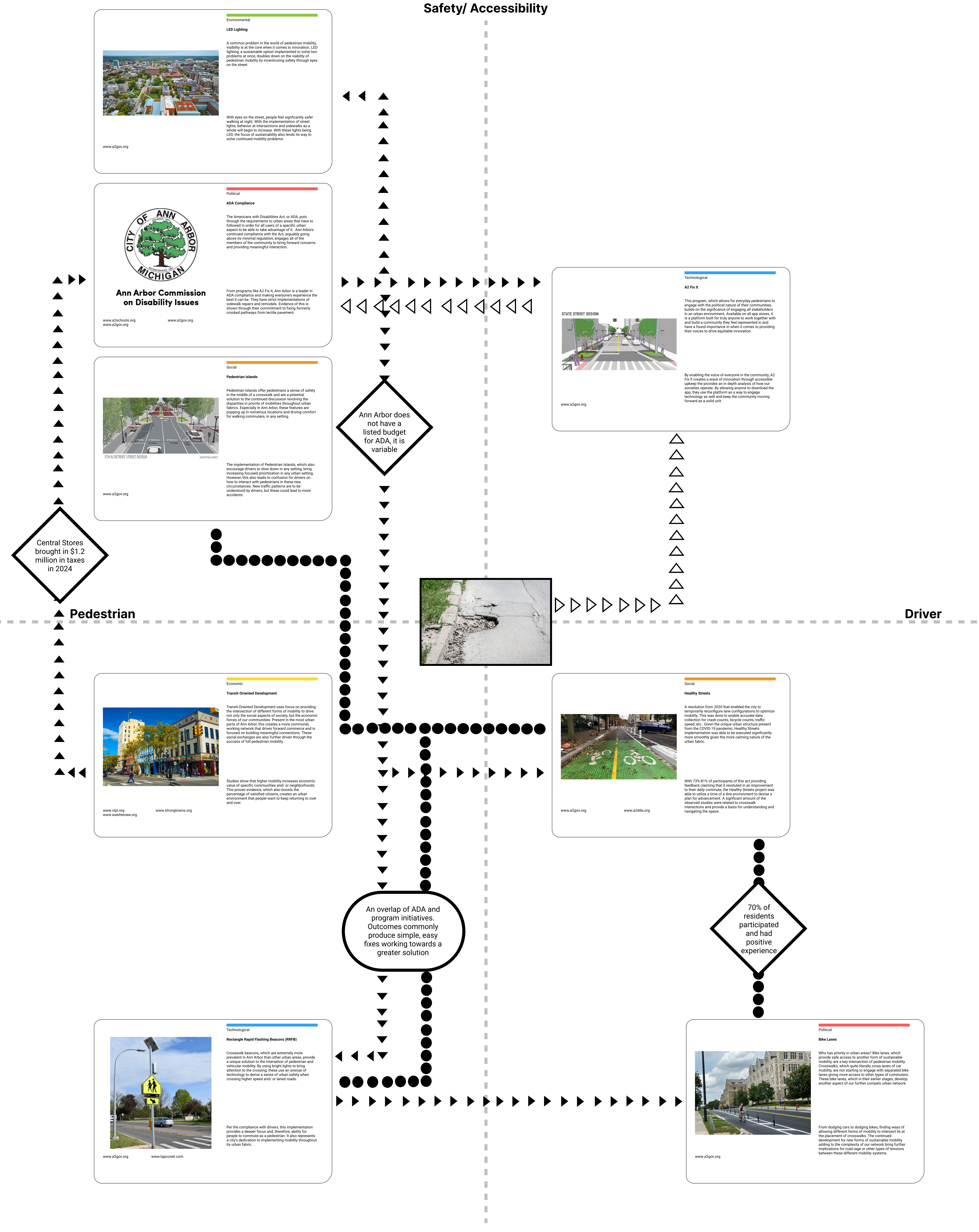
Crosswalks

Network Diagram



Environmental

LED Lighting

A common problem in the world of pedestrian mobility, visibility is at the core when it comes to innovation. LED lighting, a sustainable option implemented to solve two problems at once, doubles down on the viability of pedestrian mobility by incentivizing safety through eyes on the street.

With eyes on the street, people feel signficantly safer walking at night. With the implementation of street lights, behavior at intersections and sidewalks as a whole will begin to increase. With these lights being LED, the focus of sustainability also lends its way to solve continued mobility problems.

www.a2gov.org

Political

ADA Compliance

Ann Arbor Commission on Disability Issues

The Americans with Disabilities Act, or ADA, puts through the requirements to urban areas that have to followed in order for all users of a specific urban aspect to be able to take advantage of it. Ann Arbors continued compliance with the Act, arguably going above its minimal regulation, engages all of the members of the community to bring forward concerns and providing meaningful interaction.

From programs like A2 Fix It, Ann Arbor is a leader in ADA compliance and making everyone's experience the best it can be. They have strict implementations of sidewalk repairs and remodels. Evidence of this is shown through their commitment to fixing formerly crooked pathways from tectile pavement.

www.a2schools.org
www.a2gov.org
www.a2gov.org

Social

Pedestrian Islands

Pedestrian Islands offer pedestrians a sense of safety in the middle of a crosswalk and are a potential solution to the continued discussion revolving the disparities in priority of mobilities throughout urban fabrics. Especially in Ann Arbor, these features are popping up in numerous locations and driving comfort for walking commuters, in any setting.

The implementation of Pedestrian Islands, which also encourage drivers to slow down in any setting, bring increasing focused prioritization in any urban setting. However, this also leads to confusion for drivers on how to interact with pedestrians in these new circumstances. New traffic patterns are to be understood by drivers, but these could lead to more accidents.

www.a2gov.org

Technological

A2 Fix It

This program, which allows for everyday pedestrians to engage with the political nature of their communities, builds on the signficance of engaging all stakeholders in an urban environment. Available on all app stores, it is a platform built for truly anyone to work together with and build a community they feel represented in and have a found importance in when it comes to providing their voices to drive equitable innovation.

By enabling the voice of everyone in the community, A2 Fix It creates a wave of innovation through accessible upkeep the provides an in depth analysis of how our societies operate. By allowing anyone to download the app, they use the platform as a way to engage technology as well and keep the community moving forward as a solid unit.

www.a2gov.org

Ann Arbor does not have a listed budget for ADA, it is variable

Central Stores brought in $1.2 million in taxes in 2024

Economic

Transit-Oriented Development

Transit-Oriented Development uses focus on providing the intersection of different forms of mobility to drive not only the social aspects of society, but the economic forces of our communities. Present in the most urban parts of Ann Arbor, this creates a more communal, working network that drives forward commerce and is focused on building meaningful connections. These social exchanges are also further driven through the success of full pedestrian mobility.

Studies show that higher mobility increases economic value of specific communities and/ or neighborhoods. This proven evidence, which also boosts the percentage of satisfied citizens, creates an urban environment that people want to keep returning to over and over.

www.vtpi.org
www.washtenaw.org
www.strongtowns.org

Social

Healthy Streets

A resolution from 2020 that enabled the city to temporarily reconfigure lane configurations to optimize mobility. This was done to enable accurate data collection for crash counts, bicycle counts, traffic speed, etc.. Given the unique urban structure present from the COVID-19 pandemic, Healthy Streets implementation was able to be executed significantly more smoothly given the more calming nature of the urban fabric.

With 73%-81% of participants of this act providing feedback claiming that it resoluted in an improvement to their daily commute, the Healthy Streets project was able to utilize a time of a dire environment to devise a plan for advancement. A signficant amount of the observed studies were related to crosswalk interactions and provide a basis for understanding and navigating the space.

www.a2gov.org
www.a2dda.org

An overlap of ADA and program initiatives. Outcomes commonly produce simple, easy fixes working towards a greater solution

70% of residents participated and had positive experience

Technological

Rectangle Rapid Flashing Beacons (RRFB)

Crosswalk beacons, which are extremely more prevalent in Ann Arbor than other urban areas, provide a unique solution to the intersetion of pedestrian and vehicular mobility. By using bright lights to bring attention to the crossing, these use an avenue of technology to derive a sense of urban safety when crossing higher speed and/ or laned roads.

Per the compliance with drivers, this implementation provides a deeper focus and, therefore, ability for people to commute as a pedestrian. It also represents a city's dedication to implementing mobility throughout its urban fabric.

www.a2gov.org
www.tapconet.com

Political

Bike Lanes

Who has priority in urban areas? Bike lanes, which provide safe access to another form of sustainable mobility, are a key intersection of pedestrian mobility. Crosswalks, which quite literally cross lanes of car mobility, are not starting to engage with separated bike lanes giving more access to other types of commuters. These bike lanes, which in their earlier stages, develop another aspect of our further compelx urban network.

From dodging cars to dodging bikes, finding ways of allowing different forms of mobility to intersect lie at the placement of crosswalks. The continued development for new forms of sustainable mobility adding to the complexity of our network bring further implications for road rage or other types of tensions between these different mobility systems.

www.a2gov.org

Diagram Key

- - - - - - Visualization Boundary
▶ ▶ ▶ ▶ ▶ ▶ Money flow
● ● ● ● ● Multi-mobility
▷ ▷ ▷ ▷ ▷ ▷ Influence
◇ Direct Insight
⬭ Indirect Insight

Assignment 2: Systems Network
UT230: Design & Urban Inquiries

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Instructor: Wizinsky

Urban Technology
Ty Anderson