

PLANNING AND DEVELOPMENT SERVICES STAFF REPORT

For Planning Commission Meeting of September 10, 2013

SUBJECT: Master Plan Amendment: 2013 Update to the Non-Motorized Transportation Plan

PROPOSED CITY PLANNING COMMISSION MOTION

The Ann Arbor City Planning Commission hereby adopts the 2013 Update to the Non-motorized Transportation Plan as an amendment to the City Master Plan.

PROPOSED CITY PLANNING COMMISSION MOTION

The Ann Arbor City Planning Commission hereby recommends that the City Council adopt the 2013 Update to the Non-motorized Transportation Plan as an amendment to the City Master Plan

STAFF RECOMMENDATION

Staff recommends that the 2013 Amendment to the Non-Motorized Plan be **adopted** as an amendment to the City Master Plan. Staff also recommends that the 2013 Amendment to the Non-motorized Plan be forwarded to City Council for **approval**.

STAFF REPORT

Background – The draft 2013 Amendment to the Non-motorized Plan reflects a desire to update the existing 2007 Non-motorized Plan to reflect non-motorized improvements that have been implemented since 2007, include current best practices for non-motorized systems, and develop updated recommendations for constructing new non-motorized systems. The 2007 Plan was the City’s first non-motorized plan, replacing the City’s “Bicycle Master Plan”. Many of the recommendations of the 2007 Plan are still pertinent. However, after implementing the plan for the past 6 years, staff and the Planning Commission determined that the time was ripe for an amendment to refresh the document. The amendment will be separate document that will be “attached” to the existing plan.

Public Engagement – The draft 2013 Amendment to the Non-motorized Plan was developed after a public engagement process that included two public workshops, six focus group meetings, multiple meetings with the City’s Alternative Transportation Committee, a number of meetings with the Planning Commission’s Master Plan Revisions Committee, and public comment received as part of the required 42 day notification period. Over 100 people participated in the public meetings. Staff created the attached public process report, which describes the extensive public process involved with developing the draft amendment.

Plan Format – The 2013 amendment includes the following three main sections:

1. *Planning and Policy Updates* – This section evaluates new types of bicycle and pedestrian facilities and programs that have emerged since 2007 as proven strategies for building a comprehensive and sustainable non-motorized system.
2. *Near Term Recommendation Updates* – This section revisits near term recommendations from the Non-motorized Plan that have proven to be non-implementable. The update provides a description of the original Plan recommendation, a discussion of the revised recommendations for the area, and detail maps of the new recommendations. Near term recommendations include cost-effective and easily-implemented changes that do not require road reconstruction. Examples of near term changes include re-striping the road surface to install bike lanes and adding crossing islands.
3. *Long Term Recommendations* – This section revisits the long term recommendations from the Non-motorized Plan that have proven to be non-implementable. The long term solutions present the ideal implementation for a particular corridor, often requiring significant physical adjustments to the cross section of a roadway. Due to the significant costs of construction required, long term projects are typically completed as independent improvements or as elements of other projects.

Public Notice – City Council authorized distribution of the draft plan amendment on June 3, 2013, consistent with State requirements of Public Act 285, and requested comments from adjoining jurisdictions and stakeholders. The 42-day comment period ended on July 15, 2013. Now that the comment period is over, the Planning Commission will hold the required public hearing on September 10, 2013 and consider any comments received.

Planning Commission Review and Action - The Planning Commission's Master Plan Review (MPR) Committee met with staff throughout the two-year process of creating the update to the Non-motorized Transportation Plan. The MPR Committee reviewed the draft 2013 Update on August 7, 2013. Comments from this review were provided to Systems Planning staff, and these comments have been taken into consideration in the September 6, 2013 draft document.

The Planning Commission may choose to adopt the plan as an amendment to the City of Ann Arbor Master Plan. If the Commission adopts the plan amendment, then City Council will hold a public hearing and review the plan amendment for adoption as part of the Master Plan.

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Community Services Area Administrator
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Attachments: 2013 Amendment to the Non-motorized Transportation Plan – 9/6/13 Draft
Public Process Report

CITY OF ANN ARBOR
2013 NON-MOTORIZED
TRANSPORTATION PLAN
UPDATE DRAFT

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A special thank you is needed for all of the citizens who took the time to provide direction and comment on the Non-motorized Transportation Plan Update through focus groups, public meetings, and emails.

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Background & Metrics

The 2007 Non-motorized Transportation Plan (NTP) envisioned a physical and cultural environment that supports and encourages safe, comfortable, and convenient ways for pedestrians and bicyclists to travel throughout the City and into the surrounding communities.

Since 2007, the City of Ann Arbor has made significant progress in building this physical and cultural environment. Figure 1 shows the miles for four types of non-motorized facilities in 2007, the NTP recommendations for each facility, and what has been added since the NTP was adopted. Bike lanes are presented as lane miles: a lane mile is calculated by measuring the length of roadway with bike lanes and multiplying it by the number of bike lanes. For example, one mile of road with a bike lane on one side of the road measures as one mile. A mile of road with bike lanes in both directions measures as two miles. The City has added nearly half of the 82.5 bike lane miles recommended in 2007, bringing the total length of bike lanes to 71.4 lane miles.

Figure 1 – Bike facility progress since 2007, in lane miles

	Bike Lanes	Shared-use Arrow	Shared-use Path	Bike Route
Existing in 2007	35.4	0.9	55.0	5.2
Added since 2007	36.0	10.2	2.2	0.0
Total in 2013	71.4	11.1	57.2	5.2
Recommended in 2007	82.5	13.3	2.0	25.4
Progress in 2013	43.7%	77.0%	110.0%	0.0%

Figure 2 shows progress made in pedestrian facilities. Over a quarter of the 2007 NTP recommended midblock crossings have been implemented, and many of these have received facilities like flashing beacons and/or pedestrian crossing islands. The 2007 NTP sidewalk recommendations focused on major facilities and those that served pedestrian access to schools, therefore this inventory illustrates the progress made in those areas only.

Figure 2 – Pedestrian facility progress since 2007

	Major Crossings	Minor Crossings	Sidewalks (miles)
Existing in 2007	59	14	-
Added since 2007	31	7	3.4
Total in 2013	90	21	-
Recommended in 2007	105	25	25.0
Progress in 2013	29.5%	28.0%	13.6%

Introduction

The NTP Plan used mode-share to describe non-motorized use rates in 2007 and to set goals for the City. Mode-share is the percentage of trips made by one mode, e.g. bicycling, relative to all trips. The most common mode-share statistic is commuter mode-share, which measures trips to work. The NTP cited Census data, but in recent years, the American Community Survey (ACS) has replaced the traditional decennial Census. The ACS surveys a small percentage of citizens each year, and averages the annual results into consolidated reports. From 2006 to 2010, the ACS sampled residents of Ann Arbor and produced the 2006-2010 five-year ACS reports.

The NTP anticipated that bicycling would make the largest mode-share gains, which has proven true in the past six years. Figure 3 shows the progress made in commuter mode-share from ACS data for bicycling, walking, and public transit. The NTP does not include direct recommendations for transit, but each transit rider is a pedestrian at the beginning and end of each trip, so an increase in transit mode-share is an important trend to consider in the NTP Update. The total mode-share of alternative transportation has increased from 25.8% in 2000 to 28.0% in 2006-2010.

Figure 3 – Commuter mode-share changes since 2007

	Bicycling	Walking	Public transit
Mode-share in 2000	2.4%	16.5%	6.9%
NTP Recommendation	6.0%	20.0%	-
Mode-share in 2006-2010	3.5%	15.6%	8.9%
Change since 2000	45.8%	-5.5%	29.0%

This ACS measures work trips only; it may be true that recreational, utilitarian, or other trips have different mode-shares. Additionally, the survey data does not accurately measure the annual trends for statistics like bicycle commuter mode-share because it aggregates five years of data into one report. Therefore, a major physical or policy improvement may not be reflected in ACS mode-share reports until several years have passed.

Determining annual mode-share increases for recent years can also be measured by observer counts. Instead of a mailed survey, the following count data is compiled using direct observation of actual trips. The non-motorized program has been able to complete counts at important intersections before and after facility upgrades to measure the direct result of investment. Figure 4 shows the results for two intersections, before and after the addition of bike lanes. A marked increase in total bicyclists and comfort using the road is evident.

Figure 4 – Bicycle counts for intersection of Liberty St & Seventh St, before and after bike lanes on Seventh.

	Bicyclists Observed	Bicyclists in the road
Liberty & Seventh – 2007	354	53%
Liberty & Seventh – 2011	488	65%
Change	38%	22%

Figure 5 – Bicycle counts for intersection of Catherine St and Fifth Ave, before and after bike lanes on Catherine St and Fifth Ave

	Bicyclists Observed	Bicyclists in the road
Catherine & Fifth – 2007	362	55%
Catherine & Fifth – 2012	582	74%
Change	61%	23%

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In an initial phase of the review process, several technical reports were drafted to review and evaluate the City's non-motorized transportation program's progress. The reports were modeled after the League of American Bicyclists' evaluation categories referred to as the "Five Es"; Engineering, Education, Encouragement, Evaluation, and Enforcement. Reports were also produced for two additional topics: Funding and Prioritization. These reports were created from field surveys, research, public input, and staff experience of implementation since 2007.

Engineering

2007 NTP – Chapter 2

Engineering addresses the physical implementation of the NTP's recommendations for biking for walking. It considers all bike and pedestrian facilities included in the near-term recommendations, as well as signs, bike parking, and the design guidance used by staff to plan system expansion.

The NTP Update recommends an expansion of the non-motorized system through a broader array of non-motorized elements.

Education

2007 NTP – Chapter 3

Education is integral to implementation of non-motorized transportation. It is the avenue by which City staff can inform drivers, cyclists, and pedestrians of the rules and expectations that exist for each of them. With a constantly changing non-motorized infrastructure, culture, and legal context, effective education techniques are critical for successful systems.

Encouragement

2007 NTP – Chapter 3

Encouragement relates to a community's strategies to promote bicycling and increase the number of cyclists. Separate from education, encouragement deals with the programming, maps, signage, and other unique means to advocate for increased use of non-motorized transportation.

Evaluation

2007 NTP – Chapter 3

Evaluation allows a community to measure the effectiveness of infrastructure, policies, programs, and the legal framework in place for non-motorized use. The evaluation process not only quantifies the progress made in a non-motorized program, it helps provide direction for future action. It can provide leverage for a shift in priorities, when appropriate, to ensure that implementation is consistent with the adopted planning documents in place. Evaluation processes demonstrate a commitment to measuring results and planning for the future.

Add something about evaluation ties to maintenance efforts and awareness and citizen reporting?

2007 NTP – Chapter 4

Enforcement addresses the legal framework surrounding the non-motorized system. It describes how the non-motorized transportation program should operate within the framework of codes and regulations within the City, and it evaluates non-motorized use within the framework of important changes to City Code. Enforcement strategies promote safe interaction between all users of shared roads and sidewalks. Enforcement includes City Code, police actions, and policies and programs. Cycling and pedestrian ordinances, police actions, and policies and programs that guide non-motorized use all contribute to effective enforcement in Ann Arbor.

Speed limits are one example of an element of the legal framework directly related to enforcement. In Ann Arbor, the maximum speed limit on city-owned roads is 35 mph. The intuitive understanding that pedestrian risk rises with vehicle speeds has been established by many studies in the past 20 years. The conclusions of two studies are shown in Figure 3. The non-motorized program focuses on enforcement techniques to ensure the safety of all users along and across the roadway.

Figure 6 – Odds of pedestrian death increase dramatically with elevated vehicle speeds.^{1 2}

	Source 1	Source 2
Vehicle Speed	Odds of Ped. Death	Odds of Ped. Death
20 mph	5%	5%
30 mph	45%	37%
40 mph	85%	83%

Funding**2007 NTP – Chapter 6**

Funding for non-motorized infrastructure and programs comes from many sources, including:

- Moving Ahead for Progress in the 21st Century (MAP-21), the most recent federal transportation bill.
- The Michigan Transportation Fund (MTF), the state’s vehicle revenue distribution fund created through Act 51 of 1963.
- City policies like resolutions R-176-5-03 and R-217-5-04 that direct funding to the non-motorized program and promote bike lane installation.

Non-motorized progress has been accomplished through direct investments and by piggybacking on road and other infrastructure projects. This cost-effective approach has led to many new miles of bike lanes and other facilities since 2007 that would not have been implemented as standalone projects.

¹ Australian Federal Office of Road Safety, *Vehicle Speeds and the Incidence of Fatal Pedestrian Collisions*, Report CR 146, 1994.

² U.K. Department of Transportation, *Killing Speed and Saving Lives*, London, 1987.

However, this funding mechanism highlights the challenge of funding facilities that cannot often be included with other infrastructure projects.

Prioritization

2007 NTP – Chapter 5

An early look at the 2007 NTP's near-term opportunities revealed that definition of near-term included substantially more projects than could be completed with available resources. The non-motorized program established a priority ranking system to identify the most impactful projects available for implementation. The review process included a review and a reapplication of the ranking system. The prioritization issue paper examines this process in detail.

Access to the Technical Reports

All of the reports created during the writing process for the Non-motorized Transportation Plan Update can be found on the City's Non-Motorized Transportation Plan Review webpage: http://www.a2gov.org/government/publicservices/systems_planning/Transportation/Pages/Non-MotorizedTransportationPlanreview.aspx.

A copy of the technical reports is available under "Draft Issue Papers" link on the Non-Motorized Transportation Plan Review webpage, <http://www.a2gov.org/NTPUpdate>, or directly at: http://www.a2gov.org/government/publicservices/systems_planning/Transportation/Documents/DRAFT%20Issue%20Papers.pdf.

Many of the recommendations in the 2007 NTP remain valid and relevant today. Innovations in non-motorized facility design and implementation since 2007 have created new opportunities. In November 2011, the City began a review of the 2007 NTP to evaluate the non-motorized transportation program's achievements, describe implementation challenges, identify policy and program areas for improvement, and address new best practices for incorporation into the City's non-motorized transportation program. Public input, staff research and review, and advisory committee guidance have shaped the recommendations listed in this document. The result is a Plan Update to append to the 2007 City of Ann Arbor Non-Motorized Transportation Plan.

The document is divided into three main segments:

Planning and Policy Updates

2007 NTP: Chapters 2 & 3, Pages 11-138

This section evaluates new types of bicycle and pedestrian facilities and programs that have emerged since 2007 as proven strategies for building a non-motorized system. While the 2007 NTP identified some of these facilities and programs, the NTP Update builds on the NTP to further explore the opportunity to use these innovative solutions. This section also provides recommendations that address implementation challenges that staff has experienced since 2007.

Near-term Recommendation Updates

2007 NTP: Chapter 5, Pages 160-176

The 2007 NTP included near-term and long-term recommendations for the following facilities throughout Ann Arbor:

- Signalized Crossings and Roundabouts
- Midblock Crossings
- Bike Lanes
- Bike Routes
- Shared-use Arrows
- Sidewalks
- Shared-use Paths
- Foot Trails

Near-term recommendations included cost-effective and easily implemented minor changes that do not require road reconstruction. Two examples of near-term changes include re-striping the road surface to install bike lanes and adding crossing islands. The 2007 Near-term Opportunities Map illustrated the NTP's near-term recommendations. The NTP also included select detailed views to provide an additional level of analysis in specific areas of the city.

The NTP Update adopts this approach and revisits near-term recommendations in several areas that have proved non-implementable. This section includes a description of the original Plan

recommendation, a discussion of the revised recommendation for the area, and a detail mapping of the new recommendation.

Long-term Recommendation Update

2007 NTP: Chapter 5, Pages 177-184

Long-term solutions represent the ideal implementation for a given corridor, often requiring significant physical adjustments to the cross section of a roadway. Long-term recommendations do not have an implementation timetable. Due to the significant costs or construction required, they are typically completed as an independent improvement or as an element of other projects. For example, East Stadium Blvd was recently reconstructed, and the project incorporated all of the recommendations for that segment, including two major midblock crossings and new bike lanes. These improvements were identified in the 2007 NTP as long-term recommendations.

Long-term recommendations in the roadway:

- Are generally implemented when a new road is built or an existing road is reconstructed. Reconstruction projects typically include new curb, gutter, and stormwater systems.
- Generally require road widening to accommodate the minimal lane width requirements for all users. This may require additional ROW.
- Strive to meet the minimum desired widths for bike lanes, motor vehicle lanes, buffers, and sidewalks to the extent that it is practical given the project's context (Pg. 177).

Most of the 2007 Non-motorized Transportation Plan's Long-term recommendations remain relevant and appropriate in the 2013. However, there are four long-term areas discussed in the NTP Update Report to reemphasize the NTP's recommendation: Allen Creek Greenway, Border to Border Trail, Gallup Park & Fuller Road Paths and Briarwood-Pittsfield Pedestrian Bridge.

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2007 NTP: Chapters 2 & 3, Pages 11-138

The Planning and Policy Updates section brings forth proven strategies that were considered emerging in 2007 for consideration and integration into the City's standardized practices. These strategies include updated design guidelines, non-motorized in-road facilities and systems, and planning practices.

Design Guidelines:

Since 2007 multiple sets of guidelines that were used in the NTP have been updated. In understanding the dynamic nature of bicycle and pedestrian facility planning, it is essential that innovative and proven strategies are taken into consideration for future use.

Non-motorized In-road Facilities and Systems:

Working off of the updated design guidelines, in-road facilities and systems that were once considered emerging are recommended for implementation consideration. These in-road facilities and systems share a common theme of creating safe, separated facilities for cyclists both on and off the road.

- Bike Boulevard
- Cycle Track
- Bike Share
- Bike Lane Color Treatment
- Bike Station

Planning Practices:

Due to the intrinsic nature of planning, lessons are frequent learned along the way as challenges arise. Since 2007 City Staff has faced and learned from many challenges. From these lessons new recommendations have emerged which address how to better plan for the "Five E's" of transportation planning: engineering, education, education, encouragement and evaluation.

- Snow Removal
- Facility Maintenance
- "3D" Signage
- Online Way-Finding Technology
- Education Campaign Evaluation
- Bike Parking Evaluation
- New Sidewalk Funding
- New Midblock Crosswalk Funding
- MAP-21 (Federal) and Act-41 (State) Funding

2007 NTP: Pages 4, 11-94

The bulk of the 2007 NTP covered the planning and design guidelines for bicycle and pedestrian facilities. As noted in the introduction, the intent of the NTP was to synthesize the available guidelines into one comprehensive document, interpreted for applicability to Ann Arbor. The NTP drew its design recommendations and illustrations from these documents; it also recognized that the guidelines were subject to change in such an evolving field, and recommended that users of the NTP identify and adopt updates periodically.

City staff uses several sets of guidelines updated as recently as 2012 in designing bike and pedestrian facilities. These include:

- American Association of State Highway and Transportation Officials (AASHTO) Bike Guide
- US Department of Justice’s Americans with Disabilities Act (ADA)
- MDOT’s MMUTCD
- City of Ann Arbor’s NTP
- National Association of City Transportation Officials (NACTO)

NACTO is a recently formed organization that has published an Urban Bikeway Design Guide, a set of design guidelines which staff may choose to utilize. During and following the review process, NACTO guidelines will be scrutinized to determine whether they comply with Michigan law and whether the proposed designs are feasible in Ann Arbor.

Additionally, AASHTO and MMUTCD have been updated in recent years. Staff should establish updated guidelines based on all available resources to standardize implementation of traditional and new facilities such as flashing beacons, 3D signs, and pavement markings.

Coordination between the Ann Arbor Downtown Development Authority (DDA) and the City is recommended in the DDA’s writing of the Street Framework Plan. As the Street Framework Plan will address non-motorized facilities, such as bicycle parking, it will be important that the updated design guidelines are considered in the Street Framework Plan’s formulation. The DDA announced the Street Framework Plan in the summer of 2013.

2007 NTP: Pages 18-26

In the 2007 NTP, bicycle travel along road corridors was planned with bike lanes, shared roadways, and shared-use paths (pg. 18). These three options represented the primary facilities used for on and off-road bike travel at the time of plan writing. The NTP described the advantages and disadvantages of each facility under various roadway cross sections, developing a preferred facility option based on the level of service to cyclists under each scenario. Since that time, alternatives to in-road bicycle lanes have become popular. These alternatives can provide a higher level of service for cyclists than bike lanes, shared roadways, or shared-use paths, when implemented correctly. One of these alternatives is the Bike Boulevard.

A Bike Boulevard is a low-traffic, low-speed road where bicycle interests are prioritized. Typically, Bike Boulevards are designated on streets that parallel to a major roadway not suitable for accommodating bicycling. Bike Boulevards are created by deploying a system of signs, pavement markings, low speed limits, and intersection treatments facilitating an environment that welcomes cyclists and discourages automobile through traffic. To maximize their impact, Bike Boulevards should be implemented over lengthy stretches of roadway to serve as significant facility features (NACTO Urban Bikeway Design Guide).



Figure 1 – NACTO Urban Bikeway Design Guide Bicycle Boulevard: Signs and Pavement Markings
Illustration

In addition to serving as a priority bicycle facility, Bike Boulevards contribute to traffic calming. The City is dedicated to providing “more livable neighborhoods” through traffic calming measures, and provides a guidebook to help residents understand how these measures can improve their neighborhoods. Many of the physical interventions used by the traffic calming program can be used to implement Bike Boulevards; therefore, a unique opportunity exists to accomplish both goals with one project in strategic locations.

Planning and Policy Updates

The NTP Update recommends developing a Bike Boulevard planning process to shape specific treatments with substantial community engagement. There is no standard treatment, but rather a variety of options for local application of a Bicycle Boulevard. This plan update recommends Bike Boulevard corridors based on general characteristics. When implementing a Bike Boulevard, staff should maximize community engagement by utilizing steering committees and public meetings to ensure citizen support in addition to appropriate engineering and design potential.

Washington St is an example of an implementable conversion to a Bike Boulevard to serve the east-west bicycle traffic between Ann Arbor's western suburbs and the downtown and central campus areas. The Bike Boulevard could start at Revena Blvd to First St: 0.7 center lane miles. In total Washington St is 1.5 center lane miles long, making it a significant route. It has lower traffic levels and slower speeds than Huron St to the north. Public support also exists for the conversion of Washington Street into a Bike Boulevard. It is important to note, the Washington Street corridor is busy at select locations, including the segment in front of the Ann Arbor YMCA, between 1st St and Chapin St. Staff will need to consider all of these factors in the Bike Boulevard planning process for Washington.

Elmwood Ave is another implementable candidate for a Bike Boulevard conversion. A Bike Boulevard conversion on Elmwood Ave may be an alternative to a road diet on Platt Rd from Canterbury Rd to Packard Rd. Elmwood Ave is 0.4 center lane miles long and runs north-south, directly to the east of Platt Rd. Cyclists using Elmwood Ave as a Bike Boulevard could use the existing shared-use path in Scheffler Park to connect to Platt Rd and South Huron Pkwy; however, the 8' wide bridge connector in Scheffler Park may need to be widened to a 10' shared-use path width.

Broadway St is a third implementable candidate for a Bike Boulevard conversion. Running alongside Plymouth Rd, Broadway St provides an alternative route from the Northside neighborhood, at the intersection of Plymouth Rd and Murfin Ave, to the Lowertown neighborhood and the Broadway St Bridge, at the intersection of Plymouth Rd, Maiden Ln, and Moore St. From its northern and southern intersections with Plymouth Rd, Broadway St is 1 center lane mile in length, primarily residential and has lower traffic levels and lanes than Plymouth. Broadway St also already has traffic calming measures in place such as speed humps.

2007 NTP: Pages 18-26

Similar to Bike Boulevards, Cycle Tracks are not included in the 2007 NTP. Since that time, they have become more widely used in American cities. A Cycle Track is a buffered bike lane which uses pavement markings or physical separators like bollards, wheel stops, or Jersey barriers to protect the bike lane from traffic. Cycle Tracks may be one-way or two-way. Some Cycle Tracks are elevated from the road by a few inches to further separate bikes from traffic. Pedestrians are not allowed to use Cycle Tracks. Cycle Tracks, like Bike Boulevards, prioritize cyclists over motorists. However, where Bike Boulevards may serve bikes and autos, Cycle Tracks are completely separated facilities.



Figure 2 – NACTO Urban Bikeway Design Guide Two-Way Cycle Track Illustration

Where on street parking is allowed, Cycle Tracks are generally located opposite parked cars, and are separated by buffers, grades and/or pavement color. As a result, there is a positive effect on comfort for cyclists traveling along the road.

Cycle Tracks have the potential to produce more conflicts than bike lanes or Bike Boulevards at intersections and driveways. Separated lanes can lead to less awareness from drivers of moving bicycles when turning into driveways or cross streets. Similarly, drivers looking to pull onto the street from a driveway may pull into the Cycle Track and wait until it is safe to make the turn.

Additionally, drivers, used to checking for bikes with the flow of traffic, may not see contra-flow bicycles coming in a two-way bike facility. At intersections, the separated track prevents cyclists from merging with traffic to make left turns as they may do from a bike lane. Instead, bike boxes or two-stage turns should be used to avoid conflicts.

Planning and Policy Updates

The NTP Update recommends considering Cycle Tracks as an appropriate facility to use where context factors like vehicle speed or volume require additional bicycle separation and the road width exists to accommodate them.

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2007 NTP: NA

The 2007 NTP did not reference bike sharing, as it was not a widespread technique in the United States when the NTP was written. However, in recent years, several cities have started or expanded bike share systems successfully, illustrating the possibility for Ann Arbor to do the same.

The Clean Energy Coalition (CEC) in Ann Arbor has started exploring a bike sharing program for Ann Arbor. A bike sharing program would enable residents, visitors, and students to access a system of bicycles available throughout town. Under the program, users are able to pick up a bike from one bike parking station, use it to accommodate a trip, and then drop it off at any of the system's stations. There are a number of issues that the CEC needs to explore through the planning process prior to initiating a local bike share program. The placement of bike share facilities in downtown locations where space is limited will require careful planning. Additionally, Michigan weather dictates that protecting bike share bikes from the elements is a concern.

In addition to the independent benefits of bike sharing, it also works well together with transit; bus riders can use bikes to go farther after their transit stop than they would be willing to walk. This extends the effective reach of transit service. Bike share also provides excellent opportunities for visitors to get around town, and it enables everyone to try cycling without the hassle of bike maintenance or a large upfront cost. Washington, DC's Capital Bike share provides a good example of a successful bike share program.

A bike share program is listed as a recommendation under both engineering and encouragement for its two-fold impact. While the structures and bicycles clearly expand the physical system, providing this opportunity also serves to significantly increase ridership throughout the city by creating the opportunity for anyone without a bike to become a bicyclist.

On August 8th, 2013, City Council passed a resolution to approve an Ann Arbor Bike Share Master Agreement with the Clean Energy Coalition (CEC) for implementation and operation of the a bike share program. In alignment with the City, the University of Michigan and the AATA are also providing various levels of financial and planning services for the bike share program.

Implementation of the bike share program will be carried out in phased approach and with significant public input on future station locations and allocation of bikes at stations. At the time of the Plan Update's writing, the bike share program is intended to include 125 bikes at 14 stations throughout the downtown, South Campus, Central Campus, Medical Campus, and North Campus areas. The NTP Update recommends considering locations outside of the immediate downtown and campus areas for the second phase of station placement.

Planning and Policy Updates

Site locations in the public right of way, on private property, and on University property received consideration for the first phase of station placement. The potential station locations within the City right of way include:

- Ashley St and Liberty St
- Library Lane at Fifth Ave
- Liberty St and Division St
- Detroit St and Fifth Ave
- State St and Hoover Ave

10,100 rides, or checkouts, are anticipated within the first year of the bike share system, which is set to launch in the Spring/ Summer of 2014. The anticipated rides are calculated based on the expected bicycling season in Michigan, which runs from April 22nd to November 30th.

- Annual Members: 54% of the 10,100 expected rides are anticipated to come from the predicted 875 annual members
- 24-hour Members: 45% of the 10,100 expected rides are anticipated to come from the predicted 3,500 24-hour members
- Weekly Members: approximately 1% of the 10,100 rides are anticipated to come from the predicted 75 weekly members

2007 NTP: Page 58

There are locations in Ann Arbor where conflict arises between bikes and automobiles due to the configuration of bike lanes, travel lanes, and turning lanes. Often, these problem segments are located where a right-turn-only lane is added to the travel lanes at the intersection. The bike lane continues straight through the intersection, splitting the right-most travel lane and the right-turn lane. Merging traffic not only presents a hazard for cyclists, but also for other motorists when confusion over proper behavior prevents successful merging. Alternatively, if the bike lane remains on the outside of all automobile lanes, the right-turning traffic presents a hazard to through bicycle traffic.

Adding color to the bike lane helps to increase visibility of the bike lane. It reaffirms the cyclist's place in the road and encourages drivers to yield. Clarifying the proper behavior will improve vehicle flow and safety for all users. Staff will consider a trial run of the innovation for costs and abilities of such treatment to stand up to traffic and weather conditions, such as plowing.

“Colored pavement within a bicycle lane increases the visibility of the facility, identifies potential areas of conflict, and reinforces priority to bicyclists in conflict areas...” (NACTO Urban Bikeway Design Guide).



Figure 3 – Green Lane Marking Illustration at S Fifth Ave and E Liberty St – Source: Google Maps and Ann Arbor Staff

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The NTP referenced blue bike lanes within the facility design chapter, but as it mentions, color treatments were experimental when the NTP was written, and application to the Federal Highway Administration (FHWA) would have been required to set up a test site for blue lanes.

The goal of green pavement for bikes is to create a safe and unique lane that sends a clear message to all road users. Since 2007, the primary color used in this application is green as prescribed in the Manual of Uniform Traffic Control Devices (MUTCD) to avoid confusion with handicapped pavement markings. The implementation of green lanes for bikes continues to increase awareness and knowledge. To create a safe surface, the material application must be non-stick, visible, and durable. Current best practice uses an epoxy resin that is skid resistant and can be mixed with retroreflective beads. Retroreflectivity creates a high level of nighttime visibility for the lane.

City staff has identified potential locations for color application:

- WB Catherine St from Fourth Ave to Main St
- South bound Fifth Ave @ the underground parking structure entrance
- S State St from Ellsworth Rd to Eisenhower Pkwy
- Ann Arbor Saline Rd over I-94

2007 NTP: Pages 134-138

The 2007 NTP addressed bike stations largely as bike parking facilities. Describing the importance of secure and plentiful parking options for commuters and U of M students alike, the NTP recommended bike stations to provide both security and capacity.

Since 2000, bike stations in the US have grown to include amenities beyond bike parking security and capacity to facilitate a more complete commuting experience. These stations provide a combination of the following facilities:

- Showers and lockers
- Bike repair
- Bike rental
- Refreshment
- Bike maps and information
- Parts, accessories, and other bike retail

Bike stations encourage more residents to ride because they offer safe bike parking together with the other important amenities listed above. Combining these amenities significantly improves the cycling experience. Chicago, St. Louis, and Washington DC are among the US cities that have installed bike stations in the past decade.

Since plan adoption, the University has significantly increased bike parking capacity on campus. In 2010, a significant area with covered bike parking was added along Rackham Green with the construction of the North Quad Academic and Residential Complex between E Huron and Washington St. The University also built an enclosed bike parking facility since 2007 in the Thompson Street Structure with fifty bike parking spaces, an air compressor and secured card entry. In 2012, the University added two air compressor stations and a fix-it stand near popular bike parking locations. These amenities offer the benefits of a bike station in separate locations, but they signal an important step towards a more complete biking experience.

The NTP Update reinforces the 2007 NTP recommendation by identifying a near-term bike station opportunity and framing a long-term bike station strategy. It is not readily apparent that the City has an immediate opportunity for a standalone bike station; however, there are resources in the community that combine a number of the amenities described above. The YMCA on Washington St and City Hall on Huron St both have locker rooms and showers and may offer a first step towards a bike station concept. In May 2013, the DDA and getDowntown program opened the Bike House. Located inside Maynard parking garage, one of the main downtown parking structures, the Bike House offers guaranteed and reserved bike parking for 37 bikes. The Bike House has 24-hour electronic surveillance, ample lighting, a Dero Fixit stand, and a keycard-only access. The Dero Fixit stands provides Bike House members with access to a bike tire pump and seven hanging tools for bike maintenance repairs. It is recommended that

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the non-motorized program explore willingness of these community resources to expand access to bike support facilities.

In the long-term, as the City advances planning for the Ann Arbor Station project, it is exploring ways to ensure that the station is truly multi-modal. A bike station at, or near, a train station or transit center would provide secure overnight bike parking, showers and locker rooms, and bike repair services for commuters and residents of Ann Arbor. Providing this service could encourage more people to commute to Ann Arbor via transit or bike. It would also serve as a recognizable center of biking activity, strengthening the culture of non-motorized access and priority in the City.

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2007 NTP: Pages 126-127, 189

Ann Arbor, as a northern city, has inclement weather during winter months. Nonetheless, many people rely on alternative transportation year-round. The 2007 NTP recognized the need to have non-motorized facilities cleared of snow with the same priority as the city's roads. The NTP identified areas of special concern for snow clearance (Pg. 127, 189):

- Curb ramps at intersections
- Pedestrian crossing islands
- Bus stops

Although the NTP did not focus on travel by transit, it acknowledged the often multimodal nature of non-motorized transportation. Because every transit rider is a pedestrian at the beginning and end of every trip, it is imperative that bus stops are cleared well for safe access on and off of the bus. However, many Ann Arbor Transportation Authority (AATA) bus stops are not cleared of snow.

Section 4.60 of Chapter 49 of the Ann Arbor City Code places the responsibility for snow removal on property owners. All private property owners must "remove the accumulation from the adjacent public sidewalk" within a specified timeframe. The Code identifies curb ramps and crosswalk leads, but there is no language that specifically mentions bus stops. The Code does distinguish between residential and non-residential property, allowing more time for clearing sidewalks adjacent to residential properties.

The Community Standards Unit of the Ann Arbor Police Department enforces the City Code. Regarding snow clearance, Community Standards requires private property owners to remove all snow from the sidewalk, including paved or concrete segments that serve as bus stops.

Beyond the current provisions of Ann Arbor City Code, other communities extend the area for snow removal to include the gutter area at crosswalks. From the City of Minneapolis:

"If you have a corner property, clear curb cuts at corners and crosswalks to the street gutter. You are not required to clear snow ridges or piles left by the plows *beyond* the gutter..." (ci.minneapolis.mn.us).

Requiring snow clearance to the gutter would ensure that the curb ramp and bus stop area adjacent to the standard sidewalk is completely clear and accessible to everyone.

The 2013 Plan Update recommends a review of Code language to ensure clarity and specificity regarding the issue of snow clearance at curb ramps and bus stops. Staff should seek AATA's input on the specific snow clearance needed at the bus stop surface to maintain accessible stops. Staff should ascertain if there is a need to differentiate between treatment of the gutter area in residential and non-residential areas. This effort will support the steps needed to achieve full accessibility during all times of the year.

Facility Maintenance – Engineering & Encouragement

2007 NTP: Pages 126-130, 185-189

Consistent and complete maintenance of non-motorized facilities is important for safe travel. Inadequate maintenance of sidewalks, midblock crossings, paths, bike lanes, signs, signals, and other features is dangerous and inconvenient for pedestrians, especially those who are elderly or have mobility impairments; further, it also discourages non-motorized users from riding or walking.

Each type of non-motorized facility requires a unique maintenance approach and funding source. Since November 2011, sidewalk repair is the responsibility of the City, funded by a special millage. Bike lanes require sweeping and snow clearance. Fixing potholes in a bike lane by overfilling the hole with asphalt as in the roadway is not appropriate; bikes do not flatten the asphalt like cars do. If potholes were filled in this manner, dangerous bumps of asphalt would replace the potholes. Clearing snow from midblock crossings is challenging with existing equipment and requires more effort. As result, some crossings collect snow or other debris over time.

The NTP Update recommends that Systems Planning staff work with Field Services to develop a full understanding of the maintenance needs of the current system and ensure that sufficient resources are in place for operations and capital maintenance activities. Additionally, the NTP Update recommends continued use and expansion of the Online Citizen Request System³ to keep the community engaged, informed and helpful to maintenance activities.

³ <http://www.a2gov.org/government/publicservices/customerservice/Pages/OnlineCustomerServiceRequest.aspx>

Non-motorized System Signage – Engineering & Encouragement

2007 NTP: Page 38

The 2007 NTP referred to directional information signs as Directional Signage, noting “The key aspect of a bicycle route is the destination sign that should call out points of interest along the route such as schools, shopping centers or parks” (Pg. 38). Adding distance to the sign expands the utility and usefulness of these proposed signs.



Figure 4 – 3D Sign example modeled after Portland, OR

The Directional Signage called for in the NTP was not installed. Staff made great strides though since 2007 in replacing and adding several hundred new official “Bike Lane” signs to meet the requirements of the Michigan Manual of Uniform Traffic Control Devices (MMUTCD).

Ann Arbor community members are responding to and are in support of directional signage. Public feedback received through the review process acknowledged the intended use of existing “Bike Lane” and “Share the Road” signs to establish cyclists’ place in the road. Also, residents reacted positively to the idea of adding informational directional signage to provide more information to cyclists and encourage others to use a bicycle to satisfy their travel needs.

Signs displaying the destination, direction, and distance (3D) information to popular locations in a city can serve to both introduce the system to first-time users and establish a common brand for the non-motorized system. By illustrating how the non-motorized system offers alternative routes to popular destinations, these signs offer citizens the opportunity to reach key locations within their ability by walking or bicycling. The NTP Update recommends installing 3D signage for popular destinations throughout the city. The locations for the signs should be determined through a citywide planning process to define the key destinations, preferred bike routes and location for such 3D signage. The NTP Update also recommends considering adding additional information such as walking time if the design of the signs allow for such information.

Bicycle system expansion since NTP adoption makes the City's 2000 bike map an incomplete resource for cyclists. The NTP recommended an update to the map, which was completed with the updated Bikeway System Map. However, due to the nature of a growing and working non-motorized program, the Bikeway System Map quickly became obsolete as a representation of the bike facilities in Ann Arbor.

Bike maps are an important encouragement tool because they help people to know where they can rely on non-motorized transportation facilities. The NTP recommended increased bike map distribution to reach more residents and maximize the value of the map. Various City facilities, as well as public and private partners, have carried and distributed the maps over the years. As part of the review process, staff inventoried the remaining 2005 maps and found the supply nearly exhausted.

The bike map is the primary resource for new and veteran cyclists looking for a specific bike route or the complete system of bike facilities. To accurately reflect the progress made, the map should be updated. In recent years, the City has embraced an online Geographic Information System (GIS) to serve other mapping needs. This "central spatial data resource serving all citywide applications and customer service needs" (City of Ann Arbor) allows users to access such data as street trees and parcel lines from any computer with an internet connection. The online maps also show the road network – adding bike facilities is a natural fit for this system. Benefits of the online venue include:

- The map may be updated at any time, so it is always an accurate representation.
- The City avoids printing costs; therefore, information is provided for free.
- Users can decide whether they want to access the map on a device or print it out at their convenience.
- The data will be made publically available in Shape File format, for GIS users, as well as in KML and KMZ formats, for Google Maps and Google Earth users, on the City's website.

The non-motorized program should make use of this system to provide a current representation of the biking and walking facilities in the city, which is easily updated as new infrastructure is installed.

The 2007 NTP categorized the desired outcomes of the non-motorized program into three main areas:

- Policy and planning integration
- Physical network completion
- Education

Although education is a major component of the NTP's overall goals, only a small portion of the plan text discusses specific recommendations related to educational programming. The NTP tied education to enforcement, and recommended that they be administered together in the context of bicycle and pedestrian laws for cyclists, pedestrians, and drivers. However, education and enforcement are distinct from each other.

Education is meant to:

"Increase awareness of the opportunities, for, and benefits of, non-motorized transportation, as well as provide information to all users on safe ways to integrate motorized and non-motorized modes of transportation" (Pg. 7).

The corresponding objectives called for professional education for the staff, education around bicycle and pedestrian laws, and ongoing education to highlight new facilities as they are installed.

The professional staff education process was completed, and continues to be addressed internally as new guidelines are available.

An Ann Arbor Safe Streets and Sidewalks (A2S3) Committee was shaped to guide development of outreach and communication activities. The A2S3 Committee is composed of key stakeholders, including staff from the City, the University of Michigan, AATA, the Downtown Development Authority (DDA), the Washtenaw Area Transportation Study (WATS), and a representative from the Washtenaw Biking and Walking Coalition (WBWC). The Committee has administered an education campaign about several aspects of Non-motorized travel, with the most recent emphasis on revised pedestrian rights in the crosswalk from 2010-2012. Other educational initiatives have responded to recommendations listed in the NTP in order to meet the goal set on Page 7 of the NTP.

Moving forward, an ongoing effort is required to make sure key educational messages are reinforced continuously. To assist in focusing on key messages, evaluation techniques should be developed to gauge the effectiveness of previous and current education campaign strategies, and recommend new outreach ideas. Identifying similar communities' successful efforts and applying them to Ann Arbor's non-motorized program may suggest new campaign tools to use.

2007 NTP: Pages 124, 136

One of the most crucial parts of bike travel is safe and secure bike parking. The 2007 NTP addressed bike parking in a number of contexts:

- Site plan checklists for developers
- University bike parking capacity
- City Code requirements for covered or locker parking

Bike parking has to be considered at every location where a bike trip might end. Ann Arbor City Code describes bike parking design and quantity requirements for private development (Chapter 59, Section 5:168.1). It includes three classes of bicycle parking:

- Enclosed bicycle storage – individual bike lockers or enclosed areas for multiple bikes.
- Covered bicycle racks – exterior bike parking with an overhang or self-standing cover.
- Fixed bicycle racks – inverted U-hoop racks and other fixed rack styles.

For those wishing to place bike parking in the City's right of way a License Agreement Application will need to be completed and submitted, along with detailed construction plans for each location proposed. The License Agreement Application can be acquired online through the City's website, www.a2gov.org, under Government/Public Services/Project Management/Private Development/Fee Worksheet Templates. Associated permits, licenses and fees are required for completion of the application process by the City.

The NTP recommended guidelines to further clarify the requirements for new site development, and city staff produced the Bike Parking Guide in 2008. The guide describes design requirements for illumination, the connection between the driveway or sidewalk and the parking area, and the size, spacing, and location of bike parking spots. It also explains the three classes of bike parking that are approved for use in Ann Arbor. The bike parking guide is an effective tool to inform and help developers to provide appropriate bike parking at new developments.

However, Code revision is needed to address the different bike parking needs of development inside and outside of the downtown area. Specifically, city staff is looking to address long-term bicycle storage for multi-family residential and commercial buildings within DDA boundaries. In March of 2013, City Staff compared best practices and bicycle parking ordinances from Portland, OR, Madison, WI, Boulder, CO, and San Francisco, CA; and, surveyed long-term bicycle storage facilities at multi-family residential and commercial buildings within the DDA boundaries. The Zaragon West, Zaragon Place, and Landmark buildings were surveyed. The data was used to create recommendations for future revisions to Ann Arbor's zoning ordinance regarding bicycle parking design for long-term bicycle storage at multi-family residential and commercial buildings. The recommendations should be taken into consideration during future code revisions.

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Several recent multi-family developments installed bike storage rooms, and the DDA installed a “bike house” in the Maynard parking structure in 2013. The Bike House provides 37 bike parking spaces and only uses the space of two car parking spots. The NTP recommends adding new language to Chapter 59 to respond to the growing number of bike parking options that accomplish the non-motorized program’s goals for bike parking in private development.

Public bike parking evaluation, a related issue, allows staff to direct efforts to the appropriate areas. The DDA began evaluating public bike parking in the downtown in 2010. Evaluations in 2010 and 2011 measured the amount and types of bike parking weekly through the summer months. The walking surveys allowed the DDA to determine where bike parking should be relocated or added, and in 2013 the DDA will use evaluation results to install additional bike parking on priority city blocks. The NTP Update recommends working with the DDA to develop a public bike parking evaluation program for the rest of the city and to collaborate on evaluating future installation priorities.

Abandoned bikes can clog bike racks, preventing active users from using existing bike parking. Bike parking evaluation allows the DDA and city staff to identify abandoned bikes and prioritize the highest need for bike removal. Removing abandoned bikes involves a complex process that includes tagging, removal, transport, and storage. Further consideration is necessary to enhance the current abandoned bike removal program. The NTP Update recommends working with the DDA, Ann Arbor Police, and Field Services to create an abandoned bike removal protocol to more actively manage bike parking availability and remove abandoned bikes from the public right-of-way.

2007 Plan: Pages 187-189

The 2007 Plan proposed approximately 25 miles of new sidewalk be provided to fill sidewalk gaps along major streets. The NTP focused primarily on sidewalk deficiencies along major street facilities and those providing access to schools. The plan noted the increased safety and convenience needs for pedestrians walking along higher speed, higher volume roadways. The Plan did not, therefore, define all areas with missing sidewalk segments as “Sidewalk Gaps.” It is recognized that there are large areas in the city where sidewalks do not exist; these areas are found mostly in neighborhoods along local streets. While installation of sidewalks in such areas could also fill an important non-motorized function, these missing sidewalk segments are not listed in the NTP as sidewalk gaps to maintain primary focus on major street sidewalk deficiencies

The 2007 Plan’s recommendation was to install the high priority sidewalks as a Near-term Opportunity. City policy requires that street projects include and provide coincidental non-motorized improvements. The Plan cited the West Stadium Blvd reconstruction project that implemented bike lanes, crossing islands, and sidewalks in addition to the bridge and street reconstruction. Continued application of this policy has resulted in several new sidewalk segments being provided since 2007. Examples include Dexter Avenue from Huron to Maple, Packard Road along the St. Aubin right-of-way, and along portions of S. State Street and E. Stadium Blvd as part of the Ann Arbor Bridges project. Beyond the investments for new sidewalks coincidental to street projects, no sidewalk funding mechanism, other than the method described next, has yet been identified.

An additional funding source for constructing new sidewalk is via special assessment. While a sidewalk repair component of the City’s Street Millage was approved by voters in 2011, installation of new sidewalks was explicitly excluded as an allowable use of that revenue. Per the Fact Sheet for Sidewalk Repair Millage, City of Ann Arbor: “Installing a new sidewalk for the first time would be considered an initial improvement, which would mean that the adjacent property owners would be charged for the work. A special assessment is typically applied to the properties.” However, adjacent property owners (particularly single family residential owners), faced with the sometimes significant cost of sidewalk installation, often oppose the special assessment for such new sidewalk construction. This limits, to some degree, the utility of this approach to filling sidewalk gaps in the City.

Since the 2007 Plan did not identify funding sources for sidewalk construction beyond that coincidental to street projects or via Special Assessments, many gaps identified in the 2007 Plan remain, and a few additional gaps have been identified.

To comprehensively address sidewalk gaps in the city, an adequate policy base and funding program are needed. The Plan Update, while continuing to maintain the 2007 Plan sidewalk gap listing, is now placing increased emphasis on seeking to identify funding to fill those gaps. Partly in response to this

identified ongoing need, the FY2014-2015 City Budget allocated \$75,000 of general funds to study the sidewalk gap issue in more detail. This analysis, anticipated to take approximately 18 months, will:

1. Complete a GIS inventory of sidewalks/gaps
2. Generate planning level estimate of costs to fill all gaps
3. Research sidewalk gap elimination strategies employed by other communities
4. Form Stakeholder/Advisory Committee
5. Characterize the nature of gaps (small discrete gaps, neighborhood level gaps, those per the NTP, etc.)
6. Develop tentative gap elimination prioritization criteria and funding strategies
7. Undertake public engagement regarding tentative prioritization and funding strategies
8. Prioritize sidewalks based on research and public engagement
9. Develop detailed funding strategies
10. Develop a Draft Plan and conduct additional public engagement
11. Revise and present Final Plan to City Council
12. Begin implementation of the plan

This effort will allow staff to develop an implementation program that not only responds to the needs outlined in the Plan, but also to address sidewalk gaps at a level beyond the scope of the NTP.

Federal policy was updated and clarified in March 2010, through a new US Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations. It states that transportation projects should incorporate safe and convenient walking and bicycling facilities, unless:

“The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project” (FHWA).

During the upcoming sidewalk gap elimination planning, project specific location issues need to be taken in to account. There are, for example, locations along roadways where the provision of a sidewalk segment is not practical, feasible, or the investment is not warranted by the limited use such a facility might serve. A more detailed evaluation is needed to so that identified efforts to eliminate sidewalk gap areas are consistent with this local and federal policy.

The Plan Review acknowledges the need for filling sidewalk gaps and defining appropriate funding sources for addressing this important program area. It recognizes the increased attention to the need to fill sidewalk gaps evidenced by City Council’s recent budget action. Once the sidewalk planning effort is completed, the task will turn to securing the resources necessary to address this non-motorized system need and installing improvements. Although several years have passed following adoption of the 2007 Plan, through this plan review effort the City has framed addressing sidewalk gaps as an important issue. Over the next few years the goal is to develop a better definition of the problem, secure additional

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avenues for funding and create a more walkable community by making appropriate investments pursuant to the NTP and additional information that emerges from the sidewalk planning process.

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2007 NTP: Pages 150 & 189

Midblock crossings are a crosswalk where motorized vehicles are not controlled by a traffic signal or stop sign. They facilitate more frequent crossings in places with heavy pedestrian traffic or near major pedestrian destinations like schools or high density housing. Midblock crossings may be implemented where people often cross at unmarked locations along the road.

In reviewing Figure 4.2B *Existing Crosswalks*, page 150 of the NTP, the figure should list there being 14 minor mid-block crossings and not eight.

The NTP identified 135 crossings identified as near-term opportunities, but without dedicated funding for implementation.

Since 2007, the City has installed 40 crossings. Some midblock crossings are enhanced with pedestrian islands in the median or pedestrian-activated signals. In 2010, a High-intensity Activated crossWalk (HAWK) signal was installed on W Huron St at 3rd and Chapin streets. A HAWK is an overhead signal that flashes yellow and red to direct drivers to stop. Since 2012, the City has installed 11 Rectangular Rapid Flashing Beacons (RRFB) on Plymouth Rd, Seventh St, E Stadium Blvd, Packard Rd, and Green Rd. The beacons flash yellow from a rectangular light bar attached to a pedestrian crossing sign, directing drivers to stop for pedestrians. High rates of use reveal the popularity of the beacons: in October 2012, the beacon at Plymouth and Bishop was activated on average 315 calls per day: 9,764 times in total. Initial reports indicate a much safer environment for pedestrian crossing than the marked crosswalks alone. Yielding counts conducted by City Staff showed a marked increase in yielding behavior at intersections which received RRFB's. Yielding counts are conducted immediately prior to and following installation of the RRFB's. The yielding counts measure the percent of cars within close proximity to the RRFB that yield to pedestrians trying to cross at the crosswalk.

Despite these significant efforts, 70% of the recommended crossings remain incomplete. A funding source needs to be identified for installing, improving, and maintaining midblock crossings, a highly prioritized facility in 2007.

City staff has identified criteria for appropriate placement of additional flashing beacons. Roads with the following characteristics should be further evaluated for beacon installation:

- Three or more lanes
- A speed limit at or above 35 mph
- Average daily traffic at or above 12,000 vehicles

These criteria allow staff to identify potential RRFB locations calculate the total cost of remaining projects. In all, 24 locations fit for potential beacons, as shown in figure 4. At an average cost of \$12,500,

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the total cost to implement every recommended location is approximately \$300,000. The NTP update recommends continued efforts to install the remaining beacons and find additional funding sources.

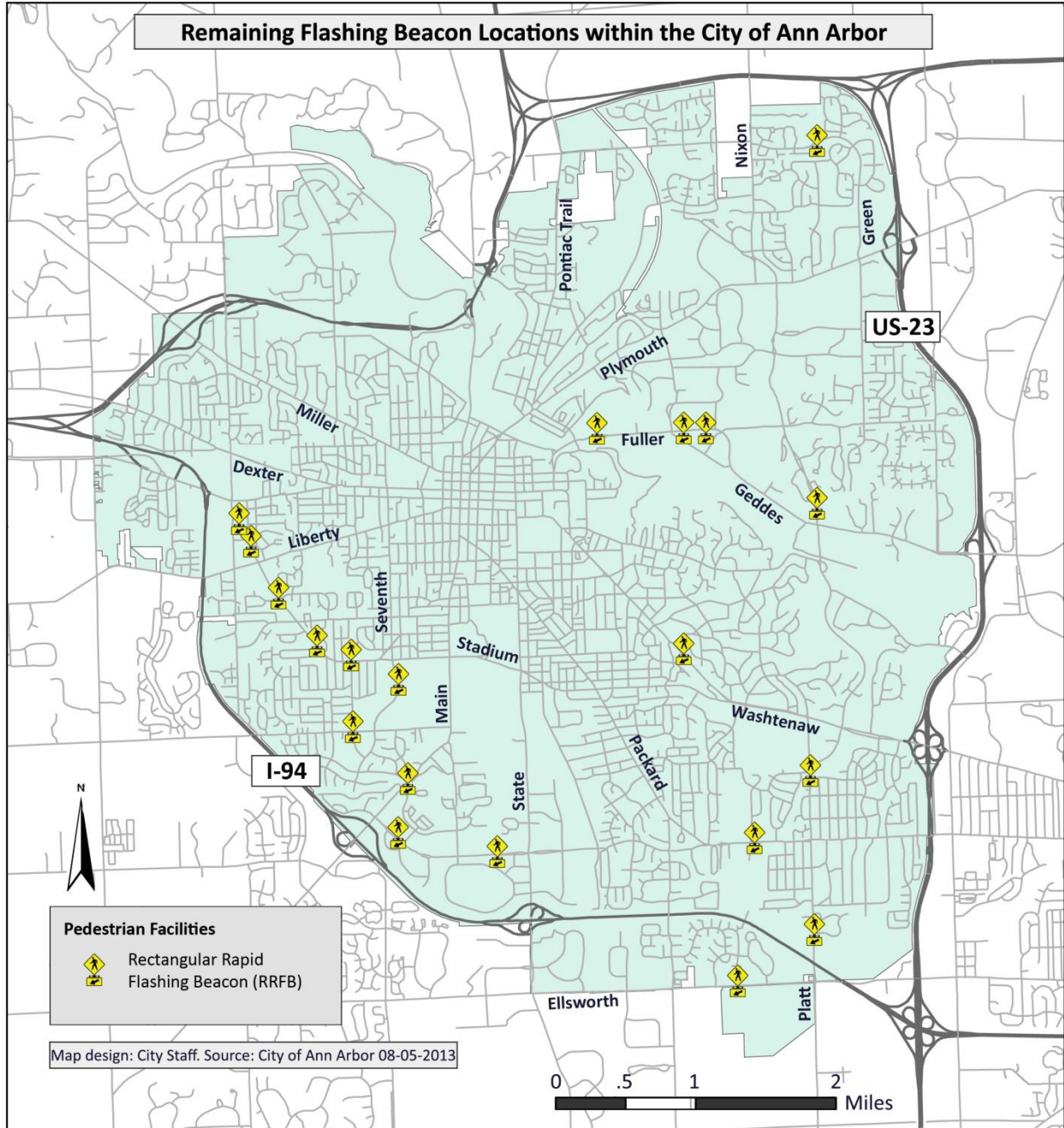


Figure 5 – Remaining flashing beacon installation sites

MAP-21 (Federal) and Act-51 (State) – Funding

2007 Plan: Page 187

MAP-21

Moving Ahead for Progress in the Twenty-first Century (MAP-21) was signed in to law July 6, 2012. It provides federal surface transportation funding for FFY 2013 and FFY 2014. The law builds on and refines many of the highway, transit, bike, and pedestrian programs and policies established in the Intermodal Surface Transportation Efficiency Act of 1991 and its successor bills up to and including the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Non-motorized facility improvements remain eligible under most of the major funding programs under MAP-21 as described below.

- National Highway Performance Program (NHPP)

The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

- Surface Transportation Program (STP)

The Surface Transportation Program (STP) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

- Congestion Mitigation and Air Quality Improvement Program

The CMAQ program is continued in MAP-21 to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). Non-motorized Projects are eligible to receive CMAQ funds. Bicycle and pedestrian projects have been and continue to be eligible for CMAQ funding.

- Highway Safety Improvement Program (HSIP)

MAP-21 retains the Highway Safety Improvement Program (HSIP) as one of the core highway programs intended to reduce injuries and fatalities on all public roads, pathways or trails. For the first time a “road user” is defined as both a motorized and non-motorized user (i.e., someone walking or biking). These two shifts lay the framework for more effective spending of safety dollars on projects that make roads safer for all users

- Railway-Highway Crossings (set-aside from HSIP)

This program funds safety improvements to reduce the number of fatalities, injuries, and crashes at public grade crossings.

- Transportation Alternatives Program

The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Further, the USDOT has made a policy statement regarding the incorporation of safe walking and pedestrian facilities into transportation projects.

“The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.”

Act-51

Michigan State funding is provided through the Michigan Transportation Fund (MTF), a program that has distributed formula-based transportation funds to Michigan cities from vehicle revenues since 1963. Act 51 requires that municipalities use at least 1% of MTF dollars for non-motorized facilities.”⁴

Locally, Ann Arbor officials mandated a larger investment in non-motorized infrastructure than the Act 51 requirement. In 2003, City Council committed to invest five percent of Ann Arbor’s MTF dollars in the non-motorized system through resolution R-176-5-03. The resolution allocates the funds for the Alternative Transportation (ALT) Fund. After NTP adoption, these funds were planned for bike lanes and midblock crossings. In 2004, City Council adopted resolution R-217-5-04, which required that road projects include bike lanes when they were incidental to the overall project. This resulted in significant non-motorized system expansion through road resurfacing or reconstruction projects.

⁴ *State of Michigan*. http://www.michigan.gov/documents/act51simple_28749_7.pdf. Accessed 8-12-2012.

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The non-motorized program has capitalized on these and other external funding opportunities since 2007 to promote network expansion. In July 2012, Congress passed a new transportation bill, “Moving Ahead for Progress in the 21st Century” (MAP-21). MAP-21 consolidates many of the programs in SAFETEA-LU that applied to non-motorized planning and investment into one program, called Transportation Alternatives Program (TAP). Aggregate spending on these programs was reduced by approximately 25% from the previous federal transportation bill’s (SAFETEA-LU) levels. As MAP-21 goes into effect from 2012 into 2013, Safe Routes to School, Transportation Enhancements, Recreational Trails, and other consolidated programs will compete for funding from TAP. In addition, several communities within the state will apply for TAP funding, creating a more competitive context than SAFETEA-LU presented.

Moving forward, it will be important for City staff to work closely with regional and state partners to develop sound proposals and maximize potential funding for TAP projects in Ann Arbor.

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Geographic Area Recommendations

Geographic Area Recommendations

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Geographic Area Recommendations

2007 NTP: Chapter 5, Pages 160 -184

Geographic Area Recommendations

Staff has identified several areas in the city where 2007 NTP recommendations have not yet been able to be implemented. These geographic areas often present opportunities to address gaps and build additional system connections on important corridors, and are therefore priorities for the non-motorized system.

These opportunities cover a range of implementation time scales and improvement costs; as such, the opportunities are categorized as either near-term or long-term recommendations. As discussed on pages 12 and 13, near and long term recommendations differentiate themselves based on the level of physical change required and cost. Near-term recommendations do not require road reconstruction, while long-term recommendations often require significant physical adjustments to the cross section of a roadway. Near-term recommendations are cost-effective and easily implementable, while long-term recommendations represent the ideal non-motorized environment for the corridor. Taken together, near and long term recommendations create an overall vision for a phased implementation of Ann Arbor's non-motorized transportation vision.

In reviewing the NTP's near and long term recommendations specific geographic areas were highlighted as needing revision. These updated recommendations are sensitive to how the unique physical and cultural environments of the areas have changed since 2007. Staff created the updated recommendations in part through a collaborative workshop. The map on the following page highlights the selected areas.

Geographic Area Recommendations

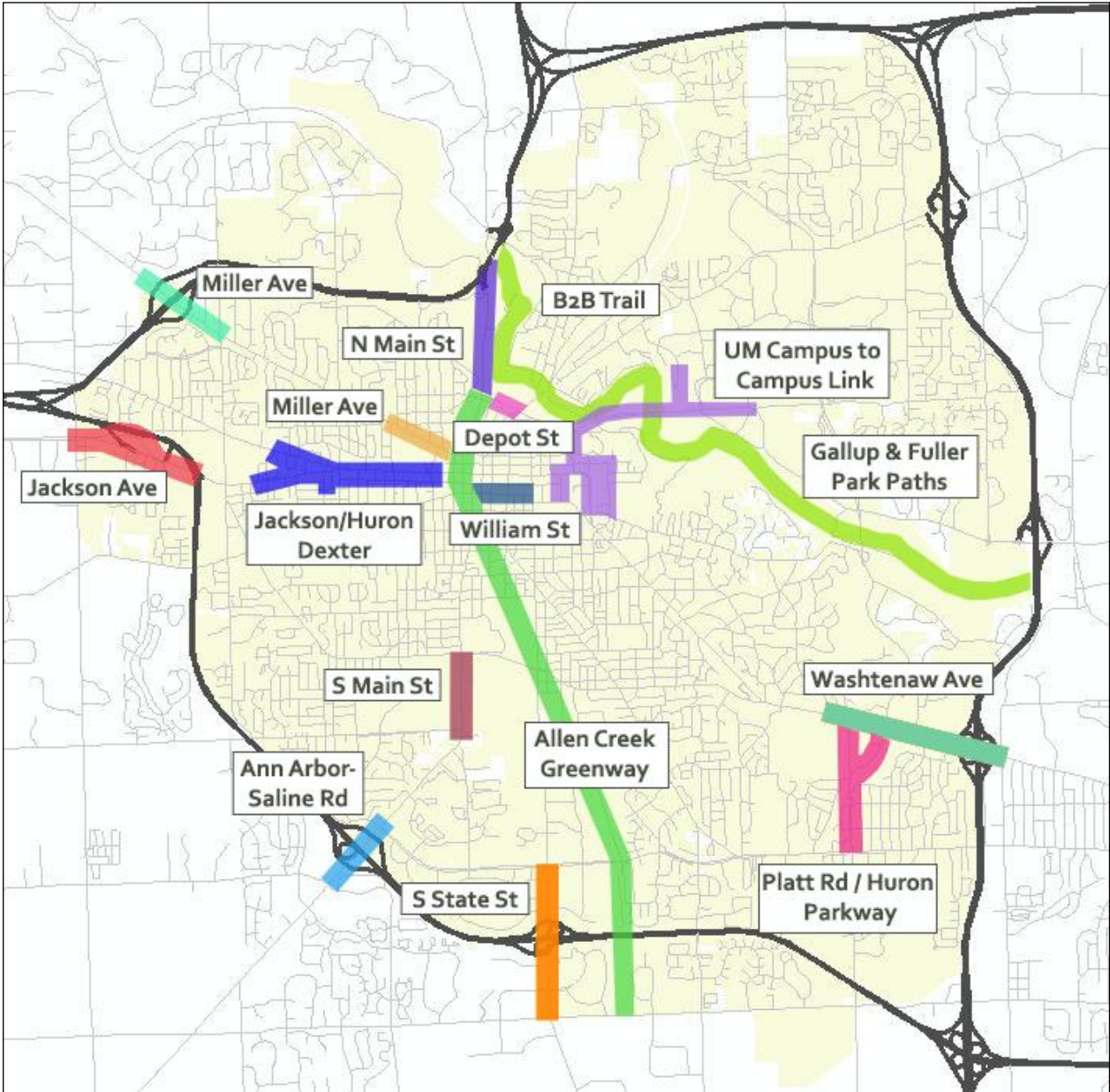


Figure 6 – Geographic Area Recommendations

DRAFT

Near-term Recommendations

Geographic Area Recommendations

The following areas, originally presented in the NTP, were analyzed for updated recommendations due new engineering strategies and the areas' evolving physical and cultural environments.

Near-term Site Recommendations

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Ann Arbor-Saline Road

Geographic Area Recommendations

Eisenhower Pkwy to Waters Rd | 0.5 Miles

2007 NTP: Near-term Map

The 2007 NTP recommended narrowing the lanes on the Ann Arbor-Saline Rd Bridge over I-94 to collect enough width for bike lanes and sidewalks over the interstate. The current configuration does not provide a safe non-motorized crossing on the bridge, and the nearest alternative crossings are Scio Church Rd to the northwest or S State St to the east. Both crossings are multiple miles out of the way via the closest road connections, and S State St does not offer a safer non-motorized crossing than Ann Arbor-Saline Rd.

Completing this recommendation requires modifying the road geometry, including interstate ramps. The structure of the bridge may not allow for narrowing lanes and moving traffic towards the center of the bridge. The overall complexity and challenge of the project led staff to seek a new solution in the near-term.

A resurfacing project is scheduled for Ann Arbor-Saline Rd at this location in the near-term. The project includes 5' wide bike lanes in both directions, and sidewalk improvements on both sides of the bridge. The sidewalk improvement on the east side of the bridge will connect the existing shared-use path section north of Lohr Rd to the existing shared-use section south of Eisenhower. The sidewalk improvements on the west side of the bridge will connect the Park and Ride lot to the non-motorized facilities at the Eisenhower Pky and Ann Arbor-Saline Rd intersection. The Michigan Department of Transportation (MDOT) is reviewing the feasibility of the project. The NTP Update recommends that staff work closely with the resurfacing project manager to maintain the programmed connections and consider opportunities for including long-term recommendations in the project's scope.

The long-term recommendation from the 2007 NTP remains installing bike lanes and sidewalks in both directions over the bridge. This recommendation will require additional consideration and engineering to address the limitations on the bridge in the long-term.

Jackson Avenue

Geographic Area Recommendations

Wagner Rd to Maple Rd | 1.1 miles

2007 NTP: Existing Bike Lanes

This area focuses on the section of Jackson Ave near the I-94 exit ramp and Weber's Restaurant & Hotel where westbound traffic separates from eastbound traffic around the hotel. The 2007 NTP showed Jackson Ave with bike lanes in each direction at this location. Westbound, the bike lane is in very poor condition approaching the bridge over the exit ramp. Further, the shoulder ends where the bridge begins, terminating the bike lane. Eastbound, the paved shoulder that accommodates the bike lane ends at Parklake Ave.

Repairing the shoulder on westbound Jackson Ave can reestablish a functional bike lane. A "Share the Road" sign should be placed prior to the bridge, with the bike lane picking up again after the bridge. Improvements on Jackson Ave in this area may require the cooperation of MDOT.

An eight-foot-wide path begins before Parklake Ave, and ends after 400' at Hilltop Dr. Hilltop Dr runs parallel to Jackson Ave, and is the preferred cycling facility at this location. The NTP Update recommends signage where the shared-use path begins at Parklake Ave to inform cyclists of the changing facilities and to encourage them to use Hilltop Dr.

Jackson Avenue/Huron Street/ Dexter Avenue Corridors

Geographic Area Recommendations

Maple Rd to 1st St | 1.5 miles

2007 NTP: Near-term Map

The NTP recommended a 4-to-3 lane road diet on Jackson Av from Maple Rd to the Jackson Ave/Huron St/Dexter Ave intersection with bike lanes in each direction. MDOT is planning the road diet, matching the recommendation, and will install bike lanes as part of the project. However, east of the intersection, the road configuration and daily traffic on W Huron St prevent a similar road diet and the corresponding bike lanes.

The 2007 NTP recognized the challenge of installing bike lanes on W Huron St, and recommended that Charlton St, Revena Blvd, and Washington St serve as signed bike routes for east-west bike traffic. However, the recommended routes do not provide a connection to westbound Jackson Ave from westbound Washington St. In addition, the intersection pictured in Figure 4 is particularly challenging for cyclists or pedestrians, and additional consideration is needed to determine what implementation can facilitate non-motorized travel while remaining feasible from a traffic perspective.



Figure 7 – The Jackson Ave/Huron St/Dexter Ave intersection is not conducive to non-motorized travel

The NTP Update recommends a 0.7 center lane mile Bike Boulevard for Washington St from Revena Blvd to Fletcher St. The characteristics of Washington St make it a good candidate for a Bike Boulevard, and cyclists and the neighborhood alike can reap the benefits of implementation as described on page 10. At the west end of Washington St, signage can direct westbound cyclists to use Revena Blvd, Abbott Avenue, and Virginia Ave to reach Jackson Ave. Signage can also direct eastbound cyclists on Jackson Ave to use the same route in the opposite direction to reach Washington St. Eastbound cyclists on Dexter Ave will be encouraged to use Revena Blvd to reach Washington St.

Depot Street

Geographic Area Recommendations

N Main St to Broadway Bridge | 0.25 miles

2007 NTP: Near-term Map

Depot Street connects N Main Street to Fuller Street at the north edge of downtown. The 2007 NTP recommended bike lanes on both sides of Depot St, but the current road and configuration and traffic pattern make this recommendation non-implementable.

The revised near-term Plan recommendation is for a bike lane on the south side of Depot St with a shared road defined in the north side of the roadway. This will match the recommendation for Fuller St, the extension of Depot St to the east side of the Broadway Bridge. Therefore, a one-way bike lane will accommodate cyclists traveling uphill. Westbound cyclists will use a signed and marked shared-use lane.

An additional recommendation for this area is to designate shared-use lanes with signage and pavement markings on Summit Street. Summit St runs parallel to Depot St to the south, from N Main St to 4th Avenue, and Fifth Avenue to Beakes Street. The low traffic, low speed conditions on Summit St present an attractive shared-use roadway option in each direction. While the road is interrupted at Wheeler Park, a shared-use path runs the length of the park from each end of Summit St. Signing and marking Summit St from N Main St to 4th Ave and Fifth Ave to Beakes St will create a connected bike route from N Main St to Beakes St. In addition, crossing N Main St is facilitated at Summit St, not at Depot St, providing a natural extension to the proposed signed bike route to the west of N Main St on Summit St.

The Plan Update recommends changing the near-term recommendation on Fifth Ave from Beakes St to Depot St from a bike lane on one side to a shared-use arrow. Low traffic volumes and a narrow cross section on Fifth Ave between Beakes St and Depot St direct the recommendation for shared-use arrows instead of bike lanes.

N Main Street

Geographic Area Recommendations

Depot St to M-14 | 0.8 miles

2007 NTP: Near-term Map

N Main Street has a very important role as part of an extensive regional bike network. Due to the M-14 freeway and the Huron River, N Main St offers important bike access in North Ann Arbor. It links the Border to Border (B2B) trail from the Argo Dam to Huron River Dr and providing an interim B2B connection in this part of Ann Arbor.

The 2007 NTP called for a road diet along N Main St from 4 to 3 lanes, but traffic volumes are too high for a successful conventional 4 lane to 3 lane reduction. Given N Main St's important role to the bicycling network, a unique solution may be needed.

One recommendation is to evaluate and install a "managed lane" cross section. The cross section could include a reversible center lane, one travel lane in each direction, and bike lanes. The reversible lane would accommodate the existing traffic flows during morning and evening commutes. As an MDOT trunk line, N Main St requires the cooperation of MDOT for any project.

Staff also recommended using the sidewalk on the east side of N Main St to provide near-term non-motorized access to Huron River Dr and Bluffs Nature Area. The sidewalk could be extended northerly and connected to Huron River Dr, south of M-14, with midblock crossings. A sidewalk installed from Huron River Dr to Huronview Blvd on the west side of N Main St would provide access to Bluffs Nature Area from Huronview Blvd.

The NTP Update also recommends monitoring planning projects. In particular, a combined non-motorized path and stormwater management tunnel at 4th Ave and Depot St may be able to provide a railroad crossing, if the project is feasible. As new concepts emerge, the next NTP Update should incorporate new opportunities as appropriate. In addition, the NTP Update recommends coordination with the findings and recommendations from the North Main - Huron River Corridor Vision Task Force.

The long-term recommendation for this corridor remains a reconstruction to a five-lane boulevard with bike lanes on both sides. It is recognized that there are significant right-of-way needs tied to this opportunity.

S Main Street

Geographic Area Recommendations

Stadium Blvd to Ann Arbor-Saline Rd | 0.7 miles

2007 NTP: Near-term Map

The NTP recommended narrowed travel lanes and installing a bike lane on the east side of S Main St between Stadium Blvd and Ann Arbor-Saline Rd. This would complement the existing shared-use path on the west side of the road. However, this recommendation does not provide for pedestrian access on the east side of the road. Creating a sidewalk in this location requires right-of-way. The adjacent golf course has objected to the idea, and as a result, staff has listed the bike facility as a near-term opportunity and moved the sidewalk into the long-term plan.

The NTP Update recommends a northbound bike lane on the east side of S Main St, from Scio Church Rd to Stadium Blvd. South of Scio Church Rd, a shared-use path exists on the west side of S Main St before it becomes Ann Arbor-Saline Rd, but nothing exists on the east side of the road. The recommended shared-use path has proven non-implementable, so it has been removed as a near-term recommendation. This area requires additional study.

Miller Avenue

Geographic Area Recommendations

M-14 to east of Maple Rd | 0.6 miles

2007 NTP: Near-term Map

Miller Ave had bike lanes from Maple Rd to 7th St when the 2008 Plan was written. The NTP recommended bike lanes and sidewalks west of Maple Rd to connect Ann Arbor to Scio Township, on the west side of M-14, but this recommendation was not implementable due to road configuration.

Staff has determined that the current road configuration can accommodate bike lanes if the road remains a rural section. With paved shoulders and no curb, 4' bike lanes and 10' travel lanes are appropriate on a rural street section. The NTP Update recommends coordination with the Township and Road Commission prior to paving the shoulders to provide this near-term solution.

Non-motorized travel on the bridge over M-14 requires a wider span or an adjacent bridge. Staff should work with MDOT to secure that opportunity when it arises in the long-term. The NTP Update maintains the near-term recommendation on the bridge for shared-use lanes with markings and signage.

In the long-term, development in the area within Ann Arbor will lead to curbs along this street section, and 5' bike lanes would be required. Therefore, the long-term recommendation is bike lane implementation with road reconstruction.

Miller Avenue

N 7th St to Spring St | 0.4 miles

2007 NTP: Near-term Map

Bike lanes and shared-use arrows have been implemented on the entire 2.5 mile Miller Ave/Catherine St corridor from Maple Rd to Glen Ave, except for a stretch between 7th St and Spring St. Previously, the 30' road width prevented installing bike lanes, because in 2007, 10' was seen as too narrow for a travel lane.

However, staff has experienced success with lanes under 11' wide since Plan adoption. Therefore, this recommendation is now considered implementable. The NTP Update recommends marking Miller Ave for bike lanes.

Platt Road/Huron Parkway

Geographic Area Recommendations

Washtenaw Ave to Packard Rd | 0.9 miles

2007 NTP: Near-term Map

This segment of Platt Rd & Huron Pkwy plays an important role in connecting Ann Arbor destinations. South of the segment, Platt Rd has bike lanes to Ellsworth Rd, which connect to a greenway shared-use path in Pittsfield Twp. North of Washtenaw Ave, shared-use paths on Huron Pkwy provide non-motorized access to Gallup Park and the B2B Trail along the Huron River and to Plymouth Rd. The 2007 NTP recommended a road diet along this stretch to accommodate bike lanes, but at that time, the traffic volumes were seen as too high to perform the road diet.

Staff noted that the NTP recommendation may be feasible in 2013 due to changing conditions and positive experience with road diets. The NTP Update recommendation is to monitor the traffic on Platt Rd and Huron Pkwy and evaluate the opportunity for a road diet. For Platt Rd north of Canterbury Rd, the NTP Update maintains the 2007 recommendation for bike lanes and sidewalks.

If the road diet is not feasible along this stretch, the alternative recommendation is to evaluate the potential to transform Elmwood Ave to a 0.4 center lane mile long Bike Boulevard to provide access from the Platt Rd and Packard Rd intersection to the shared-use path on the southeast side of Huron Pkwy. 3D signs should be used at both ends of Elmwood Ave to inform cyclists and encourage them to use the bike boulevard. This recommendation includes upgrading the 8' wide bridge connector in Scheffler Park to 10' shared-use path width before this alternative is considered in accordance with contemporary design standards complete.

S State St

Geographic Area Recommendations

Eisenhower Parkway to Ellsworth Rd | 1.0 miles

2007 NTP: Near-term Map

S State St is an important non-motorized corridor and connection between south Ann Arbor and University of Michigan's Central Campus. Recent reconstruction on the Stadium Bridges at S State St and E Stadium Blvd has finished, reopening S State St to non-motorized use. The corridor also provides an important link over I-94 to Pittsfield Township.

The 2007 NTP recommended extending the existing bike lanes south and onto the bridge over I-94 while narrowing vehicle lanes. However, this complicated area has challenges with road geometry issues and entrance and exit ramps and requires additional analysis to plan the best facilities.

In the near-term, staff has identified quick efforts that can enable bike access over I-94. Paved shoulders on S State St are 8' – 12' wide through much of the segment and can be designated as buffered bike lanes. At specific points along the corridor, adjusting curb sections may allow the bike lanes to continue unobstructed. The NTP Update recommends considering the use of green pavement markings on bike lanes and placement of "Right Turn Yields to Bikes" signs at conflict points along S State St.

Sidewalks and 10' shared-use path links are not considered near-term opportunities in this area. Given the challenges of the segment and the analysis required, connecting the existing sidewalks and shared-use paths will be a key part of the upcoming S State St Transportation Corridor study that considers the corridor from Stimson St to Ellsworth Rd. Another opportunity may be using the median for a non-motorized bridge crossing with links to sidewalks and shared-use paths. The long-term recommendation for the NTP Update is to continue analyzing options along S State St and to monitor concurrent planning processes like the South State Street Corridor Plan for new options.

U-M Campus to Campus link

Geographic Area Recommendations

Central Campus to North Campus | 1.8 Miles

2007 NTP: Near-term Map

The University of Michigan's Central and North Campuses are approximately 1.8 miles apart via Fuller Rd. A trip under 2 miles and the presence of the Fuller Rd shared-used paths make the campus to campus connection ideal for biking (Pg. 158). From Non-motorized Program counts, an October 2006 sampling showed over 700 bicycles passing through the Fuller Rd-Maiden Lane intersection daily. Two additional counts were conducted at Glen Ave and Catherine St in June 2008 and July 2013, when most students are out of class. The 2008 count showed over 350 bikes daily through the intersection, and the 2013 count showed 324 bikes daily.

On Central Campus, depending on the ultimate destination, completing the trip requires using roads that are not marked for bikes or sidewalks. Fuller Rd's shared-use paths existed when the NTP was written in 2007, but the NTP did recommend bike lanes and shared-use lanes on several roads around Central Campus. Several of these recommendations have been completed, but a direct path into Central Campus from the Glen Ave-Catherine St intersection does not exist. To provide a safe and convenient route, staff developed new recommendations to support the near-term recommendation identified in the 2007 NTP.

The Plan Update recommends the addition of shared-use arrows on Fletcher St from North University Ave to Huron St. Fletcher St's direct connection from the bike lanes on North University Ave to the wide sidewalks on the south side of Huron St assists in creating a comfortable bicycling connection between Central Campus and the Medical and North Campuses. Bike lanes are not recommended for near-term consideration on Fletcher St due to the existing on-road parking and bus stops on either sides of the street.

In connecting to the existing wide sidewalk on the south side of Huron St from Fletcher St to Glen Ave, wider sidewalks are recommended along Glen Ave from Huron St to Catherine St. Sidewalk riding etiquette signage is recommended along Huron St and Glen Ave as well. The sidewalk riding etiquette signage will assist two-fold in creating a comfortable connection between the campuses as it will 1) help to direct bicyclists to use the sidewalk sections between on-road facilities between the campuses and 2) promote respect between bicyclists and pedestrians sharing the sidewalk.

Bike lanes on Zina Pitcher Pl are recommended from Huron St to Catherine St. The recommended bike lanes on Zina Pitcher Pl would connect to the existing Palmer Field Path, the shared-use path on the east side of Washtenaw Ave. The Palmer Field Path would connect the Zina Pitcher Pl bike lanes to the non-motorized bridge over Washtenaw Ave, adjacent to the Central Campus Recreation Building, and bike lanes on Geddes Ave.

The route between Geddes Ave, non-motorized bridge, Palmer Field Path and Zina Pitcher Pl would serve as the campus connector for bicyclists coming from the east, while the Fletcher St, Huron St and

Geographic Area Recommendations

Glen Ave route would serve bicyclists coming from west. Either route would connect bicyclists to the Glen Ave/ Fuller Rd existing shared-use paths. Once on the shared-use paths cyclists can travel directly to North Campus.

In considering how to improve the biking experience along Fuller Rd an intermediate term, and possible near term, recommendation is to provide a link-connecting path along Fuller Rd and MDOT railroad that would go under E Medical Center Dr. This path addition would be a major improvement as it would eliminate north to central campus cyclists and pedestrians from the Fuller Rd and E Medical Center Dr intersection.

Once on North Campus, bicyclists are able to use existing shared-use arrow sections to travel around the campus. In 2010 the University, who owns many of the roads on North Campus, added shared-use markings and signs to Bonisteel Blvd, Murfin St, and Hubbard St, clarifying the rights of and prioritizing bicyclists on multiple routes. There are also several existing off-road shared-use paths that serve the North Campus area.

In traveling southbound from North Campus to the Medical and Central Campuses the same routes in reverse are recommended.

The long-term recommendations set forth in the NTP for bike lanes between Huron St and Bonisteel Blvd and a connecting shared-use path through the Nichols Arboretum remain.

Washtenaw Ave

Geographic Area Recommendations

Platt Rd to US-23 | 1.0 Miles

2007 NTP: Near-term Map

Washtenaw Ave is the primary link between Ann Arbor and Ypsilanti and a very important non-motorized corridor. The 2007 NTP recommended bike lanes for the stretch from Platt Rd to US-23, but the road configuration, MDOT ownership, and traffic on Washtenaw presented a challenge for the non-motorized network. The rest of Washtenaw Ave is served by shared-use paths and sidewalks, including a new shared-use path constructed in 2011 from Tuomy to Glenwood & Platt and a new shared-use path completed in 2013 under US-23.

The in-road bike lane recommendation has proven difficult to implement, and staff now recommends a shared-use path on the south side of Washtenaw Ave. At the east end of the segment, shared-use paths on both sides of the corridor have been completed, accommodating non-motorized traffic across entrance and exit ramps and under US-23. Connecting existing facilities west of Platt to these new shared-use paths becomes the priority for Washtenaw Ave in the NTP Update.

The long-term recommendation for Washtenaw is a full road reconstruction that transforms Washtenaw into a boulevard with a median and bike lanes in both directions. The recommendation references the improvements suggested by ReImagining Washtenaw.

William St & Downtown Area

Downtown Overview | 1.5 Miles

Geographic Area Recommendations

2007 NTP: Page 167 & Near-term Map

The 2007 NTP described the downtown area as both a destination for non-motorized users and a challenge to design. The NTP recommended facilities for nearly every central downtown street, according to road configuration. Many of the 2007 recommendations have been completed, linking west Ann Arbor to the downtown area and beyond into Central Campus.

The DDA has administered improvement projects on Fifth Ave and Division St to incorporate complete streets, including a bike lane in each direction, pedestrian bumpouts at intersections, street lighting, bike parking, and other improvements.

The NTP recommended bike lanes for William St, but this has not yet been implemented. Due to the road configuration, staff decided to maintain the 2007 recommendation for bike lanes on William St in the near-term, although other options may be possible, subject to City Council's approval. Such options, subject to engineering considerations, may include a bicycle boulevard. In the long-term, potential road reconstruction projects may allow for a new look at non-motorized facilities on William St.

Concurrent to the Non-motorized Plan Review process, William St was identified as a priority planning project. The DDA has studied William St and led community engagement efforts to identify improvement opportunities, including new facilities to enhance non-motorized travel.

Seventh Street

Huron St to Stadium Blvd | 1.2 Miles

Geographic Area Recommendations

2007 NTP: Pages 51-59 & Near-term Map

The City has received notification of issues related to traffic speed on Seventh St and need for implementation of pedestrian crossings at locations near to, or as is identified in this plan, or other locations to be determined. The City is reviewing traffic and pedestrian facilities across the corridor, looking at adding pedestrian crosswalks and possible traffic calming measures appropriate for arterial streets. The Plan Update recommends that City Staff also evaluates the pedestrian generators along Seventh St such as schools, parks and churches.

Traffic calming tactics may include horizontal deflection of traffic by use of bulb-outs, pedestrian islands, chicanes or other elements. These elements are discussed in detail in section 2.4 Travel Across Road Corridors, pages 51-59, of the 2007 NTP. Careful consideration of these traffic calming measures is needed in order to maintain a balance between calming traffic and limiting impact on the existing bike lanes on Seventh St.

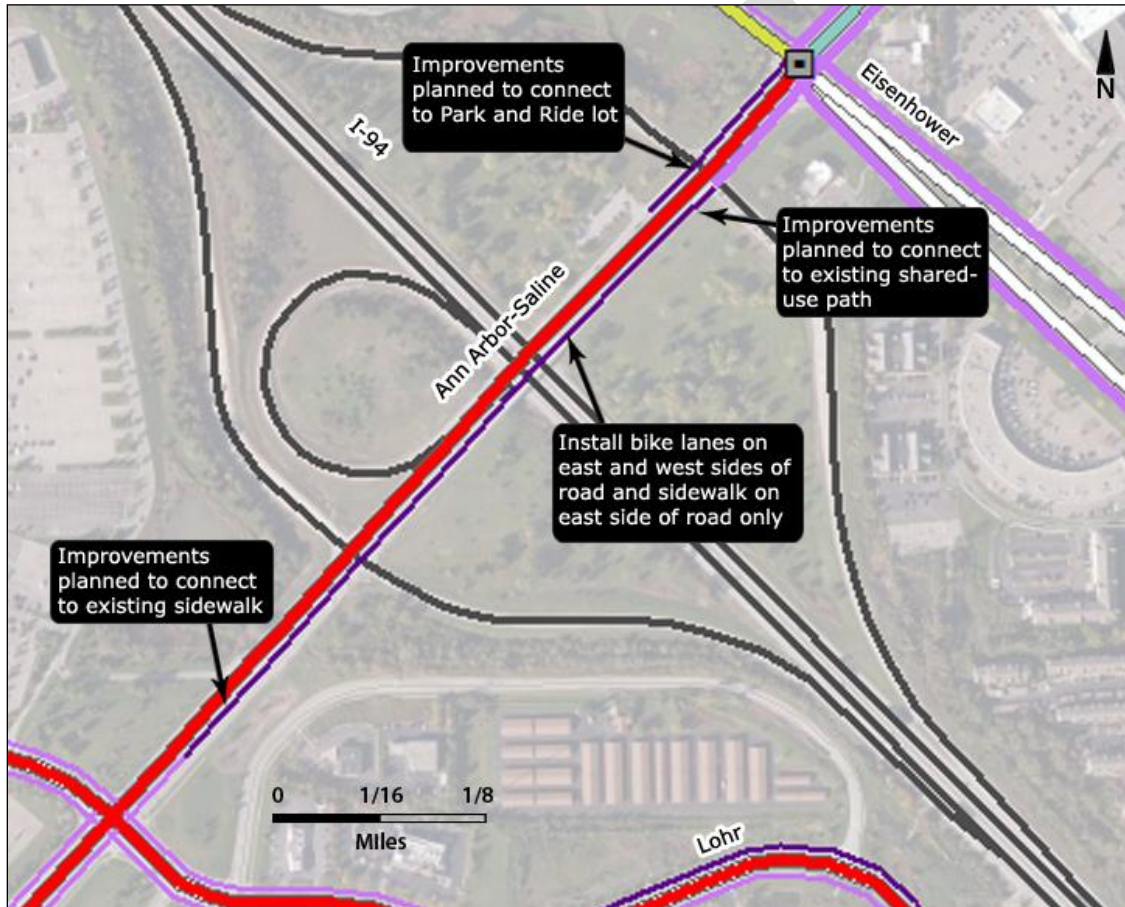
Near-term Opportunities

Geographic Area Recommendations

The following pages illustrate revised near-term recommendations for specific areas in the city. Notes are intended to provide planning-level insights to the revised recommendation.

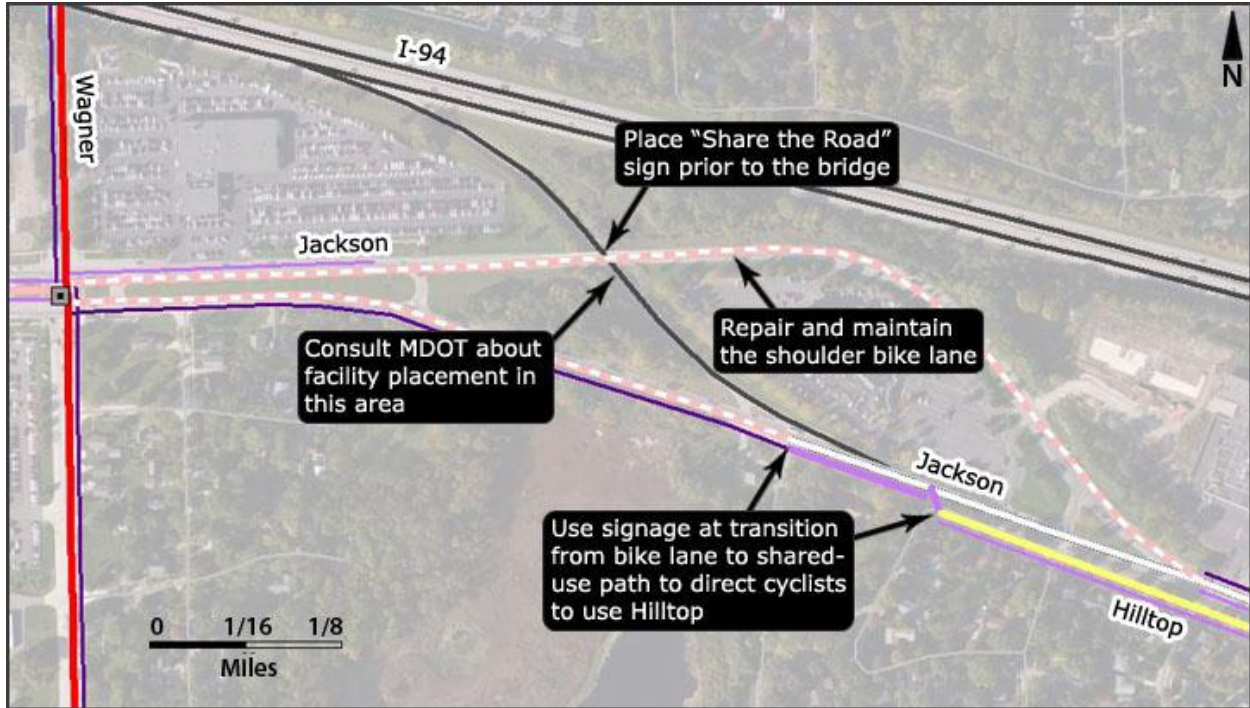
Near-term Opportunities Update – Map Detail

Ann Arbor-Saline Rd



Near-term Opportunities Update – Map Detail

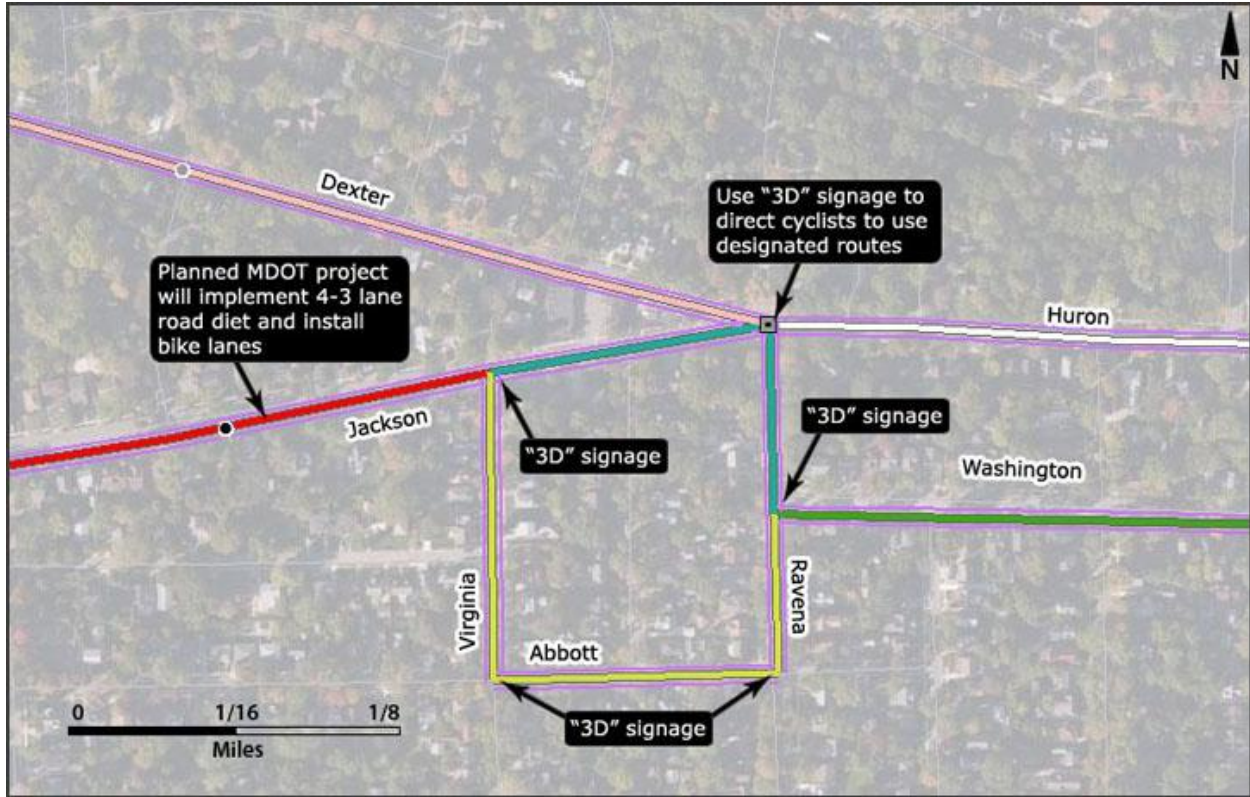
Jackson Ave



Existing	Proposed		Existing	Proposed	
		Bike Lanes			Shared-use Path
		Bike Lane, 1 side only			Sidewalk
		Bike Boulevard			Signalized Crosswalk
		Cycle Track			Major Mid-block Crossing
		Shared-use Arrow			Minor Mid-block Crossing
		Signed Bike Route			No Near-term Improvements

Near-term Opportunities Update – Map Detail

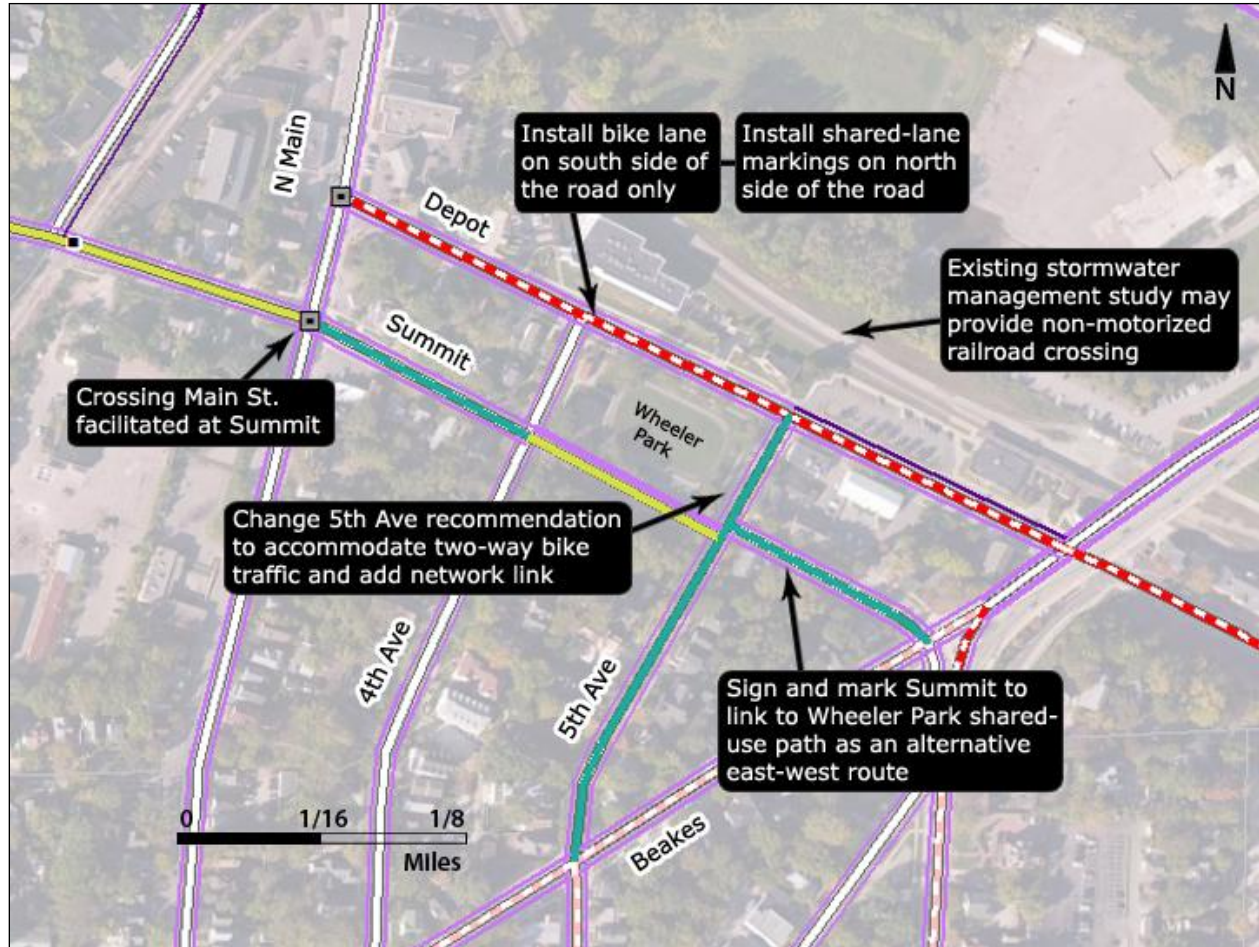
Jackson Ave/Huron St/Dexter Ave



Existing	Proposed		Existing	Proposed	
		Bike Lanes			Shared-use Path
		Bike Lane, 1 side only			Sidewalk
		Bike Boulevard			Signalized Crosswalk
		Cycle Track			Major Mid-block Crossing
		Shared-use Arrow			Minor Mid-block Crossing
		Signed Bike Route			No Near-term Improvements

Near-term Opportunities Update – Map Detail

Depot St

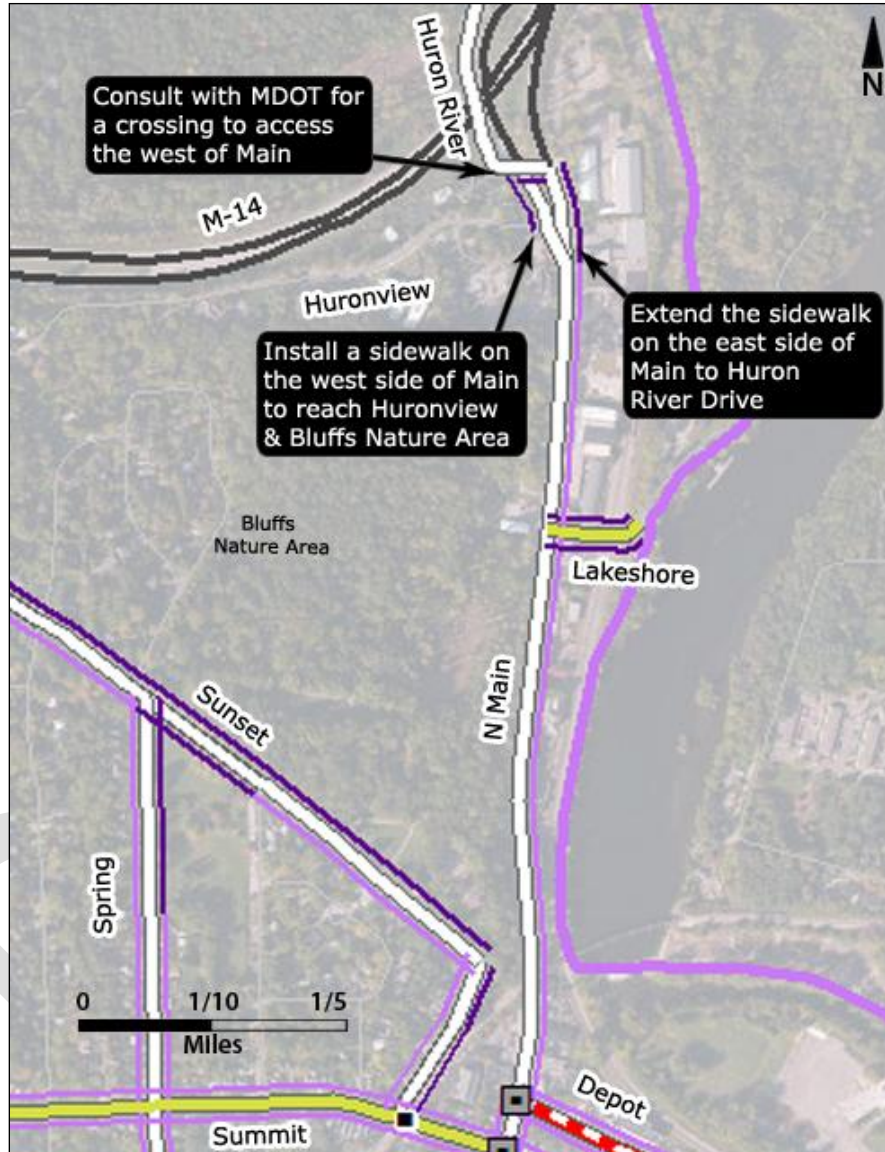


Existing	Proposed	
		Bike Lanes
		Bike Lane, 1 side only
		Bike Boulevard
		Cycle Track
		Shared-use Arrow
		Signed Bike Route

Existing	Proposed	
		Shared-use Path
		Sidewalk
		Signalized Crosswalk
		Major Mid-block Crossing
		Minor Mid-block Crossing
		No Near-term Improvements

Near-term Opportunities Update – Map Detail

N Main St

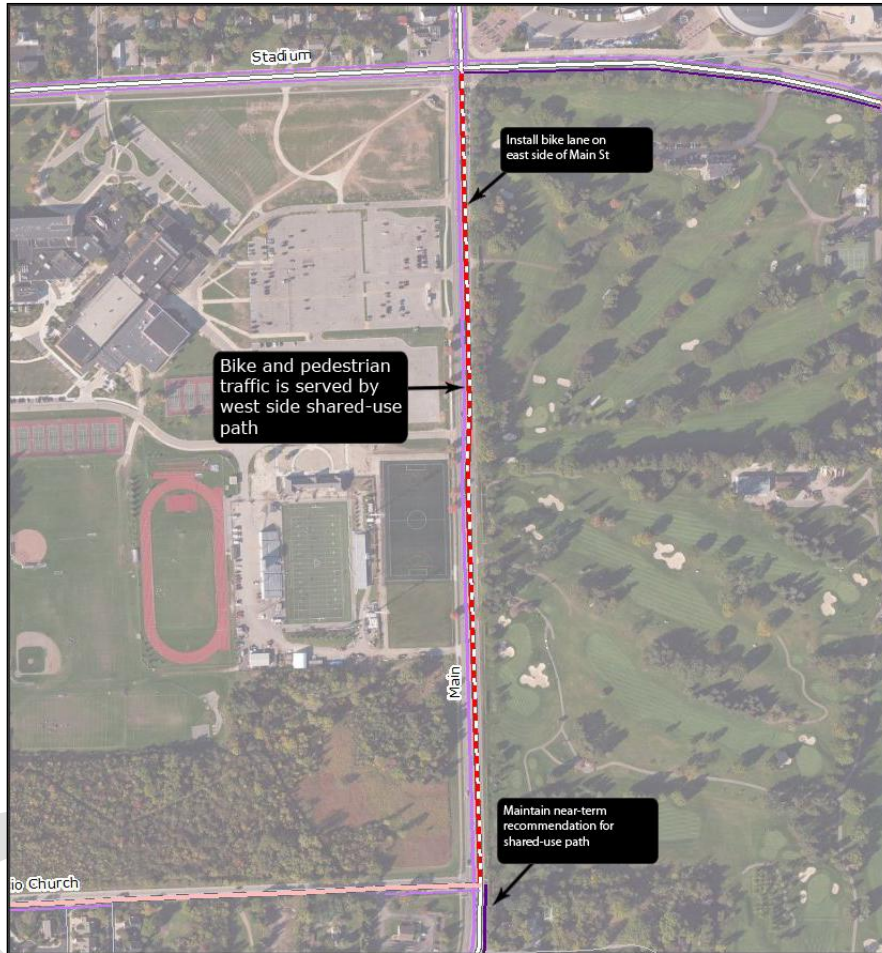


Existing	Proposed		Existing	Proposed	
		Bike Lanes			Shared-use Path
		Bike Lane, 1 side only			Sidewalk
		Bike Boulevard			Signalized Crosswalk
		Cycle Track			Major Mid-block Crossing
		Shared-use Arrow			Minor Mid-block Crossing
		Signed Bike Route			No Near-term Improvements

Near-term Opportunities Update – Map Detail

Geographic Area Recommendations

S Main St



Existing	Proposed	
		Bike Lanes
		Bike Lane, 1 side only
		Bike Boulevard
		Cycle Track
		Shared-use Arrow
		Signed Bike Route

Existing	Proposed	
		Shared-use Path
		Sidewalk
		Signalized Crosswalk
		Major Mid-block Crossing
		Minor Mid-block Crossing
		No Near-term Improvements

Near-term Opportunities Update - Map Detail

Geographic Area Recommendations

Miller Ave



Existing	Proposed		Existing	Proposed	
		Bike Lanes			Shared-use Path
		Bike Lane, 1 side only			Sidewalk
		Bike Boulevard			Signalized Crosswalk
		Cycle Track			Major Mid-block Crossing
		Shared-use Arrow			Minor Mid-block Crossing
		Signed Bike Route			No Near-term Improvements

Near-term Opportunities Update – Map Detail

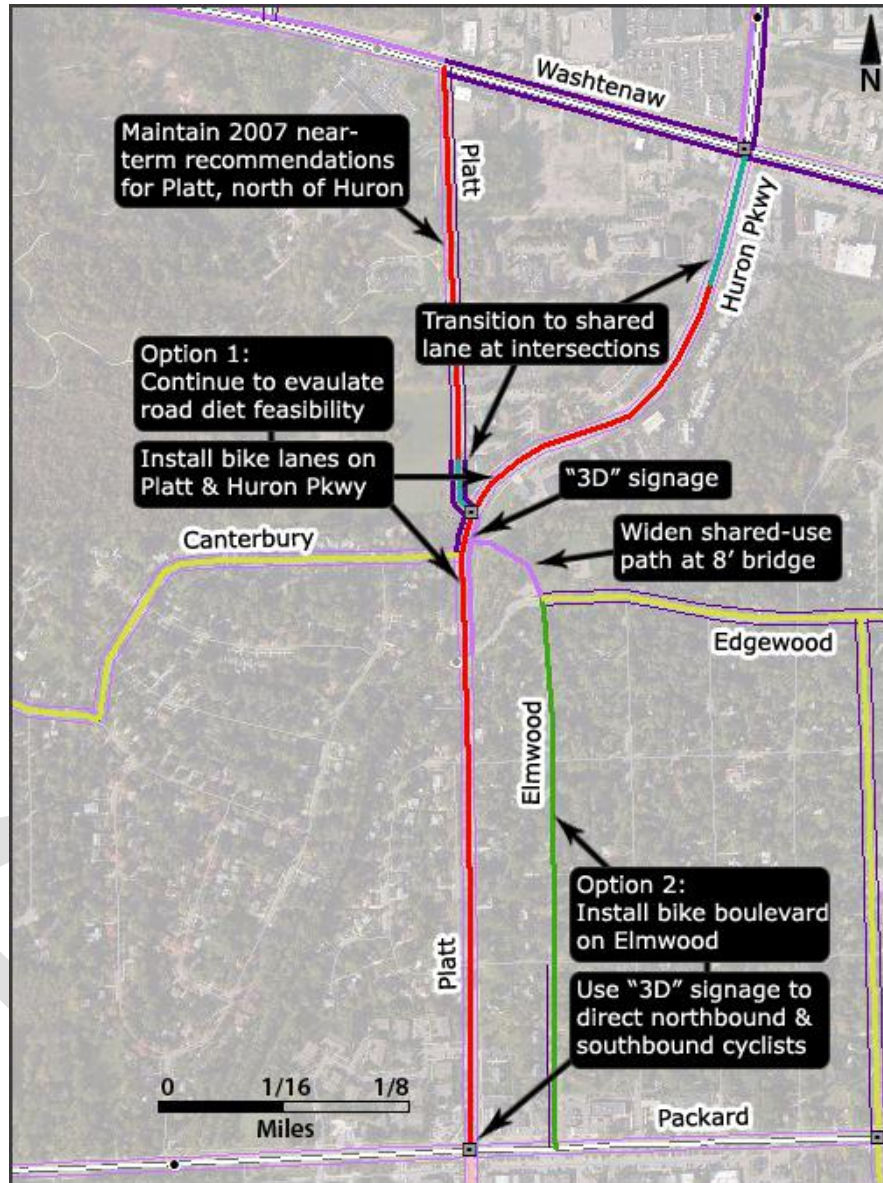
Miller Ave/Miller Rd



Existing	Proposed		Existing	Proposed	
		Bike Lanes			Shared-use Path
		Bike Lane, 1 side only			Sidewalk
		Bike Boulevard			Signalized Crosswalk
		Cycle Track			Major Mid-block Crossing
		Shared-use Arrow			Minor Mid-block Crossing
		Signed Bike Route			No Near-term Improvements

Near-term Opportunities Update – Map Detail

Platt Rd

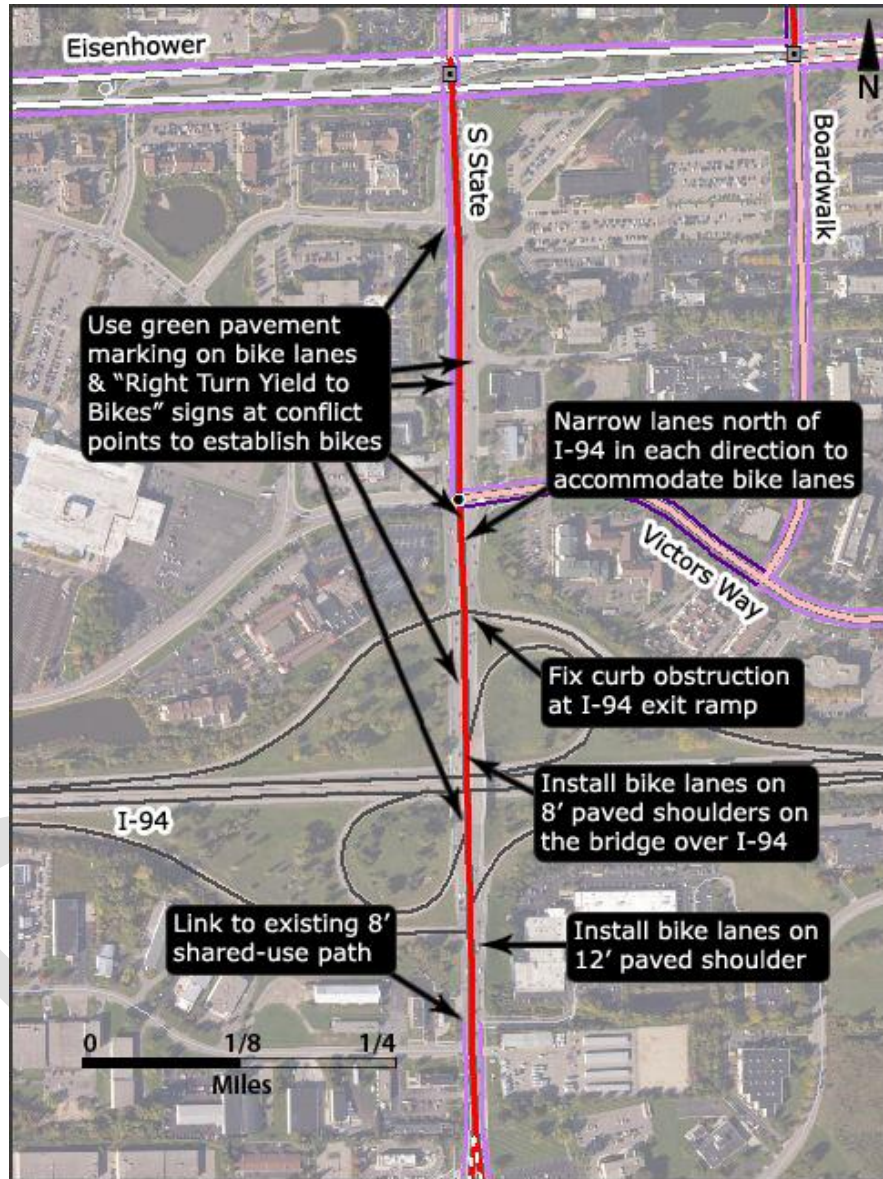


Existing	Proposed		Existing	Proposed	
		Bike Lanes			Shared-use Path
		Bike Lane, 1 side only			Sidewalk
		Bike Boulevard			Signalized Crosswalk
		Cycle Track			Major Mid-block Crossing
		Shared-use Arrow			Minor Mid-block Crossing
		Signed Bike Route			No Near-term Improvements

Near-term Opportunities Update – Map Detail

Geographic Area Recommendations

S State St



Existing	Proposed	
		Bike Lanes
		Bike Lane, 1 side only
		Bike Boulevard
		Cycle Track
		Shared-use Arrow
		Signed Bike Route

Existing	Proposed	
		Shared-use Path
		Sidewalk
		Signalized Crosswalk
		Major Mid-block Crossing
		Minor Mid-block Crossing
		No Near-term Improvements

Near-term Opportunities Update – Map Detail

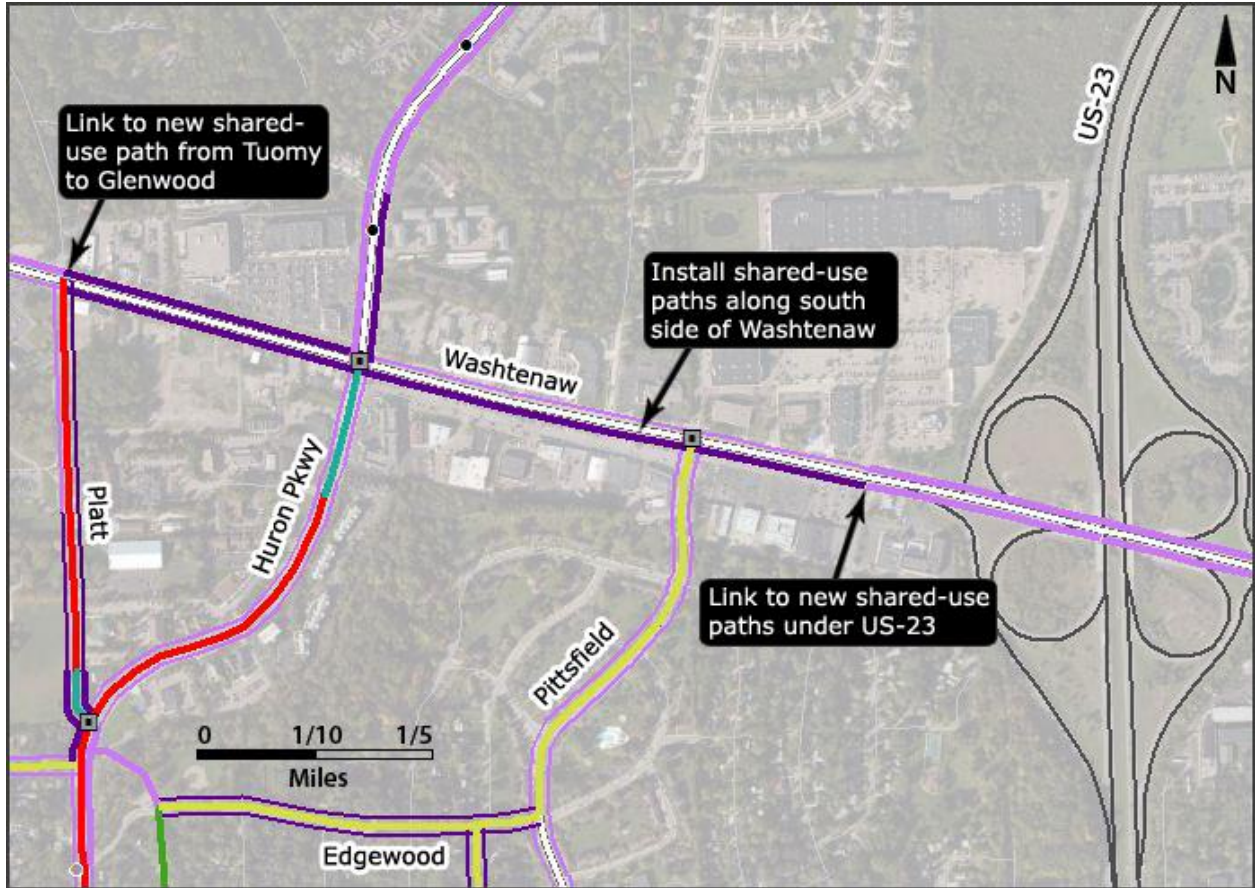
University of Michigan Campus Connection



Existing	Proposed		Existing	Proposed	
		Bike Lanes			Shared-use Path
		Bike Lane, 1 side only			Sidewalk
		Bike Boulevard			Signalized Crosswalk
		Cycle Track			Major Mid-block Crossing
		Shared-use Arrow			Minor Mid-block Crossing
		Signed Bike Route			No Near-term Improvements

Near-term Opportunities Update - Map Detail

Washtenaw Ave



Existing	Proposed	
		Bike Lanes
		Bike Lane, 1 side only
		Bike Boulevard
		Cycle Track
		Shared-use Arrow
		Signed Bike Route

Existing	Proposed	
		Shared-use Path
		Sidewalk
		Signalized Crosswalk
		Major Mid-block Crossing
		Minor Mid-block Crossing
		No Near-term Improvements

DRAFT

Long-term Recommendations

Geographic Area Recommendations

The 2013 Plan Update focuses on near-term recommendation updates and revisions, but through the review process, long-term recommendations were brought to staff's attention for review. The 2007 Long-term recommendations were often the same as near-term opportunities; those that were different were meant as implementations to be made along with new or reconstructed major facilities. Long-term recommendations are major capital improvements that will be implemented over an extended period of time as funding becomes available or they are integrated into other major construction projects.

The 2007 NTP included a map of Long-term Recommendations to illustrate the ultimate facility goal for each near-term recommendation. The following areas are presented in the NTP Update to reemphasize or clarify 2007 NTP long-term recommendations in light of near-term revisions.

Long-term Site Recommendations

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Allen Creek Greenway

Geographic Area Recommendations

South Ann Arbor to N Main St | 2.3 miles

2007 NTP: Pages 167, 181

The Allen Creek Greenway is a proposed “green walking and bicycle pathway located in the Ann Arbor Railroad right-of-way, running from the University of Michigan athletic complex to Argo Dam and the Huron River” that will establish a link between residential, commercial, retail, and cultural development in Ann Arbor with the open space and natural areas along the river (acgreenwayconservancy.org). The Greenway will provide non-motorized access from the University of Michigan’s South Campus to west of Downtown and the B2B Trail’s shared-use path along the west bank of the Huron River.

Detailed analysis of the route and opportunities is provided with the 2008 Proposed Route of the Allen Creek Greenway: Essential Route and Future Opportunities Draft from the Allen Creek Greenway Conservancy. The guide displays overhead satellite images with the route and other features overlaid on top of the image. It also shows many photos of current conditions along the railroad and describes the property information for adjacent parcels.

The 2007 NTP identifies the Greenway as a long-term opportunity due to its extent and cost. Although the Greenway remains a long-term opportunity in the 2013 Update, staff will continue looking for opportunities to advance the project according to City Council direction. Key elements of the Allen Creek Greenway will be implemented as funding opportunities become available.

The N Main St area is being reviewed by the North Main Taskforce for recommendations to address multiple parcels in the area. The Taskforce may include non-motorized recommendations relevant to the Greenway and the Non-motorized Transportation Program. As with the Taskforce’s non-motorized recommendations, the implementation designs of the Allen Creek Greenway will be made with careful attention to other projects and planning documents. Such planning documents include the City of Ann Arbor Parks & Recreation Open Space Plan (PROS Plan) and South State Street Corridor Plan.

Border to Border Trail

Geographic Area Recommendations

North Ann Arbor

2007 NTP: Page 181 Map

The Border-to-Border Trail (B2B) is a system of shared-use paths, bike lanes, bike routes, and other facilities that winds along the Huron River in Washtenaw County. It is designed to link communities and preserve open space along the river. The B2B Trail is an ongoing project, and the ultimate goal is a 35-mile trail that completely follows the Huron River through Washtenaw County.

In Ann Arbor, the B2B Trail winds from East Ann Arbor to the Argo Dam and up into the northwest corner of the city, but the trail is not continuous, due to multiple railroad and river crossing obstacles. Although the B2B Trail is not presented as a near-term opportunity, the NTP proposed a number of long-term shared-use path additions and multiple railroad and river crossings to link existing segments of the trail.

The need to connect existing B2B Trail segments was a common theme from public comment received in the review process, and is also identified in the Parks & Recreation Open Space (PROS) Plan. Also, recommendations from the North Main Taskforce will consider a number of alternatives for facilitating non-motorized use in the North Main St area. Additionally, a stormwater management study is in progress for a tunnel project under the railroad where Fourth Ave meets Depot, which may find an opportunity for simultaneously establishing a non-motorized connection. The stormwater management study is working with property owners in considering preferred non-motorized connections in the area.

This Plan Update and its progress will benefit from the products of ongoing planning processes. Therefore, the updated recommendation is to maintain the long-term plan for B2B connections while monitoring concurrent planning projects. However, if new concepts emerge, the next update should incorporate new opportunities as appropriate.

Gallup Park & Fuller Road Paths

Location Varies

2007 NTP: Page 181 Map

The Gallup Park & Fuller Road shared-use paths are some of the most heavily used paths in the city. According to the PROS Plan, Gallup Park is the most popular park in the city. The shared-use paths along Fuller Road are the most direct non-motorized link between Central Campus and North Campus for University of Michigan students. Both parks contain the B2B Trail.

The Gallup Park & Fuller Road Paths are not a near-term opportunity in the 2007 NTP. However, staff identified the need to widen some segments of each park's shared-use paths to 10' wide, which is the AASHTO standard minimum width for heavily utilized shared-use facilities. Where possible, paths should be improved to achieve 12' or 14' width.

Environmental issues need to be assessed to define opportunities to widen facilities. The NTP Update recommends that the addition of impervious surfaces be made with considerations to possible impacts to runoff and stormwater services. This area is not a near-term opportunity.

Briarwood-Pittsfield Shared-Use Bridge **Geographic Area Recommendations**

Over I-94

2007 NTP: Page 181

A non-motorized bridge over I-94 would provide improved linkages between the communities of Ann Arbor and Pittsfield Township. This link should be evaluated in context of the State Street Corridor Plan.

The possible linking of Ann Arbor and Pittsfield Township can improve access to the various employment, recreational, residential and shopping opportunities on either side of I-94. Coordination between Pittsfield Township, the Road Commission, MDOT and the City will be essential in planning for this long term non-motorized improvement.

The link is proposed from Briarwood Mall, near the Towne Place Suites Hotel, to near the water tower on the south side of I-94. This recommendation would take advantage of the existing low traffic density and speed limits on Briarwood Circle, on the north side of I-94, and the existing path on the south side of I-94 which connects to Oak Valley Dr.

Public Process for Non-Motorized Transportation Plan Update

This paper describes the public engagement process and results from the Non-motorized Transportation Plan (NTP) Review. The amount of public input sought and received by project staff in the review process ensured that the concerns and requests of all stakeholders were heard and addressed in the development of the NTP Update and its supporting documents.

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Public Process: Narrative

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Background

In January 2012, project staff developed a work plan for the NTP Update that included an engagement plan with the following elements:

- The Planning Commission's Master Plan Revisions Committee – to oversee the update process.
- The Alternative Transportation Committee (ALT) – as an advisory group.
- Community stakeholders – to participate in meetings and meet with project staff.
- Public/community – to participate in city-wide public meetings.

In spring 2012, in response to public input project staff expanded the engagement process with a series of focus group meetings. These meetings were intended to gather qualitative information on challenges to cycling and walking in Ann Arbor, perceived safety concerns, perceived successes and challenges of non-motorized program, and general ideas for improvement. This addition was planned to help identify and prioritize specific user challenges, choose new approaches based on community knowledge of the transportation system, build support, and advance the search for funding. The focus groups were also meant also to foster relationships between the City and community groups.

Administration

Project staff facilitated the following meetings with the public. The meetings, held at City Hall, were scheduled to gather input at different stages in the planning process and to prevent large gaps in the public's knowledge of review progress. In all, over 700 individuals and 75 groups or organizations were invited to participate in one or more of the following meetings:

- Public Meeting #1 – February 8, 2012
- Focus Group meetings, round #1 – July & August 2012
- Public Meeting #2 – December 17, 2012
- Focus Group meetings, round #2 – January 2013

Public Meetings

Each public meeting was administered twice to accommodate scheduling difficulties; one session took place in the afternoon, and the other took place in the evening. The sessions were held on the same day in each case and offered the same material in each session. Over 100 people participated in the public meetings.

Focus Groups

Focus groups were held dates and times selected by volunteer participants to include as many participants as possible. Round 1 of the focus groups included four meetings – one for each of four target audiences: cyclists; pedestrians; University of Michigan faculty, staff, and students; business owners, committee or commission members, and organizational directors. There were two meetings in Round 2 of the focus groups. Volunteers sent more than 150 submissions to offer to participate in one or more of the focus groups, and in all, there were 70 participants in the six focus groups.

ALT Committee

The ALT committee consisted of representatives from key stakeholder groups with a vested interest in non-motorized transportation. The Committee met monthly at the Ann Arbor Downtown Development Authority offices to advise the project staff on the scope, content, direction and recommendations of the NTP review. The Committee also provided an opportunity for stakeholder engagement throughout the review process. The ALT Committee consisted of representatives from 7 organizations, including:

- The University of Michigan (UM)
- The Washtenaw Area Transportation Study (WATS)
- The Ann Arbor Transportation Authority (AATA)
- The Downtown Development Authority (DDA)
- The Washtenaw Biking and Walking Coalition (WBWC)
- The Downtown Citizens' Advisory Council
- The City Environmental Commission
- City Departments:
 - Project Management
 - Systems Planning
 - Parks & Recreation
 - Planning & Development
 - Safety Services
 - Field Operations
 - City Attorney's Office

Facilitation

Public Meetings

The public meetings included the following elements:

- An open house for personal conversations with project staff
- A presentation from project staff to inform participants and guide questions and comments
- A question and answer session
- An opportunity to submit written comments about content of the NTP and meeting facilitation

Focus Groups

At the focus groups, City staff used facilitator guides to guide discussion and generate on-topic comments. Responses to each question, along with other recommendations or comments made throughout the discussions, were recorded for later coding. The questions in each facilitation guide were unique to each focus group, and they were designed in coordination with local stakeholders to best frame a meaningful conversation among the participants.

Results

Throughout the review process, staff received feedback through written comments, personal interaction, group discussion, and personal emails. This input was documented and considered throughout the review process, and can be found at the end of this report. Comments taken from public meetings or focus groups have been categorized to facilitate broad analysis. Due to the nature of email correspondence, emails were not categorized in the same way as the public meeting and focus group comments, but they have been added to the list of all comments in this document. Notes from ALT Committee meetings that referenced the NTP Update are also attached.

In general, there are several themes that surfaced repeatedly throughout the review process in each form of engagement:

- **Safety** is the most frequently cited reason for deciding whether to walk or ride and for choosing which facility to use. **Bike lanes** and **marked roads** are the primary riding facilities.
- The **RRFBs** and **HAWK** signals received nearly unanimous praise and are widely recommended for additional implementation.
- New bike facilities – **Bike Boulevards**, **bike boxes**, and **buffered bike lanes** – received support for implementation.
- Adding bike facilities already in use – **sharrows**, **shared-use paths**, and standardized **crosswalks** – is recommended to expand system capacity.
- **Pavement markings**, with and without color, are widely preferred to traditional signage, and were requested at new locations and higher frequency.
- Additional covered and uncovered **bike parking** facilities and improved bike parking standards were requested.
- Where bike lanes are infeasible, **separated facilities** are recommended to provide safe cycling.
- A new **wayfinding** system would be useful if implemented strategically.
- A lack of **connectivity** to popular destinations within Ann Arbor and in other communities is a common detraction to cycling.
- Cyclists and pedestrians alike cited **sidewalk gaps** throughout the city as major obstacles to non-motorized system use.
- **Crossing challenges** at freeways were often cited as major pedestrian and cycling challenges.
- Proper bike lane, sidewalk, and pavement **maintenance** is crucial to a safe, comfortable, and timely trip.
- **Snow and debris clearance** is often slow or inadequate.
- Continued and revised **education** efforts are needed to clarify the rights and responsibilities of pedestrians, cyclists, and drivers – young and old – in Ann Arbor. The **crosswalk ordinance** is one topic that needs further educational programming to illustrate proper behavior.
- Educational opportunities exist in a **partnership capacity with UM** to ensure ongoing student cyclist education.
- Popular **online and print** resources could provide valuable exposure and educational opportunities.

- **Enforcement** should be strengthened concerning bike lights at night, general cyclist behavior, sidewalk clearing, and intersection sight triangle requirements.
- **Other cities' examples** of non-motorized system expansion and operation should be followed.
- The following areas and routes were often identified as **trouble spots**:
 - Broadway Bridge
 - The campus connection near Huron St, Glen Ave, and Fuller Rd
 - North Main St
- The following areas and routes were often identified for specific **recommendations**:
 - Allen Creek Greenway
 - Ann-Arbor Saline Rd over I-94
 - Downtown routes
 - Liberty St
 - State St over I-94
 - Washington St was suggested for a bike boulevard
- The City should **improve relationships** and partnerships with UM, Non-governmental organizations, and philanthropists, and engage them early and often in the Plan update process.
- The NTP Update should focus on **pedestrians** as much as the NTP focused on cyclists.
- The NTP Update has to recognize the larger **planning framework** in Ann Arbor and address the issues that evolve outside the scope of the traditional non-motorized planning.

Period of Public Review

Following legislative protocol, set forth by the Michigan Planning Enabling Act (PA 33 of 2008), the City forwarded the Draft Non-motorized Transportation Plan Update for public comments following the City Council's approval to release to Draft Non-Motorized Transportation Plan Update on June 3, 2013.

Public Comments were required to be sent in within 42 days after the draft Plan Update was released.

The draft Plan Update was sent to the following agencies:

- Ann Arbor Township Planning Commission
- Ann Arbor Public Schools
- Ann Arbor Transportation Authority (AATA)
- Ann Arbor Railroad
- Ann Arbor Charter Township
- Village of Barton Hills
- Detroit Edison (DTE)
- Lodi Township Planning
- Michigan Department of Transportation (MDOT)
- Norfolk-South Corp.
- Pittsfield Township Planning Commission
- Scio Township Planning Commission
- South East Michigan Council of Governments (SEMCOG)
- University of Michigan

- Washtenaw Area Transportation Study (WATS)
- Washtenaw County Board of Commissioners
- Washtenaw County Road Commission
- Ypsilanti Township
- City of Ypsilanti

The public was also informed of this opportunity to provide public comment through a press release, social media efforts, tabling at the Mayor’s Green Fair and fliers at the Transportation Information Station in the lobby of City Hall.

In total, over 130 comments were reviewed and considered for integration in the Final Draft Non-motorized Transportation Plan Update. Over the 42 day period, the City received 38 comments from the Ann Arbor Public Schools District Transportation Safety Committee, citizens, and Re-Imagine Washtenaw. In addition to the 38 comments received over the 42 day period, over 90 comments were received leading up to the draft Plan Update’s release for review. These comments were provided by the City Planning Commission, the University of Michigan and the Washtenaw Biking and Walking Coalition. City Staff reviewed the comments submitted during the 42 day period and comments submitted during the Draft’s writing to assure that all public comments were taken into consideration. A spreadsheet of the comments has been attached at the end of this document (pg.33-47), and a synopsis of the comments is provided below:

Allen Creek Greenway

- U of M (5/3/13): Does there need to be any recognition in this write up that the Allen Creek Greenway project may compete for the same ROW as rail projects under study? Also, would the plan consider recommending a phased approach toward this project?

Ann Arbor-Saline Road

- WBWC (5/2/13): Add “non-motorized improvements on the southbound side should be done when MDOT repairs and reconfigures the ramps on that side.”
- Ciitizen (7/16/13): Show and label a paved connection near the existing “cowpath” from just south of the eastbound I-94 entrance ramp to Lohr Circle (about 100 feet), which will be a preferred route for bicycling via Lohr Circle and Lohr Road to Pittsfield Township and Saline.
- WBWC (5/2/13): Show and label a paved connection near the existing “cowpath” from just south of the eastbound I-94 entrance ramp to Lohr Circle (about 100 feet), which will be a preferred route for bicycling via Lohr Circle and Lohr Road to Pittsfield Township and Saline.

B2B

- Citizen (7/16/13): Higher priority to completing B2B
- WBWC (5/2/13): Higher priority to completing B2B

- WBWC (5/2/13): Preferred B2B connection would be an underpass under the former Norfolk-Southern RR in conjunction with flood mitigation measures. Access to the underpass should be from the Main/Depot intersection - not the 4th Ave one study proposed.

Bike Parking Evaluation

- City Planning Commission (CPC) (3/12/13): Expand discussion of bike parking in the r-o-w
- CPC (3/12/13): Jeff has survey results from high rises about bike parking

Briarwood-Pittsfield Pedestrian Bridge

- Citizen (7/24/13): Proposal for a pedestrian bridge to be built over I94, which would connect Briarwood Circle to an existing path by the watertower. The path connects to Oak Valley Drive

Campus Connections

- U of M (5/3/13): University Staff will connect with City Staff to further discuss this connection
- U of M (5/3/13): This section needs to be revisited in light of recent conversations at the ALT meeting. Sue Gott will be connecting with Eli
- WBWC (5/2/13): Use W. Medical Center Drive versus Glen and move the cycle track to the north side of Catherine

Ellsworth

- Citizen (7/16/13): Add Ellsworth north side sidewalk completion
- WBWC (5/2/13): Add Ellsworth north side sidewalk completion

General

- CPC (3/12/13): Is there crossover between DDA streetscape work and the NM Plan?
- WBWC (2/19/13): Request City Council: investment priorities, funding, pedestrian needs

Long-term Recommendations

- Citizen (7/16/13): Confusion around "long-term" recommendation definition

MAP-21 Opportunities-Funding

- CPC (3/12/13): Add language on the criteria for obtaining MAP-21 funding, specific opportunities, and examples of success or how having a plan in place has been valuable (Geddes Bridge).

New Midblock Crosswalks-Funding

- CPC (3/12/13): What is the schedule for after analysis for RRFBs?
- Ann Arbor Public Schools District Transportation Safety Committee (7/11/13): School crossing road markings as a priority

New Sidewalks-Funding

- CPC (3/12/13): Discover which sidewalk gaps abut township parcels

Online Wayfinding

- U of M (5/3/13): Consider making it importable to Google Maps so it can be plugged into other organization's existing transit maps

Platt

- WBWC (5/2/13): If no road diet, then multiple recommendations given. Recommend transitioning to a wide sidewalk at intersections with sharrows; bicycle boulevard designation on Elmwood may not be needed, however, the directional signage near Platt is good; Mallets Creek bridge is 8 ft wide, not 7

Resolution to Distribute Draft NMTP Update

- CPC (3/12/13): Commissioner Bona asked that the distribution list include North South Railroad. Commissioner Bona added that the Norfolk Railway might need to be a MDOT notification
- CPC (3/12/13): Commissioner Woods mentioned the she did not see Ypsilanti Township included in the distribution list.

Seventh

- Citizen (7/16/13): Add Seventh traffic calming
- WBWC (5/2/13): Add Seventh traffic calming

Scio Church

- Citizen (7/16/13): Add Scio Church sidewalk completion
- WBWC (5/2/13): Add Scio Church sidewalk completion

The Non-motorized Planning Framework-Engineering

- CPC (3/12/13): Can we do a trial run of an innovative facility implementation (I'm unsure what this note refers to)?

Washtenaw Ave from Platt to US-23

- Re-Imagine Washtenaw (6/21/13): Recommendation for area does not match new ROW study

Public Process: Feb. 8th, 2012, Public Meeting Comments

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Non-Motorized Transportation Plan Review



Feb. 8, 2012: Public Meetings

On February 8, 2012, the City held two public meetings to gather input on the proposed scope and content of the Non-Motorized Transportation Plan (Plan) review. The meetings took place in Council Chambers at City Hall, from 3:00-4:30 and 6:00-7:30 PM. At the meetings, City staff presented a synopsis of progress and achievements, challenges, and issue areas to consider in the Plan update. A discussion followed and written comments were submitted, a synopsis of which is presented in the following pages.

These comments are organized using the integrated "5 E's" framework for non-motorized transportation planning. The 5 E's include engineering, education, encouragement, enforcement, and evaluation. Working together, these elements contribute to a successful non-motorized transportation system. The chart also includes comments relating to specific geographic areas, the City's broad planning framework, funding, and evaluation of the meeting itself.

Funding for sidewalk gaps emerged as a discussion item at both meetings and merits clarification. City staff reported that no funding source has been identified for filling gaps in the city's sidewalk system. At both meetings, this raised the question of whether the recently-approved sidewalk millage could be spent to fill sidewalk gaps. Staff clarified that the millage

funds are dedicated to repairing existing sidewalks, rather than the construction of new sidewalks. Within the 5-year life of the millage, the Project Management Department will survey all sidewalks and make necessary repairs. When the City resurfaces a street, new sidewalks may be installed and funded through a special assessment to property owners.

Staff also responded to questions concerning the City's broad planning goals, beyond the scope of the non-motorized system. Questions arose concerning how the City intends to support the development of downtown housing options, since accessibility between housing, employment, shopping, and recreation locations enables a non-motorized transportation system to be most useful. The downtown contains several highrise apartment buildings for students, while new developments will provide downtown housing for young professionals. The private housing market seems to be interested in providing accessible housing for both students and downtown employees, and the city's zoning code supports this development.

Staff will incorporate these comments into the review process and content and welcomes ongoing public input. The Plan review will report on relevant changes to City code and identify remaining opportunities.

City of Ann Arbor, MI

Non-Motorized Transportation Plan Review

Theme	Topic	Comments	References
Engineering	Bike Lanes	<p>"Bike lanes next to parked cars...give a false sense of security to drivers. Bikes ride on lane's inside edge to avoid parked car doors; cars pass too close.</p> <p>bike lanes separated from street with white, flexible posts (ex: Chicago)</p> <p>Prioritize consistent bike lanes--predictable, not subject to motorized constraints. Connect existing system.</p>	4
	Sidewalks	<p>Sidewalks are dangerous for bikes due to cars stopping in crosswalks on side streets. Bikes may not see cars in time to stop.</p> <p>"Citizens support filling key sidewalk gaps on major streets. Let's find funding!"</p> <p>Require property owners to keep a walkable path open even if they do not have a paved sidewalk. This would help to fill gaps in the path system without costing the city any money, and it would not cost property owners much. Allow some time to comply. The right of way is like a huge public path system.</p>	3
	Shared-Use Paths	<p>Build shared-use paths to fill sidewalk gaps while building out bike system, with existing Act 51 funding. There is probably a lot of overlap between the 2 groups, and this accomplishes goals for both.</p> <p>Explore color-coding shared use paths or using lane lines to separate cyclists from pedestrians. Ex: Cologne, Germany; wide sidewalks with color-coding for cyclists, and on-road bike lane where sidewalk is narrow.</p>	4
	Symbols	<p>Sharrows in downtown work. Drivers have been less aggressive about passing. Would like to see more symbols along with share the road signs.</p> <p>Bike boulevards through neighborhoods: "great bang for the buck. Let's do it! Include specific corridors in Plan."</p> <p>Time lights for bikes in downtown (ex: San Francisco's Valencia St.)</p>	2
	New Ideas	<p>Bike boxes at larger intersections (ex: Stadium and Packard)</p> <p>Green streets--check in with Environmental Commission's project</p> <p>"Disappointed at the reference of a bicycle station at the proposed UM parking structure on city park land. Promoting parking structures and bicycle stations work at opposite goals"</p> <p>Standardize design. Support for leading pedestrian intervals.</p>	6
	Crosswalks & Intersections	<p>Improve visibility and sight distance with better lighting and eliminating utility boxes and vegetation; Ex: Boulder. Change ordinance to address bike/ped visibility in sight triangles, consider bike/ped visibility in drivers' sight triangles.</p>	1



Feb. 8, 2012: Public Meetings

<i>Theme</i>	<i>Topic</i>	<i>Comments</i>	<i>References</i>
Education	University	Need a stronger partnership with UM. Educate students, especially on safe/correct cycling behavior	2
	AATA	AATA drivers are very aware and considerate of cyclists.	1
	Cyclist education	Encourage people to ride on the street, not the sidewalk, especially downtown. Improve education about Ann Arbor's rules of the road for cyclists. Reinstate bike registration program and require a cyclists' rules of the road test. Clarify shared-use paths.	4
	Driver education	"Cars can't use bike lanes as another lane to pass cars on the right." Educate drivers to park behind crosswalks, not in them. "Improve civility towards cyclists. I've been honked at more here than in any other city I've lived in" "A push for more bike and pedestrian awareness in driver's ed would help raise a new generation of drivers who are more cautious and perceptive to the rights and needs of non-motorists"	3
Encouragement	Wayfinding & Map	Love the bike map--update it. Provide more encouragement to use local roads, even if they're unmarked. Ex: Washington Street. Wayfinding signs also provide education function, and we need them. They need to include major landmarks, including private businesses. These need some granularity to be useful to visitors. Identify unmaintained pathways on the bike map (focusing on areas where other agencies do not maintain pathways). Raise the price of parking downtown.	5
	Commuting	Provide better access and awareness of shower spaces for downtown employees.	2



Non-Motorized Transportation Plan Review

Theme	Topic	Comments	References
Enforcement	Cyclists	Enforce bike lights at night. There are no consequences for violating the rules.	2
	Intersections	Need ordinance revision and better enforcement of Chapter 40 (sight triangle at intersections).	1
	Sidewalks	Enforce sidewalk clearing requirements, particularly in light of ADA.	2
Geographic Areas	Routes through Downtown	"Westside residents could use [East/West route through downtown] for work and play." "Potential cyclists are reluctant to commute by bike downtown because bike lanes are inadequate." "More protected cycling routes through downtown—North-South, and East-West" would lead to an increase in cycling commuters.	2
	Miller	Replace "sidewalk bike lane" with a viable option. "Sidewalk lane really isn't suitable."	1
	Jackson Rd. W. of Stadium	No specific comment provided.	1
	Support for Greenways	"The Allen Creek and Huron River Greenways are the place to leverage private funding. The University is an obvious partner, especially on and around its properties" intersecting these areas.	2
	State Street	(Washington-Hill) "The current system must go!" Create a bike boulevard or remove parking. Has the city considered closing State Street between N. University and Washington, "to create a pedestrian friendly and more aesthetic environment?" Bridge walkway over I-94	3
	Liberty St.	Has the city considered closing Liberty St. east of Maynard "to create a pedestrian friendly and more aesthetic environment?"	1
	Ann Arbor-Saline Rd.	Need bridge walkway.	1
	City of Ann Arbor, MI		4

Feb. 8, 2012: Public Meetings

Theme	Topic	Comments	References
Funding	Community Engagement	<p>Engage the community in search for funding.</p> <p>Reinstate bike license program and use revenue for bike system maintenance.</p> <p>University contributions of land and/or funding? Opportunity to partner on Allen Creek and Huron River Greenways, given adjacent UM land.</p> <p>Cultivate relationships with philanthropic institutions, to build support through the process and for implementation.</p>	4
	Sidewalks	<p>Building shared-use paths instead of separate facilities allows greater funding leverage.</p> <p>Unfair to charge propertyowners to build sidewalks.</p>	3
Planning Framework	Land Use and Transportation System	<p>Low density downtown means more people commute (driving). Improve rental housing options with high walkability to downtown for non-student residents. "There is very little available 'grown-up' housing for renters, with walkable/ bikeable access to downtown, and it is easier to get people out of their cars and build community if people already live where they want to shop, work, and play."</p> <p>Cheap parking downtown makes driving more attractive.</p> <p>General support for the non-motorized plan, and city's efforts to promote and build a non-motorized transportation infrastructure.</p>	6
	Modal Focus	<p>"Bike riders have a disproportionate political influence." More people use transit (6 million/yr.) and walk (56,000/yr.) than bike (11,000/yr.), and many young, elderly, and low-income people rely on walking and transit to access their daily needs. "Do not give bikers...an unfair advantage over people with less time, energy, or money."</p> <p>Continue with bike focus, since Ann Arbor has always been walkable whereas dedicated bike infrastructure is more recent.</p>	4
	Prioritization	<p>How do you prioritize elements of the plan?</p>	1



Non-Motorized Transportation Plan Review

Theme	Topic	Comments	References
Engagement Approach	Engagement	Need to more effectively engage the community in the plan review and its implementation. How will you include users' and potential users' input into the review process in addition to meetings? How will the process incorporate a search for new solutions to challenges?	
		Use UM students to conduct survey of bike/ped path users, and to analyze data. "It would be instructive to learn what people who are using the paths think."	
		Collect "Hyper-local input" outside of public meetings to address neighborhood-level solutions. Have informal conversations with "key neighborhood contacts" to avoid creating adversarial relationships. through conversations . Include city staff, NGOs involved with the location, and facilitate the meetings well, to achieve "positive solutions."	
		Talk with other agencies and NGOs early and often. This will help avoid conflict and may help recruit funders.	4
		Work with other agencies and UM to encourage implementation of solutions outside City jurisdiction.	
		Create an active planning game with small groups: provide a map of an area that needs work, some photos, and ask them to build something that works.	
		Get motorists involved (will probably have to go to them).	
		Site visits--invite the public and make sure the visits are accessible by all modes of transportation.	
		Establish a modernized web system for feedback and constructive discussion. (ex: Ideascale).	
		Engage other agencies to address maintenance of pathways.	
Meeting Evaluation	Meeting Evaluation	Communicate meeting schedule and agenda ahead of time.	
		Overall the meeting went well.	
		Allow for a collaborative discussion, with dialogue between audience members.	4
		Make the room more inviting, post wayfinding signs. Consider meeting outside of City Hall.	
		Designate a note-keeper, instead of asking participants to write comments.	



Public Process: Dec. 17th, 2012, Public Meeting Comments

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Non-Motorized Transportation Plan Review - Public Meeting #2, Dec. 17, 2012

On December 17, 2012, the City held two public meeting sessions to gather input on technical reports and proposed recommendations for the Non-Motorized Transportation Plan (Plan) review. The meetings took place at City Hall from 3:00-4:30 and 6:00-7:30 PM. At the meetings, City staff presented a summary of the findings and priority areas that led to recommendations to consider in the Plan update. A discussion followed and written comments were submitted, a synopsis of which is presented in the following pages.

These comments are organized using the integrated "5 E's" framework for non-motorized transportation planning. The 5 E's include engineering, education, evaluation, encouragement, and enforcement. Together, these elements contribute to a successful non-motorized transportation system. The chart also includes comments relating to specific geographic areas, the City's funding and planning frameworks, and evaluation of the meeting itself.

Staff will incorporate these comments into the review process and content and welcomes ongoing public input. The Plan review will report on relevant changes to City code and identify remaining opportunities.

Non-Motorized Transportation Plan Review - Public Meeting #2, Dec. 17, 2012

<i>Theme</i>	<i>Topic</i>	<i>Comments</i>
Engineering	<i>Complete Streets</i>	"Ann Arbor needs complete streets for all users!"
	<i>Connections</i>	Keep building connections between existing paths.
	<i>Crosswalks</i>	Keep building physical infrastructure around crosswalks.
	<i>Flashing Beacons</i>	The flashing lights on Plymouth Ave. have been very effective in enabling pedestrians and bicycles to cross - particularly students shopping at Kroger, which used to be very dangerous.
	<i>New Ideas</i>	A bike boulevard on Washington would serve the community very well.
		"Bike share would be good for visitors, residents, and students." An E/W bike boulevard is needed for the west side.
	<i>Pedestrians</i>	More emphasis is needed on pedestrian improvements.
	<i>Sidewalks</i>	Construct the Scio Church sidewalk from S. Main to I-94 bridge with first priority on the south side of the street.
<i>Shared-use paths</i>	The B2B Trail is the next step in long-distance commuting.	
Education	<i>Timing</i>	Begin education in the schools and address whole grade levels at a time.
Evaluation	<i>Facility Maintenance</i>	Current pothole repair technique in bike lanes creates a similarly unridable surface. There is little discussion of existing infrastructure, but many multi-use asphalt pathways are in poor condition or worse.
Enforcement	<i>Motorists</i>	There is no "anti-buzzing" law in Michigan as exists in Colorado to cite drivers for harassing cyclists.

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<i>Theme</i>	<i>Topic</i>	<i>Comments</i>
Geographic Areas	Allen Creek Greenway	<p>The Allen Creek Greenway needs to be included as a geographic recommendation to build on the original Plan concept.</p> <p>The Greenway provides an off-street N/S corridor free of traffic.</p> <p>Staff should elevate the Greenway in the Plan Update.</p> <p>"Interface with Greenway."</p>
	Ann Arbor-Saline Rd	<p>A non-motorized crossing over I-94 is needed on Ann Arbor-Saline Rd.</p> <p>A crosswalk is needed between Northbrook and Oakbrook over Ann Arbor-Saline Rd.</p>
	Jackson Rd	"Bike lanes!"
	N Main St	The list should include the planned railroad underpass between Bandemer Park and Barton Park.
	State St	A non-motorized crossing over I-94 is needed on State St.
	UM Campus Link	<p>The UM Campus Link recommendation is important, but it needs to be refined.</p> <p>Place a cycle track on Zina Pitcher and Catherine to connect W Medical Center Dr to Washtenaw Ave.</p> <p>Build trail links underneath E Medical Center Dr, Maiden Lane, Fuller near Glen, and Fuller near Cedar Bend.</p> <p>Build a non-motorized bridge over the river just west of Maiden Lane.</p> <p>Improve existing trails.</p>
	Other Areas	<p>More focus is needed on the east side of town (Huron Parkway).</p> <p>More focus is needed on connecting Washtenaw and Packard to Ypsilanti.</p> <p>Interface with Main yard and off-road alternative transportation.</p> <p>Scio Church sidewalk construction is important for bridging I-94 and reaching schools, libraries, recreation, shopping, and healthcare.</p>
	Funding	Program funding
Grants		How can citizens get involved to help win grants to fund these projects?

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<i>Theme</i>	<i>Topic</i>	<i>Comments</i>
Planning Framework	Land Use and Transportation System	It would be nice to have a discussion regarding the variety of zoning (AKA residential) standards.
	Community Partners	"Work with surrounding townships."
Overall Feedback	Progress	<p>We are going in the right direction, but still have a long way to go.</p> <p>5 E's provide an excellent start to the update, but the Plan Update is a moving target - a mechanism is required to continuously identify new priorities within the context of the city's needs.</p> <p>"Need more to happen sooner."</p>
	Meeting Evaluation	<p>Staff is doing a better job of responding to citizen questions.</p> <p>"Great job!"</p> <p>"Good meeting! Everyone had a chance to raise questions and present their gripes."</p> <p>Not enough background information for those new to the discussion, but staff did thoroughly answer questions.</p> <p>The recommendations should have been presented more thoroughly and clearly, without jargon.</p> <p>The public does not have the time to read a 100+ page document.</p> <p>Prepare an executive summary of the document in advance of the meeting for the public.</p>

Public Process: July-Aug., 2012, First Round of Focus Group Meeting Comments

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Theme	Topic	Comments	# of References
Primary Facility Used	Bike lanes	Bike lanes always used, when available (2)	15
		Bike lanes offer better mobility	
		Bike lanes, unlike shared-use paths, are graded	
		Bike lanes offer a feeling of safety (2)	
		Some riders feel unsafe in bike lanes	
	Marked roads (sharrows)	The road surface is often in better condition than paths or sidewalks	8
		Sharrow pavement markings are visible and helpful	
		Narrow marked roads are good to ride on because traffic is slower	
	Unmarked roads	Unmarked roads work well when traffic is low (2)	6
		Experienced/confident bicyclists use the road	
		Drivers on unmarked roads can be hostile to bicyclists	
	Shared-use paths	Shared-use paths are good for bicycling when pedestrian traffic is low, but can be dangerous for pedestrians otherwise (2)	4
		Shared-use paths feel safe because they are separated from traffic	
		Shared-use paths are good for bicycling when the condition and geometry of the path are good	
	Sidewalks	Sidewalks present challenges to bicyclists from intersections	6
		Sidewalks present challenges to bicyclists from pedestrian conflicts	
		Sidewalks present challenges to pedestrians from bicyclists who don't notify pedestrians or offer the required right-of-way (2)	
		Sidewalks are preferred for young, inexperienced or recreational bicyclists (3)	
		Sidewalks provide relief when bike lanes end	
		Customers/employees will walk to nearby destinations if there is a sidewalk connection, but sidewalk gaps greatly inhibit walking	
Sidewalks used by some bicyclists only at intersections			
Sidewalks provide relief for bicyclists from unsafe or poor-condition roads			
Comments	Feeling of safety is the most important factor, no matter which facility	3	
	The less parking that is available at a destination, the more non-motorized trips to that destination		
	Unique situations with changing lane designations are challenging to new riders and drivers; Catherine at Main, State at railroad tracks		
	On-road riding is preferred when it feels safe	2	
	Driveways are dangerous for off-road bicyclists		
	Visibility is important to choosing a facility		
	AATA buses are regularly used by bicyclists to increase range; increased bus frequency would further increase non-motorized use	3	
	Children are able to walk and bike to events within range		
	Routes are chosen for low traffic	2	
	Recreational bicyclists leave town to find better facilities		
	Special care needed at night to avoid cars and danger		
	Conflicts arise with cars making right turns through bike lanes		
	Distracted driving remains a dangerous problem		
Left turns are challenging from one-way streets (Fifth, Division, Beakes)	4		
Engineering	Positive changes	Bike lanes have increased in total system length	
		Bike lanes reach more areas of the city than before	
		Pedestrian countdown crossing signals are clear, followed, and respected.	3
		Downtown streets with sharrows	2
		Downtown streets with "Share the Road" signs	
Bike parking is increasing, including the permanent "art" bike hoops and temporary parking spot racks	2		
Rectangular Rapid Flashing Beacons (RRFB) on Plymouth have reduced crashes and dangerous feeling	5		

Theme	Topic	Comments	# of References
Engineering	Positive changes	Rectangular Rapid Flashing Beacon (RRFB) on 7th provides safe crossing without audible intrusion	2
		Audible pedestrian signals throughout the city	
		Signs on pedestrian refuge islands	2
		ADA compliant ramps	2
		Curb bumpouts for pedestrian crossing	1
		HAWK signal is effective at stopping cars for pedestrians and bicyclists	4
		Installation of new facilities has been high-quality and consistent	
		Shared-use paths feel wide enough for all users	
		4-3 lane diets	
		Midblock crossing with refuge island on Packard	
		Reduced front setbacks	
		Dedicated non-motorized facilities are inviting	
		New facilities for bikes are good for pedestrians, too	2
		Streetscape and urban form embrace a human scale instead of being designed only for cars	
		Non-motorized facilities are integrated with parks	
		New facilities have created a safer feeling for users	2
	Good non-motorized routes	Huron Parkway shared-use path is ADA-accessible, and is separated from car traffic	3
		UM's network is mostly bike-friendly throughout	
		Fuller Rd - shared-use paths are separated, there are few intersections/driveways	
		Ann Arbor-Saline shared-used path has high use	
		The shared-use path at Packard and Platt feels safe	
		The section of Platt that underwent the road diet feels safer than before	
		The Washtenaw Avenue shared-use path	
		Gallup Park shared-use path	
		Downtown area is very walkable & bike-friendly; downtown is the location of choice for those who must walk due to age or ability level	6
		S State	
		Stadium	
		Jefferson St	
		Plymouth shared-use paths	
		Traver - as an alternative to Plymouth Rd between north and central campus areas	
		Hill - where bike lanes exist	
		Washington St	
		Fifth Ave	
Packard			
Dixboro - has a wide shoulder			
Washtenaw shared-use path			
Liberty St	3		
Brookside is very walkable despite lack of sidewalks			
Intersection: State & S University works with a unique approach			
Positive characteristics: roads with middle turn lanes; residential streets with low traffic; routes with connected sidewalks; pedestrian crossings; context-sensitive facilities; clean/maintained bike facilities; narrow streets with streetscape to slow cars	6		
Bad non-motorized routes	Crossing Broadway feels unsafe - not every car stops; cycling on Broadway is also unsafe	3	
	Plymouth, between central and north campus areas		

Theme	Topic	Comments	# of References	
Engineering	Bad non-motorized routes	Glen, from Fuller through Huron - sidewalk and road are narrow and challenging	3	
		Observatory: bad pavement condition and high traffic and risk of dooring		
		Shared-use paths like Fuller Rd are dangerous for pedestrians when bicyclists don't give right-of-way	2	
		Huron St: dangerous for on-road bicyclists despite "Share the Road" sign		
		On Ashley, at Huron, the bike lane is so wide that cars use it	2	
		Scio Church is unridable; the bike map is misleading		
		Eisenhower, Washtenaw, and other shared-use paths are difficult for bicyclists with many driveway-path intersections	3	
		Ellsworth: bike lane condition is bad		
		7th is not pedestrian-friendly		
		N Main: sidewalk condition; access to Argo; unsafe feeling	4	
	S Main: sidewalk gaps; S Main north of Stadium is not bike-friendly; S Main south of Stadium along golf course is not pedestrian-friendly	3		
		Negative characteristics: lack of lighting; loss of safe feeling; wide roads with high speeds that feel like freeways, lack of connectivity to Border to Border and other trails; sidewalks/paths/pavement in poor condition; many intersections	4	
	Maintenance - snow		Snow clearing is widely unreliable; the on-demand clearing is too slow; the quality of clearing is low; clearing does not always reach curb to curb; slushy conditions impact <u>ridability more than temperature</u>	9
			Snow clearing: individual sidewalk responsibility is not maintained	
			Snow clearing: City should adopt sidewalk clearing responsibility	
			Snow clearing: Border to Border Trail needs higher clearing priority	
	Maintenance - general		Trash bins need to be removed from bike lane when not in use	2
			Remove debris from bike lanes quickly and completely	5
			Maintenance in general needs to improve	
			Special attention to bike lane trash is needed on football home game days especially, and on trash days as well	
			Leaves need to be cleared from bike lanes - they conceal danger	
			Landscaping and infrastructure elements adjacent to sidewalks can negatively impact accessibility if not properly maintained	
	Maintenance - conditions		Remove Low-hanging obstructions on sidewalks and shared-use paths	2
			Poor condition: shared-use path on Platt	
			Poor condition: Border to Border Trail	
			Bike lanes fade and need to be repainted	
			Shared-use paths need repaving at early signs of broken surface - cracks and holes affect bike tires more than roads affect cars	2
			Street sweepers are not reaching curb to curb to remove debris	
			Park shared-use paths flood frequently	
			Sidewalk repair needs better and more uniform application; sidewalk condition is the primary concern for pedestrians	4
Facilities or improvements needed		Construction detours needed for non-motorized traffic; UM uses "Watch for Bikes" signs and temporary bike lanes as an example	2	
		Repairing potholes, etc in bike lanes requires different approach than in vehicle lanes	2	
		Bus stops should be relocated away from crosswalks. Bus stop conditions should be improved. Bus stops need platforms for better access	3	
		Connections to the south part of Ann Arbor and other popular destinations outside the downtown	2	
	Additional HAWK signals on major streets			
	Additional Rectangular Rapid Flashing Beacon RRFB signals	3		

Theme	Topic	Comments	# of References
Engineering	Facilities or improvements needed	Rectangular Rapid Flashing Beacon RRFB signal on Stadium	
		Audible pedestrian crossing signals	
		School areas should be a priority for non-motorized improvements	
		Sidewalk gap fill: Washington; First, William to Liberty; Arborview; Stimson; S State - S Industrial area; two sides of Virginia Park; Plymouth Rd; Broadway St; S Main; Washtenaw at US-23:	10
		Replace crosswalk activated "Walk" phase with automatic phase	
		More bike parking on Division from Washington to Liberty	
		More covered bike parking and storage is needed downtown; lack of bike storage inhibits bike use	3
		Continue adding bike lanes	
		Pedestrian paths separate from cars	
		Division bike lanes are needed where they drop out	
		Plymouth bike lanes are needed where they end	
		Countdown signals at Main & Miller	
		Nixon Rd - bike lanes to fill gap between Huron and Clague	
		Geddes bike lanes needed	
		Earhart bike lanes needed	
		Continue to install ADA ramps	
		Continue to replace on-street parking with bike facilities	
		Install more separated shared-use paths	3
		Fill gaps in non-motorized routes; gaps in bike lanes are frustrating for bicyclists and drivers	2
		Traffic circles need non-motorized facilities, but cars do tend to stop without them	
		Increase lighting to reduce pedestrian feeling of danger after dusk	
		Sidewalk gap fill on Ellsworth	
		Generally, safer biking facilities would increase use	
		Add more temporary parking on Liberty	
		Border to Border Trail width increase throughout city	
		Midblock crossing on 4th at Kerrytown	
		Pedestrian-only streets	
		Railroad track spacers	
		Ann Arbor Greenway extension to provide safe and separate non-motorized connection through the city and between campus areas	2
		External connections/freeway crossings are not uniform or safe; Bridge improvements needed: I-94 & State; I-94 & Ann-Arbor Saline; US-23 & Plymouth; US-23 & Washtenaw; Scio Church & 94	11
		Pavement markings: fix Main & Miller	
		Remove "right turn on red" from additional intersections; Maple and Stadium	3
		Add bike racks to UM buses	
	Packard: Eisenhower to Platt: bike lanes		
	Packard: Eisenhower to Carpenter: shared-use path		
	Signs & Markings	Signs are helpful and positive elements	
		Continue adding signs	
		Pavement markings on shared-use paths would increase safety; new Washtenaw path should be marked	3
		Pavement markings are more effective than traditional signs	4
		Adding color to pavement markings could increase visibility even more	3
		Motorists don't seem to notice signs; motorists that notice signs don't seem to understand what they mean	3
		"Stop here for Pedestrians" signs are positive	
Add signs or colored markings at dangerous driveways for shared-use paths like Fuller Rd at the park entrance	2		

Theme	Topic	Comments	# of References
Engineering	Other comments	West side of city feels unsafe after dark	
		Walking is easier in winter than biking	
		The downtown area has heavy pedestrian use, but sometimes this creates a conflict with bicyclists	
		HAWK signal is too loud	
		RRFB at 7th is not as effective as on Plymouth	
		Bumpouts for pedestrian crossing present conflicts for bicyclists	
		Some destinations on the outskirts of the city are unreachable by non-motorized means	
		rec: Park & Ride-style solutions	
Education	Positive changes	Crossing more than 2 lanes is challenging on any street	
		New educational materials	
		"Stop for Pedestrian" signs and postcards are visible education pieces	
		Bike maps are visible, in-demand, and positively reviewed	2
	Needs	Outreach message is addressing vehicle responsibilities, at crosswalks, for example	
		Educate motorists at the driver's training level	2
		Bike map needs to be updated and widely distributed	3
		Communicate the community's goals to all system users	2
		Utilize Ann Arbor Observer (City Guide) to showcase and educate	3
		Crosswalk Beacon material is a wall of text and not valuable; the beacons are confusing-top only when blinking? Crosswalk Beacon material needs to clarify rules	4
		Education is more necessary in low-pedestrian-traffic areas	
		Develop a column for local news about bike and pedestrian issues	
		Lead by example with demonstrations of proper technique	
		Include private bike shops and not-for-profits with educational programming	
		Post at high schools to reach large numbers of teens	
		Educational materials are not visible in town or on campus; materials are only found through others	2
		Educate motorists about: dooring adjacent to bike lanes; 4-way stop and other intersection treatment of cyclists; the proper response to seeing pedestrians: "see pedestrian and stop"	5
		Educate homeowners about: sidewalk snow clearing responsibility and effect on bicyclists	2
		Educate UM students about: appropriate pedestrian/crossing behavior; proper bike operation off-campus; registration benefits	4
		Educate young students about: walking and biking safely in Ann Arbor, at a given grade level	
	Educate cyclists about: passing protocol; stop sign/traffic light and other intersection behavior; proper behavior in less common situations; multimodal opportunities and proper use	5	
	Comments/ Suggestions	Ann Arbor has a unique culture; use this in branding the city as a pedestrian place	3
Influx of UM students driving adds danger to bicyclists and pedestrians			
Improper behavior persists from both drivers and cyclists; bicyclists often disregard stop signs		3	
Outreach message reaches few people			
Positive changes	Non-motorized traffic/use is increasing	2	
	getDowntown program/message is visible on AATA buses	2	
	Bus advertisements are visible	2	
	Celebration of non-motorized culture online blog is noticed		
	Bike maps is widely known and in-demand	4	

Theme	Topic	Comments	# of References
Encouragement	Positive changes	Commuter Challenge is widely recognized; Commuter Challenge increases non-motorized use even in winter months	5
		Ann Arbor's non-motorized culture is improving	2
		Employers exemplify the changing culture with bicyclist-friendly facilities	
	Needs	Need more educational signs at City gateway entrances	2
		Improve and expand city website and non-city online exposure	2
		Coordinate with U-M to harness planning and resources; utilize U-M student energy for innovative programs	
		Additional promotion of existing efforts	
	Most non-motorized users seem to have similar income levels		
Enforcement	Positive changes	Crosswalk Ordinance	2
	Needs	Smart targeted enforcement education with warnings	
		Need more crosswalk ordinance enforcement	
		Idaho Rolling Stop Law should be adopted here	
		Evaluate other states' approaches to pedestrian safety and crosswalk enforcement	
		Remove abandoned bikes to free parking spaces	
		Reinstate bike registration program	
		Enforce bicyclist and driver behavior on the road	
		Enforce sidewalk cleaning with citations for offending households	
		Enforce penalty for vehicles that encroach the crosswalk	2
AAPD needed to enforce against distracted driving			
Need neighborhood feeling in addition to signs			
Evaluation	Comments	Safety is important to drivers as well as bikers	
		Exposed bike parking is a safety concern - enforcement does not prevent stolen bikes	
Recommendations	Bike	Add cycle tracks to 7th	
		Bike boulevards	
		Washington St bike boulevard	3
		Bike boulevards on Fourth and other routes	
		Rec: separated cycle tracks	
		REC: Improve connectivity with out using road network	
	Pedestrian	Show "walk" signal before green light	
		Pedestrian scale details or attractions	
		Low-intensity, motion-activated pedestrian lights	
		Running facilities on trails and greenways	
	Other engineering	Replace Ann Arbor-Saline bridge	2
		Separated facilities like other cities have installed	
		Additional 4-3 road diets	
	Remove Traffic at Critical intersections		
Framework	Action at a suburban setting		
	Elevate non-motorized standards and priorities, remove auto priority		
Encouragement	Use online advertising on local news sites		
Funding	Continue Safe Routes to School application assistance for schools		



Public Process: Jan. 2013, Second Round of Focus Group Meeting Comments

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Theme	Topic	Comments	# of References
Engineering	Positive	Flashing beacons make dangerous crossings safe	
		Main St works better than Liberty St for pedestrians	
		The presence of trees, varied surfaces on Main works better than Liberty's solid pavement	2
		Stadium Rd reconstruction is a good example of improvements	
		Facilities that increase bike traffic & visibility	2
		Color pavement treatment	2
		Bike station recommendation	
		Cycle tracks or buffered facility where on-street parking exists	
		Flashing beacons	4
		Signage	2
		Appropriate new facilities like cycle tracks	
		New wayfinding signage; at Huron River Dr and Main St	
		Pedestrian crossing installations	
		Bike share recommendation	
	Negative	The crosswalks on Miller are dangerous without lighting	
		Mid-block crossings are not obeyed by vehicles, even at Main St near busy restaurants	
		Huron among the worst pedestrian experience	
		Crossing Miller Rd is dangerous without proper facility	2
	Connectivity	Establish neighborhood connectors on non-main streets	
		Emphasize connections through downtown area	3
		Utilize strategic alley connections and match to new crosswalks	
		Connect bike lanes where they currently drop off	
	Maintenance	Bike lane drops confuse cyclists and motorists alike	
		Improve the placement and maintenance of bike lanes	
	Comments	Address biggest problem: rough bike lane surface that forces cyclist to swerve	2
		Bike boulevards are positive	
		Bike share is a positive	2
		Bike boulevards are positive - Washington	
		Bike boulevards are positive - Main St, State St	
		Keep bikes off the busiest roads that push cars to local roads	
		Use easy fixes to beautify walking experience	
		Color markings can lead to poor interactions in their absence	
Convert one-way streets to two-way - First St, Ashley			
Facilities or improvements needed	Create a pedestrian mall and gathering space out of a single connector; Library Lane or an alley may work		
	Use effective pavement markings at tricky spots like Ashley's wide bike lane		
	Fix pedestrian island spacing at the Nixon/Huron Pkwy roundabout	2	
	Install truncated domes at crossing locations		
	Create a pedestrian mall		
	Flashing Beacon(s) would be helpful at Pioneer on Stadium Blvd		
	Install flashing beacons at roundabouts to encourage drivers to stop for pedestrians		
On Geddes, need a crossing facility to reach Gallup park			
Add more Flashing Beacons - on State St & Monroe			

Theme	Topic	Comments	# of References
Engineering	Facilities or improvements needed	Install lights under Flashing Beacons to illuminate pedestrians	
		The roundabout on Maple at M-14 near Skyline HS also needs pedestrian island spacing	
		Provide separated, safe & legal connector within Allen Creek Greenway	
		Include Rails with Trails existing recommendation	
		Create a pedestrian equivalent of the bike boulevard idea	
		Prioritize bike lanes on new roads to expand network	
		Innovative bike facilities	2
		Consistency is needed in the bike lane system	2
		Install bike signals to prevent indefinite wait times	
		Use a variety of signs and markings to establish bikes, including sharrows	3
		Add bike detection at traffic signals, especially huron parkway	
		Signage at City entrances is needed	
		Need to accommodate bike during road closures	
		Need to install a new facility where sharrows are inadequate: Maple Rd, Plymouth Rd, S Main St	
		Fill bike lane gaps	2
		Provide in-road facilities to avoid danger of separate bike facilities	
		Reduce signs and markings to increase driver awareness	
		Keep adding more pedestrian improvements	2
		Add HAWK signals, with instructions for use; "watch all lanes"	
		Replace sewer grates, even if designated bike-friendly	
Add better pedestrian facilities than footpaths and parking lots north on Maple Rd to M-14			
A bike lane on Nixon is needed to fill the existing gap			
Program crosswalk signals to automatically activate with green light			
Address Maple Rd and Stadium Blvd problem area intersection for bikes and pedestrians			
Education	Positive changes	Message received through direct email	4
		Message received through annarbor.com	3
	Needs	Educate all road users to understand responsibilities	
		Target education at schools to catch "pre-drivers"	
		Make messaging consistent & constant	2
		Address education to motorists and pedestrians	2
		Consistency is key with education and messaging	2
		Establish clear expectations for all road users	
		Use education to establish an expectation of cyclists	
		Use education to establish a culture of biking	
	Reach out to non-residents through a uniform message		
	Comments/ Suggestions	Use community partners to spread message - AADL	
		Use "Give 'em a brake" message	
		Use employers to convey messages	
Advertise the danger of unsafe driving at crosswalks			
Educate children at the schools to reach larger community			
Use GovDelivery lists		2	

Theme	Topic	Comments	# of References
Education	Comments/ Suggestions	Use internal and external bus advertisements	
		Facebook is a visible media to spread messaging	
		Use TV and radio to spread messaging	
Encouragement	Comments/ Suggestions	Use city entrances to educate visitors	2
		Focus on pedestrians as much as cyclists	2
		Use light-hearted, friendly approach to messaging	
		Work to normalize pedestrian activity	
		Message received at events like downtown races	
		Best message is more cyclists and bikes out on the street	2
		Engineering can be the best messaging; signage and markings	
		Direct a press release to U-M and other major employers/stakeholders	
Enforcement	Needs	Use downtown banners to promote cycling 24/7	
		Display possible penalties for infractions	2
		Increase Community Standards on priority roads	
		Protect good samaritans	
		The Idaho stop law should be used for cyclists at stop signs	
		Cyclists should be able to stop and go at traffic lights	
		Emphasize penalties within the messaging	
		Increase enforcement throughout the year	
		Enforcement needs to be present and consistent	
Continue targeted enforcement to reinforce a lasting impact	2		
Evaluation	Comments	Establish a different set of rules for cyclists	
		Reinforce property owner responsibility to clear sidewalks	
		Snow clearing is an issue	5
		Focus on maintenance	3
Funding	Comments/ Suggestions	Count pedestrians to track encouragement progress	
		The bike lane on Miller is in bad condition near Mack School	
Prioritization	Positives	Use U-M as a partner to defray bike share costs	
		Cost-effective facilities that signal that bikes belong	2
	Moving Forward	Continue to install cost-effective sharrows	
		Apply cost-effective facilities widely across the city to increase coverage	
		Prioritize the existing network and facilities over new recommendations	
Moving Forward	More non-motorized facilities are needed for non-downtown users		
	Prioritize implementation on roads with the widest lanes and ROWs; Fuller Rd's width encourages high motorist speeds		



Public Process: Table of Comments Received during Public Review

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Source	Theme	Comment	Date Received	Page Reference (Draft Version4/11/13)
Ann Arbor Public Schools District Transportation Safety Committee	New Midblock Crosswalks - Funding	School crossing road markings as a priority	7/11/2013	30
Citizen	AA-Saline	Map: Add "cow path" to map	7/16/2013	35, 47
Citizen	B2B	Higher priority to completing B2B	7/16/2013	61, 62
Citizen	Bike Lane Color Treatment	Likes the use of green paint for bike routes	6/24/2013	14, 15
Citizen	Briarwood-Pittsfield Pedestrian Bridge	Proposal for a pedestrian bridge to be built over I94, which would connect Briarwood Circle to an existing path by the watertower. The path connects to Oak Valley Drive	7/24/2013	
Citizen	Campus Connections	Consider using W. Medical Center Drive versus Glen and move the cycle track to the north side of Catherine	7/16/2013	44, 57
Citizen	Campus Connections	Proposed link between Nichols Drive Path and sidewalks by Peony Garden. And paved non-moto connection between North/ Medical/ Central campus	7/16/2013	44, 57
Citizen	Central Campus	Hard to get through the univeristy area on bike	6/24/2013	44, 57
Citizen	Curb Ramps	City plows should not "push large quantities of tightly compacted now back onto the ramp."	7/9/2013	
Citizen	Freeway barriers	Need to more clearly address how bicycles can get over US 23 and I94	7/9/2013	
Citizen	Ellsworth	Add Ellsworth northside sidewalk completion	7/16/2013	
Citizen	Geographic Area Overview	Order of Maps differs from text	7/16/2013	49, 50

Source	Theme	Comment	Date Received	Page Reference (Draft Version4/11/13)
Citizen	Geographic Area Overview	Order of Maps differs from text	7/16/2013	51, 52
Citizen	Geographic Area Overview	Map: Change Miller Rd to Ave and add Campus Connections	7/16/2013	33
Citizen	N. Main	Wording: How N. Main is described as a the "main missing B2B connection in Ann Arbor"	7/16/2013	39
Citizen	Jackson	Wording: Change eastbound Jackson to westbound	7/16/2013	37, 50
Citizen	Jackson/Huron/Dexter	Wording: Change east end of Washington to west	7/16/2013	38
Citizen	Jackson/Huron/Dexter	Map: Will the Jackson bike lanes continue east of Dexter/ Huron intersetion?	7/16/2013	49
Citizen	Jackson/Huron/Dexter	Heading order is different	7/16/2013	3, 33, 34, 38, 49
Citizen	N. Main	Wording	7/16/2013	39
Citizen	N. Main	Wording: Second sentence	7/16/2013	39
Citizen	Long-term Recommendations	Wording: Confusion around "long-term" recommendation definition	7/16/2013	59
Citizen	N. Main	Map	7/16/2013	39, 52
Citizen	Platt	Wording: Existing Scheffler Park bridge over Malletts Creek is 8 ft wide, not 7 feet	7/16/2013	42
Citizen	Geographic Area Overview	Page numbers in lists are off	7/16/2013	34
Citizen	Geographic Area Overview	Page numbers in lists are off	7/16/2013	59
Citizen	Platt	Map: Existing Scheffler Park bridge over Malletts Creek is 8 ft wide, not 7 feet	7/16/2013	55
Citizen	Road Repair	Cyclists will abandon their bikes when faced with poor road conditions	7/9/2013	
Citizen	Share the Road	Cicyclists traveling at a moderate rate on a main road should ride on the sidewalk	June	

Source	Theme	Comment	Date Received	Page Reference (Draft Version4/11/13)
Citizen	Shoulders	Personal preference for a well-maintained shoulder when cycling in low-density areas	7/9/2013	
Citizen	Sidewalks	City should provide adequate sidewalks for both pedestrians and cyclists	7/9/2013	
Citizen	Scio Church	Add Scio Church sidewalk completion	7/16/2013	
Citizen	Seventh	Add Seventh Traffic calming	7/16/2013	
Citizen	Snow Removal	"80% compliance with sidewalk-cleaning isn't good enough." In the winter many cyclists move to the sidewalk	7/9/2013	
Citizen	South Main	Hard to travel by bike along South Main	6/24/2013	40, 51
Citizen	William St & Downtown Area	Subheading	7/16/2013	46
Citizen	Winter Biking	In order to reduce traffic congestion and the need for parking if winter biking increases	7/9/2013	
City Planning Commission	Ann Arbor-Saline	"Can we include a one-way partner for the opposite direction of the bike lane proposed for Ann Arbor-Saline?"	3/12/2013	35, 47
City Planning Commission	Bicycle Boulevards	"Is traffic calming still being implemented?"	3/12/2013	11
City Planning Commission	Bike Parking Evaluation	"Expand discussion of bike parking in the r-o-w"	3/12/2013	26, 27
City Planning Commission	New Midblock Crosswalks - Funding	"What is the schedule for after analysis for RRFBs?"	3/12/2013	30
City Planning Commission	Bike Parking Evaluation	"City Staff has survey results from high rises about bike parking"	3/12/2013	26, 28

Source	Theme	Comment	Date Received	Page Reference (Draft Version4/11/13)
City Planning Commission	Cycle Tracks	"Are there any recommendations from the Issue Papers that didn't make it into the Update draft (cycle tracks not generally feasible on many roads in the near-term)?"	3/12/2013	19, 20
City Planning Commission	Enforcement	"Speed limits are an issue – include the fact that higher speeds have higher fatal rates in the discussion and make policy recommendations to respond to that fact."	3/12/2013	9
City Planning Commission	Facility Maintenance - Engineering & Encouragement	"Can we install more pedestrian crosswalk signs? They provide a clearer indication of crossing location than pavement marking in snowy weather and are generally more visible from further away than pavement markings."	3/12/2013	22
City Planning Commission	Jackson/Huron/Dexter	"What type of bike boulevard would be installed on Washington and what are the consequences?"	3/12/2013	11, 38
City Planning Commission	General	"Is there crossover between DDA streetscape work and the NM Plan?"	3/12/2013	
City Planning Commission	New Sidewalks - Funding	"Include language when a sidewalk gap is not a gap for filling and commit to evaluating the segments to eliminate those that are not justified."	3/12/2013	28
City Planning Commission	New Sidewalks - Funding	"How can the non-motorized program and parks (paths) work together to build connections?"	3/12/2013	28, 29

Source	Theme	Comment	Date Received	Page Reference (Draft Version4/11/13)
City Planning Commission	Non-motorized System Signage - Engineering & Encouragement	Wording: Add walking times on the 3d signage	3/12/2013	23
City Planning Commission	Non-motorized System Signage - Engineering & Encouragement	"Do we have plans/ability to create an application with bike maps and key pedestrian facilities and points of interest?"	3/12/2013	23
City Planning Commission	MAP-21 Opportunitieis - Funding	"Add language on the criteria for obtaining MAP-21 funding, specific opportunities, and examples of success or how having a plan in place has been valuable (Geddes Bridge)."	3/12/2013	32
City Planning Commission	New Sidewalks - Funding	"Discover which sidewalk gaps abut township parcels"	3/12/2013	28, 29
City Planning Commission	Resolution to Distribute Draft Non-Motorized Plan Update	City Planning Commissioner asked that the distribution list include North South Railroad. City Planning Commissioner added that the Norfolk Railway might need to be a MDOT notification	4/16/2013	
City Planning Commission	Resolution to Distribute Draft Non-Motorized Plan Update	City Planning Commissioner mentioned the she did not see Ypsilanti Township included in the distribution list.	4/16/2013	
City Planning Commission	South State St	"How does the S State St Corridor study influence the Plan Update?"	3/12/2013	43
City Planning Commission	The Non-motorized Planning Framework - Engineering	"Can we do a trial run of an innovative facility implementation (I'm unsure what this note refers to)?"	3/12/2013	8
Re-Imagine Washtenaw	Washtenaw Ave from Platt to US-23	Recommendation for area does not match new ROW study	6/21/2013	45

Source	Theme	Comment	Date Received	Page Reference (Draft Version4/11/13)
U of M	Allen Creek Greenway	Does there need to be any recognition in this writeup that the Allen Creek Greenway project may compete for the same ROW as rail projects under study? Also, would the plan consider recommending a phased approach toward this project?	5/3/2013	60
U of M	Bike Boulevards	Add more details	5/3/2013	11
U of M	Bike Boulevards	Include some graphic examples as well	5/3/2013	11
U of M	Bike Boulevards	Is Washington Blvd. the only location being recommended for this?	5/3/2013	11
U of M	Bike Boulevards	Wording: perhaps could be reworded to say "Washington Street is an example where the recommendation for..."	5/3/2013	11
U of M	Bike Boulevards	Exactly what kind of treatments are you going to recommend for Washington?	5/3/2013	11
U of M	Bike Lane Color Treatment	Consider adding a small graphic to show the conflict area	5/3/2013	14, 15
U of M	Bike Lane Color Treatment	Wording: Are you referring here to the 2007 Plan	5/3/2013	14, 15
U of M	Bike Lane Color Treatment	It looks like only two locations are listed	5/3/2013	14, 15
U of M	Bike Share	This may need to be updated depending on time of publication	5/3/2013	13

Source	Theme	Comment	Date Received	Page Reference (Draft Version4/11/13)
U of M	Bike Share	Wording: Do you want to name AATA, DDA, UM— “The CEC, in collaboration with has undertaken development of a bike sharing program in Ann Arbor	5/3/2013	13
U of M	Bike Share	Wording: Perhaps consider rewriting paragraph to indicate—Bike sharing benefits include---some benefits not described include environmental, physical/health	5/3/2013	13
U of M	Bike Station	Wording: The University has an enclosed bike parking facility at the Thompson Street Structure that has fifty parking spaces, air compressor and secured card entry	5/3/2013	16
U of M	Bike Station	Wording: I think this last sentence could be worded more positively. For example; Since plan adoption, the University has significantly increased bike parking capacity on campus. With the construction of the North Quad Academic and Residential Complex in 2010, a significant area of covered bike parking was added along Rackham Green, between E Huron and Washington St	5/3/2013	16, 17
U of M	Bike Station	How are you defining bike stations?	5/3/2013	16

Source	Theme	Comment	Date Received	Page Reference (Draft Version4/11/13)
U of M	Bike Station	Wording: This was built after the 2007 plan. There are now also a few campus locations with public air pumps and a fix-it stand, though not enclosed	5/3/2013	16
U of M	Bike Station	Wording: Here the definition of bike station is provided. According to the BFU definition, the Thompson St. Facility (that does not include showers) was considered as a bike station	5/3/2013	16, 17
U of M	Campus Connections	University Staff will connect with City Staff to further discuss this connection	5/3/2013	44, 57
U of M	Cycle Tracks	Should include location recommendations for cycle tracks, akin to other sections	5/3/2013	19, 20
U of M	Cycle Tracks	Should be listed closer to Bicycle Boulevards	5/3/2013	19, 20
U of M	Depot	Wording: Unclear what the recommendation is: "...whether Summit was being proposed as an alternative to Depot or whether both are" recommended.	5/3/2013	36, 48
U of M	Campus Connections	This section needs to be revisited in light of recent conversations at the Alt. Meeting. Sue Gott will be connecting with Eli.	5/3/2013	44, 57
U of M	Geographic Area Recommendations	Map is hard to read	5/3/2013	33
U of M	Geographic Area Recommendations	Add U-M Campus link is missing on map	5/3/2013	33

Source	Theme	Comment	Date Received	Page Reference (Draft Version 4/11/13)
U of M	Geographic Area Recommendations	Maps: If readers should be distinguishing between shared-use path and sidewalk, I think the thickness is very difficult to tell at this scale. Perhaps change colors on one of the items.	5/3/2013	47-58
U of M	Jackson/Huron/Dexter	Wording: "Has this already been completed or just the work on Dexter? Might be good to indicate that still retaining the idea of the Charlton/Revena connection. Is the opportunity what is being described in the next paragraph? Include limits of the project (along Washington from xx at the west to xxx at the east)"	5/3/2013	38
U of M	Jackson/Huron/Dexter	Wording: What are the extents of the bike boulevard. Appears to be a recommendation but is not fully shown on the map? And as stated earlier in document, if a bike boulevard is suggested for Washington we should have specific recommendations for what a boulevard would entail.	5/3/2013	38, 49
U of M	N. Main	Consider re-ordering to go closer to discussions in nearby areas s.a. Depot Street.	5/3/2013	39, 52

Source	Theme	Comment	Date Received	Page Reference (Draft Version4/11/13)
U of M	New Midblock Crosswalks - Funding	Are RFRB's or additional HAWK locations being suggested in this plan as part of the update? A location which may warrant consideration for an RFRB is along Fuller Road in the vicinity of the Mitchell parking lots	5/3/2013	30
U of M	Non-motorized System Signage - Engineering & Encouragement	Pedestrian commute times should be included as well	5/3/2013	23
U of M	Pedestrian Priortization	Emphaize importance of pedestrian connections and upcoming projects	5/3/2013	
U of M	Pedestrian Priortization	Are there locations you need to update that require a mid-block crossing?	5/3/2013	
U of M	Pedestrian Priortization	Are there locations you need to update that require acountdown timer?	5/3/2013	
U of M	Pedestrian Priortization	Are there locations you need to update that require a missing sidewalk connection?	5/3/2013	
U of M	Pedestrian Priortization	Are there locations you need to update that require a RRFB?	5/3/2013	
U of M	Non-motorized System Signage - Engineering & Encouragement	Are the bike route signs new since 2007?	5/3/2013	23
U of M	Non-motorized System Signage - Engineering & Encouragement	Are there specific locations recommended for this type of signage?	5/3/2013	23

Source	Theme	Comment	Date Received	Page Reference (Draft Version4/11/13)
U of M	S. State	Map: Was the green pavement markings described in the description of this area above? Also, the description above indicated that sidewalks were not a near term opportunity. Would a link to an existing shared use path be considered a sidewalk connection? The colors are essentially the same on the map	5/3/2013	43, 56
U of M	Online Wayfinding	Consider making it importable to Google Maps so it can be plugged into other organization's existing transit maps	5/3/2013	24
U of M	Sidewalks	Confusing language	5/3/2013	28
U of M	Tech Reports	Back check of technical reports to make sure the recommendations align with what is shown in the non-motorized update	5/3/2013	
U of M	Tech Reports	Are they intended as appendices or are they just being mentioned/referenced?	5/3/2013	
U of M	Updated Design Guidelines - Engineering	Rethink ordering of section. Recommended to go before bike share	5/3/2013	18
U of M	Updated Design Guidelines - Engineering	Alignment of bulleted list is off	5/3/2013	18
U of M	Updated Design Guidelines - Engineering	I would rather see a bulleted list of what is being used now, than previously	5/3/2013	18

Source	Theme	Comment	Date Received	Page Reference (Draft Version4/11/13)
U of M	Updated Design Guidelines - Engineering	Wording: Maybe consider describing the sources used first and then move on to describe the various treatments, stations, etc.?	5/3/2013	18
U of M	Updated Design Guidelines - Engineering	Maybe include source for all so it is clear who authored the publication	5/3/2013	18
U of M	Updated Design Guidelines - Engineering	Also, do you need to list all of those used previously or just indicate that additional works consulted for the 2012 plan included?	5/3/2013	18
U of M	William St & Downtown Area	Wording: Do you mean recommended or implemented? The paragraph order is confusing. If they completed projects on Fifth and Division, it should follow the first paragraph where it indicates that many of the 2007 recommendations were implemented. Then perhaps go on and say William St. has not yet been addressed...	5/3/2013	46
WBWC	AA-Saline	Rewording: AA-S Rd Pg. 20 (addition)	5/2/2013	20
WBWC	AA-Saline	Map: Add "cow path" to map	5/2/2013	35, 47
WBWC	B2B	Preferred B2B connection would be an underpass under the former Norfolk-Southern RR in conjunction with flood mitigation measures. Access to the underpass should be from the Main/Depot intersection - not the 4th Ave one study proposed.	5/2/2013	61
WBWC	B2B	Higher priority to completing B2B	5/2/2013	61, 62

Source	Theme	Comment	Date Received	Page Reference (Draft Version4/11/13)
WBWC	Bicycle Boulevards	"Designate 1 or 2 streets for conversion to 'bicycle boulevards'"	2/19/2013	11
WBWC	Bike Lane Color Treatment	"Designate areas where colored bike lanes and protected 'cycle tracks' should be tested (e.g., the potential cycle track on Zina Pitcher and Catherine)."	2/19/2013	14, 15
WBWC	B2B	Depot St recommendations not necessary with B2B and other trail improvements	5/2/2013	36, 48
WBWC	Cycle Tracks	"Designate areas where colored bike lanes and protected 'cycle tracks' should be tested (e.g., the potential cycle track on Zina Pitcher and Catherine)."	2/19/2013	
WBWC	Ellsworth	Add Ellsworth northside sidewalk completion	5/2/2013	
WBWC	Geographic Area Recommendations	Wording: "Could change '...have proven non-implentable...' to "...have not yet been able to be implemented..."	5/2/2013	17
WBWC	Jackson/Huron/Dexter	Wording	5/2/2013	25
WBWC	Jackson/Huron/Dexter	Map	5/2/2013	37
WBWC	General	Request City Council: investment priorities, funding, pedestrian needs	2/19/2013	9, 10
WBWC	Campus Connections	Use W.Medical Center Drive versus Glen and move the cycle track to the north side of Catherine	5/2/2013	44, 57
WBWC	N. Main	Map	5/2/2013	39, 52
WBWC	Policies	Enunicate policies for: Complete Streets, Modern Trails, Collaboration	2/19/2013	
WBWC	S. State	Wording: Reference South State Street Plan trails	5/2/2013	47

Source	Theme	Comment	Date Received	Page Reference (Draft Version4/11/13)
WBWC	Platt	Multiple options provided in leu of no road diet	5/2/2013	29, 43
WBWC	Scio Church	Add Scio Church sidewalk completion	5/2/2013	
WBWC	Seventh	Add Seventh Traffic calming	5/2/2013	
WBWC	Staff Responsibilities	Assign staff responsibilities: maintenance, public engagement, wayfinding, accomplishments	2/19/2013	
WBWC	System Connectivity	"Identifyf priority projects to address bicycle system and sidewalk opportunities, deficiencies, and gaps, with an emphasis on system connectivity	2/19/2013	
WBWC	William St & Downtown Area	Wording: Subheading	5/2/2013	33
WBWC	N. Main	Wording	5/2/2013	39

Public Process: Email Correspondence

DRAFT

From: Jason Frenzel [mailto:jfrenzel@huronriver.org]
Sent: Wednesday, February 08, 2012 6:17 PM
To: Bergquist, Parrish; Cooper, Eli
Subject: plan update follow up

Hi Eli & Parrish -

Thanks for a great presentation and beginning to the process! I didn't have time to stick around and chat, so I thought I would send you a note.

I will continue to attend the series of update meetings as the Huron River Watershed Council representative, so please add my email (I signed in) to your contact list. I have a few thoughts for you to add to the hopper...

It occurs to me that a number of the updates you recommend for the update come from a systemic lack of resources or relationships. I would recommend that you work to add these relationships into the planning process now. That is to say, if you invite the community partners, NGOs, potential funders, to this process they will be much more able and likely to support you over the coming years. I imagine you've made these invitations, but looking hard at why they have not attended or why they might consider attending, and working that angle may be very useful. For example, I'm not confident my organization would have come to the table if it wasn't for my personal interest in the subject, and my professional working experience with Eli.

A few more specific items for you...

Philanthropy - it isn't that there isn't any in the community, it's more that the city has not courted these relationships. There are a few people in upper management who understand the potential and need for this, but you'll have to do the work on your own and recommend the need to your supervisors.

Hyper-local input - while regional corridors and ADA compliance are non-negotiable, local-level solutions often are. I would strongly encourage you to include in the plan augmentation the need to have on the ground conversations with neighborhoods. The public meeting process is not the venue for what I'm recommending, as it often creates an adversarial relationship from the start, as you've experienced. Instead, I recommend an informal meeting with key neighborhood contacts. Add in a parks staffer, and any NGO folks who have significant interest in the location and (with a little good group facilitation) you'll get really positive solutions. An example from my neighborhood: while we have more non-sidewalked streets than most of the city much of the residents enjoy that exact character. So if policy dictates adding sidewalks, you may be able to compromise and find not place as many sidewalks as an initial estimate may suggest.

Agency and NGO input - similar to above, while having more conversations prior to a plan being developed is quite time consuming, often many novel solutions are developed. The Washtenaw multi-use path comes to mind. There were numerous environmentalists who were frustrated by this project, for numerous reasons. I was at a meeting where the state mandated water way quality standards (TMDLs) were referenced in contrast to this project. There are numerous funding sources supporting green infrastructure to reduce TMDLs, some may have been able to help with this project. On a related note, if you're not involved in the Environment Commission's Green Streets project, I would humbly suggest checking into it.

Lastly, the Watershed Council is facilitating the cities of Ann Arbor and Ypsilanti, and a suite of corporations and landowners on the RiverUp project, which is working to increase economic viability and non-motorized connectivity using the Huron River as a recreational corridor. Have you worked with Laura Rubin and Elizabeth Riggs on how to coordinate? I'm happy to create connectivity here as needed.

Thank you for your time. If I can help flesh out any of these thoughts or detail any specifics for you, just ask.

best, ~Jason

From: David Diephuis []
Sent: Tuesday, April 10, 2012 11:35 AM
To: Cooper, Eli; Kahan, Jeffrey; Bergquist, Parrish
Subject: Non-motorized plan

Eli, Jeff and Parrish,

I attended the first public meeting about the updated Non-motorized plan last February and am looking forward to the next meeting in June.

As you develop your recommendations I urge you for a greater emphasis on pedestrian improvements, including infill of unserved areas. My own anecdotal testimony would be that while some bikers are out all year, there is a greater percentage of walkers that continue using that mode of transportation all year long. Certainly the passage of the sidewalk millage will bring an orderly plan to sidewalk maintenance and safety.

But speaking of safety, I also hope greater resources can be brought to our street crosswalks. In the areas I walk (State, Eisenhower, Main, Hoover) few if any motorists follow the recently passed ordinance dealing with crosswalk safety. I would suggest more education, much better signage, and most importantly, enforcement.

If we truly believe in the laws we pass, then resources must be devoted to ensuring efficacy.

Sincerely,
David Diephuis

From: Edward Michael Green [mailto:edward@umich.edu]
Sent: Monday, July 16, 2012 1:29 PM
To: Mulder, Kevin
Subject: Re: City of Ann Arbor Non-Motorized Plan Invitation

Hello,

As someone who bikes to work almost everyday, it's good to see some efforts for improving the bike-ability of Ann Arbor.

I definitely agree with the need for better plowing/salting in the winter time as I've had to resort to more dangerous paths on the sidetrack where there is snow and people.

I like the fact that A2 has many bike lanes, but busy streets such as Washtenaw have no bike lanes. Honestly, when biking on sidewalks, a lot of people (especially undergrad students) are not looking up while hypnotized by smart phones. It can be a dangerous situation.

I'm not sure what can be done with the downtown area either. Compared to larger cities, Ann Arbor doesn't usually have chaotic traffic (maybe games, concerts, graduation, art fair, etc), but it would be nice to have bike lanes in the downtown area. Again, when I bike downtown I find myself dodging people and cars.

I'm not sure of solutions, but some motorists will drive in bike lanes, especially when there's traffic. If a motorist makes a last minute move into a bike lane (to the right) while someone is biking in that bike lane, serious collisions can occur. Some motorists don't seem to care that there are bike lanes and drive in them. Those motorists probably don't own a bike! :)

Let me know if you have any questions. I consider the bike-ability of Ann Arbor to be one of the city's strengths. It's a healthy, cost reducing and fun way to commute.

Edward Green

From: Craig Larsen []
Sent: Tuesday, July 17, 2012 5:29 AM
To: Mulder, Kevin
Subject: another fake bicycle invitation

city hall does not work.

they lock the doors.

invite then exclude.

are u for real or just, a bad joke?

try the library

the michigan millita does not like bicycles

took damage

ready to give

DRAFT

From: WWBA []
Sent: Tuesday, July 17, 2012 2:08 PM
To: Mulder, Kevin
Subject: RE: City of Ann Arbor Non-Motorized Plan Invitation

Do you have any studies on the pedestrian islands on Stadium Blvd? The new cross walks are nice but very dangerous. Do you have any data I can share to our members as to vehicle crashes with the crosswalks vs. before?

Some have said that they don't meet Michigan state guidelines? I like them, I just want them safe for all.

DRAFT

From: Randall Jacob []
Sent: Tuesday, July 31, 2012 1:07 PM
To: Mulder, Kevin
Subject: Re: City of Ann Arbor Non-motorized Focus Group

I feel both sad and frustrated that I cannot (and will not) ride a bike in this city - it is not safe! Our streets are clogged with cars and are becoming more car centric all the time. (Note that in the new parking structure, no accommodation was made for first floor underground bike parking, even though it is right across the street from a proposed new and enlarged AATA transit center which has been criticized in its plan for only 16 (?) bike parking places on its narrow site. Also note the beautiful bike parking system/garage in one of the videos below.) This, along with the speed of cars (and two incidents within a week, a car crashing into a building and a flipped car in the downtown) does not inspire the confidence to even be a pedestrian. (I might add that I am an uncounted statistic for car-pedestrian interactions. A sports car wheeled around the corner from south on Main Street turning east onto Liberty as I was crossing in the crosswalk a few years ago. My scream and slapping his hood as he hit me caused the driver to stop before knocking me down. I was shaking so, reporting it to the police was the last thing on my mind...)

Until the City of Ann Arbor makes biking safe for children and older residents, of which I am one, it will not really have a sound biking policy. Of particular importance is to separate bike lanes from moving traffic. Ann Arbor is doing just the opposite and placing bike lanes next to moving traffic. This will not inspire the confidence of parents to allow their youngsters to ride in this environment or of older residents to attain the measure of safety they feel is necessary to leave the car culture.

I hope you will closely study the many examples in the following videos, which took me a few days to accumulate. Two of the videos repeat some footage ideas, but are still very worth studying.

--Ann Lund

http://www.youtube.com/watch?v=rn2s6ax_7TM&feature=related (Cycling for everyone)

<http://www.youtube.com/watch?v=XuBdf9jYj7o&feature=relmfu> (How the Dutch Got Their Cycle Paths)

<http://www.youtube.com/watch?v=eaE4KOZzQOg&feature=relmfu> (Roll out a red carpet for cyclists - Netherlands) (Note the efficiency of operation; the beautiful, mature tree scape within a continuous green public right-of-way)

<http://www.youtube.com/watch?v=swqaAlkGtpA&feature=relmfu> (Eight to Eighty, people of all ages cycling in the Netherlands)

<http://www.youtube.com/watch?v=PjhGSxDb5wQ&feature=relmfu> (Direct cycle routes in the Netherlands)

<http://www.youtube.com/watch?v=FIApbxLz6pA&feature=endscreen> (Junction design the Dutch - cycle friendly - way)

<http://www.youtube.com/watch?v=a6gy-ojmdh8&feature=relmfu> (Junction with separate cycle path (Netherlands))
Note the beautifully curved green planting areas for trees and, again, the bike and pedestrian areas separated from the cars.

<http://www.youtube.com/watch?v=0MChQyGcLjk&feature=relmfu> (Autumn cycling in the Netherlands)

<http://www.youtube.com/watch?v=gAYjUHKIH9k&feature=relmfu>

Note: One last video 'refused to be copied', but had an intelligent solution of a single lane round-about with plenty of room for truck turning, pullover for emergency vehicles, priority for cyclists, with red coloration of the bike lanes again, making it perfectly clear car traffic may not cross if cyclists are approaching - no sign pollution - it was all in the street markings.)

DRAFT

From: Phillip Farber [mailto:phillip@cityofannarbor.com]
Sent: Wednesday, August 01, 2012 11:34 AM
To: Mulder, Kevin
Subject: Re: City of Ann Arbor NM Focus Group

Thanks Kevin and Eli,

I'm encouraged by this outreach.

I do have another comment regarding sharrows and their placement.

Rebecca mentioned her worries about getting doored. Many cyclists who are already a bit nervous about riding in the road tend to ride in the door zone in order to feel safer from auto traffic passing them on their left and/or less aggravating to drivers. Unfortunately, this riding position increases the danger because being in the door zone makes getting doored more likely and also encourages drivers to squeeze by the cyclist when oncoming traffic prevents moving over a bit to pass or simply continuing behind the cyclist. The proper and legal maneuver in this situation is for the cyclist to take the lane.

The correct placement of sharrows is therefore important.

The center line of the sharrow should be at least 3 feet to the left of the width allocated for a parked vehicle NOT 3+ feet from the curb.

This indicates to the cyclist that their proper line of travel should place them in a position that avoids a suddenly opening door and the squeeze-by driver. Many sharrows in town are NOT properly placed in this manner. In two-lane streets with parking the sharrow should be placed in the MIDDLE of the lane.

Thanks again,

Phil Farber

From: Colette Szabo []
Sent: Thursday, August 02, 2012 1:04 PM
To: Mulder, Kevin
Subject: Re: City of Ann Arbor Focus Group Thank You

Hi Kevin.

You are very welcome. It was interesting.

I brought the brochure back to my office and hung it in the coffee room. This is the response I got:

1. From a cyclist - he didn't like the title "Cycling in Ann Arbor" because he thought non-cyclists wouldn't even bother looking at it.
2. From a non-cyclist - as he looked at the photo on the front page - "I hate that guy!" Reason: the cyclist has taken the lane and is in front of cars. He then proceeded to tell me all the things he dislikes about cyclists such as riding 3 abreast. My suggestion is to change the picture to one where the cyclist is riding in a marked bike lane, maybe is even using a turn signal and has lights on.

So that's my 2 cents. Have a great day!

Colette

DRAFT

From: Phillip Farber []
Sent: Thursday, August 02, 2012 2:30 PM
To: Mulder, Kevin
Cc: Cooper, Eli; Cawley, Patrick
Subject: Re: City of Ann Arbor NM Focus Group

Thanks for following up.

The incorrectly placed sharrows are a safety issue and conceivably expose the City to liability for accidents caused by door openings when the cyclist is following the center-line of the sharrow or are led to believe that this distance from the curb is elsewhere appropriate for cyclists.

If automotive traffic markings were incorrectly installed, my guess is that they would be retroactively corrected.

What can be done to address the non-compliant existing sharrows?

One would hope that the primary liability for accidents would rest with a driver who opened his door improperly. But just to show how crazy things can get, I was involved as a witness in a lawsuit brought against the City by a cyclist who made a u-turn from one side of Packard to the other near Wells. She collided with another cyclist whereupon she struck her head against a parked car. She sought damages from the City arguing that the car was in some way improperly parked and therefore the City was liable for her injuries. Following my deposition and questioning by the City Attorney and the plaintiff's attorney, the suit was dropped.

Phil

From: Eric Boyd []
Sent: Friday, August 03, 2012 2:03 PM
To: Cooper, Eli; Mulder, Kevin
Subject: Sidewalk / Side Path Request

Eli and Kevin,

Thanks very much for the opportunity to speak with you the other evening.

My "citizen input", most of which I got to say in person is the following:

1) The North Main corridor is in terrible shape. I appreciate that in some number of years, MDOT will probably address it in some way. In the meantime, the sidewalk on the east side of North Main from Depot to the M14 entrance ramp (particularly the section between Depot and Lakeshore Drive) is in terrible shape, but the only way to ride to the B2B trail from the west side of town. With children, who often have more questionable balance, frequently riding bikes along this sidewalk, having sidewalk slabs significantly pitched toward the road is a real danger. It would be great if this could be addressed in the very near future and not wait for the hoped-for MDOT solution. It's getting bad enough that I'm thinking we should start driving our bikes to the parking lot in Bandemere, which kind of defeats the purpose.

2) The city and state have made a significant investment in building the B2B trail and the bridge at Geddes that leads to a path through Concordia college. It would be great to "finish the exercise loop" of Gallup Park / Parker Mill / Concordia with a sidepath along the south side of the road. While bike lanes along this stretch would be nice, they would not really address the issue for children, as a counterclockwise circle would require two crossings of Geddes to get into the bike lane and back, and the traffic is fairly quick along that stretch. (Plus not all children are ready for bike lanes yet.)

3) The sidepaths all along Eisenhower (and into the E/W section of Packard) need to be redone. They are bumpy, twisty (wandering around every obstacle), and have too many curbcuts. While I doubt the number of curbcuts can be addressed at this point, smoothing and straightening out the sidepaths would make them rideable.

4) Even if the city fixes the non-motorized access over 94 at Ann Arbor-Saline, the city should consider a pedestrian path from the "mall area" over to Lohr Road that would bypass the chaos of the freeway entrances at Ann Arbor Saline. This would tie in nicely to the sidepath Pittsfield Township just installed along Lohr road.

5) The block of Washington Street between Third Street and the train tracks is a madhouse every weekday from 5-6. There are tons of in/out parking maneuvers, commuters racing to get home, and children crossing the street. I would advocate that Washington be turned into a bike boulevard and start by closing Washington off to cars at the point of the street that passes under the train tracks. I would then replace the eastern end of the now-dead-ended Washington with a turnaround circle and turn all the parking spots on the south side of Washington into free, 15-minute parking only.

6) The E/W connectivity from State Street between Hoover and Eisenhower is terrible. I would advocate for:

A) Building the AA greenway from Ellsworth to Hoover,

B) Connecting that same AA greenway extension to the north end of Boardwalk (to allow cyclists to avoid the hill up South State if they are headed to the Varsity Blvd. neighborhood from Main Street)

C) Building a non-motorized path roughly east from Scio Church or the S.

Main / AA-Saline intersection to state through cooperation with the university

D) Building a cycle-track along South State in both directions.

E) Adding "No wrong-way biking" signs to the bike lane so they are visible to wrong-way riders riding north on the west side of State Street from the apartments by the Kinkos north to Stimson.

7) The city doesn't seem to have a "category" for advocacy for increasing the connectivity grid for non-motorized connections that don't line up with streets. For example, I believe the city or MDOT owns land from the south

end of Maple over to Brookside, along the south and east side of Scarlett Mitchell, and from the north end of Banemere Park over to Pontiac Trail. These aren't really "parks", but they are connections that would significantly aid non-motorized transportation in the city.

Thanks for listening,

--Eric Boyd

DRAFT

From: Mark Ziemba []
Sent: Monday, August 27, 2012 8:31 PM
To: Mulder, Kevin
Subject: Re: City of Ann Arbor Non Motorized Plan Focus Group

Hi, Kevin:

Thanks again for helping facilitate the meeting, and for the contact information. Now that I'm clearer about what you are looking for, I'll probably come across some additional comments in the near future from others at Community Education & Recreation, which I'll collect and forward.

Some additional remarks...

Compared to other cities, downtown Ann Arbor is very manageable for pedestrians and cyclists. East Lansing's business district, for example, is all stretched out in a line along Grand River, with Michigan State on one side and residential areas on the other side. Ann Arbor's business district has more depth, so things downtown are generally close.

I have noticed the added bike lanes in the city. I'm glad to see them, and I'd like to see more. I grew up in a town that had lots of bike lane markings on the roads, and that was way back in the 1970s.

It seems as if there has been an increase of bike racks/stands/hoops in the downtown area. That's great. It would be nice if these were more available outside of downtown at major businesses, shopping areas and schools. I think it's also important to have them at many different spots in locations with a lot of real estate.

I spoke with a colleague of mine who regularly bikes from Ypsilanti to Ann Arbor along Washtenaw, and he pointed out that riding in the street on Washtenaw Ave. is generally very dangerous due to the speed of traffic and lack of room on the side of the road for cyclists. He also mentioned that there is no sidewalk on the south side of Washtenaw from Pittsfield Blvd. to Carpenter Rd., and no sidewalk on the north side from Arborland shopping plaza to Carpenter, so there's no safe area for cyclist or pedestrian travel in those areas. He also mentioned that there was not much street lighting from the Arborland area to Carpenter, either. I think lack of safe passage areas for cyclists and pedestrians along major thoroughfares and the lighting of those areas really contributes to whether people are willing to use those routes for walking or cycling.

Integration with the Ann Arbor Transportation Authority is an important pedestrian/cyclist issue. If the AATA doesn't serve commuters well enough, then they won't be encouraged to walk or bicycle to and from a stop, thus leaving those who can't manage a marathon commute to resort to autos.

AATA's bus frequency is a big concern. Granted, Ann Arbor is not a big city, but big city systems work because their routes are frequent. We have evening adult enrichment classes that run at Pioneer High (fall, winter and spring) and Allen Elementary (this past summer) anywhere from 5 - 9 p.m., and AATA usually slows down the frequency of its evening schedule to once an hour after 7 p.m. Most people don't really have time to wait an extra hour at night, and that's especially inconvenient to the elderly.

Safety of the bus locations is an issue, too. Our Pioneer High evening classes are usually on the S. 7th St. side of Pioneer and the bus stop is across the street has no shelter and no lighting, and that deters use of the bus to our evening classes.

Paying convenience for transit is an issue. AATA doesn't offer weekly passes, which would benefit those who are here visiting, those who don't want to commit to that much time, and those who cannot afford it.

From: William Higgins []
Sent: Monday, September 10, 2012 5:52 PM
To: Cooper, Eli
Subject: Non-Motorized Plan

Just to let you know I plowed through the plan, noting some areas studied are outside the city limits and propose crossings to nowhere. On page 166, the proposed two crossings are of low priority, as are the proposed sidewalks on Scio in an area of City/Park ownership, and which- in their current absence, have violated every city code in the book, for the 45 years I have lived here, and for over 20 years since the inception of Churchhill Downs. The latter even violates the customary "developer pays" because the City did not do their part. And the City ignored their responsibility when it received funds from the Federal Highway allocation to re-route South Maple and make a proper bridge connection on BOTH sides of an important feeder route according to their own specifications, and which are indicated on M-Dot engineering drawings!

This expensive Plan cost a lot of money, but does include a lot of plain common sense. What is dangerously missing for our City, is when city officials actually visit the site, are provided with dozens of drawings, letters, acquiesced to meetings, were persuaded to build shallower ramps than allowed, replaced ramps where none were needed at all, exhibited ignorance of ramp crossing alternatives, and perhaps refused to on site inspections (the were not on a position to

agree that the site was unsafe...) Does it make any sense to you, when it is acknowledged that it is unsafe, to require a PETITION to just call it to the attention of Council? For all the sidewalk work in the past few years- some to add a second side but not safe crossings- but NO PETITION!

We both know that in cases like this, which involve pedestrian safety, the petition ploy is just a mechanism to do nothing.

The plan reads like a bunch of kids only recently discovered that the City has an immense problem. And if it has money to fix roads, and can use it to fix some but not all ramps, it can certainly allocate funds to fix a 50 year old negligence. It would seem to me, inexpensive to duplicate the west approach to the I-94/Scio bridge e.g. move the barrier toward the ill-defined road edge, fill in the 12" plus existing drop off, add even gravel/wood chip pathway, a piece of cyclone fence, along EXISTING City/ Park property (which, sadly for the city coffers, has very few houses it can charge...) Keep in mind, there are residents in hundreds of houses on both sides of Scio, as well as those further south.

I know you know all of this. I have been at 2131 Chaucer for over 45 years, and to this day, I cannot walk or take my eventual wheelchair..... North to Stadium, East to South Main, or West to South Maple. Does the City deserve a "walkability" award. Can you visualize MY tax input cumulative?

Still, it is some comfort to discover someone who knows something .

William Higgins

From: Deck, Larry []
Sent: Tuesday, December 11, 2012 11:19 AM
To: Cooper, Eli...
Subject: Re: ALt Committee information

Eli and ALT Committee,

Thank you for sending the "Geographic Area" recommendations. I have some general comments and comments about specific pages of what you sent.

General comments

1. The sketches on pages 2 through 10 deal with some important areas, but it is hard for me to understand much of what is presented. And the colors in the "Bike Facilities" key generally don't match the colors in the sketches.
2. While I think that highlighting some key areas in the plan update is a good idea, I think that the update should also retain most or all of the maps in the 2007 non-motorized plan, with updates if appropriate. While these maps may contain some ideas that are impractical or out of date, they concisely convey a great deal of useful information.

Specific comments

Pages 4 and 5 -- Crossings near Ann Arbor Railroad: While it is useful to look at these alternative bridges over the Amtrak line, it seems that an underpass would be more practical, and I realize that that option is being analyzed. And though an underpass clearance of 8 feet or more may be ideal, a clearance of 7 feet (or even less) is adequate, as I have observed in trails in Fort Collins, Milwaukee, and South Bend, for example.

Page 6 -- Between Packard and Washtenaw near Platt: While this is an area of interest and opportunity, I don't understand the sketch.

Page 8 -- Jackson from Wagner to Maple: There are opportunities here that are not sketched. For example, the I-94 underpass has room for a trail on the north side of Jackson (to complement the existing trail on the south side). There may be ways to connect those trails to the planned bike lanes on Jackson east of Maple. West of I-94, analysis is needed to assess whether the best approach on Jackson is to pave shoulders, install sidepaths, or both. As you know, there are currently partial facilities on eastbound Jackson.

Page 9 -- Jackson & Huron from Maple to Ist: It's good to look at options for connecting Washington to the planned bike lanes on Jackson and the bike lanes on Dexter. The simplest way may be to use Revena, but there may be good alternatives.

Page 10 -- U-M Campus Link: This is a high-priority area with heavy pedestrian and bicycle traffic. There are great opportunities for improvement.

Page 11 -- Ann Arbor-Saline Road at I-94: This is a currently a major bottleneck for bicyclists and walkers and is a priority for improvement. As you know, there are opportunities not listed on this page, which may include barriers and/or bike lanes and connections to nearby streets and trails.

Page 12 -- Border-to-Border Trail rail and river crossings: While some of these crossings are "not a near term opportunity," some of them are, including the long-planned non-motorized bridge across the river near Maiden Lane and the planned underpass beneath the railroad between Bandemer and Barton Parks. While these projects require funding, there are no physical impediments. On the other hand, a railroad crossing near Main and Depot

requires feasibility analysis as noted. The earlier suggestion of bridging the railroad near 5th does not seem reasonable, since the existing Broadway bridge is only a block away.

Page 14 -- South State between Eisenhower and Ellsworth: This area is such a mess that improvements would be difficult.

Page 15 -- Washtenaw from Stadium to US-23: I concur with the suggestion here that near-term in this area, shared-use paths are preferable to bike lanes, even though paths have their own dangers here with all the driveways and intersections and require caution on the part of bicyclists and pedestrians. Long-term, there may be better options involving major reconfiguration of the corridor.

Page 16 -- William Street in the downtown area: I concur with the suggestion here that bike lanes are probably preferable in this area to a two-way cycle track.

-- Larry Deck

DRAFT

From: Kathy Petersen []
Sent: Tuesday, December 11, 2012 5:28 PM
To: Mulder, Kevin
Subject: Re: Invitation to Dec. 17 Ann Arbor Non-Motorized Transportation Plan Review Public Meeting

Hello Kevin, I'm unable to participate on Monday, but have a couple of comments that I hope you can bring up. Over the past few months I notice bicyclists ignoring safety and rules of the road - riding when it's dark w/ no lights, riding in the middle of the lane when there is a bike lane, riding the wrong way down oneway streets.

Last week I was walking to work about 7 am and was at the bottom of the Broadway hill close to where it turns the corner at Plymouth near the Broadway Bridge. It was dark. A biker was going very fast at the bottom of the hill and a motorist turned left in front of him. The biker hit the car, flipped completely over the hood of the car. He had a leg injury, but wasn't knocked out. I'm sure the motorist couldn't see him. I didn't notice if he had a light on the front of the bike, but he was wearing dark clothing and going fast. the car speed limit is 25 mph, and I'll bet he was going faster than that.

I would like to see more publicity about bike safety or police give warnings or tickets to bikers. I know A2 and UM would like to be seen as biker and walker friendly, but there has to be cooperation on all sides. I myself have driven down Broadway and nearly hit bikes riding down the street with no lights on their bikes.

If you could bring up these safety issues, I'd appreciate that.

Thanks, Kathy

From: Olivier Jolliet []
Sent: Wednesday, December 12, 2012 3:29 PM
To: Mulder, Kevin
Subject: Re: Invitation to Dec. 8 Ann Arbor Non-Motorized Transportation Plan Review Public Meeting

Nice plan!

Just two comments since I am presently on professional duty abroad and will not be able to join the meeting:

1. Bike lane disappear before crossing

in many places the bike lane is in practice suppressed where it would be the most needed, i.e before potentially dangerous crossings to enables more room for car to turn, often unnecessarily:

This is for example the case of the new bike lane at the Glazier x Green crossing, where the bike . Since it is not meant to be a major traffic road, why not keep a single car lane and the bike lane. Or find another solution!

The new design (photo is still the old design) despite bike lane in the back has kept the same risk for cyclists at the crossing!

2. Sudden Step on sidewalks after a well leveled sidewalk (State and State Circle)

Another dangerous spot (I broke my wheel there a few months ago and was lucky not to break my arm - since the bad surprise was total) is the sudden high step on the sidewalk at State street and State circle

Since on the right of the below picture the pavement has been nicely leveled and enables the bike to reach its average speeds, I was suddenly faced with a high step pavement of 8 to 10 inches (left of the picture) and could just manage to raise my front wheel avoiding a bad fall - but broke the back wheel. Hope nobody else will have a worse experience.

Thanks a lot for making bikers life easier!

Olivier Jolliet

From: Petersen, Sally
Sent: Sunday, December 16, 2012 12:23 PM
To: Satterlee, Joanna
Subject: RE: Dec. 17 Non-Motorized Transportation Plan Update Meeting

Hi Joanna – I cannot attend either meeting tomorrow because of the City Council meeting. However, I'd like to raise a concern that has perplexed me and other Ward 2 residents who are walkers or runners in Gallup park along the B 2 B trail. There are no postings about "rules of the road" for cyclists and pedestrians along the park pathways. Frankly, I am not sure what the rules are myself, I've always assumed as a runner I have the right of way when it comes to cyclists, but I've been nearly hit head on by cyclists who failed to yield the right of way 3 times since June.

Does the non-motorized plan include the development of a communications plan for the "rules of the road" for park pathways?

Many thanks,

Sally Petersen
Ward 2 Council Member

DRAFT

From: Anthony Pinnell []
Sent: Monday, December 17, 2012 3:59 PM
To: Susan Hutton
Cc: Mulder, Kevin
Subject: Re: Fw: Invitation to Dec. 17 Ann Arbor Non-Motorized...

Hi Susan,

I just flew back today from Germany, got home about 1:30pm, and I don't think I'm going to be able to make it downtown to either session.

My main idea is the the East-West bicycle highway I was talking to you about. With the wonderful bikepath now leading eastward from Burns Park along Washtenaw out to Whole Foods and the other stores there, what we really need is to push a bicycle highway through that connects that bike path to downtown - either along South or North University, then westward down William, Liberty or Washington right to Main Street. These means taking out the parking on the right or lefthand sides of the road, and putting in a two-lane bike path that has physical separation from the cars - but separation that can be removed in winter e.g. for 3 or 4 months if the city wants to (for snow clearance, and due to less usage by bicyclists). Important: There are plenty of inexpensive systems to provide such separation.

The path should then be extended right out through the Old West Side to Stadium. This would totally transform the bike transportation into and out of downtown.

The measuring stick for this concept is that an 8-year-old MUST be able to ride a bike from our neighborhood or the Old West Side to the city library. There MUST be physical separation from cars along the bike highway.

Susan, Keven: I have just gotten back from Germany and Switzerland, and this is simply the best way to do it. And it does NOT take tons of money. City officials have to have the vision to realize just how many more people will ride their bikes to downtown and across the city along the East-West access.

Just a painted lane along Washington Avenue, that disappears at corners, is not enough. With all those spacey drivers out their in their huge SUVs, it is NOT safe enough for children to ride their bikes to the library. This is the measuring stick.

Anywhere this concept has been implemented, in America or Europe, the local businesses benefit hugely from the traffic. It makes no difference a few street parking spots for cars go lost. Any business that says their business depends on parking space in front of it for one or two cars does not have a strong business, and shouldn't blame a damn thing on their being fewer spots. The higher numbers of passing trade from bicyclists ALWAYS makes up for those few cars less. And downtown has tons of parking now anyway.

Sorry if this is a bit sketchy, but I'm jetlagged already, yet wanted to get this info to you today.

Tony Pinnell

From: William Higgins []
Sent: Tuesday, December 18, 2012 11:14 AM
To: Mulder, Kevin
Subject: Non Motorized Transportation Plan Review

I can see that the Plan covers a lot of area, many individual problems, and is complex (e.g. many diverse organizations are involved) . But my interest is not so much the process, but the results and when. Recently, the Council approved a study (\$15,000) for providing sidewalks on the south side of Scio Church Road (a serious safety hazzard because to access the Ice Cube, Public Library, or any business West of I-94) one had to walk on the crumbling shoulder IN the road. This should not force a petition. But a reconstruction study is already underway by the City, in accordance with the Plan, for the entire length of Scio from S. Mail to S. Maple. We want to be able to FOLLOW this study, possibly provide input, and be able to assess consequence. So, those of us are looking for a mechanism to participate. Insofar as Safety is the major issue, we should be able to see a list of 2012/2013 APPROVED Projects and be able to track the time line for specific studies. Perhaps you could suggest how we should go about this in a fashion which is not too time consuming for us or the City?
William P. Higgins

DRAFT

From: Geffen, Bruce []
Sent: Wednesday, December 19, 2012 8:46 AM
To: Mulder, Kevin
Subject: Re: Invitation to Dec. 17 Ann Arbor Non-Motorized Transportation Plan Review Public Meeting

Good morning Mr. Mulder.

I was at the meeting last Monday evening, and since that time, I have another thought I would like to ask you and the others to address.

Is there some way of re programming the traffic lights so that the sensors will be triggered for a cyclist? I commute up and down Huron Parkway from Packard to just North of Plymouth Road, almost daily, just about all year round. In the very early morning hours, I will have to wait at some of the lights until a motorized vehicle comes up and causes the light to change. This isn't a huge annoyance, but there are times when there are no cars coming from either direction, and I will be waiting several minutes for the light to change.

I know that this issue has been addressed over the last decade or so in other municipalities, and is discussed on cyclist commuter advice columns in various formats. Is this something the committee would look into?

Thank you for your time, efforts and consideration.

Bruce Geffen

From: Jonathan Bulkley [mailto:]
Sent: Thursday, January 17, 2013 11:49 AM
To: Cooper, Eli
Subject: Re: Allen Creek Greenway and the Update of the 2007 Non-Motorized Transportation Plan

Eli,

Thank you very much for meeting with Joe and me this morning. The additional information that you have provided in this follow-up e-mail message is most helpful. The Report we left with you this morning ("the Proposed Route of the Allen Creek Greenway: Essential Route and Future Opportunities," dated January 28, 2008) gives additional information. Furthermore, the Report by the three Master's students entitled "Visioning the Allen Creek Greenway: Designing a Path, Creating a Place" dated April 2012, provides additional Greenway information as well including conceptual designs for the three City-owned parcels located along the length of the Allen Creek Greenway. The parcels are at First Street and William Street, 415 West Washington Street, and at 721 North Main Street. I provided your office an electronic version of this report in the late Spring or in the early Summer of 2012.

I look forward to the next meeting of the Non-Motorized Plan Focus Group on January 28th.

Cheers,

Jonathan

DRAFT

From: Douglas Kelbaugh []
Sent: Friday, January 18, 2013 12:10 PM
To: Mulder, Kevin
Subject: Re: Focus groups

Kevin, thanks, will do my best to make it.

I'd love to talk about AA considering the emerging bicycle traffic norms of
red light=stop sign
stop sign=yield sign
yield sign=caution/give way if necessary

It's probably an uphill battle here, but some communities are adopting it, as you may know better than I.
It's often the de facto behavior, esp when bikers used cleated pedals.
Even cops on bikes tend to follow it. (There are two short videos and text at
<http://sf.streetsblog.org/2012/07/20/bikes-are-not-cars-why-california-needs-an-idaho-stop-law/>).

Cheers,
Doug

DRAFT

From: Jonathan Bulkley []
Sent: Monday, January 21, 2013 11:27 AM
To: Cooper, Eli
Cc: Joe O'Neal
Subject: Additional Information re AC Greenway

Eli,

Following our meeting last Thursday morning, Joe went to the 2011-2015 A2 PROS Plan and identified the section that addresses the Allen Creek Greenway. The excerpt from this section is provided in the first attachment to this message. The second attachment is a certified copy of the Resolution passed by City Council on August 4, 2011 and certified by the City Clerk on August 22, 2011. As you will note, there are eighteen (18) "Where as" clauses followed by the following statement:

"RESOLVED, That the Ann Arbor City Council is fully supportive of the creation of the Allen Creek Greenway, and hereby directs City staff to continue to work with and to assist the Allen Creek Greenway Conservancy during the Greenway's development and implementation phases. "

Sponsored by Mayor Hieftje, Council Members Hohnke and Teall

Joe and I believe that the information contained in the PROS Plan plus the information contained in the Resolution should help strengthen the wording of the Allen Creek Greenway in the new Up-Date Non-Motorized Transportation Plan.

Please let me know if there is any additional Allen Creek Greenway information that we may provide to assist you and your staff as you proceed to complete the Up-Date of the Non-Motorized Transportation Plan for the City of Ann Arbor.

Jonathan

From: Jonathan Bulkley []
Sent: Tuesday, January 29, 2013 12:14 AM
To: Cooper, Eli
Cc: Joe O'Neal
Subject: The Jan 28, 2013 5:00 PM to 6:30 PM Focus Group Session (Non-Motorized Transportation Plan Review)

Eli,

I need to follow-up with you on the session subject as above. . After Joe and I met with you on Thursday, January 17th and after sending to you the excerpts from the City of Ann Arbor Parks and Recreation Open Space Plan: 2011-2015 as well as the Certified Copy City Council Resolution R-11-325 entitled "Resolution in Support of the Allen Creek Greenway" that contains eighteen "Where As" clauses and the following:

" RESOLVED, That the Ann Arbor City Council is fully supportive of the creation of the Allen Creek Greenway, and hereby directs City staff to continue to work with and to assist the Allen Creek Greenway Conservancy during the Greenway's development and implementation phases."

(Note full text of Resolution R-11-325 dated 8/4/2011 and certified 8/22/2011 is attached to this e-mail message)

With all due respect, please clarify for me and the Allen Creek Greenway Conservancy by identifying and specifying the shortcomings of Resolution R-11-325 that precludes you and staff to from including and specifically citing the Allen Creek Greenway in the forthcoming revision to the 2007 Non-Motorized Transportation Plan. From the exchange you and I had at today's session, I came away with a message from you that there is the need for a stronger resolution from City Council to enable the Allen Creek Greenway to be included in the Non-Motorized Transportation Plan. I need additional information from you on what additional statements must be included in any new resolution from from the City Council that goes beyond what is specified in Resolution R-11-325 in order to include the Allen Creek Greenway in the Revised Non-Motorized Transportation Plan.

Prior to returning to the Mayor and City Council, it is necessary for the Conservancy to understand what is now required to forward the inclusion of the Allen Creek Greenway in the update revision to the 2007 Non-Motorized Transportation Plan.

Jonathan

From: Bruce Geffen []
Sent: Thursday, January 31, 2013 8:38 AM
To: Mulder, Kevin
Subject: U of M potential Bike Facilities

Good morning Mr. Mulder.

One of the items I mentioned at last night's meeting was having the University of Michigan also assist with the cycling/non motorized plan and be more active with their students in using this type of transportation, as well as educating students on transportation methods and regulations. This concept was based on an email I had seen showcasing the University of Minnesota's extensive student bike program. When I got home last night, I received this notification of a similar program/project that MSU has in place.

<http://msubikes.wordpress.com/>

I know that U of M Outdoor Adventures has a fleet of bikes and some tools with space to work on them, but nothing as extensive and designated as these two other Big 10 Universities have in place. My thought is the City could use these two examples in order to help put some "peer pressure" on our U of M to expand their bike accessibility program and work with the City's non motorized plan in this manner.

Thank you for your time and efforts, along with yours and Eli's consideration. Please pass this on to him for me as well.

Bruce Geffen

From: Joe Grengs []
Sent: Thursday, January 31, 2013 10:19 AM
To: Cooper, Eli; Mulder, Kevin
Subject: Follow up to Focus Group

Eli and Kevin,

Just a quick follow-up to last night's focus group ... Focus groups -- by their very nature -- tend to emphasize shortcomings. Sometimes we forget to acknowledge the positive. Overall, I think you guys are doing a terrific job - with the outreach, with the plan, with the way you're successfully implementing good stuff throughout the city. It's a pleasure to live in a community where meaningful improvements are evident, and unfolding rapidly.

Joe

DRAFT

From: Kronenberg, Steven []
Sent: Thursday, March 21, 2013 11:28 AM
To: Cooper, Eli; Cawley, Patrick
Cc: Mulder, Kevin; Slotten, Cresson
Subject: RE: Ann between Division and State

Dear Eli and Patrick:

Thank you for your attention to this matter (of life and limb). Since Ann St (between Division and State) was reconfigured to be one-way with parking on the right, I've been honked at repeatedly by motorists expecting a cyclist to immediately move out of their way... and in one extreme instance, I was intentionally run down! Too few motorists care that there's a stop sign at the end of this short block (so aggressively accelerating is pointless and dangerous), that there's insufficient room for passing when parked cars are present or when ice, snow and waste collection bins obstruct the right half of the road, and that it is contrary to city guidelines for cyclists to weave in and out of closely parked cars. Painting bicycle signs on the pavement would be helpful, though I have been harassed by motorists for riding my bike on blocks (like short sections of Miller Ave) where no bike lanes or signs are present. In short, if bikes aren't expressly permitted on each block, they don't belong or aren't respected as "traffic".

Most motorists tolerate cyclists and pedestrians. That still leaves enough exceptions to amount to an average of at least one threatening incident per day for a law-abiding commuter like myself who is on the road almost every day of the year. In addition, I routinely observe motorists ignoring the right-of-way for pedestrians in crosswalks. Even at the new HAWK crossing on Huron, motorists on Chapin take advantage of the flashing red light to turn right without regard to pedestrians. For all the effort this city has made to develop and implement its non-motorized transportation plan (which I heartily applaud), I've certainly not experienced a qualitatively safer commute. So long as roads are seen as motorways instead of public thoroughfares, cyclists and pedestrians will remain easy victims of aggression, indifference and ignorance. Forgive me if I sound impatient or even a bit fanatical but I've been struck by motorists three times in the past year (more than all my previous decades of riding combined). Further patience is unwarranted. But, gratitude for all your efforts in the face of overwhelming resistance most certainly is warranted and I thank you.

Steven Kronenberg

From: Raymond Detter []
Sent: Monday, April 08, 2013 10:13 PM
To: Mulder, Kevin
Cc: Cooper, Eli
Subject: Re: April ALT Committee Meeting

Kevin,

That's great. Please check with Eli, however, to make sure that the plan's mid-block crossing is between the courtyard of the Varsity Student Housing High Rise that is currently being built on E. Washington and the alley to the west of the parking structure that leads to East Liberty. A previous plan had placed it on the east side of the parking structure alley that leads along the side of the Michigan Theater. This is an important change. The change is very significant because the new Varsity student housing project is being built with an external passageway on its east side so that pedestrians could walk directly from East Huron all the way west to E. Liberty. That's a mid-block connection that was advocated by our Downtown Plan.

I am copying this to Eli so he can also check it out.

Thanks.

Ray

From: Raymond Detter []
Sent: Friday, April 05, 2013 5:43 PM
To: Knapp, Katherine
Subject: Re: April ALT Committee Meeting

I don't think we have to meet on the 11th. I just want to make sure, however, that a crosswalk on East Washington Street connecting the courtyard and Varsity high rise to the alley/walkway across the street leading to E. Liberty is included in the plan.

Ray

From: Stephen Lange Ranzini []
Sent: Sunday, April 14, 2013 1:51 AM
To: Cooper, Eli
Subject: Comments on 2013 Non-motorized Transportation Plan Update Draft, N. Main Street Corridor Task Force & Unaddressed Transportation Issues In General

There is a lot of good work in the 2013 Non-motorized Transportation Plan Update Draft report. As an avid bicyclist and bicycle commuter, the plan is a positive for the city, and if implemented, will bring economic benefits and a higher quality of life to our fellow citizens, BUT THERE ARE SOME VERY SERIOUS FLAWS that require amendment prior to adoption:

1) On pages 36 & 48 of the 2013 Non-motorized Transportation Plan Update Draft report, which deals with Depot Street and Fuller Road, the major connector between the U-M Health System Complex and N. Main St. on the way to the incomplete interchange with the freeway ring at M-14, the recommendation for additional bike lanes is fine as far as it goes, but I believe that the road needs widening to add additional lanes so that it is five lanes or a four lane boulevard to facilitate the traffic especially at rush hour during shift changes. At a minimum, turning lanes are needed to be added to facilitate traffic flowing from Depot turning right onto N. Main St. and from N. Main St. turning left onto Fuller. To pretend that this ought to remain a two lane road into the indefinite future is illogical. Perhaps the U-M Health System would contribute to the project cost as their employees would see decreased commute times as a direct result?

2) Also the N. Main St. and M-14 interchange should be made complete by adding an on ramp from W. Huron River Drive to M-14 West, and an off ramp from M-14 East to Huronview Boulevard, with a right turn at the end of that short street onto N. Main Street to facilitate southbound traffic headed into Ann Arbor. This would take traffic pressure off the unsafe Barton Road exit and off Barton Road which is more residential than N. Main will ever be, and take traffic pressure off Jackson Road and off N. Maple Road and Miller Avenue. If current USDOT rules don't allow it based on minimum spacing of exits on interstate highways, then assistance from our Congressional delegation should be sought to get a waiver from the Secretary of Transportation, who can waive the rules. I would urge you to add this recommendation to pages 39 & 52 of the 2013 Non-motorized Transportation Plan Update Draft report.

3) As to the Barton Road M-14 exit itself, I believe that the exit could be materially improved by reconfiguring the exit immediately off the freeway to drop into a traffic circle. This would flow south via a straight road to connect with Barton Road similar to the current configuration, but improved from a safety perspective since the curve wouldn't be so sharp. Heading north from the circle and then east, a new road could be built through Onder Park to connect to Pontiac Trail and ultimately through to the end of Huron Parkway, as was originally envisioned when Huron Parkway was built. This would of course require voter approval, but has the strong merit of diverting traffic from the overly congested Plymouth Road corridor giving addition alternatives to travel north out of town using either Pontiac Trail North or M-14/US-23 North without using the very residential and over capacity Barton Road.

4) Pages 38 & 49 of the 2013 Non-motorized Transportation Plan Update Draft report repeats the recommendation for a three lane road diet on Jackson Road. This is extremely ill-considered, faces substantial opposition among the citizenry and city council should repeal its resolution requesting MDOT to implement a road diet when the road is rebuilt in 2014.

5) Page 39 of the 2013 Non-motorized Transportation Plan Update Draft report recommends a three lane road diet for N. Main St. with a reversible, managed center lane. Besides being expensive in both upfront capital cost

and ongoing maintenance, it is a bad idea for this high volume arterial roadway. I urge you to remove the recommendation from the report. The needs of the bicycling community to reach scenic West Huron River Drive can be better met by providing a safe connection to the Border to Border Trail that runs along the Huron River by providing access to cross the railroad at N. Main St. at Depot and again at the northern end of N. Main St. at M-14 back to West Huron River Drive from Bandemer Park on the north side of M-14.

6) Pages 42 & 55 of the 2013 Non-motorized Transportation Plan Update Draft report recommends a road diet for Huron Parkway from Washtenaw Avenue South. Anyone who has travelled this road would quickly realize the abject lunacy of this recommendation for one of the busiest interchanges in Ann Arbor, and I would urge you to strike the recommendation from the report.

With the rapid increase of jobs in the Ann Arbor area being filled by out of town commuters, the freeways leading into and out of Ann Arbor are being more congested at a rapidly increasing rate. I estimate that the daily commuters into and out of Ann Arbor might be increasing currently at as much as a 10% rate PER YEAR! This trend is expected to continue and will create real problems and material delays with a negative impact on economic development in the not too distant future.

In the short run, consideration should be given to encouraging our major employers, all of which are government entities, to stagger their shifts, so there is not a large surge in commuters at a specific time each morning and evening.

To deal with the rapid increase in commuters into and out of Ann Arbor, as an additional long term plan, I would urge you to give consideration for a "park and ride" facility at US-23/M-14 where Pontiac Trail crosses the Ann Arbor Railroad. This would in the long term facilitate encouraging commuters to park in lots outside the city limits and take a train shuttle from the parking facility to the train station at the U-M Health System, or to the future Downtown Station (at 1st St. between Liberty St. and Washington St.) or a station at Michigan Stadium on game days. Currently, this is an extensive farmers field and the site should be secured if it ever becomes available. I have no idea how this would be funded but if we have a "shovel ready" plan when the next recession hits, perhaps we can get lucky and secure federal funding. The M-14/US-23 interchange might be able to be reconfigured within existing USDOT interchange rules to add exit and entrance ramps as additional options from the interchange. If not, hopefully with help from our Congressional delegation we could secure a waiver from the Secretary of Transportation to allow this modified interchange to get direct freeway access to the facility, similar to the "park and ride" freeway exits and lots that serve the Washington DC beltway and DC Metro.

Similarly, on the East side of town, a "park and ride" lot with extensive parking and a train shuttle along the Amtrak railroad line could be sited on the large parcel of vacant land just east of US-23 just south of the Huron River and just North of E. Huron River Drive. If the site ever were available for sale, it should be acquired for this future use. Again, I have no idea how this would be funded but if we have a "shovel ready" plan when the next recession hits, perhaps we can get lucky and secure federal funding. It would require similar waivers from the Secretary of Transportation regarding minimum spacing of exits on interstate highways to get direct freeway access to the facility.

Unfortunately there are no adequate sites still available on the South side of town or the West side of town for similar "park and ride" facilities, due to past poor planning decisions which allowed all the available sites near railroads to be developed.

The rest of the 62 page document is well thought through and I urge city council to adopt it, once the amendments suggested above are made.

Other transportation issues that needs to be added to the city's long term capital plan are a complete interchange between M-14 West and I-94 East and I-94 West and M-14 East. This would complete the freeway ring around Ann Arbor and lower the volume of traffic on city streets, in particular, the already over capacity Jackson Road / Maple Road / Stadium Boulevard interchange.

Best wishes,
Stephen Lange Ranzini

DRAFT

From: dparnellm []
Sent: Tuesday, April 30, 2013 12:02 AM
To: Cooper, Eli
Subject: Non-motorized paths

Dear Mr. Cooper,

I recently read of Ann Arbor's review of its non-motorized transportation plan. As one who follows planning and transportation issues with keen interest, I would like to share some brief thoughts on an idea I have that I believe can strengthen the City's non-motorized network.

North Campus, the Medical Campus, and Central Campus are, of course, three of the most significant transportation nodes in Ann Arbor. Most people who walk, run, or cycle between these campuses use the non-motorized path along Fuller Road. As someone with asthma I have felt deterred from using this route to walk, run, or cycle because I don't want to be exposed to the vehicle fumes from the significant amount of automobile traffic on Fuller Road. I have many times wished there were another non-motorized route that connected these campuses.

Attached to this email is a map where I have drawn potential paths that would provide such an alternative. I think many people would enjoy using such a route not only to commute between the various U of M campuses but also to explore some of Ann Arbor's most popular parks. What do you think this idea?

Thank you very much for your thoughts and for your service to Ann Arbor.

Best regards,
Parnell

From: Randy Trent []
Sent: Tuesday, June 11, 2013 4:58 PM
To: Cooper, Eli; Randy Trent

Hi Eli,

Our district Transportation Safety Committee (with Patrick Cawley and officer Jamie Adkins) would like to request that the Ann Arbor Non-Motorized Transportation Plan Update include school crossing road markings as a priority.

Thanks,
Randy
Randy Trent
Ann Arbor Public Schools
Executive Director
Physical Properties

DRAFT

From: Nathan Vought []
Sent: Friday, June 21, 2013 2:58 PM
To: Rampson, Wendy; Kahan, Jeffrey; Cooper, Eli

Wendy and Eli,

I (finally) perused the proposed non-motorized update for Washtenaw from Platt to US-23 at Tuesday's Connector meeting. I was hoping to get clarification on the draft recommendations. It appears that the latest recommendations coming out of the ROW study with SmithGroupJJR need to be incorporated (if staff agrees with them). For example, it notes the 2007 recommendation was for on-street bike lanes, but now staff deems this unimplementable? Also, it states the long-term recommendation is to add a boulevard with median, but I didn't believe that had been fully determined, based on the process being undertaken with SmithgroupJJR. (I note this is a long-term recommendation from the 2010 redevelopment strategy).

One of the things I've asked all units to do is start discussing their segment in detail with their own teams, based on our work with the ROW study, so perhaps this is what you and your staff have determined to be the recommendation for the City segment at this time? If this is the case, I think we need to make sure and communicate this to SmithgroupJJR. Let me know what you're thinking at this time.

Thanks,

Nathan Voght
Economic Development Specialist
Washtenaw County Office of Community & Economic Development
XXX N. Fourth Ave., Garden Level
Ann Arbor, MI 48103
Ph. 734-222-XXXX
Fx. 734-222-XXXX

From: dparnellm []

Sent: Monday, June 24, 2013 11:52 AM

To: Cooper, Eli

Cc: Mulder, Kevin; Kuras, Amy Beth; Kahan, Jeffrey; Cawley, Patrick; Amy Carlevaries; Knapp, Katherine

Subject: Non-motorized paths

Mr. Cooper,

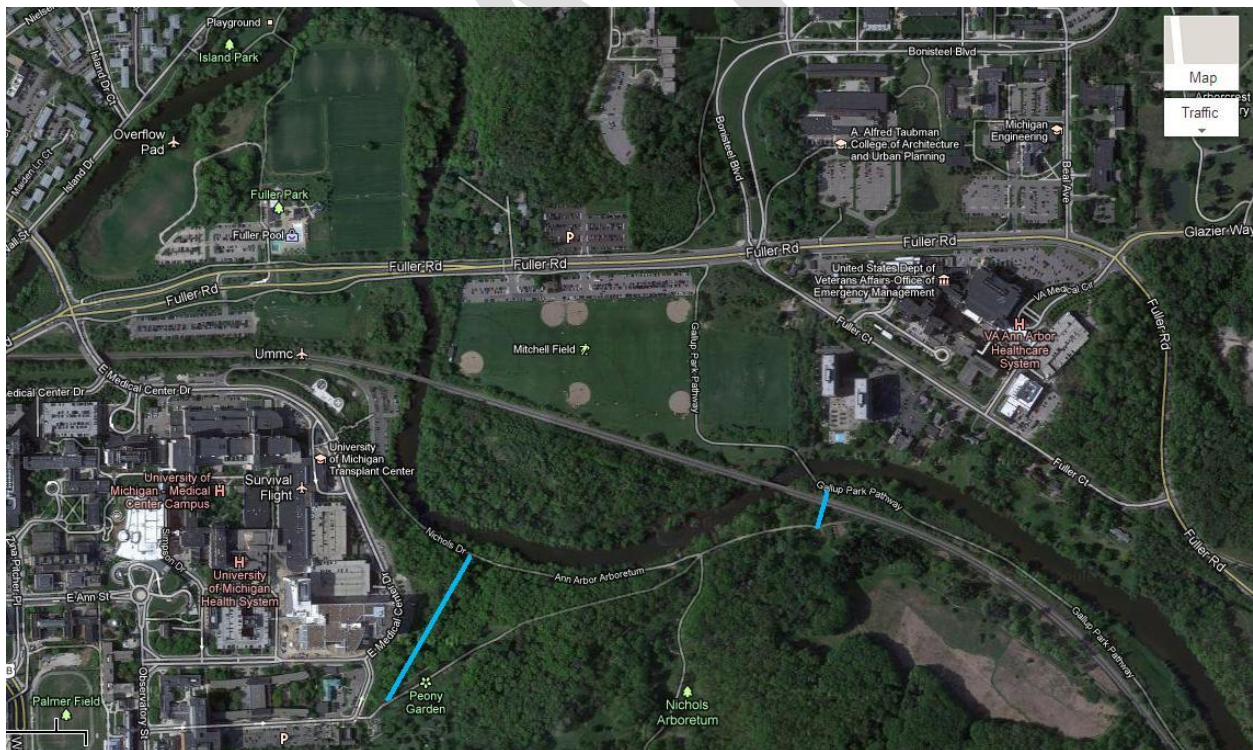
I would like to follow up on our previous communication and see if there is any further feedback on the proposed link between the Nichols Drive path and sidewalks near the Peony Garden. This would ultimately provide a paved non-motorized connection from Central Campus/Medical Campus to Gallup Park and North Campus (map attached to email).

Has there been an opportunity for the City of Ann Arbor and the University of Michigan to discuss this possibility?

Thank you very much.

Regards,
Parnell

Attached: Map of Proposed Links.jpg



Attached Map of Proposed Links, page 1 of 1

From: Kathleen Nolan []
Sent: Monday, June 24, 2013 3:27 PM
To: Cooper, Eli

All the more reason that we need these bicycling routes put in place! A bicyclist was sent to the hospital in critical condition Sunday night after being hit by a vehicle on **Washtenaw Avenue** near the **East Stadium Boulevard** split in Ann Arbor, officials said.

Also, I really like the bike routes painted green, I think often motorists don't see the lanes or ignore them. I live downtown and bike everywhere. It is impossible to get to say Whole Foods on South Main or South to Burns Park through the university area.

So glad to know this is being worked on.

Kathleen Nolan
Sent from my iPad

DRAFT

From: Charles Brown []
Sent: Wednesday, July 4, 2013
To: Cooper, Eli

I appreciate the opportunity to comment on the Non-motorized Transportation Plan.

First, a bit of background so you can appreciate why I emphasize certain features of the plan and largely ignore others. I live in Ann Arbor, and my bike is my primary means of transportation – to work (Central Campus area), for entertainment (sporting events, concerts), for small loads of groceries, and to softball fields and gyms around town. Teaching two kids to bike safely was an important task when they were small. Exercise has been an incidental benefit, not a main motivation – I rarely go on “bike rides” for the sake of biking – though exercise is a bigger consideration for my wife as she recovers from knee surgery. My goal is typically to go short distances (usually a mile, rarely more than three), with safety and comfort critical. I average 6 to 10 miles an hour, so I am definitely closer to “leisurely” than “speedy”. Thus, I can’t speak for the cyclists who want to enjoy 25 or 50 mile outings on weekends, or are commuting relatively long distances and need to average 15-20 mph to make biking a feasible alternative to driving.

Over the past few years, I have seen some changes that contribute to making it easier to bike safely and comfortably – bike lanes, the new bike path along Washtenaw near Stadium, and (at long last!) the new Stadium bridge over State St. I’m grateful that such progress could happen in an era of tighter and tighter budgets. But in other areas progress has been frustratingly slow:

1. Sidewalks: I think it is fair to say that the emphasis of most planning activities has been to get bicyclists off of the sidewalks and into the streets. For new bikers – on tricycles, with training wheels, or learning how to ride on two – bike lanes are no substitute for well-maintained sidewalks. (The same is true in winter – more on that below.) I am struck by how often parents in Ann Arbor drive their kids to play with friends, or to school, rather than letting them bike themselves as I did. The city’s laissez-faire attitude toward requiring adequate sidewalks is a continuing disappointment. (Somehow, the much less wealthy town I grew up in managed sidewalks on both sides of every street.)
2. Share the lane: For someone biking at a relaxed or intermediate speed, these present a real dilemma. I can use the right edge of “my” lane, making it easier for a car that wants to go faster than 10 mph to pass me, but risking that they will do so carelessly or worse; or I can “assert my rights”, hogging the lane, and create my own personal procession of drivers who will be late to work because of me. If, for example, one is coming to or from Ypsilanti on Washtenaw at rush hour, one does not belong in the street. I take the sidewalk 100% of the time, and anyone biking at a moderate rate should be required to do the same.
3. Road repair. It takes more than a can of paint to make a bike lane! The report makes the useful point that over-filling pot-holes is an inappropriate method of repairing bike lanes. But the more general point is that bicyclists suffer – to the point of abandoning their bikes – because of the awful condition of many Ann Arbor roads. Painting a “bike lane” for east-bound traffic on Hill between Central Campus, which at the time was unusable for any bike without shock absorbers and special tires, was a classic example of ignoring this principle. Already there are parts of the bike lanes on the resurfaced parts of Hill and Liberty that provide a bumpier ride than the adjacent sidewalks.
4. Shoulders: While bike lanes are a very nice amenity, my personal priority in low-density areas is well-maintained shoulders on the road. I care much less about width than quality of road surface. My first and probably last 25 mile outing was spent thinking how much nicer even 12 inches of consistently maintained shoulder would have made the experience. More importantly, a co-worker’s recent serious bike accident

would not have happened if a useable shoulder had been available. With sidewalks absent in many of these areas, the road-rage cases caused by cars that can't (safely) pass bikes are really scary.

5. Winter biking: In principle, greater use of bikes can reduce traffic congestion and the need for parking spots. But in Ann Arbor, "peak" traffic and parking needs are during the academic year, half of which is in the winter. So if people bike to work April-October and drive in other months, they don't reduce parking needs or road congestion in the months when parking capacity is strained and auto traffic is worst. As with road repair, "economies" that make life worse for drivers are doubly bad for cyclists.
6. Curb ramps: I was very pleased to see the emphasis on clearing curb ramps in the report. But the city's role in making the problem worse was not acknowledged. In the area near campus, much of the sidewalk clearing is done by a commercial "brush" service and similar UM vehicles. They do a great job, including the curb ramps. But then their good work is undone when the city eventually gets around to plowing the streets: the plows push large quantities of tightly compacted snow back onto the ramp. Unless the property owner makes a special trip, shovel in hand, out to the corner, the problem remains until the next snow, when the commercial service resweeps the sidewalk and the curb ramp – only to be undone, again, by belated side-street plowing.
7. Other snow removal: The sad fact is that the city apparently lacks funds for adequate snow removal. When the road is unplowed, or the "main" traffic lane is plowed but the bike lane is not, one has to use the sidewalk. To me, this underlines the importance of sidewalks as a surface that bikes can/should use, too. It also highlights the fact that 80 percent compliance with sidewalk-cleaning ordinances isn't good enough – no one wants to walk or bike when one property in five [my casual estimate, along my commuting path] is non-compliant.
8. Freeway entrances and exits: I said in my introduction that I rarely bike more than three miles. A major deterrent to longer rides is the difficulty of getting across freeway entrances and exits at US 23 and I94. My reading of the current draft is that this issue is left for future planning, without much hint or promise of a solution. This problem must exist in every city of Ann Arbor's size or larger. I wonder how the most bicycle-friendly cities manage it.

From: Larry Deck []
Sent: Wednesday, July 17, 2013 12:46 AM
To: Cooper, Eli; Knapp, Katherine

Eli and Katie,

Attached are 3 files with comments on the Non-motorized Plan Update:

1. Suggestions_AA_Plan.pdf -- This document, dated February 19, was adopted by the WBWC board, and you should have received a copy on February 19.
2. Comments_3-08-2013_dr.pdf -- This WBWC document, dated May 2, has comments on the site recommendations in the Update draft of March 8. You should have received a copy of this from our chair Erica on or about May 3. (This document was a slight revision of comments I submitted to you on April 18. You should use the May 2 document.)
3. Comments_2013-04-12_dr.pdf -- This document, dated July 16, has comments on the site recommendations in the Update draft of April 12. These are my own comments, since the WBWC board has not yet had the opportunity to review, revise, and approve them, but I would guess that the board would substantially concur. These comments are meant to complement and not replace the earlier WBWC comments. Those earlier comments on your draft of March 8, 2013 still apply.

Due to the timing of our submissions, you may not have had the opportunity to consider incorporating our earlier input, so the comments on your April draft reiterate some of the material in our earlier comments. Such instances are noted in this last submission.

Please confirm receipt of these 3 documents and let me know if you have any questions.
-- Larry Deck 971-XXXX

Attached: Suggestions_AA_Plan; Comments_3-09-2013_dr; Comments_2013-04-12_dr

Ann Arbor Non-motorized Plan Update

Prepared by the Washtenaw Bicycling and Walking Coalition (WBWC) -- February 19, 2013

To build on the progress of the last five years in biking and walking facilities and policies, WBWC recommends that the plan update address the following:

- **Connectivity** -- Identify priority projects to address bicycle system and sidewalk opportunities, deficiencies, and gaps, with an emphasis on system connectivity.
- **Enhanced bikeway design** -- Designate 1 or 2 streets for conversion to "bicycle boulevards," and designate areas where colored bike lanes and protected "cycle tracks" should be tested (e.g., the potential cycle track on Zina Pitcher and Catherine).
- **Planning policies** -- Enunciate policies to do the following:
 - **Complete streets** -- Accommodate all users when roads are rebuilt.
 - **Modern trails** -- Bring trails up to modern design and quality standards, especially busy trails such as the Border-to-Border Trail.
 - **Collaboration** -- Communicate with other communities and the University of Michigan to build facilities across jurisdictional boundaries.
- **Staff roles** -- Assign staff responsibilities for doing the following:
 - **Maintenance** -- Inspect and maintain regularly all non-motorized facilities, including bike lanes, paved shoulders, trails, sidewalks, and crosswalks.
 - **Public engagement** -- Enhance the city's public engagement and outreach regarding bicycling and walking; establish an ongoing process for input from interested citizens and groups.
 - **Wayfinding** -- Design and implement a wayfinding system for bicyclists, pedestrians, and people with disabilities, using signs and/or electronic media.
 - **Accomplishments** -- Distribute annually a list of accomplishments against the plan.
- **Policies** -- Request City Council to do the following:
 - **Investment priorities** -- Adopt a written policy, in accord with national best practices, prioritizing transportation investments in the following order (from highest to lowest priority):
 1. Walking
 2. Bicycling
 3. Transit
 4. Automobile
 - **Funding** -- Allocate transportation funds in accord with the above investment priorities; since almost 20% of Ann Arbor commuters walk or bike, allocate 20% of the city's transportation funds, or over \$3 million per year, to walking and biking.
 - **Pedestrian needs** -- Provide money for filling sidewalk gaps on city-owned properties and improving crosswalks; clarify the process for filling sidewalk gaps on private properties.



Comments on Site Recommendations in 3-08-2013 Draft Update of

Ann Arbor Non-motorized Transportation Plan

Suggested Changes and Additions

Prepared by the Washtenaw Bicycling and Walking Coalition (WBWC) -- May 2, 2013

Page 17 -- Geographic Area Recommendations Overview

Could change: "...have proven non-implementable..." to "...have not yet been able to be implemented..."

Page 19 -- Allen Creek Greenway

The preferred option for connection to the Border-to-Border Trail would probably be an underpass under the former Norfolk-Southern Railroad in conjunction with flood mitigation measures. Access should be from near the Main/Depot intersection and not near Fifth Avenue as one study proposed. A circuitous route from Main would only encourage the surface railroad crossings for which the underpass is intended to provide an alternative. And Fifth is only a block from the existing Broadway bridge crossing.

Pages 20 & 35 -- Ann Arbor-Saline Rd.

Add on page 20: Non-motorized improvements on the southbound side should be done when MDOT repairs and reconfigures the ramps on that side.

Page 35: Show and label a paved connection near the existing "cowpath" from just south of the eastbound I-94 entrance ramp to Lohr Circle (about 100 feet), which will be a preferred route for bicycling via Lohr Circle and Lohr Road to Pittsfield Township and Saline. (Lohr and Textile have a shared-use path of about 2.5 miles from Ellsworth to Woodland Drive near Saline; north of Ellsworth, Lohr has sidewalks and three vehicle lanes.)

Pages 21 and 23 -- Border-to-Border (B2B) Trail and Gallup & Fuller Park Paths

WBWC would like to see higher priority given to completing the B2B Trail through the city and improving the bikeability between Central and North Campus. The heavy bicycle and pedestrian traffic in this area warrants action. Improvements of some of these facilities have been planned for 3 decades. These trails form the backbone of the city's non-motorized system. WBWC has two documents that detail the needed improvements:

- "Non-motorized Project Priorities", currently in draft form but available for review.
- "U-M Inter-campus Bicycling: Central to North Campus -- Proposed Improvements", also currently in draft form.

Also, most of these trails should be repaired and where possible widened and marked with bike and pedestrian lanes. The long-planned trail connections to the existing underpasses under Fuller, Maiden Lane, East Medical Center Drive, and Fuller/Glen should be built, starting with the Fuller Bridge over the Huron River. Funding for the planned non-motorized bridge over the Huron River just west of Maiden Lane should be sought to improve the safety and continuity of the B2B Trail and avoid the confusing and unpleasant Fuller/Maiden Lane intersection. And the planned B2B railroad underpass between Barton and Bandemer Parks would improve system continuity and safety.

Page 1 of 3

WBWC • 339 E. Liberty Street, Suite 300 • Ann Arbor, MI 48104 • 734-864-4095 • www.wbwc.org
The Washtenaw Bicycling and Walking Coalition promotes transportation options that make sense for a sustainable and livable community.

Attached Comments_3-09-2013_dr, page 1 of 3

Pages 22 & 36 -- Depot St.

While the suggestions here are welcome, it might be noted that planned improvements to the B2B and connected trails will accommodate some of the bicycle traffic in this area.

Pages 25 & 37 -- Huron/ Dexter/ Jackson Ave.

Good, except on page 37, won't the Jackson bike lanes continue east to the Dexter/Huron intersection? On page 25, the third sentence from the end, "At the east end of Washington" should be "At the west end of Washington".

Pages 24 & 38 -- Jackson Ave.

On page 24, the second paragraph says "eastbound Jackson" but appears to be talking about westbound Jackson.

Pages 26 & 39 -- S. Main

Good.

Pages 27 & 40 -- N. Main St.

The map on page 40 does not appear to match the text on page 27. The map appears to show a proposed sidewalk on the west side of Main from near Huronview to Depot that is not mentioned in the text. The map also shows a proposed bike lane on Huron River Drive that is not otherwise mentioned.

On page 27, the second sentence as worded is misleading. It's true that the North Main / Huron River corridor provides the only bike access to north Ann Arbor in this area. But that access includes two routes: Main Street (west of the railroad) and the Border-to-Border Trail (east of the railroad).

Pages 28 & 41 & 42 -- Miller Ave.

Good.

Pages 29 & 43 -- Platt Rd.

If a road diet with bike lanes is not feasible on this stretch of Platt, a bike lane southbound only might be considered. Bike lanes as shown on Platt north of the Huron Parkway split would be welcome.

Regarding the proposed transition from a bike lane to a shared-use lane northbound on Huron Parkway near Washtenaw -- one might question how many bicyclists would want to be on the street at this major intersection, particularly if the bike lane disappeared. Perhaps it would be better to transition to the fairly wide sidewalk in preparation for crossing to the shared-use path north of Washtenaw.

Elmwood has long been a signed bike route. In view of the very low auto traffic, special designation as a bike boulevard may not be needed. But directional signage near Platt (as indicated on the map) would be helpful.

The existing 40-foot Malletts Creek bridge (which is about 8 feet wide, not 7 feet as the text and map say) has adequate width for current use.

Pages 30 & 44 -- S. State St.

While the suggestions in the plan may help, this area would remain intimidating to bicyclists and walkers. The slip lanes at the expressway interchange and at commercial entry points are an impediment to safe bike lanes. The trails suggested in the draft South State Street Plan along the Ann Arbor Railroad, between the two segments of Oakwood Drive, and between State and South Industrial would provide important links.

Pages 31 & 45 -- U-M campus connection

Since Glen is a poor road for bicycling, the preferred bicycle route between Central and North Campus will use West Medical Center Drive and will avoid Glen entirely. So the issue is how to get between the vicinity of the Zina Pitcher / Washtenaw intersection and West Medical. A two-way cycle track on the south side of Catherine, as suggested on page 31, would make little sense. A northbound cyclist would naturally stay on the northbound and westbound vehicle lanes rather than crossing the street twice to use a cycle track for this short distance. A cycle track on the north side of Catherine and the east side of Zina Pitcher is far preferable for both northbound and southbound cyclists to a cycle track on the other side. There would be green lane markings on some or all of the cycle track.

However, if a cycle track is deemed to be infeasible, a contra-flow bike lane on the south side of Catherine and the west side of Zina Pitcher may work. The drawback of this approach is that a southbound cyclist would have to cross the street twice.

The map on page 45 suggests shared lanes on the stretch of Zina Pitcher between Washtenaw and Ann. However, there appears to be enough room for a two-way cycle track on the east side of the street. The WBWC document "U-M Inter-campus Bicycling: Central to North Campus -- Proposed Improvements" (currently in draft form) describes the alternatives in this area and discusses the entire link between the campuses.

Pages 32 & 46 -- Washtenaw Ave.

The plan's recommendation to complete the shared-use path network along Washtenaw is good. A major redesign of Washtenaw would be needed before bike lanes would be desirable.

The suggestion on the map to sign bike routes along Pittsfield, Edgewood, Fernwood, and Canterbury is good. The suggested sidewalks along Edgewood and Fernwood may be desirable but, in view of the low traffic volumes and low speeds, they are not a priority in relation to other missing sidewalks in the city.

Page 33 -- William St. & Downtown Area

The subhead on this page incorrectly says "Central Campus to North Campus."

Sidewalk gaps and traffic calming (not currently in draft)

WBWC regards the completion of sidewalks along Scio Church and the north side of Ellsworth as priorities. Also, some sidewalk deficiencies on Packard between Platt and Carpenter were not fixed when the road was repaved in 2012. And traffic calming measures would be desirable along streets such as Seventh, where resurfacing has led to higher speeds.

Comments on Site Recommendations in April 12, 2013 Draft Update of
Ann Arbor Non-motorized Transportation Plan

Suggested Changes and Additions

Prepared by Larry Deck of the Washtenaw Bicycling and Walking Coalition (WBWC)

Revised July 16, 2013

(Pages for which WBWC made similar comments on the March 8, 2013 Draft Update are marked with “*”.)

Page 33 -- Overview map

N. Main is not on the map. The map says “Miller Rd.”, while the list and text say “Miller Avenue”. The U-M Campus link is in the list and text but not on the map.

Page 34 -- List of recommendations

The page numbers in the list don’t match the text.

Pages * 37 & 50 -- Jackson Avenue

On page 37, the second paragraph says “eastbound Jackson” but appears to be talking about westbound Jackson.

Pages * 38 & 49 -- Jackson/Huron/Dexter

On page 38, the third sentence from the end, “At the east end of Washington” should be “At the west end of Washington”.

On page 49, won’t the Jackson bike lanes continue east to the Dexter/Huron intersection? Also, the heading lists the street names in a different order from the text, which might lead to confusion.

Pages 39 & 52 -- N. Main Street

On page 39, the first paragraph, the idea that North Main “provides the main missing B2B connection in Ann Arbor” is unsettling to say the least. First of all, Main is not a trail, so this sentence is self-contradictory. Second, Main is a poor environment for biking and walking. Third, there is a long-planned way to make the needed B2B connection from the north end of Bandemer Park to Barton Park and Huron River Drive (i.e., an underpass under the railroad), and there are other possible ways to make that connection if the underpass proves too difficult.

Also, the same comments that WBWC made on the previous draft apply:

The map on page 52 does not appear to match the text on page 39. The map appears to show a proposed sidewalk on the west side of Main from near Huronview to Depot that is not mentioned in the text. The map also shows a proposed bike lane on Huron River Drive that is not otherwise mentioned.

On page 39, the second sentence as worded is misleading. It’s true that the North Main / Huron River corridor provides the only bike access to north Ann Arbor in this area. But that access includes two routes: Main Street (west of the railroad) and the Border-to-Border Trail (east of the railroad).

Pages * 42 & 55 -- Platt Road

The existing bridge in Scheffler Park over Malletts Creek is about 8 feet wide, not 7 feet as the text and map say.

Pages * 44 & 57 -- U-M Campus to Campus link

WBWC's comments on the previous draft still apply. In brief, the campus link should use West Medical Center Drive rather than Glen. A two-way cycle track on the south side of Catherine would make little sense, since a northbound cyclist would naturally stay on the northbound and westbound vehicle lanes rather than crossing the street twice to use a cycle track for this short distance. A cycle track on the north side of Catherine and the east side of Zina Pitcher is far preferable for both northbound and southbound cyclists to a cycle track on the other side. See WBWC's earlier comments for more detail.

Page * 46 -- William Street

The subhead on this page incorrectly says "Central Campus to North Campus."

Page * 47 -- Ann Arbor-Saline Road

The map should show and label a paved connection near the existing "cow path" from just south of the eastbound I-94 entrance ramp to Lohr Circle (about 100 feet). (See WBWC's previous comments for further information.)

Pages 49 & 50 -- Jackson segments

The order of the maps is different from the order in the text, which is a bit confusing.

Pages 51 & 52 -- Main St. segments

The order of the maps is different from the order in the text, which is a bit confusing.

Page 59 -- List of recommendations

The page numbers in the list don't match the text.

Pages 61 & 62 -- Border-to-Border Trail and Gallup & Fuller Park Paths

It is not clear why some of the most important facilities are grouped under "Long-term Recommendations". What does this phrase mean? What triggers the implementation of a "long-term" project? The construction of some of these projects is overdue, and if they are always considered "long-term," they'll never be built.

The following trail projects are of high priority:

1. The planned B2B railroad underpass between Bandemer Park and Barton Park / Huron River Drive.
2. The planned B2B non-motorized bridge over the Huron River just west of Maiden Lane.
3. The planned trail connections to the existing underpasses under Fuller, Maiden Lane, East Medical Center Drive, and Fuller/Glen as part of the B2B Trail and the prospective inter-campus bike route.
4. Widening the existing shared-use paths where possible on both sides of Fuller as part of the B2B Trail and the prospective inter-campus bike route, with possible delineation of bicycle and pedestrian lanes.

These projects will be eligible for funding from sources that don't fund road-based projects. If there is a desire to separate these projects, they could be listed under something like "High-priority trail projects". Responsibility should be assigned for seeking funding. All of these projects could be done in the near term after funding is secured. So calling them "long-term" seems misleading. By contrast, the proposed Allen Creek Greenway is indeed long-term, because there are many unresolved issues about what should be done.

*** Sidewalk gaps and traffic calming (not currently in draft)**

Completion of sidewalks on Scio Church, Ellsworth, and Packard, and the calming of traffic on streets such as Seventh, would be highly desirable.

Page 2 of 2

Attached Comments_2013-04-12_dr, page 2 of 2

From: Larry Deck []
Sent: Wednesday, July 24, 2013 4:37 PM
To: Cooper, Eli

Eli,

You requested an illustration of ideas on how to lay out a cycle track at the corner of West Medical Center Drive and Catherine Street.

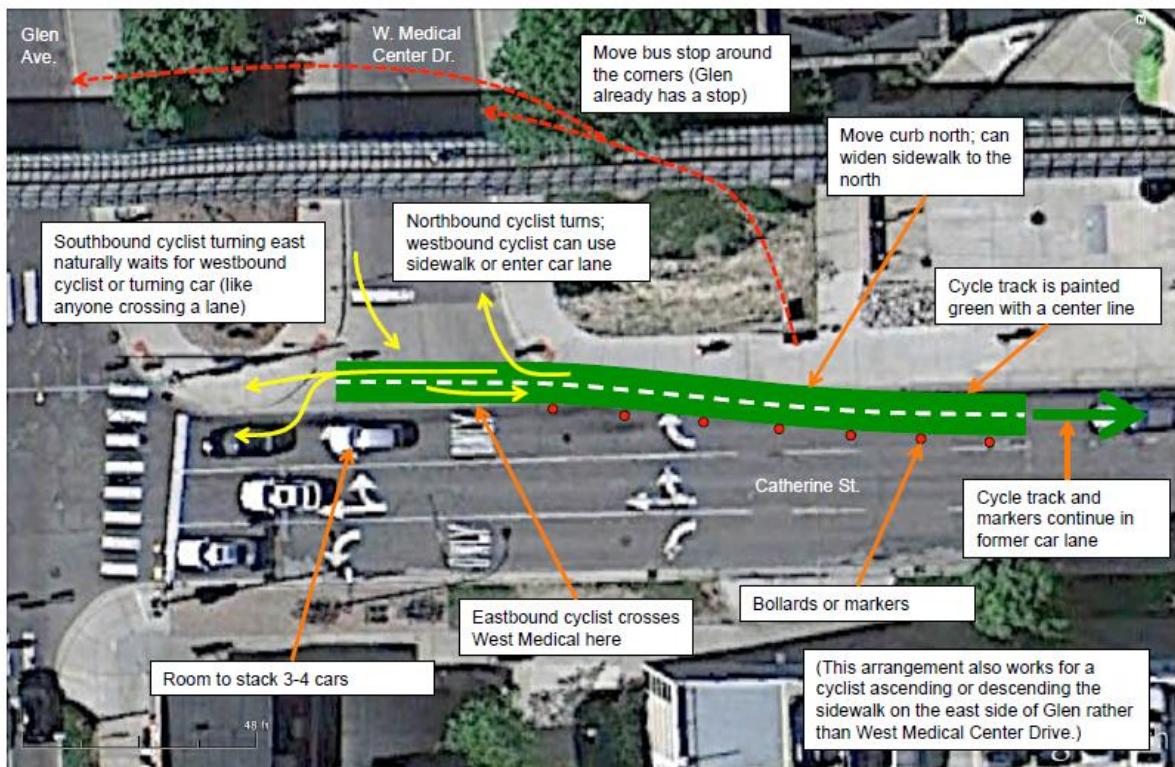
The attachment illustrates one possibility. I'd be interested in your thoughts.

For a southbound cyclist (whether on West Medical or the east Glen sidewalk), an advantage of a cycle track on Catherine, as compared to continuing on Glen to Ann St., is that it avoids crossing two fairly busy intersections with Glen (Catherine and Ann) and the conflicts and delays those crossings entail.

-- Larry 971-XXXX

Attached: W_Medical_Catherine_3

West Medical / Catherine cycle track concept



Attached W_Medical_Catherine_3, page 1 of 1

From: Larry Deck []
Sent: Wednesday, July 24, 2013 6:21 PM
To: Cooper, Eli

Eli,

It sounds good to see what the traffic engineers say first, because we need their professional judgment. And they may be able to suggest improvements and solutions to problems.

In any case, we have at least the interim approach we discussed at the meeting yesterday, in which southbound cyclists can continue on the east Glen sidewalk across Catherine and Ann Streets. Not ideal from a safety or efficiency standpoint or a "pleasantness" standpoint (air quality and noise along Glen), but at least the facilities are mostly there already (except for perhaps a new curb cut from Zina Pitcher to the trail system). And northbound cyclists can use Zina Pitcher and Catherine in any case, either to West Medical or the east Glen sidewalk.

-- Larry 971-XXXX

DRAFT

From: Mike Naughton []
Sent: Thursday, July 25, 2013 4:04 PM
To: Cooper, Eli
Cc: Knapp, Katherine; Cawley, Patrick; Kahan, Jeffrey

Hello Eli Cooper,

After speaking with you on the phone last week, I did some research on the best location for a pedestrian/bicycle bridge over Interstate 94. As described in this email, I was able to define an excellent location for the bridge. During my research, it became very clear that a new bridge would be an amazing addition to the non-motorized infrastructure of Washtenaw county. The bridge enables a non-motorized transportation corridor extending from Saline to the Huron River, with major benefits for recreation, shopping, and a great improvement in non-motorized access to office and industrial parks south of Ann Arbor.

I have attached 4 pictures to this email. I will be discussing each of these pictures.

Picture 1: Bridge Location (bridge_location.jpg). The first picture shows the best location for the bridge (in my opinion, of course). There are several reasons for this choice. First, the construction costs should be low for this option. The overall span of "bridge + new path" is short and on the Pittsfield side the ground is elevated, so fewer ramps will need to be constructed. Second, right of way issues should be manageable. Pittsfield Township owns the land by the water tower and Briarwood Mall (or perhaps the Towne Place Suites hotel) owns the land on the other side. Presumably, Briarwood Mall will support this project since it benefits the mall businesses. Fourth, and perhaps most importantly, this bridge location connects very smoothly with existing streets and paths. More on this later.

Picture 2: Proposed path location, Briarwood side (hotel_path_location.jpg). It should be easy to provide access to the new bridge on the south side, since Pittsfield Township owns the land by the water tower. It is a bit more complicated on the north (Briarwood) side. The second picture shows a proposed path location. If the hotel is supportive of the project, there is plenty of room for a 10 foot wide path. If not, there are other options which do not use the hotel's property. For example, if there is insufficient land by the drainage pond next to the hotel, a portion of the pond could be filled in (the pond is shallow and was constructed to be drained easily).

Picture 3: Connections into Ann Arbor (aa_connections.jpg). The bridge connects very easily to existing, and planned, non-motorized infrastructure on the Ann Arbor side. On the south side of the mall, Briarwood Circle has low traffic density and a low speed limit. So the existing road is suitable for bicyclists. There are also wide sidewalks along Briarwood Circle, which are suitable for both bicycles and pedestrians. So it will be easy for bicyclist and pedestrians to move from the bridge to the Main/Eisenhower intersection.

From the Main/Eisenhower intersection, there are numerous options for traveling north to the UM campus, Pioneer high school and downtown Ann Arbor. The primary northern route would be Main Street, which is already equipped with bike lanes and a wide sidewalk. The proposed Oakbrook path connection will provide an efficient and safe way to reach State St. So there will be a smooth non-motorized corridor to downtown Ann Arbor, with very few stoplights. When the Greenway is constructed, the bridge and Greenway will create a non-motorized corridor which extends from Saline to the Huron River.

Note that there are a number of Pioneer High School students that live south of I94. These students will be able to bike to school via the new bridge, and they will completely avoid the overcrowded and dangerous intersection between I94 and Ann Arbor-Saline Road.

Picture 4: Connections into Pittsfield Township (pitt_connections.jpg). As for the Ann Arbor side, the new bridge connects smoothly to the existing Pittsfield Township infrastructure. Actually, it's more than that, the connection is nearly perfect, as if the bridge had been planned all along!

First, the bridge provides easy access to the shared path adjacent to Lohr Road (path starts at Ellsworth and extends south for several miles, with branches to Saline and Saline high school). If traveling to the Lohr path, it will be necessary to travel along the low-density Oak Valley Drive for approximately 1/2 mile. Then there is another 1/2 mile to cover on Lohr Road before reaching the path. This part of Lohr is three lanes with sidewalks on both sides. It is already acceptable for non-motorized traffic, but better sidewalks could be added in the future, along with bicycle lanes.

Second, as shown in the picture, the bridge enables a route from Ann Arbor to the Avis Farms industrial park area, while completely bypassing the State/I94 interchange and the high volume traffic circle at State/Ellsworth. As shown in the picture, the connection is already 99% complete! To reach Avis Farms, you would head south on the Lohr Path until reaching St. James Woods boulevard. Then you would turn left (east) and continue along Whispering Maples and Waterways Drive. Then there is a 50 ft. section on grass to reach Technology Drive and the rest of Avis Farms. There is certainly a need to construct a path to fill the 50 foot gap, but this will have minimal cost.

Third, the bridge also enables a route to the Research Park Drive industrial park, as well as Costco and the Ann Arbor airport. The south end of the bridge is about 50 yards from the north spur of Plaza Drive, which provides access to Research Park to the east, and Costco and the airport to the south. Currently there is a "people's path" which makes the connection, but it would be desirable to improve this with an official 10 foot wide path. Once again, this route is extremely attractive to bicyclists because the I94 and State St. intersection is completely bypassed, as well as the other obstacles such as gas stations, strip malls and Briarwood Mall access points.

Fourth, and finally, the bridge would also provide good access to Kohl's, Best Buy, Meijer and Target.

That wraps up the discussion of the pictures. Here's a summary of the key points:

1. A pedestrian bridge is very doable, with a location identified.
2. Bridge construction costs should be reasonable as the bridge span is short and access paths would also be short.
3. Right of way issues are manageable, since we would primarily be dealing with Pittsfield Township and Briarwood Mall.
4. The pedestrian bridge plugs in very smoothly with existing infrastructure.
5. For recreation, the bridge creates a extensive corridor for bicyclists, runners, walkers, roller bladers, etc.
6. For shopping, Ann Arborites gain safe and easy non-motorized access to Costco, Best Buy, Kohl's, Meijer and Target. Pittsfield residents gain non-motorized access to the many stores in Briarwood Mall. And, of course, the

employees of all these establishments will be able to ride their bike to work, regardless of where they live. This is an important benefit, since many retail employees do not own cars.

7. There is a major improvement in the non-motorized access to Research Park Drive businesses and the businesses along the State Road corridor in Pittsfield Township.

This concludes my email describing a possible Briarwood-Pittsfield pedestrian bridge. I hope you are as excited by this project as I am! I look forward to receiving feedback from you.

Best regards,

Mike Naughton

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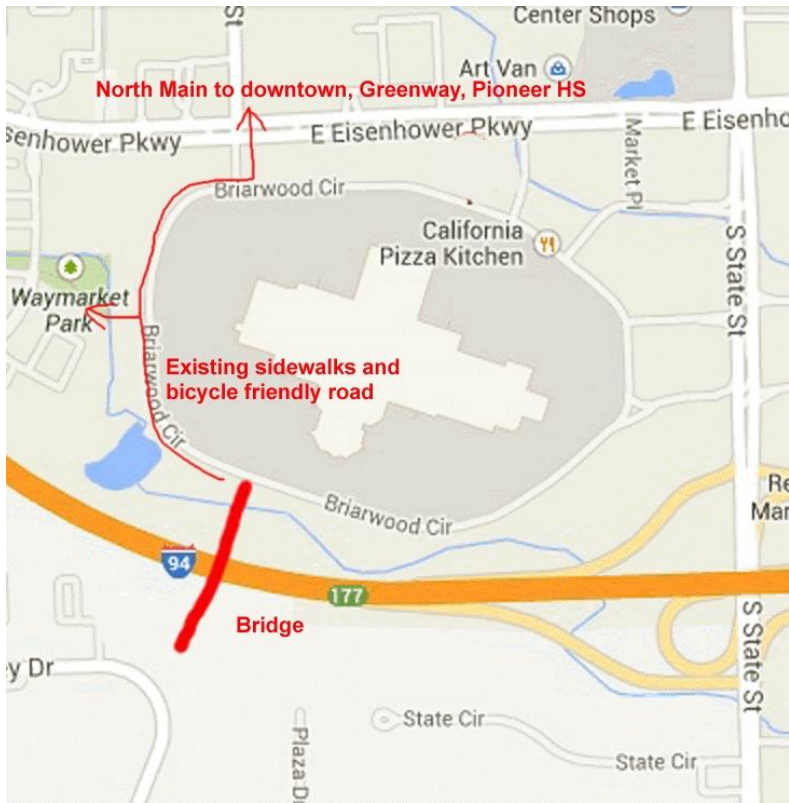
Attached: bridge_location; hotel_path_location; aa_connections: pitt_connections



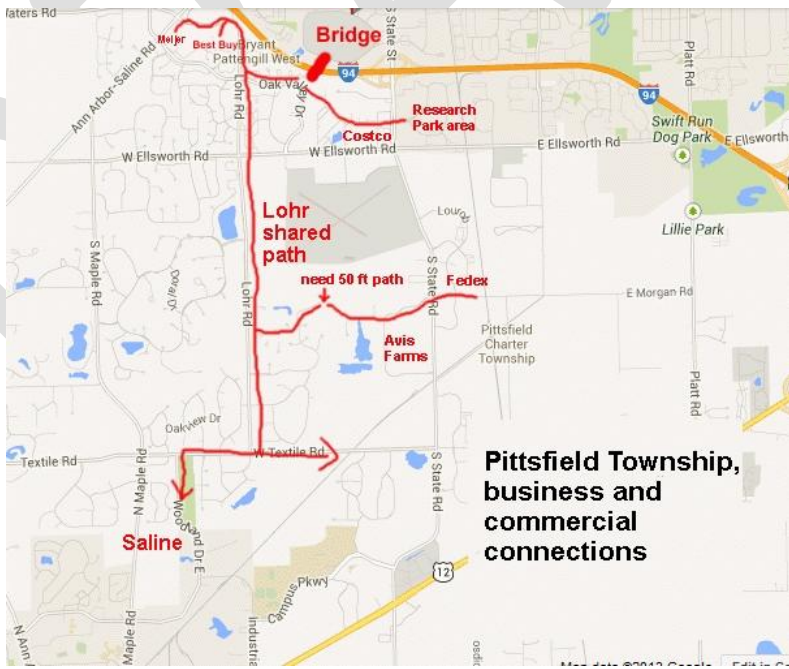
Attached bridge_location, page 1 of 1



Attached hotel_path_location, page 1 of 1



Attached aa_connections, page 1 of 1



Attached pitt_connections, page 1 of 1

From: Nathan Boght []

Sent: Tuesday, July 30, 2013 9:56 AM

To: Cooper, Eli

Cc: Kahan, Jeffrey; Rampson, Wendy; Knapp, Katherine; Cawley, Patrick; Neal Billetdeaux; Cheryl Zuellig

Eli,

The widths of the roadway that I was measuring with my scale was face of curb to face of curb. They ranged from 62 to 65 ft along the entire corridor, generally.

I think you make a great point about near term bike lanes versus long term. I agree that if best practice is 3 ft. buffer, with 5 ft. bike lane, and we have to move curbs anyway, it seems the long term recommendation should reflect this.

Nathan

DRAFT