **Integrated Metrics**
  - Includes Land Use
  - Includes Transportation

- **L.O.S.**
  - Last-in problem
  - Infill vs green-field
Universal Transportation and Land Use Planning Equation:

\[
\text{Vehicle miles travelled (VMT)} = \text{Modal split}\_\text{automobile} \times \text{Total number of trips}\_\text{all travel modes} \times \text{Average trip length}\_\text{automobile}
\]

**Public Policy Statement**

It is good public policy to:
1) Reduce VMT by:
2) Reducing the percentage of trips made by automobile;
3) Increasing vibrancy (a.k.a. the number of trips of all kinds); and
4) Reducing the average trip lengths for each mode, especially automobiles.

**Four Measures of Effectiveness (4 MOEs)**

- VMT per capita
- VMT total for the city
- VMT per resident
- VMT per employee
- VMT per visitor

**Examples of Related Components**

- Build sidewalks
- Transit priority
- Transit funding
- Complete streets
- Tax reform
- Teleworking
- Congestion pricing
- Safe routes to school
- Build bike infrastructure
- Automobile parking reform
- Lower automobile subsidies
- Incentivize active transportation
- Transportation demand management
- Increase comfort for walking and cycling
- Build engaging street and trail environments

**L.O.S.**

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

**Integrated Metrics**

Includes Transportation

Includes Land Use
Universal Transportation and Land Use Planning Equation:

\[
\text{VMT per capita} = \text{modal split}_\text{automobile} \times \text{total number of trips}_\text{all travel modes} \times \text{average trip length}_\text{automobile}
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- It is good public policy to:
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  3. increasing vibrancy (a.k.a. the number of trips of all kinds); and
  4. reducing the average trip lengths for each mode, especially automobiles.

Four Measures of Effectiveness (4 MOEs)

- Vehicle miles travelled (VMT)
- Modal split
- Total number of trips
- Average trip length

Examples of Related Components

- VMT per capita
- VMT total for the city
- VMT per resident
- VMT per employee
- VMT per visitor

Examples of Integrated Metrics

- Build sidewalks
- Transit priority
- Transit funding
- Complete streets
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- Congestion pricing
- Safe routes to school
- Build bike infrastructure
- Automobile parking reform
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- Increase comfort for walking and cycling
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- Social trips
- Shopping trips
- Work trips
- Recreational trips
- Active trips
- Educational trips
- Cultural trips
- Leisure trips
- Combined trips

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...)

Includes Land Use

- Includes Transportation
Universal Transportation and Land Use Planning Equation:

\[
\text{vehicle miles travelled (VMT)} = \frac{\text{modal split automobile}}{\text{total number of trips all travel modes}} \times \text{average trip length automobile}
\]

**Public Policy Statement**

It is good public policy to:
1. reduce VMT by:
   - reducing the percentage of trips made by automobile;
2. 
3. increasing vibrancy (a.k.a. the number of trips of all kinds); and
4. reducing the average trip lengths for each mode, especially automobiles.

**Four Measures of Effectiveness (4 MOEs)**

- Includes Land Use
- Includes Transportation

**Examples of Related Components**

- VMT per capita
- VMT total for the city
- VMT per resident
- VMT per employee
- VMT per visitor

- build sidewalks
- transit priority
- transit funding
- complete streets
- tax reform
- teleworking
- congestion pricing
- safe routes to school
- build bike infrastructure
- automobile parking reform
- lower automobile subsidies
- incentivize active transportation
- transportation demand management
- increase comfort for walking and cycling
- build engaging street and trail environments

**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:

\[ \text{L.O.S.} \]
- 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:

$$\text{VMT per capita} = \text{vehicle miles travelled (VMT)} \times \frac{\text{modal split}_{\text{automobile}}}{\text{total number of trips}_{\text{all travel modes}}} \times \text{average trip length}_{\text{automobile}}$$

Public Policy Statement

1. Reduce VMT by reducing the percentage of trips made by automobile.
2. Increasing vibrancy (a.k.a. the number of trips of all kinds).
3. Reducing the average trip lengths for each mode, especially automobiles.

Four Measures of Effectiveness (4 MOEs)

Examples of Related Components

- VMT per capita
- VMT total for the city
- VMT per resident
- VMT per employee
- VMT per visitor
- Build sidewalks
- Transit priority
- Transit funding
- Complete streets
- Tax reform
- Teleworking
- Congestion pricing
- Safe routes to school
- Bicycle infrastructure
- Automobile parking reform
- Lower automobile subsidies
- Incentivize active transportation
- Transportation demand management
- Increase comfort for walking and cycling
- Build engaging street and trail environments

Additional Examples:

- Increase land use densities
- Increase land use mix
- Increase connectivity
- Slow design, operating, and posted speeds
- Increase accessibility
- Restore 2-way operations on 1-way streets
- Replace highways in cities with urban infrastructure
- Suburban/urban tax reform
- Rural preservation
- Planning policy reform

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:

**Public Policy Statement**
- It is good public policy to:
  1. Reduce VMT by:
  2. Reducing the percentage of trips made by automobile;
  3. Increasing vibrancy (a.k.a. the number of trips of all kinds); and
  4. Reducing the average trip lengths for each mode, especially automobiles.

**Four Measures of Effectiveness (4 MOEs)**
- Vehicle miles travelled (VMT) = Modal split (automobile) \times Total number of trips (all travel modes) \times Average trip length (automobile)

**Examples of Related Components**
- VMT per capita
- VMT total for the city
- VMT per resident
- VMT per employee
- VMT per visitor

- * Build sidewalks
- * Transit priority
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- * Increase land use densities
- * Increase land use mix
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- * Rural preservation
- * Planning policy reform

**Community Goals**
- 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:

- Public Policy Statement
  - It is good public policy to:
    1. reduce VMT by:
    2. reducing the percentage of trips made by automobile;
    3. increasing vibrancy (a.k.a. the number of trips of all kinds); and
    4. reducing the average trip lengths for each mode, especially automobiles.

- Four Measures of Effectiveness (4 MOEs)
  - Vehicle miles travelled (VMT) = \( \frac{\text{modal split}}{\text{total number of trips}} \times \text{average trip length} \)

- Examples of Related Components
  - VMT per capita
  - VMT total for the city
  - VMT per resident
  - VMT per employee
  - VMT per visitor

- Examples of Related Components
  - Build sidewalks
  - Transit priority
  - Transit funding
  - Complete streets
  - Tax reform
  - Teleworking
  - Congestion pricing
  - Safe routes to school
  - Build bike infrastructure
  - Automobile parking reform
  - Lower automobile subsidies
  - Incentivize active transportation
  - Transportation demand management
  - Increase comfort for walking and cycling
  - Build engaging street and trail environments

- Examples of Related Components
  - Social trips
  - Shopping trips
  - Work trips
  - Recreational trips
  - Active trips
  - Educational trips
  - Cultural trips
  - Leisure trips
  - Combined trips

- Examples of Related Components
  - Increase land use densities
  - Increase land use mix
  - Increase connectivity
  - Slow design, operating, and posted speeds
  - Increase accessibility
  - Restore 2-way operations on 1-way streets
  - Replace highways in cities with urban infrastructure
  - Suburban/urban tax reform
  - Rural preservation
  - Planning policy reform

- Examples of Related Components
  - 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:

Public Policy Statement

1) reduce VMT by:
2) reducing the percentage of trips made by automobile;
3) increasing vibrancy (a.k.a. the number of trips of all kinds); and
4) reducing the average trip lengths for each mode, especially automobiles.

Four Measures of Effectiveness (4 MOEs)

vehicle miles travelled (VMT) = modal split automobile \times total number of trips all travel modes \times average trip length automobile

Examples of Related Components

- VMT per capita
- VMT total for the city
- VMT per resident
- VMT per employee
- VMT per visitor

- build sidewalks
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- safe routes to school
- build bike infrastructure
- automobile parking reform
- lower automobile subsidies
- incentivize active transportation
- transportation demand management
- increase comfort for walking and cycling
- build engaging street and trail environments
- build engaging street and trail environments
- increase land use densities
- increase land use mix
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- slow design, operating, and posted speeds
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- restore 2-way operations on 1-way streets
- replace highways in cities with urban infrastructure
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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:

Public Policy Statement

Four Measures of Effectiveness (4 MOEs)

Examples of Related Components

vehicle miles travelled (VMT) = modal split \_automobile \times total number of trips \_all travel modes \times average trip length \_automobile

- build sidewalks
- transit priority
- complete streets
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- social trips
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- increase land use mix
- increase connectivity
- slow design, operating, and posted speeds
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Equitable, just access for all people
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Universal Transportation and Land Use Planning Equation:

Public Policy Statement

1) reduce VMT by:
2) reducing the percentage of trips made by automobile;
3) increasing vibrancy (a.k.a. the number of trips of all kinds); and
4) reducing the average trip lengths for each mode, especially automobiles.

Four Measures of Effectiveness (4 MOEs)

- vehicle miles travelled (VMT)
- modal split (automobile)
- total number of trips (all travel modes)
- average trip length (automobile)

Examples of Related Components

- VMT per capita
- VMT total for the city
- VMT per resident
- VMT per employee
- VMT per visitor

- build sidewalks
- transit priority
- transit funding
- complete streets
- tax reform
- teleworking
- congestion pricing
- safe routes to school
- build bike infrastructure
- automobile parking reform
- lower automobile subsidies
- incentivate active transportation
- transportation demand management
- increase comfort for walking and cycling
- build engaging street and trail environments

- social trips
- shopping trips
- work trips
- recreational trips
- active trips
- educational trips
- cultural trips
- leisure trips
- combined trips

- increase land use densities
- increase land use mix
- increase connectivity
- slow design, operating, and posted speeds
- increase accessibility
- restore 2-way operations on 1-way streets
- replace highways in cities with urban infrastructure
- suburban/urban tax reform
- rural preservation
- planning policy reform

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:

Public Policy Statement

1) reduce VMT by:
2) reducing the percentage of trips made by automobile;
3) increasing vibrancy (a.k.a. the number of trips of all kinds); and
4) reducing the average trip lengths for each mode, especially automobiles.

Four Measures of Effectiveness

(4 MOEs)

Examples of Related Components

vehicle miles travelled (VMT) = modal split automobile \times total number of trips all travel modes \times average trip length automobile

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Examples of Related Components:
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Examples of MOEs:
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- automobile parking reform
- lower automobile subsidies
- incentivize active transportation
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Examples of Policy and Implementation:
- Responsible design and implementation
- Connected community with streets as civic space
- Resilient and thriving local economy
- Vibrant and engaged, inclusive community
- Affordable, energy responsible downtown
- Equitable, just access for all people

Examples of Policy and Implementation:
- Safe, comfortable downtown streets
- Design for all
- Transportation
- Land use
- Equity
- Public space
- Community
- Mobility
- Design
Universal Transportation and Land Use Planning Equation:

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- **combined trips**

Examples of benefits:

- **increase land use densities**
- **increase land use mix**
- **slow design, operating, and posted speeds**
- **increase accessibility**
- **restore 2-way operations on 1-way streets**
- **replace highways in cities with urban infrastructure**
- **suburban/urban tax reform**
- **rural preservation**
- **planning policy reform**

Additional benefits:

- **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**
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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Paths should never dominate their places.
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.
Universal Transportation and Land Use Planning Equation:

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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
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
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
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:

<table>
<thead>
<tr>
<th>Trip Type</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>work</td>
<td>18.0</td>
</tr>
<tr>
<td>work-related</td>
<td>2.6</td>
</tr>
<tr>
<td>shopping</td>
<td>20.2</td>
</tr>
<tr>
<td>doctor/dentist</td>
<td>1.5</td>
</tr>
<tr>
<td>family/personal</td>
<td>24.2</td>
</tr>
<tr>
<td>church/school</td>
<td>8.8</td>
</tr>
<tr>
<td>social/recreational</td>
<td>24.5</td>
</tr>
<tr>
<td>other</td>
<td>0.2</td>
</tr>
</tbody>
</table>
Hello? Mixed land use and density reduce my average weekend trip length by about 85%.
Mobility is about the Integration of Transportation and Land Use
The purpose of cities is to advance efficient & effective exchange.
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The “transportation purpose” of cities is to minimize long-distance travel (i.e., reduce miles traveled)
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The “land use purpose” of cities is to concentrate the components for civic life (i.e., provide proximity).
The purpose of cities is to advance efficient & effective exchange.

The “transportation purpose” of cities is to minimize long-distance travel (i.e., reduce miles traveled)

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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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Transportation & Land Use Planning Sustainability Litmus Test:
Does the change reward the short trip or the transit trip?
Traditional City
Value = fn (proximity to center)
Traditional City
Value = fn (proximity to center)

Conventional Theory
Value = fn (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 as 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.
Executive Summary

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)
GREETINGS from SOUTH BEND INDIANA
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.
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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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
• 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?
ALIGNING BICYCLE COMFORT AND INFRASTRUCTURE

- **Streets for Response, Recovery & Resiliency**

**7%**
- STRONG & FEARLESS
- 100% of these riders are very comfortable on non-residential streets without bicycle lanes

**5%**
- ENTHUSED & CONFIDENT
- 100% of these riders are very comfortable on non-residential streets with bicycle lanes

**51%**
- INTERESTED, BUT CONCERNED
- Comfortable to some degree using protected bicycle lanes on non-residential streets

**37%**
- NO WAY, NO HOW
- Comfortable to some degree using residential streets or separated on paths
- Unwilling, unable or uncomfortable biking anywhere

**LTS 4**
- 11% OF RIDERS COMFORTABLE
- Strong & Fearless
- Riding in busy traffic
- No bicycle lanes

**LTS 3**
- 15% OF RIDERS COMFORTABLE
- Experienced Riders
- Conventional and buffered bicycle lanes

**LTS 2**
- 70% OF RIDERS COMFORTABLE
- Most Adults
- Protected bicycle lanes
- "Dutch Standard"

**LTS 1**
- 100% OF RIDERS COMFORTABLE
- All Age & Abilities
- Slow, low-volume streets
- Separated bikeways

**LTS N/A**
- Off-street
- Shared-use trails and pathways. No traffic stress
Existing conventional bike lanes, not fully low stress

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

PILOTHING 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
LOOKING AHEAD

PEOPLE-FRIENDLY STREETS
Prior DDA Street Projects

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

Prior PFS Projects
<table>
<thead>
<tr>
<th>Division Street Bikeway</th>
<th>Safety &amp; Comfort</th>
<th>Equitable Access: Bike Connectivity</th>
<th>Equitable Access: Transit</th>
<th>Affordable Housing Support (utilities)</th>
<th>Resilience &amp; Sustainability</th>
<th>Vibrant Spaces for Commerce &amp; Activity</th>
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<td>5th Ave</td>
<td>Safety &amp; Comfort</td>
<td>Equitable Access: Bike Connectivity</td>
<td>Equitable Access: Transit</td>
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<tr>
<td>South Main</td>
<td>Safety &amp; Comfort</td>
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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**
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
  - 4<sup>th</sup> 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

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**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
QUESTION + ANSWERS

GROUND RULES FOR DISCUSSION
THANK YOU – LET’S TALK!