



Fuller Road Station

Statement Regarding Proposed Facility

Prepared by Washtenaw Bicycling and Walking Coalition

The Washtenaw Bicycling and Walking Coalition (WBWC) has concerns about the proposed Fuller Road Station and would like to see these concerns addressed before a decision is made to proceed further with the project.

Historical perspective

The city has planned the completion of the trail system in the Fuller Road area for decades, long before these trails were a part of the Border-to-Border (B2B) Trail through Washtenaw County. When the road bridges over the railroad (on Fuller Road and East Medical Center Drive) and over the Huron River (on Maiden Lane) were built in the early 1980's, they were built with room for the planned trails to go under the roads. Now, this area interrupts the continuity of the B2B Trail, with confusing and unpleasant surface crossings of the streets at the Fuller/Maiden Lane intersection. Ann Arbor's Parks and Open Space Plan and Non-motorized Plan both call for completion of these trails, and the latter plan includes a bridge over the Huron River to link the trails on the south of the river to the trail that continues west on the north side of the river through Riverside Park. The trails are to be accessible to walkers, bicyclists, and people in wheelchairs. WBWC believes that it is time to implement these plans to better meet the transportation needs of all people in an area with growing motorized and non-motorized traffic.

Actions requested

WBWC requests that the following be done (see also the attached map):

1. Complete the trail system before construction of the parking structure.

This will ensure not only that the trails and bridge are built but also that any new facilities complement the trails rather than conflict with them. Any surface crossings of driveways will need to be designed with the safety of trail users in mind.

2. Complete the trail system before the proposed bike center is completed.

The trail system should have higher priority than the completion of the proposed bike center. Its purpose needs to be clarified, and it would have limited value without proper bicycle access.

3. Have the University share in the costs of the trails and bridge.

In view of the number of University and Medical Center staff and students who walk and bike in the area, and in view of the University's stated commitment to "global leadership" in sustainability, it seems appropriate for the University to contribute substantially to the construction and maintenance of these facilities. The cost of the trails and bridge will probably be on the order of 1% of the cost of the proposed parking structure.

Positive potential

WBWC believes that there is great potential in having a multi-modal facility that can serve long-distance trains, commuter trains, buses, bicyclists, walkers, and people with disabilities, in addition to accommodating the needs for auto access to a vibrant and growing Medical Center. We believe that to realize this potential, the needs of all transportation modes should be given full consideration at the outset rather than as an afterthought.

Fuller-area trail completion

— = New trail segments

