

City Of East Grand Forks Planning And Zoning Commission

600 DeMers Avenue * East Grand Forks, MN 56721
(218) 773-0124 * (218) 773-2507 * nellis@egf.mn

AGENDA

WEDNESDAY July 10th, 2024 – 12:00 P.M.

MEMBERS

Boushey _____ Christianson _____ Peterson _____ Erickson _____
Ortzman _____ Powers _____ Audette _____

- A. CALL TO ORDER
- B. CALL OF ROLL
- C. DETERMINATION OF A QUORUM
- D. COMMUNICATION:
 - 1. Resignation of Commission Member Gary Christianson.
- E. APPROVAL OF MINUTES
 - 1. Matter Of Approval Of The February 14, 2024 Organizational and Regular Meeting Minutes Of The East Grand Forks Planning Commission
- F. OLD BUSINESS

None.
- G. NEW BUSINESS
 - 1. **No Action Needed.** Matter of the Safe Streets and Roads For All Action Plan PresentationThe Forks MPO and Bolton & Menk Consulting

Individuals with disabilities, language barriers or other needs who plan to attend the meeting and will need special accommodations should contact Nancy Ellis, ADA Coordinator at (218)-773-2208. Please contact us at least 48 hours before the meeting to give our staff adequate time to make arrangements. Also, materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities or with limited English proficiency (LEP) by contacting the ADA Coordinator (218)-773-2208 five (5) days prior to the meeting.

H. OTHER BUSINESS

None.

I. ADJOURNMENT

**Randy Boushey, Gary Christianson, Karen Peterson, Chad Erickson,
Brad Ortzman, Mike Powers, and Rick Audette**

Individuals with disabilities, language barriers or other needs who plan to attend the meeting and will need special accommodations should contact Nancy Ellis, ADA Coordinator at (218)-773-2208. Please contact us at least 48 hours before the meeting to give our staff adequate time to make arrangements. Also, materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities or with limited English proficiency (LEP) by contacting the ADA Coordinator (218)-773-2208 five (5) days prior to the meeting.

**EAST GRAND FORKS
ORGANIZATIONAL
PLANNING COMMISSION MINUTES
Wednesday, February 14, 2024 Noon**

CALL TO ORDER

Nancy Ellis, City Planner called the February 14, 2024 meeting of the East Grand Forks Planning Commission to order at 12:00 pm

CALL OF ROLL

On a Call of Roll the following members were present: Commissioners: Mike Powers, Richard Audette, Chad Erickson, Brad Ortzman, Karen Peterson and Gary Christian

Absent: Randy Boushey

Guest(s) present: Jay Evans, Strata

Staff present: Nancy Ellis, East Grand Forks City Planner; Reid Huttunen, City Administrator

DETERMINATION OF A QUORUM

A quorum was present.

ELECTION

Nominations

CP Ellis asked if there were any nominations for the Chairperson. Commissioner Christianson nominated Powers for Chairman.

No other nominations, CP Ellis closed the nominations.

Commissioner Christianson motioned to approve Mike Powers as Chairman, Commissioner Audette seconded the Motion; M/S/P-Christianson, Audette: RCV: P-Y, A-Y, C-Y, Powers-Abstained, E-Y, O-Y: 5-0; mc.

Chair Powers asked for nominations for Vice Chairperson.

Powers stated he would like to nominate Audette for the Vice Chair. There were no more nominations.

No other nominations, Chairman Powers closed the nominations

Chairman Powers motioned to approve Richard Audette as Vice Chairman, Commissioner Erickson seconded the Motion; M/S/P-Powers, Erickson: RCV: P-Y, A-Y, C-Y, P-Y, E-Y, O-Y: 6-0; mc.

EAST GRAND FORKS
ORGANIZATIONAL PLANNING COMMISSION MEETING
WEDNESDAY, JANUARY 11, 2023
Chair Powers asked for nominations for Secretary.

Commissioner Erickson stated that he would be happy to stay on as Secretary. CP Ellis stated that it works well because he is available to come over to the office during working hours to sign plats, etc.

President Powers motioned to close the nominations.

Chairman Powers motioned to approve Chad Erickson as Secretary, Commissioner Audette seconded the Motion; M/S/P-Powers, Audette: RCV: P-Y, A-Y, C-Y, P-Y, E-Y, O-Y: 6-0; mc.

SET MEETING TIME

CP Ellis stated the meeting time has been the second Wednesday at noon in the Training Room. The Commissioners agreed that this is working fine and to keep it that way.

ADJOURNMENT

Chairman Powers adjourned the Organizational Meeting of the East Grand Forks Planning Commission at 12:12 PM.

Respectfully submitted by,

Brenda Ault
Executive Assistant

**EAST GRAND FORKS
REGULAR
PLANNING COMMISSION MINUTES
Wednesday, February 14, 2023 – 12:00 Noon**

CALL TO ORDER

Mike Powers, President called the February 14, 2024 meeting of the East Grand Forks Planning Commission to order at 12:13 pm

CALL OF ROLL

On a Call of Roll the following members were present: Commissioners: Mike Powers, Richard Audette, Chad Erickson, Brad Ortzman, Karen Peterson and Gary Christian

Absent: Randy Boushey

Guest(s) present: Jay Evans, Strata

Staff present: Nancy Ellis, East Grand Forks City Planner; Reid Huttunen, City Administrator

DETERMINATION OF A QUORUM

A quorum was present.

COMMUNICATION

1. None

APPROVAL OF THE MINUTES OF THE December 13, 2023 REGULAR MEETING

A Motion was made by Commissioner Audette, Seconded by Commissioner Erickson to approve the minutes from the December 13, 2023 Regular Meeting M/S/P- Audette, Erickson; 6-0, mc.

OLD BUSINESS

None

NEW BUSINESS

- 1. Public Hearing. Matter of request to approve/amend a Special Use Permit for Strata Corporation to install a second temporary concrete ready mixed plant to the current site when needed for repairs**

CP Ellis Applicant is requesting approval/amending of a Special Use Permit to install a second concrete ready mixed concrete plant for temporary use for future road projects when needed.

A Motion was made by Commissioner Erickson, Seconded by Commissioner Ortzman to open the Public Hearing. M/S/P- Erickson, Ortzman; 6-0, mc.

Strata Corporation currently owns and operates a ready mixed concrete plant on 2nd St NE, just past the Public Works shop. They would like to install a second temporary ready mixed concrete plant NOT just to use in the summer of 2024 for a MnDOT road project on MN 220; but be able to install the temporary plant whenever needed to complete road projects. As with the 2024 project, the second temporary plant will be removed when the road projects are completed. The property size will not change, nor will the use of the site by the addition of the temporary plant. Concrete mixing plants are allowed in the I-2 General Industrial Zoning District with a Special Use Permit (SUP). The current plant was grandfathered in as a SUP, as it was in operation at the location before zoning/the requirement of the SUP, so they are asking to amend or issue an SUP to move in the secondary plant for temporary use. I have listed the criteria for the special use permit process below and I am including the answers to the SUP from the Strata Corporation. Since this is an existing site, most of the criteria should already be met. Additional questions, such as time of operation, length of operation and noise have also been addressed and included for your review.

Jay Evans, Aggregate Performance Manager, Strata, was invited to speak to the Commissioners. He stated that Strata plans to utilize the current ready mixed concrete facility area to accommodate an additional ready mixed concrete plant and ancillary activities associated with the plant under the current grandfathered special use permit, for a 2024 project. He is present today to ask for a special use permit with perpetuity, so they could use it whenever they get a bid that they would need to use this additional ready mixed concrete plant.

The Commissioners asked if I would be a temporary plant, Evans replied that it would and they would take it down, until the next bid that needed concrete.

SPECIAL USE PERMIT PROCESS

Within City Code is a section that lists "Criteria for Granting Special Use Permits". This section states that the applicant must show that the standards and criteria in Section 152.022 of the City Code will be satisfied. These standards and criteria shall include both general requirements for all special uses and, insofar as practicable, requirements specific to each designated special use. In granting a special use permit, the city council shall consider the effect of the proposed use upon the health, safety, and general welfare of occupants of surrounding lands. Among other things, the planning commission and city council shall make the following findings where applicable:

1. The use will not create an excessive burden on public facilities and utilities, which serve or are proposed to serve the area.
2. The use will be sufficiently compatible with, or separated by sufficient distance from, or screened from adjacent land uses so that there will be no deterrence to the use or development of adjacent land and uses.

3. Each structure or improvement is so designed and constructed that it is not unsightly in appearance to the extent that it will hinder the orderly and harmonious development of the district wherein proposed.
4. The use is consistent with the purposes of Chapter 10, and the purposes of the zoning district in which the applicant intends to locate the proposed use.
5. The use is not in conflict with the East Grand Forks Land Use Plan.
6. Adequate measures have been taken to provide ingress and egress so designed as to minimize traffic congestion, provide adequate access to public roads, and provide sufficient on-site parking.

In permitting a new special use permit or alteration upon review of an existing special use permit, the planning commission may recommend, and the city council may impose, in addition to these standards and requirements expressly specified by this Chapter, additional conditions which the planning commission or city council considers necessary to protect the interests of the surrounding area or the City as a whole.

A Motion was made by Commissioner Christianson, Seconded by Commissioner Erickson to close the Public Hearing. M/S/P- Christianson, Erickson; 6-0, mc.

CP Ellis recommends approval of the Special Use Permit (SUP) to operate a second concrete plant, provided:

1. It meets any additional conditions requested by the Planning Commission or Council regarding noise, time of operation, length of operation, traffic congestion or requested truck route to project.
2. That Strata notifies CP Ellis when they open the concrete plant each time.

A Motion was made by Commissioner Erickson to approve the recommendation above, seconded by Commissioner Audette seconded the Motion. M/S/P- Erickson, Audette; 6-0, mc.

OTHER BUSINESS

CP Ellis informed the Commissioners that the Safe Streets for Kids Study and grants have been completed. More information should be coming in late Spring, early Summer on that. We will be looking at specific intersections and streets for where we think there are safety issues, for walking, biking, transit. One area of concern is 14th and Central, other specific corridors and locations. Full engineering will be done of those locations. Then we will be able to apply for a grant to help with the expenses of these corrections. Some or all our concerns will be approved for the areas of concern.

CA Huttunen stated that the City will be looking more closely at its Industrial Park. Coming up with a plan to improve the area. Another area of concern, that Planning will need to look at is cannabis and zoning for those areas.

EAST GRAND FORKS
PLANNING COMMISSION MEETING
WEDNESDAY, February 14, 2024

ADJOURNMENT

Commissioner President Powers adjourned the meeting at 12:25 pm, seconded by Commissioner Audette.

Respectfully submitted by,
Brenda Ault
Executive Assistant

City Of East Grand Forks
Planning And Zoning Commission

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(218) 773-0124 * (218) 773-2507 fax nellis@egf.mn

Memo

To: Planning Commission
From: Nancy Ellis, City Planner
Date: 7/3/2024
Re: Safe Streets and Roads for All (SS4A) presentation

GENERAL INFORMATION

The Safe Streets and Roads for All (SS4A) program is a new federal funding program that provides Federal grant funding from the United State Department of Transportation. This is a program is similar to the Highway Safety Improvement Program (HSIP) in that it is focused on improving safety of the traveling public, however it can have a significantly expanded scope of potential funding opportunities for implementation. There is approximately \$1 billion available nationally each year.

This funding is split into two categories, Action Plan grants and Implementation grants. Action Plan grants are used to develop a Comprehensive Safety Action Plan. The Implementation grants are used to fund projects and programs identified in the Comprehensive Safety Action Plan. To be eligible for Implementation grants the applicant must have a Comprehensive Safety Action Plan in place. The City does not currently have a plan which meets the necessary requirements.

We have been awarded funding for the Safe Streets and Roads for All Action Plan Grant. We have received \$500,000 to conduct the study and prepare the action plan; of which the local entities must match the 80/20 split of \$100,000. Grand Forks and East Grand Forks will each be responsible for \$50,000. **The Consultant and MPO staff will provide a brief presentation on the status of the study and Action Plan. No action is necessary.**

Safe Streets for All Action Plan East Grand Forks Planning & Zoning Commission July 10, 2024



Agenda

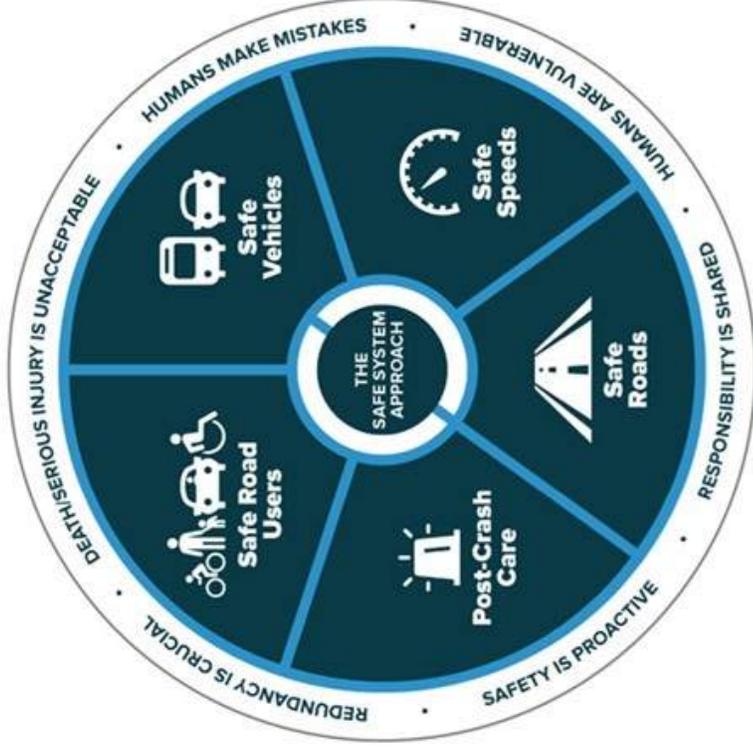
- What is Safe Streets for All?
- Schedule
- Engagement Update
- High Injury Network
- Peer Review
- Next Steps

What is Safe Streets for All (SS4A)?

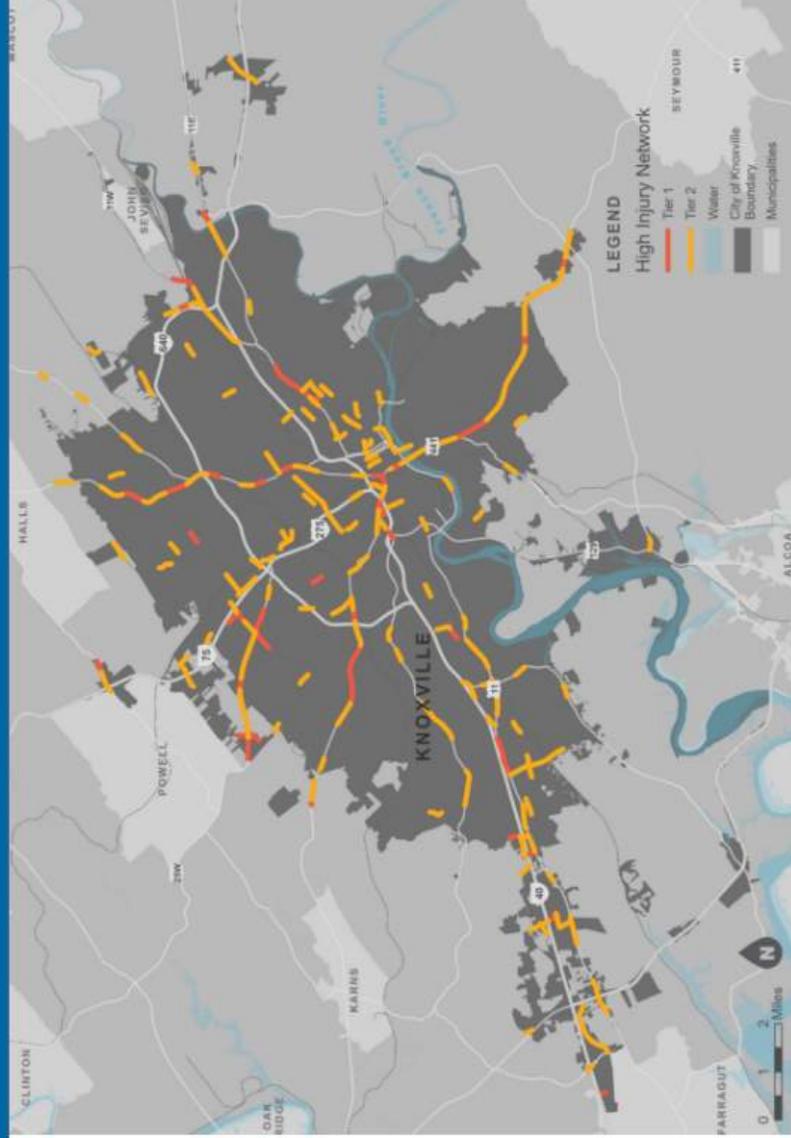
- Provides **federal funding support** for planning, infrastructure, behavioral, and operational initiatives **to prevent death and serious injury on roads and streets** involving all roadway users based on the Safe Systems Approach.
- Supports the development of **comprehensive safety action plans** that identify the most significant roadway safety concerns in a community.

What is the Safe Systems Approach?

- Five elements supported by six principles.
- Elements need to be integrated and strengthened to achieve zero deaths.



What does this look like?



**5% OF NON-INTERSTATE ROADWAYS IN THE CITY OF KNOXVILLE
ACCOUNT FOR 63% OF SEVERE INJURY CRASHES**



What does this look like?

Crash Profiles

Through an examination of crash characteristics and contextual factors, the most pertinent crash trends were identified for further analysis. "Crash profiles" highlight specific conditions that account for a large share of fatal and serious injury crashes in the Knoxville region. These crash profiles are paired with potential countermeasures to identify system-wide safety interventions, in addition to the corridor interventions identified in the HIN.

The following crash profiles were identified and more detail is provided on the following pages per profile:

- **Crash Profile 1:** Motor Vehicle Crashes in Commercial Areas
- **Crash Profile 2:** Left Turn/U-Turn-Related Motor Vehicle Crashes at Signalized Intersections
- **Crash Profile 3:** Pedestrian/Bicyclist-related Crashes in Commercial Areas along Arterials
- **Crash Profile 4:** Motor Vehicle Crashes at Nighttime on Arterials
- **Crash Profile 5:** Motor Vehicle Roadway Departure Crashes on Slopes and Hill Crests
- **Crash Profile 6:** Crashes Involving Motorcycles



Safety Countermeasures are actions to counteract an identified danger to one or more modes of travel. A rectangular rapid flashing beacon (RRFB) is an example of a countermeasure.



OWNERSHIP



46% on local roads
54% on TDOT
maintained roads

MODE: MOTOR VEHICLES



SERIOUS AND FATAL CRASHES

357

CRASH PROFILE 1: MOTOR VEHICLE CRASHES IN COMMERCIAL AREAS

This factor analyzes crashes that resulted in death or serious injury that occurred within 200 feet of an area with commercial land use in the City of Knoxville.

POTENTIAL COUNTERMEASURES

- Access management
- Driveway improvements, including sight distance improvements
- Lane narrowing
- Controlled pedestrian crossings



Clinton Highway & Calhoun Drive / Schoad Road



Strawberry Plains Pike & Region Lane

What does this look like?

City of Knoxville Priority Actions

We are committed to reducing deaths and serious injuries on our streets. The strategies outlined in this action plan were developed to help guide the implementation efforts of the City and its partners to improve safety in Knoxville.

ACTION ITEMS

The following immediate action items are intended to be the priority steps the City will take toward implementing the Vision Zero Action Plan. While this is an aggressive approach, we're committed to making Knoxville safer for all users, and we will update these action steps annually based on performance and progress.

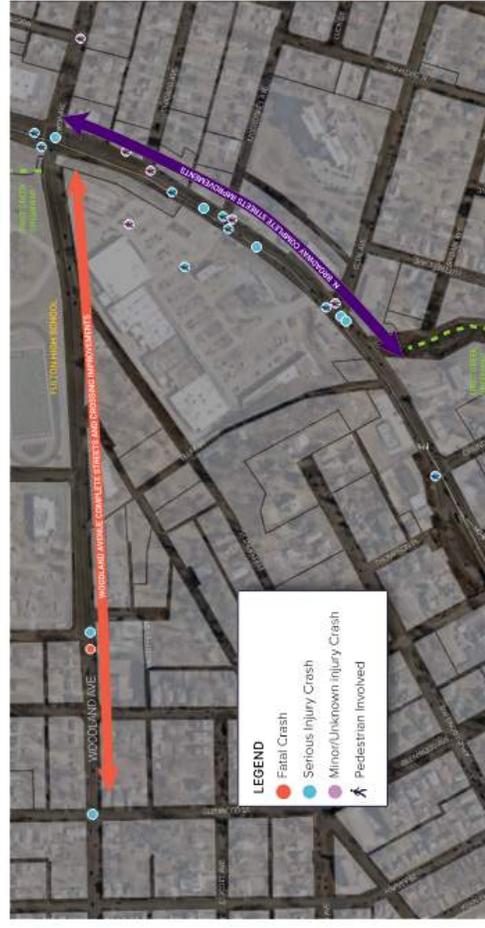
PRIORITY PROJECTS

Priority projects will be identified using the HIN and predictive analysis. These will be detailed with planning-level cost estimates, and implementation will be pursued over time in accordance with the Action Plan Framework and through the various funding sources listed in Table 4.

PRIORITY ACTIONS

- > Apply for Safe Streets and Roads for All implementation Grant for priority projects.
- > Support the Knoxville Vision Zero Steering Committee.
- > Collaborate with TDOT to prioritize, design, and fund safety projects on the HIN that are state maintained.
- > Implement safety improvements along the HIN prioritizing Tier 1 project segments.
- > Conduct demonstration projects to test new design ideas, engage the public, and implement safety improvements faster.
- > Evaluate success towards the goal of zero traffic deaths and severe injuries.
- > Launch a transparent data dashboard.

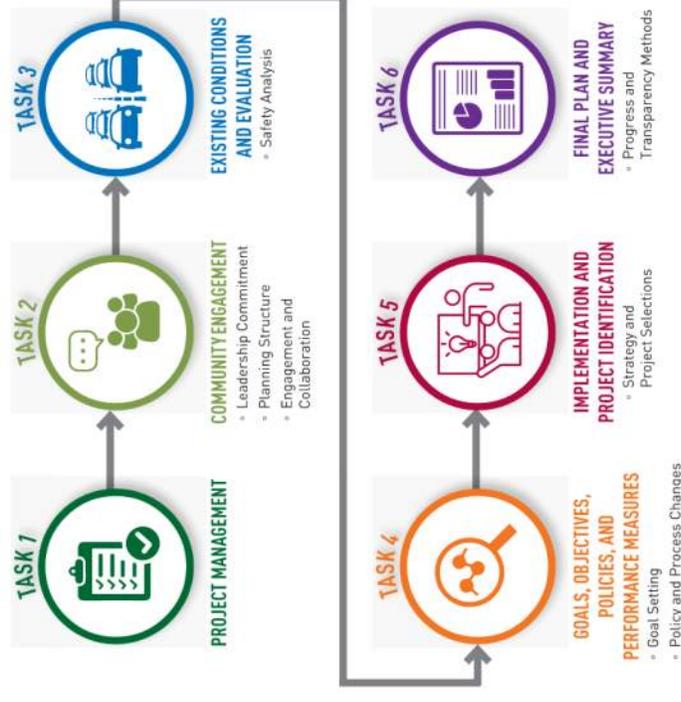
PRIORITY ACTION: NORTH BROADWAY / WOODLAND AVENUE



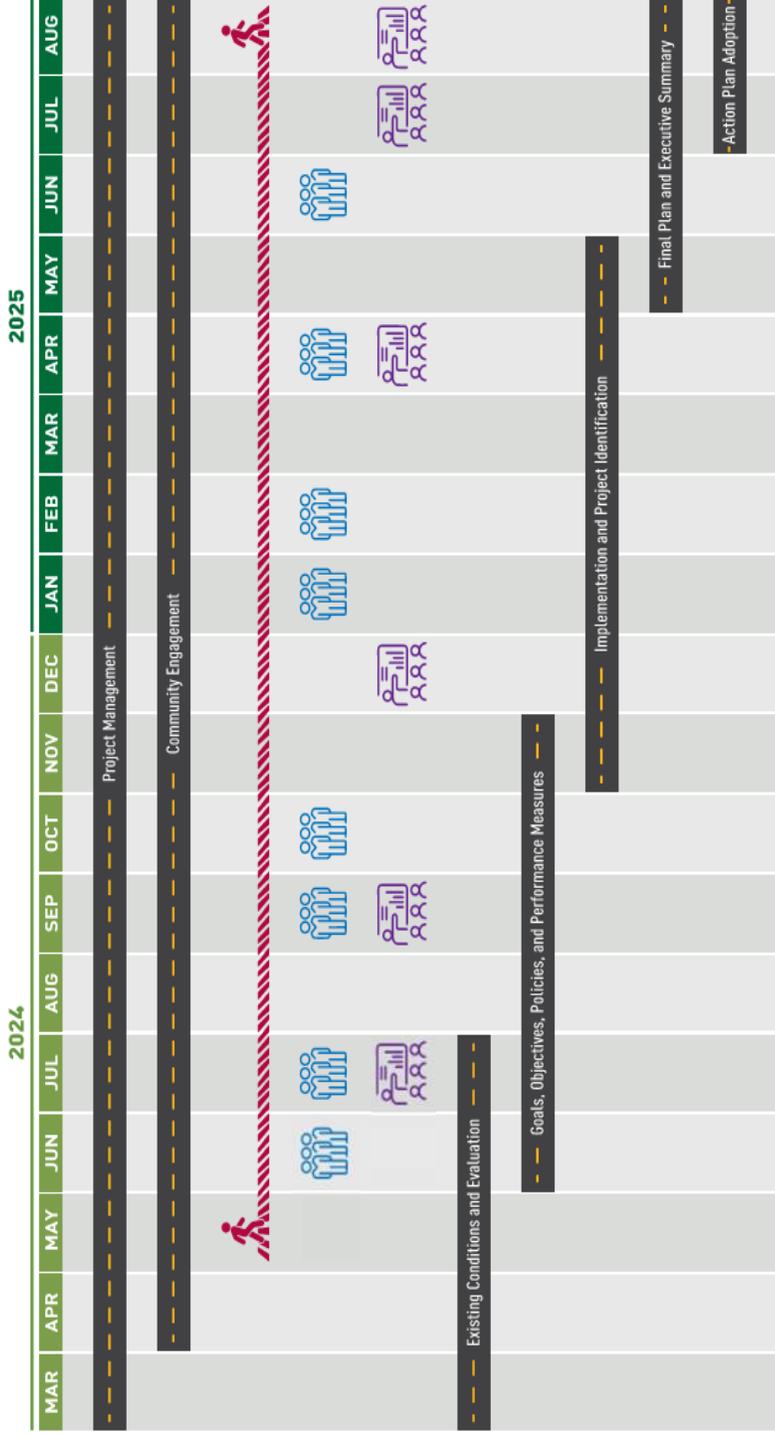
PRIORITY ACTIONS
Both Broadway and Woodland Avenue present opportunities for targeted investments in high-crash corridors. Improvements on N Broadway include adding a shared-use path. This would also provide a valuable connection to the First Creek Greenway trail. On E Woodland Avenue, improvements include a shared-use path, reducing travel lanes from four to two, an on-road bike lane, and a refuge island at Fulton High School.

Comprehensive Safety Action Plan Components

1. Leadership commitment and goal setting
2. Planning structure
3. Safety analysis
4. Engagement and collaboration
5. Equity
6. Policy and process changes
7. Strategy and project selections
8. Progress and transparency



Project Schedule



 Steering Committee Meetings (12)
  Public Involvement Meetings (8)
  Local Government Presentations (6)

Public Engagement

Grand Forks - East Grand Forks Metropolitan Planning Organization
SAFE STREETS FOR ALL

SS4A

The Grand Forks - East Grand Forks Metropolitan Planning Organization (MPO) has embarked on an ambitious and crucial project: the Safe Streets For All Plan. This plan will identify potential safety projects, programs, and strategies to improve safety for the people who live, work, and play in the Grand Forks and East Grand Forks region.

Get Involved!

Your voice is crucial to the success of the Safe Streets For All Project. Together, we can make a significant impact on the safety and accessibility of your streets.

Learn More!

Scan the QR code



OR visit: <https://bit.ly/GGFSS4A>



Grand Forks - East Grand Forks Metropolitan Planning Organization Safe Streets For All

COMMUNITY ENGAGEMENT OPPORTUNITIES!

Your voice is crucial to the success of the Safe Streets For All Project. Together, we can make a significant impact on the safety and accessibility of your streets.

Community Pop Up: June 8 | 10 AM - 5 PM
ArtFest, University Park, 320 N 25th St,
Grand Forks, ND 58203

Public Open House: June 11 | 4 - 6 PM
Empire Art Center, 415 Demers Ave,
Grand Forks, ND 58201

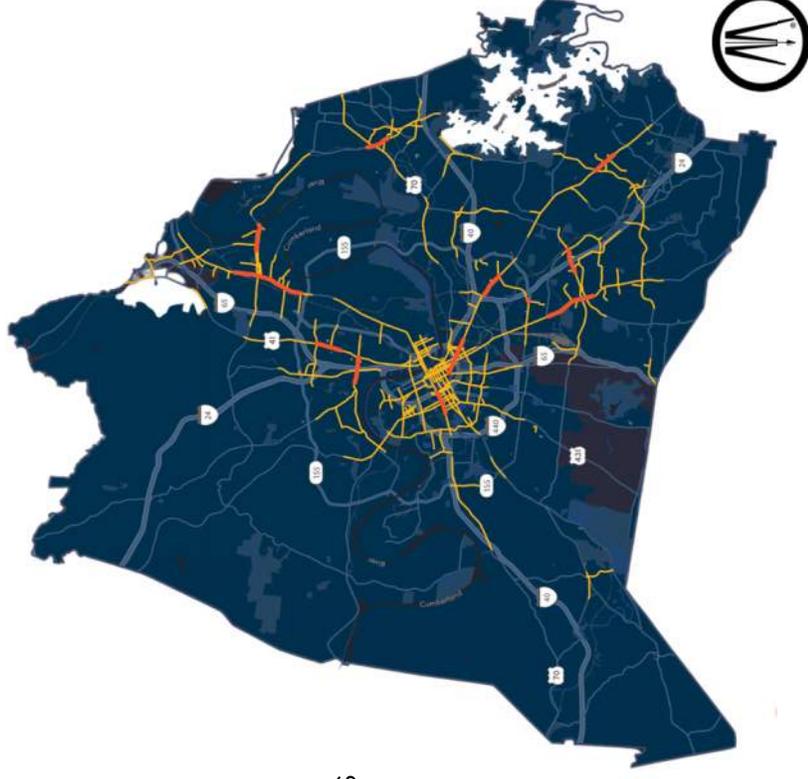


**BOLTON
& MENK**

Real People. Real Solutions.

High Injury Network Development

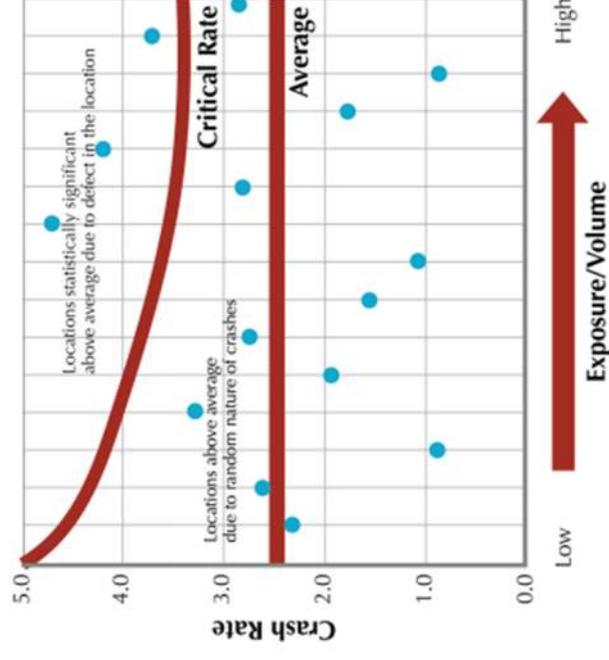
- Builds on Bolton & Menk's Critical Rate analysis
- Identifies and prioritizes HIN segments and intersections
- Uses a **severity index point system**, based on Critical Crash Rates and Average Rates for KSI, VRU, and all collisions
- Includes qualitative exposure evaluations through heat maps and geographic equity scores
 - Ensures balanced project prioritization across the Grand Forks-East Grand Forks area



High Injury Network

Critical Crash Rate

- Analysis determines an average crash rate for the city per million vehicle miles
- Determines the extent to which each segment in the city is above or below the average
- Identifies Critical Segments that have a much higher rate than average
- Accounts for key variables that affect safety, including:
 - Facility design
 - Intersection control
 - Amount of exposure
 - Random nature of crashes



High Injury Network

Combining the Critical Crash Rate

- Every crash in the city is assigned a point score based on the collision type and the road segment on which it occurred
- Use average frequency (collisions per mile) for the VRU collisions
 - No exposure variable for bicyclists and pedestrians integrated into the results

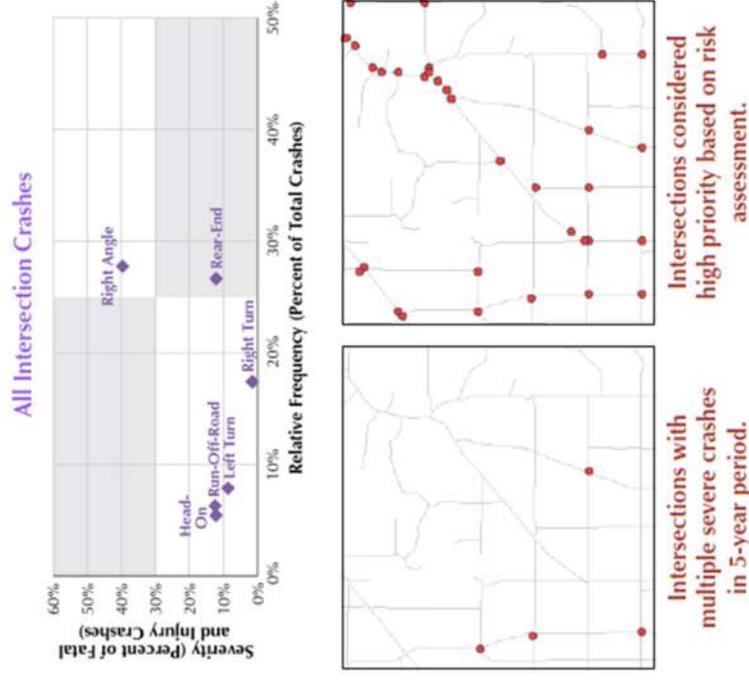
HIN Severity Point Allocation

Threshold	Collision Type	Points
Critical Segment	KSI	20 Points
Critical Segment	Non-KSI Collisions (Minor Injury and Property Damage Only)	15 Points
Above Average Frequency (Per Mile)	Vulnerable Road User	15 Points
Above Average Rate	KSI	10 Points
Above Average Rate	All Collisions	5 Points
Vulnerable Road User Collisions but Below Average Rate	Vulnerable Road User	5 Points

High Injury Network

Intersection Analysis

- Intersection-related crashes account for more than 50% of all crashes and about one-third of fatal crashes
- Rates are expressed as the number of crashes per million entering vehicles rather than million vehicle miles of travel



High Injury Network

Geographic Parity

- Grand Forks and East Grand Forks scores will be based on percentile ranking of segments relative to values within each city

Crash Summary by Facility Types – Greater Minnesota Districts													
Facility Type	Miles	Crashes				Crash Rate	Severity Rate	Fatal Rate	Crash Density	Crash Rate	Severity Rate	Fatal Rate	Crash Density
		Fatal	Serious Injury	Fatal	Serious Injury								
Freeway	742.8	62	141	0.54	0.61	0.27	3.39						
4-Lane Expressway	735.8	99	169	0.65	1.12	0.66	2.68						
4-Lane Undivided	27.5	2	3	0.63	0.80	0.53	1.73						
4-Lane Divided Conventional (Non-Expressway)	103.6	13	27	0.82	1.40	0.67	3.06						
ADT < 1,500	3,953.2	99	171	0.64	2.59	1.50	0.21						
1,500 ≤ ADT < 5,000	3,744.3	104	299	0.54	1.56	0.96	0.56						
5,000 ≤ ADT < 8,000	556.4	54	96	0.59	1.51	0.85	1.35						
ADT ≥ 8,000	126.4	17	30	0.56	1.18	0.67	2.23						
Sub Total	9,690	530	936										
Freeway	20.6	4	16	1.33	1.00	0.25	20.73						
4-Lane Expressway	44.1	7	30	2.16	2.35	0.55	12.52						
4-Lane Undivided	42.7	4	18	3.05	2.06	0.46	12.46						
4-Lane Divided Conventional (Non-Expressway)	55.3	8	31	2.43	1.80	0.47	15.12						
3-Lane	26.3	6	4	2.02	0.87	1.31	7.05						
5-Lane	16.9	0	8	2.39	1.84	0.00	12.34						
ADT < 1,500	77.2	5	10	1.91	7.74	3.87	0.64						
1,500 ≤ ADT < 5,000	266.9	12	25	1.35	1.78	0.85	1.43						
5,000 ≤ ADT < 8,000	96.5	4	33	1.80	2.95	0.36	4.17						
ADT ≥ 8,000	51.7	2	24	2.29	2.41	0.20	8.80						
Sub Total	698	52	199										

Crash Summary by Facility Types – Metro District													
Facility Type	Miles	Crashes				Crash Rate	Severity Rate	Fatal Rate	Crash Density	Crash Rate	Severity Rate	Fatal Rate	Crash Density
		Fatal	Serious Injury	Fatal	Serious Injury								
Freeway	122	22	24	0.6	0.9	0.5	11.1						
4-Lane Expressway	111	17	65	1.0	1.5	0.7	10.3						
4-Lane Undivided	0	0	0	2.5	3.1	0.0	14.8						
4-Lane Divided Conventional (Non-Expressway)	1	0	0	1.3	2.0	0.0	9.2						
ADT < 1,500	13	0	2	0.0	0.0	0.0	0.5						
1,500 ≤ ADT < 5,000	89	5	8	1.0	1.5	2.0	1.3						
5,000 ≤ ADT < 8,000	98	8	18	1.2	2.0	1.8	2.7						
ADT ≥ 8,000	137	17	33	1.3	2.0	1.2	6.9						
Sub Total	571	69	150										
Freeway	267	43	128	1.2	1.6	0.2	41.7						
4-Lane Expressway	124	17	81	1.9	2.7	0.5	23.9						
4-Lane Undivided	20	2	25	5.8	7.8	0.7	41.3						
4-Lane Divided Conventional (Non-Expressway)	21	3	19	5.0	6.8	0.9	38.6						
3-Lane	9	0	2	3.1	4.3	0.0	16.8						
5-Lane	2	0	3	5.6	8.8	0.0	52.4						
ADT < 1,500	1	0	0	4.0	6.3	0.0	2.1						
1,500 ≤ ADT < 5,000	9	0	0	2.8	3.9	0.0	3.7						
5,000 ≤ ADT < 8,000	26	2	2	2.3	3.3	1.6	5.5						
ADT ≥ 8,000	54	6	20	3.0	4.2	1.1	15.6						
Sub Total	533	73	280										

Traffic Safety Fundamentals Handbook, Minnesota Department of Transportation, Revised June 2015



Peer Review

Goals

- Identify best practices in the Safe Systems Approach
- Keep findings relevant for Grand Forks – East Grand Forks contexts – urban, suburban, rural
- Focus on implementation

Peer Review

Peer Selection

Selected 4 cities/region based on:

- Climate
- Population distribution around the region
- Quality of analysis
- Countermeasure selection and communication
- Plan outcomes



CRASH PROFILE 2: LEFT TURN/U-TURN-RELATED MOTOR VEHICLE CRASHES AT SIGNALIZED INTERSECTIONS

This factor analyzes crashes that resulted in death or serious injury involving a motor vehicle making a left turn or U-turn at a signalized intersection in the City of Knoxville.

OWNERSHIP



27% on local roads
74% on TDOT
maintained roads

MODE: MOTOR VEHICLES



SERIOUS AND FATAL CRASHES

83

POTENTIAL COUNTERMEASURES

- Reduced conflict intersections or other alternative intersections
- Protected left turn movements
- Flashing yellow arrow traffic signals (when protected left turn is not feasible)
- Retroreflective backplates
- One-lane roundabouts on lower volume roads
- Red light cameras
- Prohibit right turn on red
- Sight distance enhancements



Henley Street & Cumberland Avenue
Knoxville crash profiles



Chapman Highway & Green Road

Peer Review

Peer Communities

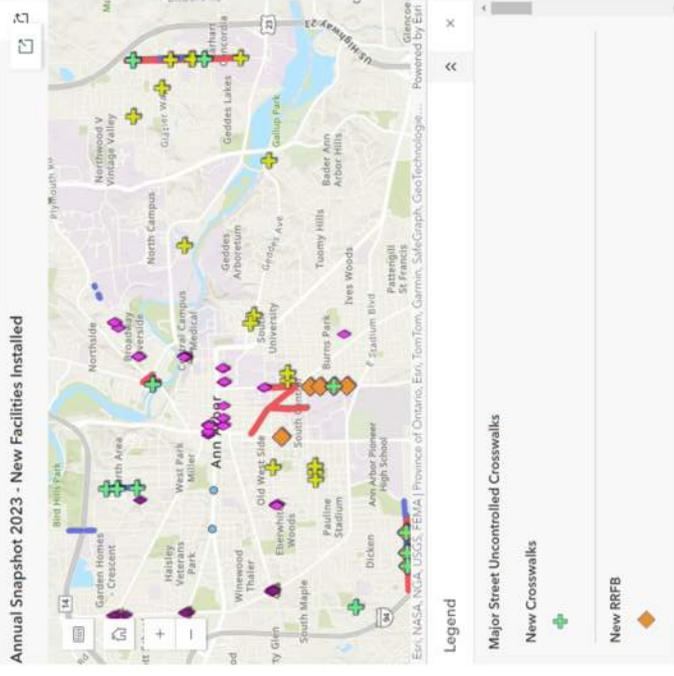
- Greater Madison MPO (WI)
- Knoxville Regional TPO (TN)
- Southeast Michigan COG (MI)
- Ann Arbor (MI)

Pedestrian Enhancements

Safety enhancements for the pedestrian network included filled sidewalk gaps, new crosswalks, audible pedestrian signals (APS), and enhanced improvements at existing uncontrolled crosswalks.

Sidewalk Gaps, Crosswalks, and APS

1.39 miles of sidewalk gaps were filled, 13 new crosswalks installed, and 2 new APS devices were installed



Ann Arbor, MI Annual Snapshot 2023

Next Steps

- Virtual public engagement
 - Online comment mapping tool
- Pop-up engagement – University Park Neighborhood Event
 - July 13th Event at Skidmore Park
- Refinement of High Injury Network
- Continued Peer Review