

Complete Streets .. Complete What ?

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Definition

- Complete streets are designed and operated to enable safe access for all users.
Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street.
- ...ingredients that may be found include sidewalks, bike lanes, special bus lanes, comfortable and accessible transit stops, frequent crossing opportunities, median islands, accessible pedestrian signals, curb extensions, and more.

Complete Streets Policy

- The City of Ann Arbor does not have a proclamation or resolution – may have in the future
- Policy advocating the same elements
 - Sidewalks required on both sides of all streets
 - Bike lanes must be considered with resurfacing of roadways
 - \$\$ allocated to creating non motorized system

Recent Activities

- Adopted Non motorized plan in December 2006
 - Provides basic framework going forward
 - Near term plan to add 38 miles of on street bike lanes
 - Long term to have 78 miles
 - Identifies 135 ped crossing locations for improvement
- Adopted local “Yield to Ped” ordinance, May 2008
 - State law does not cover unsignalized crossings (contained in UTC if adopted)
 - Allows yield to ped signage

Recent Activities-cont.

- Constructed several bike and pedestrian oriented projects (since 2005)
 - Platt Rd 4-3 conversion
 - W Stadium reconstructed (added bike lanes and ped crossing islands)
 - Plymouth Road (added bike lanes and ped crossing islands)
 - Continue Packard 4-3 -Stadium to Jewett (add bike lanes and ped island)
 - Seventh and Washington
 - Citywide Pedestrian Safety Project (add 3 refuge islands, upgrade crosswalks, add countdown ped signals)
 - Added approx. 13 miles of bike lane (local resurfacing etc..)
 - Ann Street one way conversion (add bike lanes, back in angle parking, midblock crossing)

W Stadium Blvd

- 5 lane roadway
- Primarily commercial
- No Bike Facilities
- Hard to cross



W. Stadium Blvd- after

- Add bike lanes
- Refuge islands
- New walks / ramps
- Street scape



Ann Street – 1 way Conversion

- Non – motorized plan for bike lanes
- Lack of width
- City hall parking loss



Ann Street - After

- 1 travel lane
- 5 foot bike lane
- Parallel parking north curb
- Back-in angle parking south curb



Platt Rd - Before

- 4 lanes
- ADT=18,000
- Speeds high / tough to cross
- 85th %-tile 41 mph
- No bike facility
- No signalized access in corridor
- Several bus stops



Platt Rd – After

- 3 Lane section
- Ped Islands installed
- Bike Lanes Included



Platt Rd Summary

- Travel times fairly consistent with before, 0-15 seconds difference (adds signal at midpoint)
 - Modeling indicated 1 mph reduction in average speed
 - Crash frequency reduced by 40 % (11.2 vs. 18.7 per yr.)
 - Injury crashes reduced by 50%
- ** 2.3 year post data and signals included

Planned Activities

- ARRA project to add 9.8 miles of bike lanes, use “Sharrows”, another block of back in angle parking and upgrade existing signing
- Washtenaw Ave sidepath
- Green Rd – 4 to 3 conversion
- W Stadium Reconstr. (Pauline to 7th) – 4 to 3 conversion

Conclusions

- 4 to 3 conversions excellent safety benefits and win-win w/ non-motorized
- Pedestrian Refuge Islands are excellent features to add where geometry allows
- Complete Streets = Good Design Practice
- Still a lot of work to be done – cultural change needed