Engagement Phase III Summary

Safe Streets for All Program

Safe Streets for All

ANN ARBOR MOVING TOGETHER TOWARDS VISION ZERO

Engagement Approach

- Builds on prior engagement.
- Informs the community about the projects, timeline for implementation and their intended impact.
- Focuses on implementing temporary measures that encourage a safer transportation system.
- Provides an opportunity to comment on proposed designs.



Summary: Community Engagement

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Activities for Phase III

- **Transportation Commission Updates (09/16/2026)**
- **Green Fair Pop-up (09/18/2026)**
  - Approximate attendance: 31
- **Virtual Office Hours (09/30/2026)**
  - Attendance: 24

Overall support for implementation, desire to address safety concerns

Questions about setting and tracking progress towards outcomes

Questions about maintenance and materials

Desire for road user education and emergency vehicle accommodations

Summary: Green Fair Pop-Up

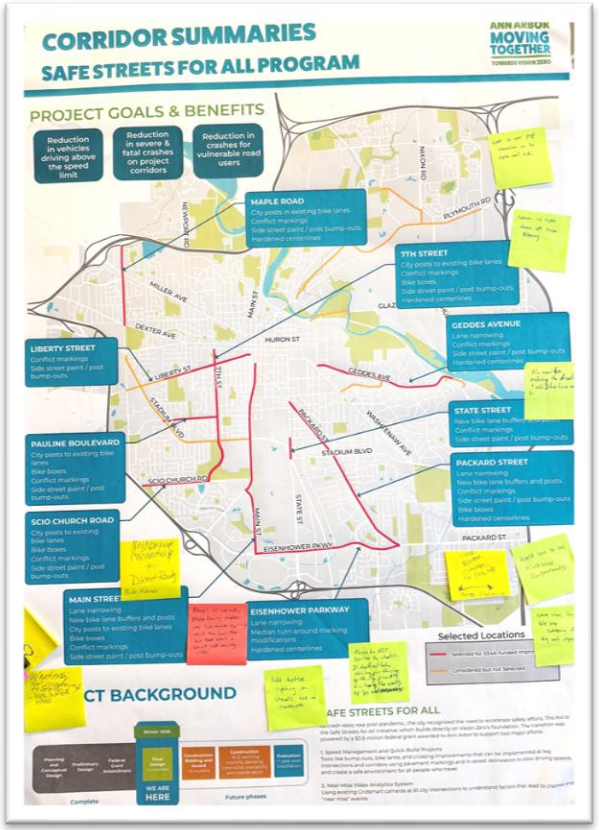
ANN ARBOR MOVING TOGETHER TOWARDS VISION ZERO

Approximately 31 attendees participated

Approximately 25 supportive, 3 neutral, 3 unsupportive

Comments:

- Harden buffers near intersections
- Continue driver education on not driving into buffers
- Bumpouts!
- Neighborhood connectivity + direct routes for bike travel
- Would be great to have a left turn at Stadium & Pauline
- Dexter & Maple seems like bike box blocks right turning
- Walkability for community ex: Seattle - transition of different infrastructure
- Please! It's too wide, people from my complex cross Eisenhower to reach the bus stop but there aren't a lot of safe crossing sites
- Add better lighting on streets esp at crosswalk
- Please do NOT narrow the streets!!! It should not take this long for this size of the city from A to B it is lowering the quality of life
- Need better connection to Packard [from Mitchell area] maybe Greenway
- Would love to see Washtenaw improvements
- Need more frequent bike lane sweeping after big rain especially
- We need to widen the streets & add bike lane next to
- Concerns w/right turns off Miller Bikeway
- Want to see A2R2 information on the northeast side





Summary: Virtual Office Hours

ANN ARBOR MOVING TOGETHER TOWARDS VISION ZERO

24 attendees participated

What is the data around the problem being addressed? How many traffic deaths and injuries are there per year in the city?

This information is publicly available on the crash reporting dashboard. This project came out of the Moving Together Towards Vision Zero transportation plan, which identified Tier 1 and Tier 2 corridors with high crash incidence for implementing safety measures.

Why are flex posts used instead of hard bollards for quick builds?

Different types of materials can be used, but Quick Build projects can't make permanent changes involving curbing and concrete work. The city posts are the quickest and least expensive, and they are also easier to replace. The city aims for consistency in material type.

Why did we only get a 6-hour notice of this meeting?

The meeting was posted on the Engage Ann Arbor website for about two months. Multiple rounds of emails and presentations took place. City practice is to only post the webinar link the day of.

What are you planning for the section of Packard between Stadium and Brockman? With the right-of-way constraints, how could posts fit?

The section may not include posts if there is not enough space. Other constraints such as mail delivery and sweeping must also be balanced with cyclist comfort.

How will the installation of bollards around Packard and other roads impact emergency vehicles?

Emergency vehicles can utilize the center lane, and posts will not be placed in locations that would impede them. There has been ongoing coordination with fire and public safety. Gaps are present for driveways and cross streets, which provides more space for cars to pull over. The posts are also removable, and their efficacy will be evaluated after installation.

Is this primarily trying to improve conditions for bicycles? How do you balance this with other road users?

This is a safety-driven project, following the City Council directive of achieving zero fatalities and serious injuries among all road users. Achieving this requires reducing speeds, and bike lanes are a proven safety countermeasure that improve outcomes for drivers, pedestrians, and bicyclists.

Why have the deaths and serious injuries been flat since 2011? Is having a goal of Zero realistic?

The city's fatal and serious injury rates are relatively low, and systemic safety improvements have been implemented over the past decade. Vision Zero is the policy directive being implemented per City Council.

How do bike lanes create safety for all users? What is the before/after data around the downtown bikeway?

Information on the downtown stats and archived Federal Highway stats on bike lanes were provided following the meeting.

Will the curb on northbound Packard north of Stadium be moved?

No, this project does not involve moving curbs per federal funding restrictions.

What is a hardened centerline? *(Note that more illustrative photo should be used)*

This involves placing delineator posts and/or zebra mounds on the centerline to force a tighter left turn angle and slow turning vehicles.

Why are bike boxes used at intersections instead of protected intersections?

This project does not allow for removing lanes and other road geometry changes that would be necessary to create protected intersections. As treatments become permanent in the future, the strategy for intersections will be evaluated for greater protection.

Summary: Virtual Office Hours

ANN ARBOR MOVING TOGETHER TOWARDS VISION ZERO

Will lanes on Eisenhower be narrowed, and will the mixed-use paths be improved? What is the minimum lane width?

Those treatments are not planned as part of this project. Due to AAATA bus needs, the narrowest lane is 10.5 feet. A turning lane may be narrower.

Does the grant allow for purchasing replacement posts and paint to cover maintenance?

It does allow for replacing posts, but the pavement markings will only be applied once.

How will the efficacy of the treatments be monitored?

Evaluation will focus on speeds before and after implementation. Federal tracking requirements were provided following the meeting.

What is being done to deal with education and enforcement for cyclists, especially on e-bikes?

That is not an element of this project, but education for all road users is important. The Ann Arbor Police Department is responsible for enforcement.

What community education plans are in place to orient drivers to new pavement markings?

That is not an element of this project, but road users should go slowly if they are unsure. Project pages are a good source of information.

What happens to the posts in the winter? How do plows deal with them?

Appropriate equipment and training allows the plow operators to plow around the posts.

Will the bike lanes on Eisenhower through Georgetown be on the main road or on the service drives?

The bike lanes have a limited extent, and clarification on limits was provided following the meeting. A future capital project will look at more substantial changes in the area.

How can I talk to my fellow citizens about the need to slow down and create safer streets?

Having personal conversations is critical, humanizing all users of the road system and reinforcing the right of all to arrive to destinations safely. The city's Major Streets Speed Management program provides useful information.

Will the roadways in the study comply with MMUTCD?

Yes.

Will crosswalk markings be repainted and will intersections be daylighted for improved sightlines?

Crosswalk markings will be repainted where needed. The side-street bumpouts that are planned will serve the daylighting function.

Black bollards that lose their reflective strip are hard to see in the roadway at night. Can light colors be used?

Black bollards are used because lighter colors are difficult to see in fog and snow. Any bollards missing the reflective strip should be reported through Cityworks and will be evaluated.

Support expressed for pedestrian island at Eisenhower and Stone School.

Will send to project team.