Resolutions to Advance Healthy Streets to Promote Safe Social Distancing Outdoors

STREETS FOR RESPONSE, RECOVERY, AND RESILIENCY

Photo Credit: Daniel Brenner
Increased demand for biking and walking space:
  - Need for physical distancing (coupled with decreased transit service and capacity)

Increased pressure on curbside space:
  - Loading/unloading, expanded seating and retail space, space for customer lines.

Commercial activity impacts – retail and restaurants.
  - Reduced operational capacity

Transit service impacts
  - Limited bus capacity
  - Reduced ridership impacts level of service and operation

Traffic volumes are down
  - But less congested streets can result in more speeding.
Requested:

- Staff implement residential street closures/reconfigurations based on resident requests as soon as possible (update included in City Administrators communication)

- Staff identify opportunities to use City streets to expand safe social distancing for pedestrians and cyclists based on best practices, work in other cities, and data (seeking City Council approval tonight).

Conveyed Important Considerations:

- 6-feet required for social distancing
- Best practices
- Safe distancing for pedestrians, cyclists, other modes
- Nighttime illumination
- Trip hazards + surface condition (potholes, vegetation, obstructions)
Adapting streets as pandemic phases and needs change

Build toward future vision and goals

Short-term and long-term strategies are needed, addressing:

- Safe mobility
- Healthy recreation and activity
- Commercial support
- Public health
- Systemic inequities

“Creating safe, walkable streets and choices for getting around are critical during the initial crisis response, and also to achieving a long-term economic recovery that is equitable, sustainable, and enduring.”

- Jannette Sadik-Khan
### NATIONAL GUIDANCE – COVID-19 RESPONSE PROJECTS

**NACTO GUIDE - STREETS FOR PANDEMIC RESPONSE AND RECOVERY**

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| Stay-at-home order in place     | • Sidewalk expansion for outdoor business support  
• Temporary pick-up / drop-off delivery zones                                               | • Pop-up bike lanes / separated lanes  
• Adjust signals/intersections for less pedestrian contact                                   |
| Pre-vaccine re-opening          | • Tactical lane/parking removal for business support (dining, drop-off/pick-up, etc.)  
• Street closures for business support (outdoor dining, etc.)  
• Sidewalk space expansion                                                           | • Separated bike lanes (interim / pilot design)  
• Vehicle speed management  
• Expanded bike network  
• Adjusted intersections  
• Sidewalk space expansion                                                         |
| Vaccine / post-COVID            | • Permanent sidewalk widening  
• Flexible curbside zones                                                                | • Vehicle speed management  
• Low stress bicycle network improvements                                               |

• Implemented/approved  
• Seeking City Council approval - via Temporary Response / Pilot Projects  
• Additional future consideration
WHAT ARE OTHER COMMUNITIES DOING?
QUICKLY ADAPTING STREETS TO MITIGATE CV-19 IMPACTS AND PROTECT HEALTH
HEALTHY STREETS PILOT OVERVIEW

STREET SELECTION
PILOT PROJECT - PROCESS STEPS

1. Coordinate
   - With City/DDA staff on engagement and connections
   - With Area Associations to avoid conflicts with commercial use areas

2. Determine pilot locations
   - Based on short-term needs for pandemic response and long-term goals
   - Focus on network gaps (target physical distancing + barriers to walking/biking + safety)
   - Review streets for pavement condition + lighting

3. Seek DDA Board approval for pilot implementation contract amount

4. **Seek City Council approval for lane reductions (requesting 90-day implementation)**

5. Install pilot projects

6. Monitor, engage, and adapt
Many locations align with recent projects (changes not reflected in data) or potential corridors.

- 4th & Catherine
- Division Street
- State Street
- William Street
- Huron Street
CRASH DATA & SAFETY - DOWNTOWN

PEDESTRIAN OR BIKE CRASHES RESULTING IN INJURY OR FATALITY

- 4th & Catherine
- Division Street
- State Street
- Huron Street

Many locations align with recent projects (changes not reflected in data) or potential corridors
Identification of focus corridors and intersections was based on the total number of crashes, the number of fatalities and injuries, and the number of crashes involving people biking and walking.

- Miller Street
- Packard Street
- Division Street
- S. Main Street
- State Street
- Washtenaw Ave
What routes serve the most vulnerable, considering:
- % dependent
- % minority
- % unemployed
- % renter
- % no vehicle households,
- % of household costs spent on transportation,
- Educational attainment,
- Per capita income.
LEVEL OF BICYCLE TRAFFIC STRESS

FROM TRANSPORTATION MASTER PLAN UPDATE

- LTS 1
- LTS 2
- LTS 3
- LTS 4
LTS 1 or 2 streets that may feel more stressful downtown, due to the following factors:

- Multi-lane one-way roads
- Higher intensity peak hour traffic volumes
- Higher speed roadways
- Narrower width lanes
- Limited treatments at intersections
Existing conventional bike lanes, not fully low stress

As above, 1-direction only

Gap with no / limited facility

Existing / under construction separated bikeways

Under construction advisory bike lanes in NBH streets
PILOT PROJECTS
DDA FUNDED

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

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

- Accommodate physical distancing space by repurposing a turn lane, parking lane, or travel lane.
- 13-15’ for bikeway
- Repurpose extra space for pedestrian passing.
- Minimal temporary striping and intersection treatments.

**EXAMPLE BLOCK – CATHERINE, 5TH AVE TO 4TH AVE**
HEALTHY STREETS PILOT PROJECT DETAILS

DOWNTOWN PILOTS
(A) MILLER / CATHERINE PILOT
FIRST STREET TO DIVISION

- Provides continuous connection from Miller bikes lanes into the Kerrytown district (fills a network gap)
- Connects to First Street Bikeway (under construction) and Division Street pilot

- Recommended 2-way bikeway
- Remove center turn lane
- Remove right turn lane
- Adjust parking lane
- Bike lane widening

Residential permit parking consolidated on the south side of the road

Provides continuous connection from Miller bikes lanes into the Kerrytown district (fills a network gap)

Connects to First Street Bikeway (under construction) and Division Street pilot

Recommended 2-way bikeway
Remove center turn lane
Remove right turn lane
Adjust parking lane
Bike lane widening

Streets for Response, Recovery & Resiliency
Existing

- 42’ pavement width
- Narrower existing sidewalk zone
Potential Direction

- 15’ for bikeway
- Intersection at 4th Ave is all-way stop, conducive to lane reduction
- Use southside bike lane as additional pedestrian crossing space
- Minimal lane re-striping needed
(B) DIVISION STREET PILOT
PACKARD TO BROADWAY BRIDGE

- Provides a lower stress connection N-S into and through the downtown. Connects to existing bike lanes on Packard and South Division.
- Liberty intersection area improvements, removes EB center turn to create curb side use zone.

- Recommended 2-way bikeway
- Remove travel lane
- Remove parking lane
- New parking/curb use lane

NORTH

THOMPSON

CATHERINE

ANN

HURON

WASHINGTON

LIBERTY

WILLIAM

PACKARD

NORTH

- Provides a lower stress connection N-S into and through the downtown. Connects to existing bike lanes on Packard and South Division.
- Liberty intersection area improvements, removes EB center turn to create curb side use zone.
Existing

- Typically 3-lanes
- Parking on the west side typically
- Existing bike lane on the east side
Potential Direction

- Convert one travel lane plus existing bike lane into a 2-way separated facility
- Can provide additional overflow pedestrian space
Provides a lower stress connection into the core downtown by filling a gap in the bicycle network between Packard and William.
**Existing**

- 4-5 lanes
- No dedicated bike facilities
Potential Direction

- Reduce to 2/3 lane roadway
- Add separated bike lanes separated by existing parking lanes
(D) PACKARD AT THE “TRIANGLE”  
HILL STREET TO STATE STREET

- Fills a gap in the bike lane network on Packard between State and Hill Street
Connects the William Street Bikeway to North University bike lanes and bike lane on Thayer Street (which connects to the Mid-block crossing on Huron).

Creates a new curb side use / flexible parking zone on State Street between N. University and Liberty.

- Recommended 2-way bikeway
- Remove center turn lane
- Remove right turn lane
- Remove travel lane
- New parking / curb use lane

New parking/curb lane for flexible use to support businesses

2-way separated bike lane at end of Diag
Existing

- Two northbound lanes
- Parking / curb-side zone only on one side of the street
**Potential**

Re-configure into a two-lane road

- Add curb-side zone on east side of the road for commercial/business support
- Maintain wider sidewalks and let café dining expand into curb zone.
HEALTHY STREETS PILOT PROJECT DETAILS

CITY LANE CLOSURES
PILOT PROJECTS
CITY-FUNDED

F  Broadway/Swift
G  S. Main
H  Packard Street

Recommended City Healthy Street Pilot
Potential Direction

- Existing bridge is 4-lanes, with wider outside lanes
Potential Direction

▪ Convert from 4 to 2 lanes

▪ Bikeway along Division continues on the south/east side of the bridge to Broadway Street

▪ North/west side is for additional pedestrian space.
Existing

- Four travel lanes
- No bike facilities
- Bikes frequently on the sidewalk
- Sidewalk narrow with limited pedestrian passing space
Potential Direction

- 4 to 2 lane conversion
- Add separated bike lanes with construction cones
- Bike lanes also provide extra pedestrian passing space along narrow roadway
Existing

- 5 lanes
- No dedicated bike facilities
Potential Direction

- Reduce 3-lane roadway
- Add separated bike lanes in the outside lanes
Recommended downtown pilot facilities:

- Remove center turn lane
- Remove right turn lane
- Remove travel lane
- Adjust parking lane

City Healthy Street Connection:

- Miller/Catherine
- Division
- S. Main
- State
- Packard
PILOT ADJUSTMENT SUMMARY
CITY-FUNDED

- Recommended City Healthy Street Pilot
- Remove center turn lane
- Remove right turn lane
- Remove travel lane
- Adjust parking lane
- DDA Healthy Street Connection

S. Main
Broadway
Packard
IMPLEMENTATION: ENGAGEMENT AND EDUCATION

NEXT STEPS

Post city council, pre-installation:
- Contact with business associations, partners, downtown stakeholders
- Press release
- Pilot project page PFS website
- Social media & Nextdoor
- “Coming Soon” informational signs on location

During Installation:
- Updates to business associations and partners
- Press release
- Communication with residents in pilot footprint (mailer/door hangers)
- Social Media including photo chronicle of install

During “Healthy Streets Pilot Projects” being open:
- On location informational signs
- PFS website
- Interactive feedback / web map
- Encourage civic engagement through business partner coupons
- Social Media, post pictures, drive feedback
- Temporary banners along route
- Comment boxes along bike facilities
Implementing Monitoring and Follow-Up

Monitoring on-going through the 90-day evaluation period.

- Check for:
  - Effectiveness
  - Issues
  - Usage
  - Benefits / impacts

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<td>▪ Bicycle counts (usage)</td>
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<td>▪ Video observation for traffic operations / flow</td>
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<td>▪ Crash reports (AAPD)</td>
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<td>▪ Direct field operation and adjustments</td>
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<td>▪ Public feedback through engagement tools</td>
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Decision-making

- Use data to inform decisions post-90 days:
  - Remove if no longer needed or functionally lacking
  OR
  - Request extended install if needed for physical distancing and/or due to support and data.
### NACTO Guide - Streets for Pandemic Response and Recovery

#### Public Health Response

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#### Mobility & Transportation

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