ROADWAY SAFETY

WHAT WE HAVE DONE

This study is building on the 2021 Moving Together Towards Vision Zero (MTTVZ) Plan as a key implementation step to achieving Vision Zero.

WHAT WE HAVE LEARNED

- Multilane roads can create **multiple-threat crash** risks for pedestrians.
- Extra lanes allow people to drive faster and make **risky passing maneuvers**.
- With the exception of Green Road, the A2R2 corridors are all on the **Tier 1 or Tier 2 High Injury Network.**

Small shifts in speed = big shifts in safety

Reducing speeds by even relatively modest amounts can significantly improve safety, especially for people who are more physically vulnerable, such as people walking and biking, and children and seniors.

Speed ↓ 1 mph = Crashes ↓ 5%

Source: Transportation Research Laboratory

The Ann Arbor Downtown Development 2023 People Friendly Streets Outcomes report found that the recent two-way restoration and bikeway projects downtown improved safety and led to a huge increase in people biking downtown.

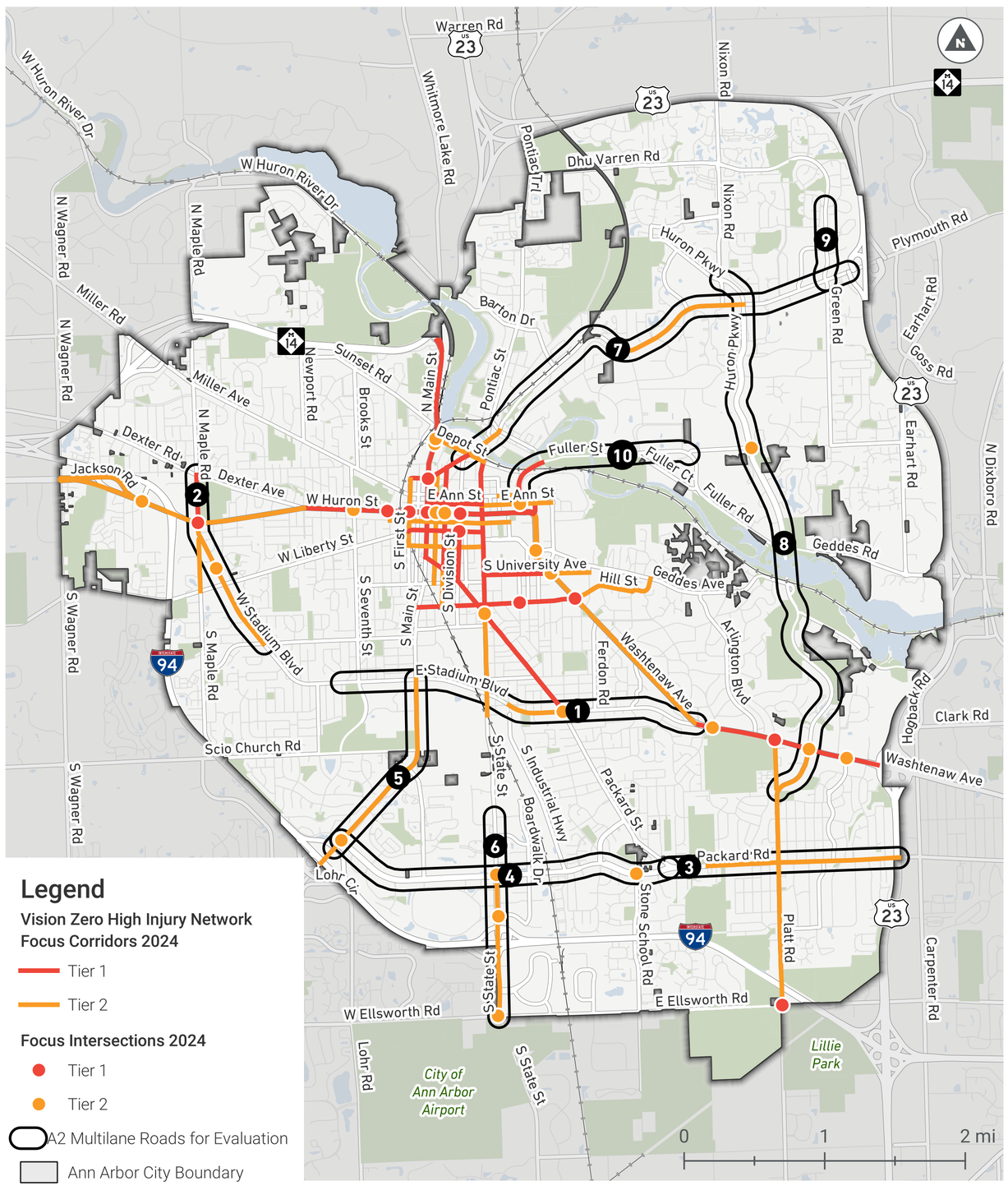
severe crash reduction ↓ 41%

bike ridership increase ↑ 165%

As speeds rise, drivers have less time and attention available to notice what is happening around them.



Source: Valley Transportation Authority



Legend

Vision Zero High Injury Network Focus Corridors 2024

- Tier 1
- Tier 2

Focus Intersections 2024

- Tier 1
- Tier 2
- A2 Multilane Roads for Evaluation
- Ann Arbor City Boundary
- Waterways
- Parks and Open Space

TOOLE DESIGN

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MAP 1: VISION ZERO HIGH INJURY NETWORK (HIN)

WHAT THIS MEANS FOR A2R2

Safety is the primary design objective; multilane streets are harder to make safe: more through lanes create longer crossings, more opportunities for passing and multiple-threat conflicts, and make lower speeds harder to reinforce. **Where feasible, reallocating lanes can simplify the street and support lower target speeds. Where lanes remain, additional design measures are needed to achieve the same safety goal.**

HIGHER TRAVEL SPEEDS ARE MORE LETHAL TO PEDESTRIANS

hit by a car driving at...

20 mph — **9.5** out of 10 pedestrians survive



30 mph — **5** out of 10 pedestrians survive



40 mph — **1** out of 10 pedestrians survive

