HOW TRAVEL PATTERNS CAN CHANGE

TRAFFIC ADAPTATION STRATEGIES

Traffic demand is malleable and responds to the infrastructure provided and the overall street network. When streets are redesigned with less motor vehicle capacity, people adapt using one or more of these strategies

Travel Pattern Change:

People may choose a different route or travel time, combine trips, make shorter trips, or use another way to travel. Some changes can happen quickly.

Other Changes take time and depend on the choice available:

Better walking, bicycling, and transit options—and having more homes, jobs, and services closer together—can make it easier for people to drive less

Ann Arbor's transportation and land-use plans, along with TheRide's Transit plans, are intended to expand these choices:

A2R2 considers these possible changes, but does not assume a specific amount of mode shift or traffic reduction.

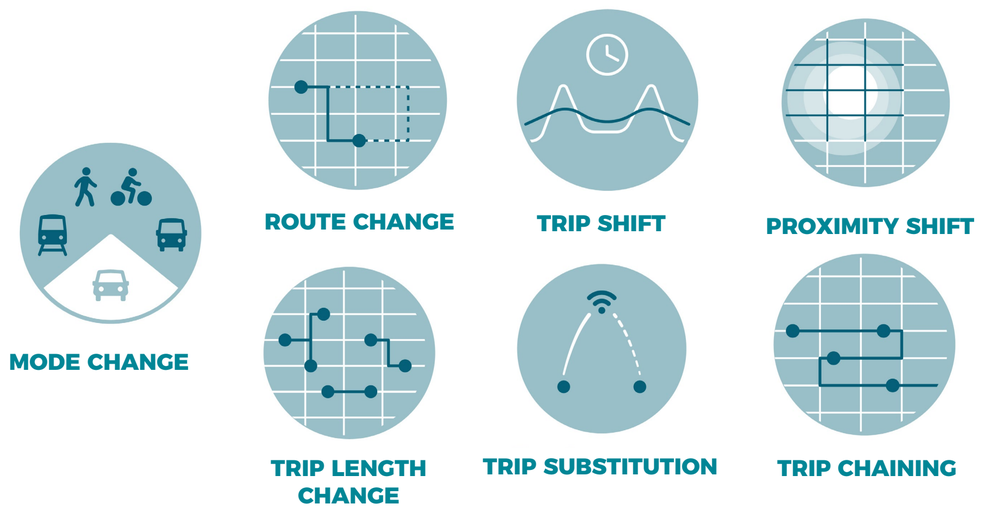
Mode Shift

Is one of the most important ways that people will adapt, and will depend on the investments and infrastructure that are provided for other modes. Improvements to the City's transit and bicycle networks will be critical to relying on mode shift as a means to adapt to the changes in roadway capacity resulting from roadway reconfiguration.

Proximity Shift

Results from land use changes, in alignment with the recently adopted Comprehensive Plan. The vision for future land uses includes more housing within the city limits, which brings more people in close proximity with jobs and services. This means shorter auto trips and less driving. It may also mean more trips made by transit, walking or biking

ADAPTATION STRATEGIES



A connected network matters Ann Arbor

A network of higher-comfort bicycle routes connects neighborhoods, downtown, employment areas, campuses, and other destinations, and filling the gaps in that network makes more trips possible without requiring people to ride in high-stress traffic.

SHIFTING TO BICYCLE TRANSPORTATION

MILLER / CATHERINE BIKEWAY RIDERSHIP

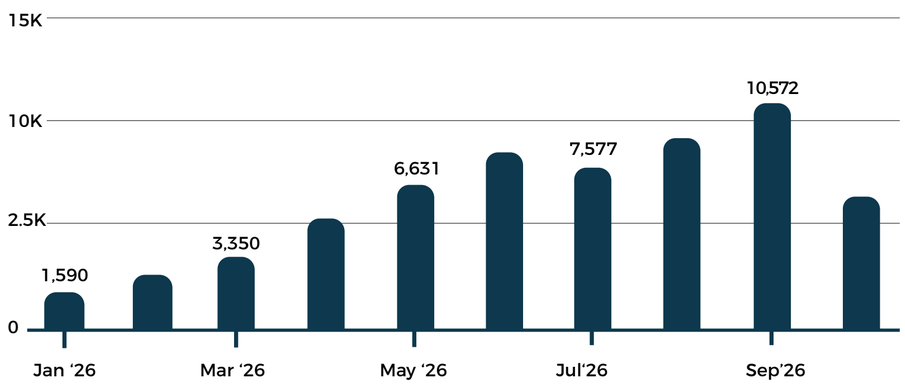
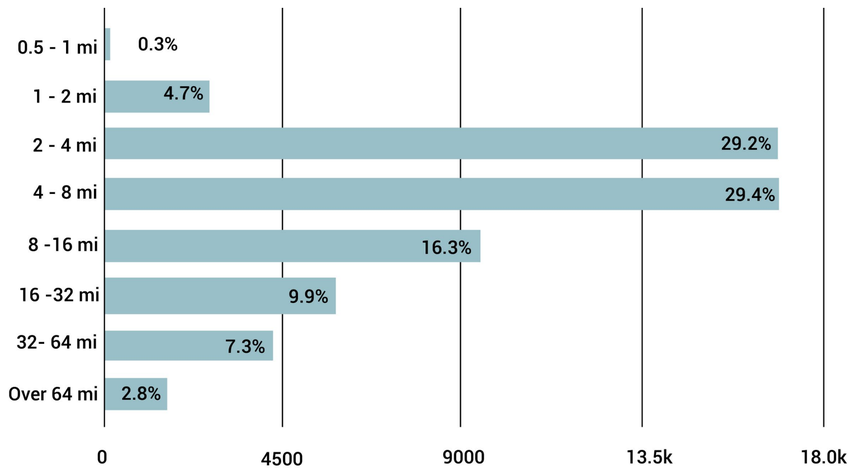


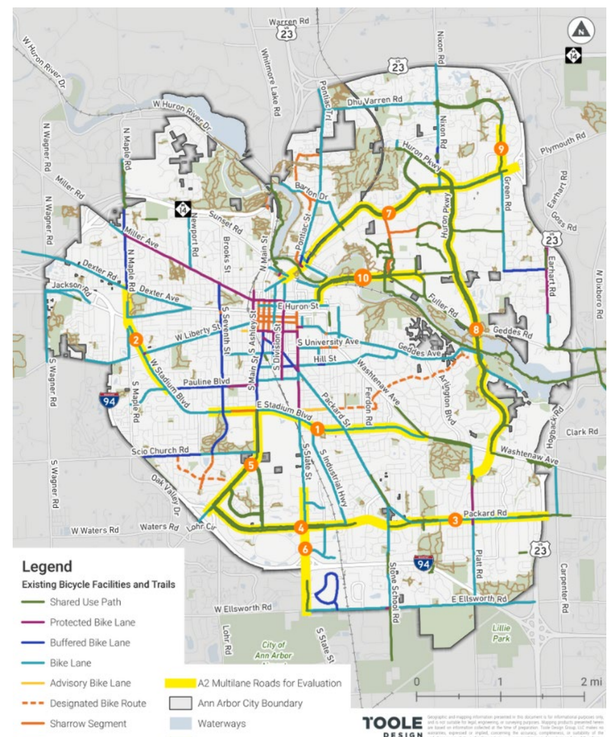
Chart Caption: Bicycle use increased in 2026 following recent extension of the high-comfort Miller / Catherine bikeway route west to Maple Rd and east to the the U-M Medical Campus. The counter does not tell us how many of these trips replaced driving, but it shows that use of the bicycle network can change as the network becomes more connected, comfortable and useful.

AUTO TRIP LENGTHS ON ANN ARBOR SALINE ROAD



Average Miles 13.8 | Median Miles 5.6

Chart Caption: Many driving trips are relatively short. Trip-length data show that a substantial share of auto trips are within distances that could be made by bicycle for some people - if the route is comfortable, connected, and direct.



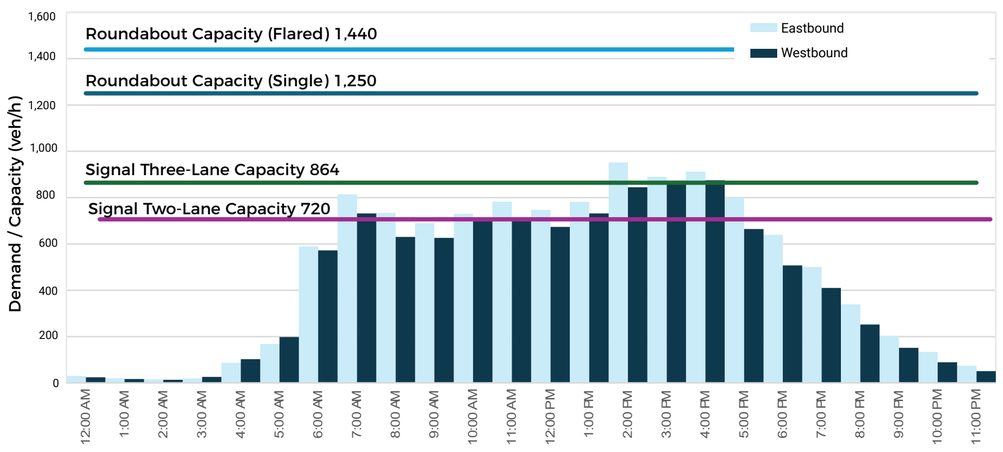
MAP 1: BICYCLE NETWORK

HOW DOES A2R2 USE THIS INFORMATION?

STEPS BASED ON NCHRP 1036

The National Cooperative Highway Research Program (NCHRP) offers a framework for identifying barriers to safe street design and strategies to overcome them, such as reducing vehicle speeds and lowering traffic volumes through mode shift or diversion to other corridors.

East Stadium Blvd between Main St and Packard Rd



1. Start with the safer street we are trying to achieve

What changes are needed to create lower speeds, safer crossings, walking, bicycling, transit, and access?

2. Identify when traffic creates a challenge

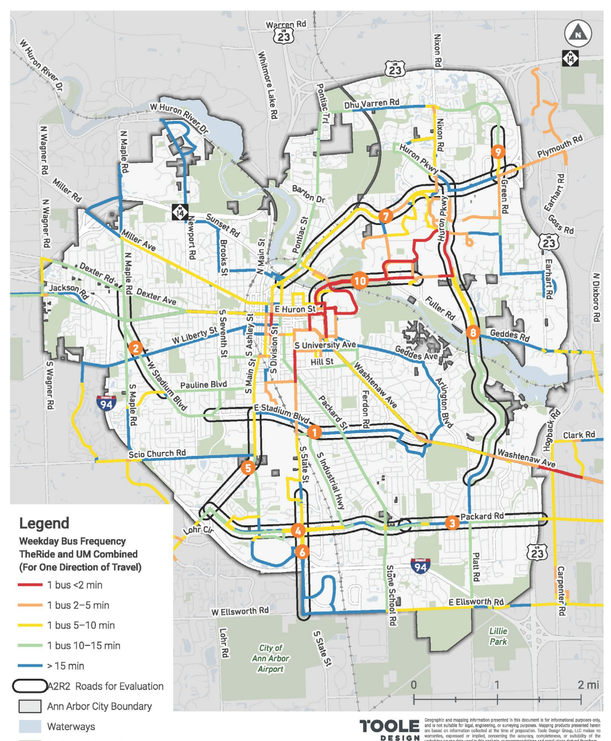
The all-day analysis shows whether a safer cross-section can serve current traffic throughout the day - or whether a few hours need more attention.

3. Work through those difficult hours

Future design can consider intersection changes, signal timing, different level choices and routes, transit and bicycle improvements, and other ways to address the constraint. The choices are evaluated against safety and community goals.

Disclaimer

A2R2 does not assume a specific amount of travel change, and a few busy hours do not automatically determine the design for the other hours of the day.

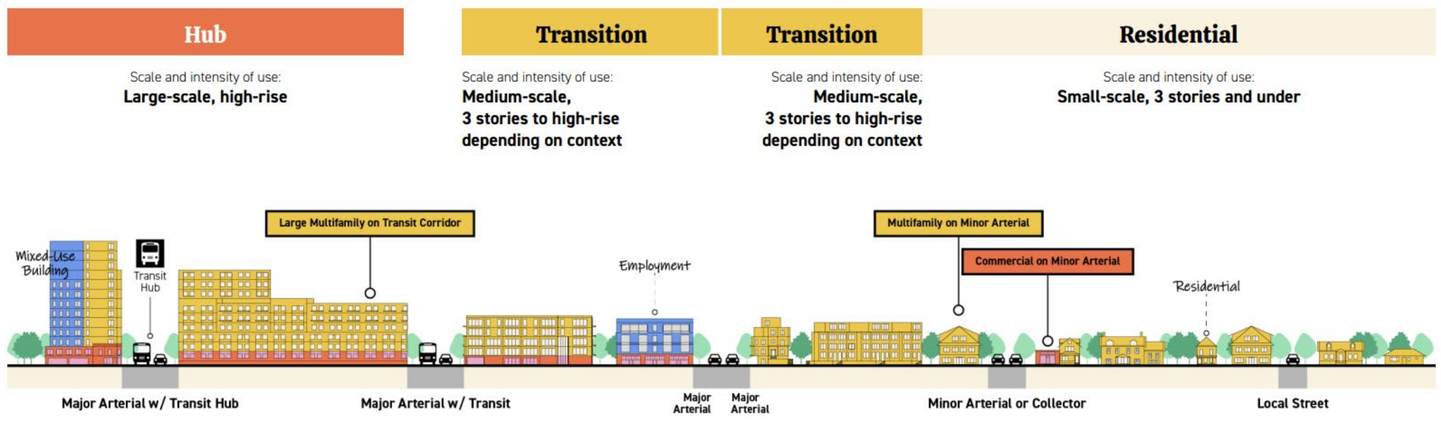


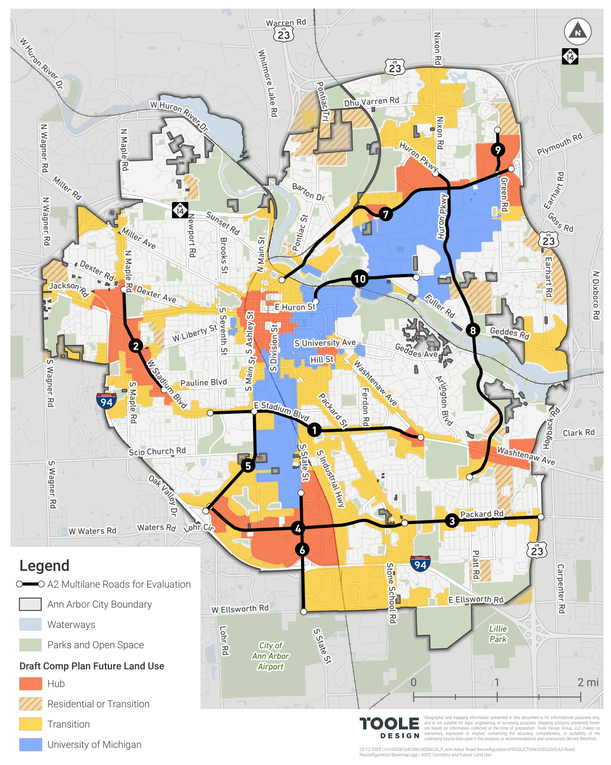
MAP 2: EXISTING BUS FREQUENCY

SHIFTING WHERE PEOPLE LIVE AND WORK

The city's recently adopted Comprehensive Plan establishes a clear vision of providing more housing, jobs and services within the city, providing more access to destinations via short trips.

COMPREHENSIVE PLAN FUTURE LAND USE TRANSECT





MAP 3: FUTURE LAND USE