SAFETY

What data was reviewed

Ann Arbor uses crash history and severity data to identify a High Injury Network - places where crashes are more likely to occur. Changing designs on the A2R2 corridors is a key implementation step to achieving Vision Zero.

What was learned

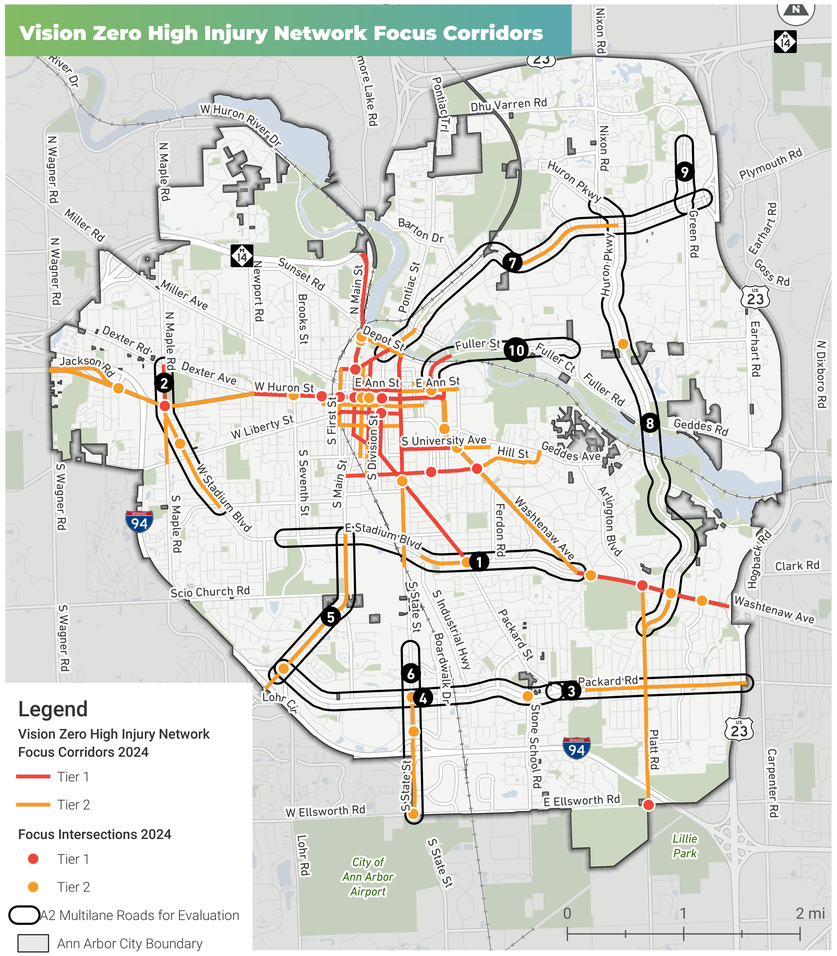
- There are a number of factors that lead to unsafe conditions on these roadways. At multiple threat crossings — even with Rectangular Rapid Flashing Beacons (RRFBs) signals and good signage — pedestrians are still endangered at these crossings.
- Speeding and passing: With two lanes in each direction, aggressive drivers have the opportunity to pass and reach speeds that are unsafe to other people using the street.
- With the exception of Green Road, all of these corridors are either tier 1 or tier 2 crash corridors on the Vision Zero High Injury Network.

Why is this important

Each A2R2 corridor will begin with a low target speed. Reconfigurations will work within the existing curbs to design for the target speed.

Ann Arbor's streets that are on the High Injury Network have higher speeds than other streets in the City.

Vision Zero High Injury Network Focus Corridors



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

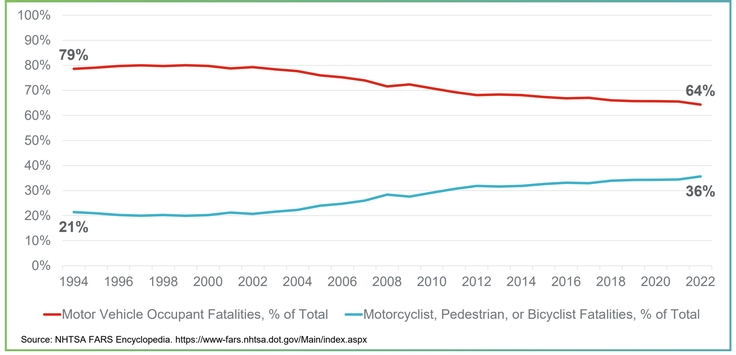
TOOLE DESIGN

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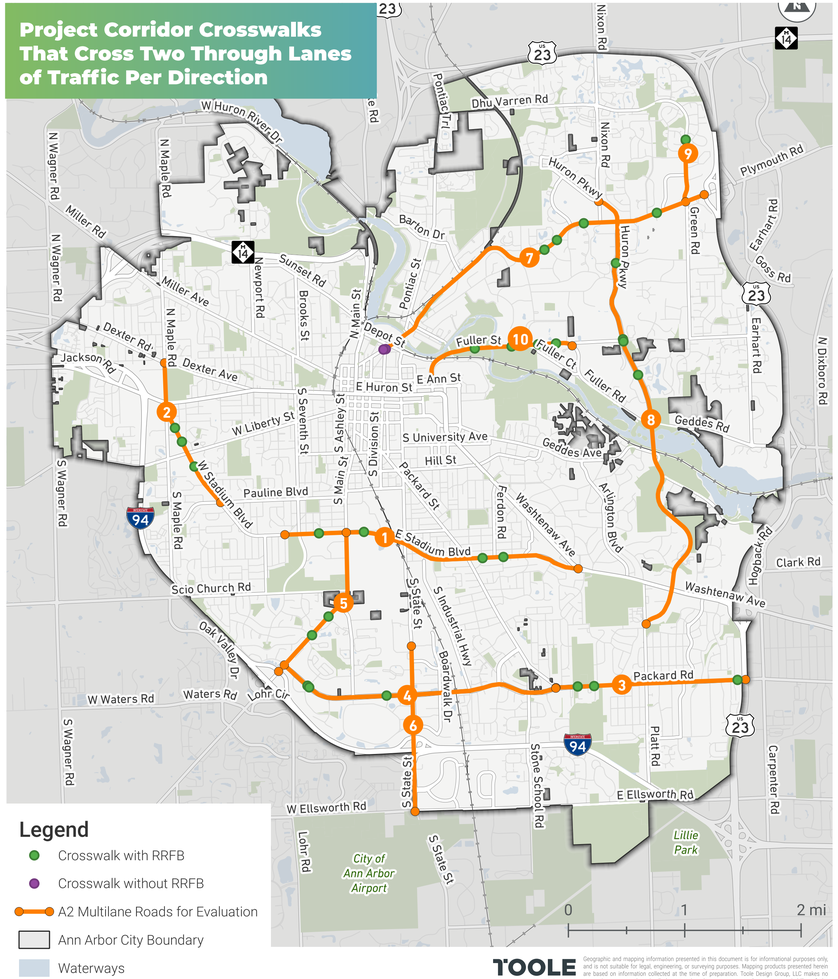
Over the years, vehicles have become safer for people inside of them, but more deadly to people walking or bicycling on the streets.

Comparison of Transportation Mode of Traffic Fatalities in the United States, 1994-2022



Source: NHTSA FARS Encyclopedia. https://www-fars.nhtsa.dot.gov/Main/index.aspx

Project Corridor Crosswalks That Cross Two Through Lanes of Traffic Per Direction



Legend
- Crosswalk with RRFB
- Crosswalk without RRFB
- A2 Multilane Roads for Evaluation
- Ann Arbor City Boundary
- Waterways
- Parks and Open Space

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"Multiple Threat" Crash Potential

In a multiple threat crash, one driver stops for a pedestrian and the pedestrian starts crossing but the second driver's view of the pedestrian is blocked by the stopped vehicle so they do not stop and then they strike the pedestrian as they are crossing the street. The potential for this crash is eliminated when there is only one through lane per direction of travel.

