



Appendix B includes the following Project Lists:

- » Sidewalk Gaps
- » Uncontrolled Crosswalk Locations
- » Bike Intersections
- » 2013 Non-Motorized Transportation Plan Long-Term Opportunities

# B

## PROJECT LISTS

# Project Lists

## Sidewalk Gaps

The city uses a variety of criteria to identify the highest priority sidewalk gaps the city should work to address first. Ann Arbor has been systematically installing new sidewalks based on the prioritization results from the 2013 Non-Motorized Transportation Plan (an update from the 2007 Non-Motorized Transportation Plan) and should begin prioritizing the remaining gaps along major streets. Where sidewalks cannot be constructed on a reasonable schedule, gaps in sidewalk coverage could be applied to lower priority gaps so that safety is improved in the near term while waiting for permanent upgrades.

### Near-Term Sidewalk Gaps

Street	Miles
Huron River Dr (Huron Pkwy to City Limits)	1.07
Plymouth Rd (Maiden Ln to Broadway)	0.07
Elmwood St (Packard St to Norwood St)	0.15
Platt Rd (Ellsworth Rd to north of Hanselman Dr)	0.27
Ellsworth Rd (approx. 1,000 ft west of Stone School Rd to Stone School Rd)	0.18
Ellsworth Rd (Mallets Creek to approx. 1,000 ft west of Stone School Rd)	0.11
Ellsworth Rd (Stone School Rd to Shadowood Dr)	0.32
Ellsworth Rd (Ann Arbor Railroad to Mallets Creek)	0.21
Ellsworth Rd (State St to Ann Arbor Railroad)	0.49
Brede Pl (Hilldale Dr to Barton Dr)	0.04
Hilldale Dr (approx. 150 ft N of Brookside Dr to Brede Pl)	0.21
Devonshire Rd (approx 700 ft east of Melrose Rd to Arlington Blvd)	0.45
Arlington Blvd (Geddes Ave to Provincial Dr)	0.60
Arlington Blvd (Provincial Dr to Washtenaw Ave)	0.54
Traver Rd (John A Woods Dr to Barton Dr)	0.16
Pontiac Trl (City Limits to Dhu Varren Rd)	0.24
Earhart Rd (US-23 to North end of Boulevard)	0.11

Street	Miles
Devonshire Rd (Arlington Blvd to 450' west of Hickory Ln)	0.45
Miller Rd (N M-14 Ramp to S M-14 Ramp)	0.26
Miller Rd (S M-14 Ramp to Kuehnle Ave)	0.05
Brooks St (Sunset St to Robin Rd)	0.17
Edgewood Dr (Elmwood Ave to Pittsfield Blvd)	0.15
Dexter Rd (Ironwood Dr to 300' west of Maple Rd)	0.64
Fernwood St (Edgwood Dr to Packard St)	0.41
Page Ave (Jewett Ave to Esch Ave)	0.18
Independence Blvd (Victoria Ave to Powell Ave)	0.10
Jones Dr (Broadway St to Plymouth Rd)	0.40
Sunset Rd (Spring St to Daniel St)	0.11
Dhu Varren Rd (Pontiac Tr to Nixon Rd)	0.69
Jewett St (S Industrial Hwy to Page Ave)	0.09
Emerald Ave (Independence Blvd to Columbia Ave)	0.10
Independence Blvd (Victoria Ave to Powell Ave)	0.08
Edgewood Dr (Elmwood Ave to Pittsfield Blvd)	0.05
Geddes Rd (Huron Pkwy to Earhart)	0.88



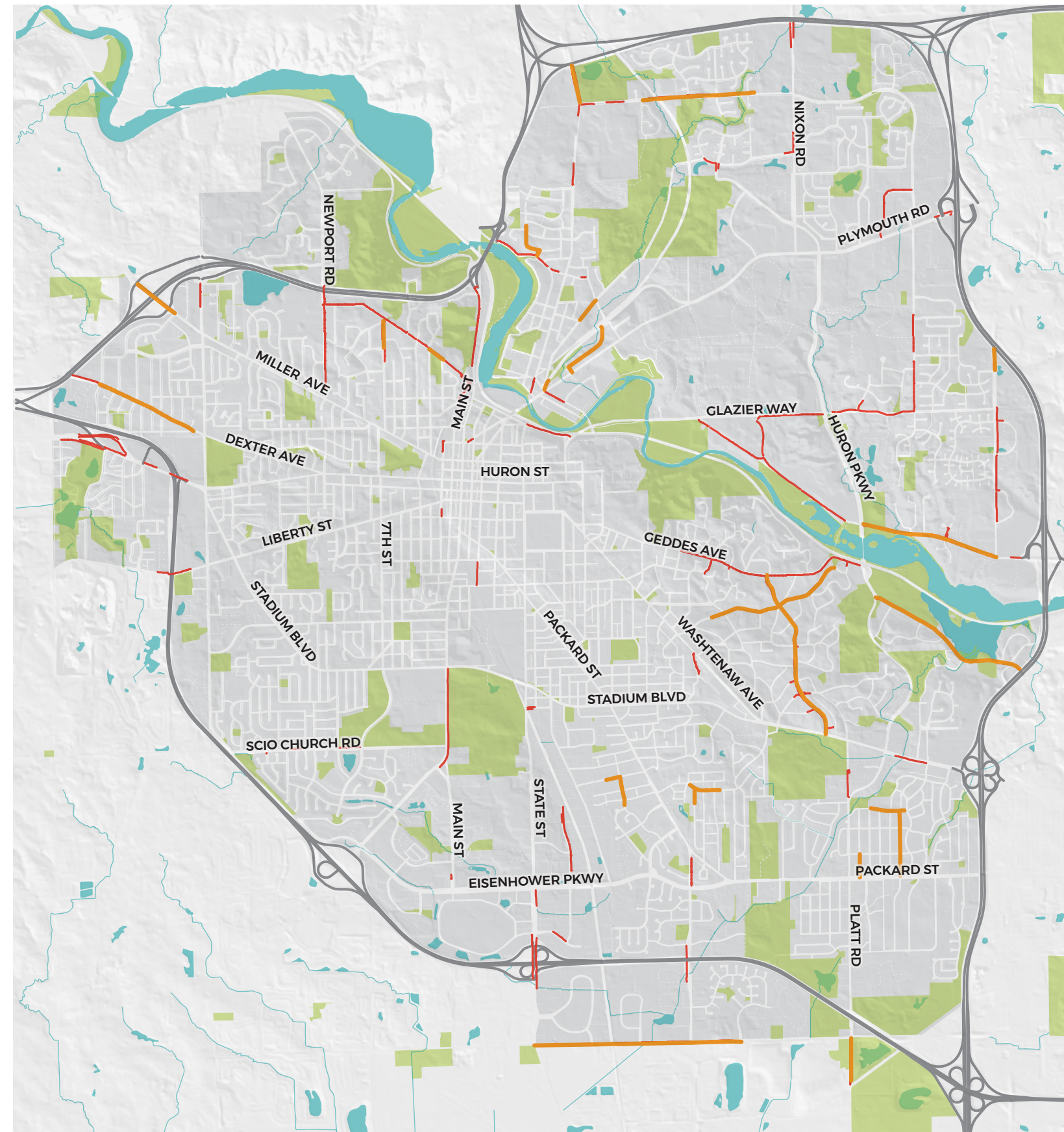
## Sidewalk Gaps Along Major Streets

Street	Miles
1st St	0.17
4th Ave	0.02
5th Ave	0.14
Arlington Blvd	2.11
Barton Dr	0.36
Beakes St	0.02
Bedford Rd	0.05
Boardwalk Dr	0.40
Brockman Blvd	0.14
Brooks St	0.38
Commonwealth Blvd	0.35
Depot St	0.29
Devonshire Rd	0.30
Dexter Ave	1.39
Dhu Varren	1.75
Earhart Rd	0.87
Ellsworth Rd	1.21
Felch St	0.02
Fuller Ct	0.58
Fuller Rd	1.33
Geddes Ave	0.65
Geddes Rd	1.26
Glazier Way	0.53
Green Rd	0.74
Hickory Ln	0.13
High Orchard Rd	0.13
Hill St	0.11
Huron River Dr	0.95
Jackson Ave	1.29

Street	Miles
Kenilworth Dr	0.13
Liberty St	0.17
Maiden Ln	0.13
Maple Rd	0.24
Miller Ave	0.63
N Main St	0.52
Newport Rd	0.64
Nixon Rd	0.24
Override Dr	0.11
Pine Brae St	0.06
Platt Rd	0.02
Plymouth Rd	0.08
Pontiac Trail	0.46
S Main St	0.18
Scio Church Rd	0.21
Stadium Blvd	0.49
State St	0.67
Stimson St	0.05
Stone School Rd	0.37
Sunset Rd	1.11
Traver Blvd (and Tuebingen Pkwy)	0.19
Victors Way	0.10
Vinewood Blvd	0.16
Washtenaw Ave	0.35
Wolverhampton Ln	0.12
Wildt St	0.35

## Critical Sidewalk Gaps

- Near-Term Sidewalk Gaps
- Sidewalk Gaps along Major Streets



## Uncontrolled Crosswalk Locations

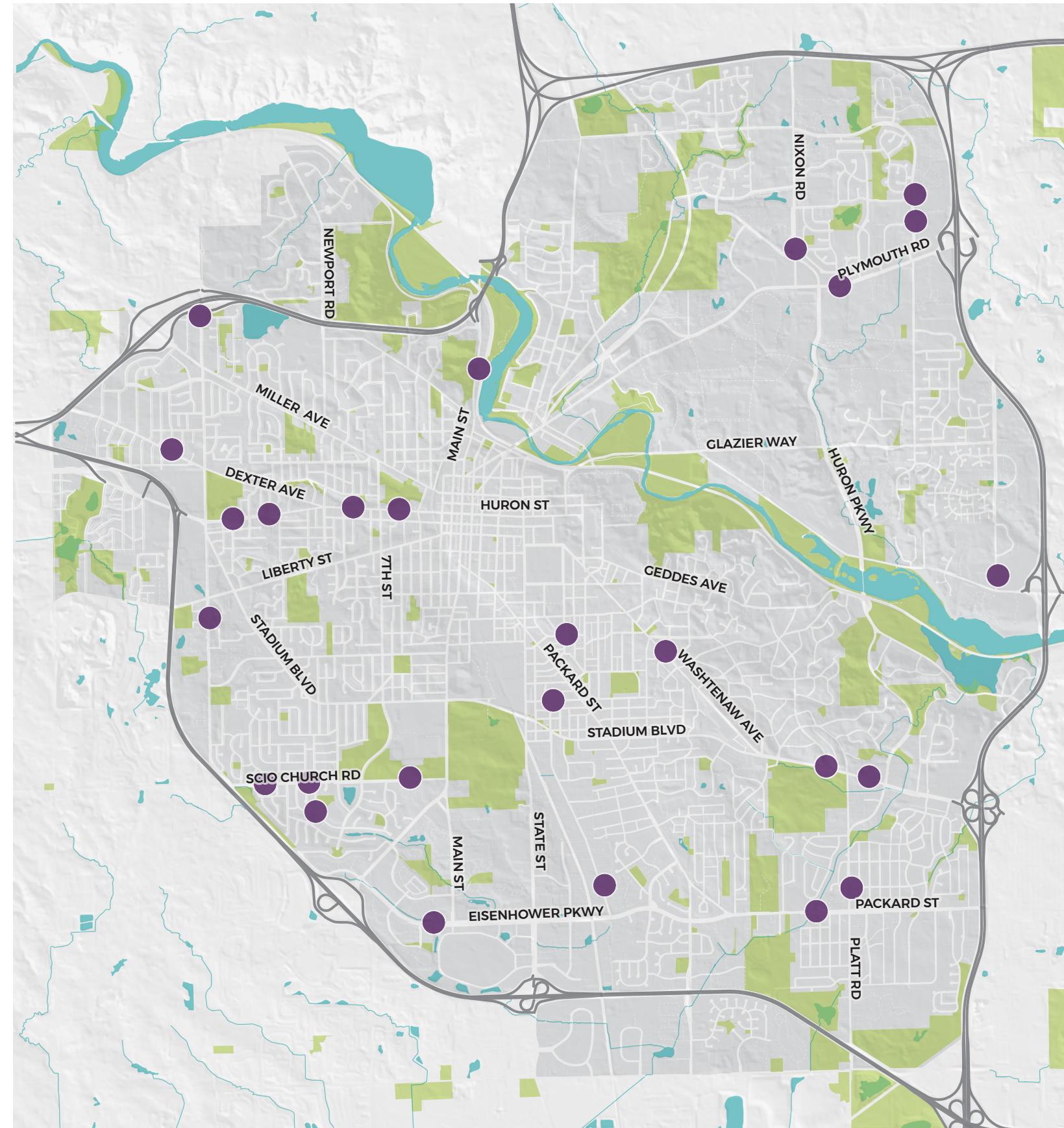
In addition to enhancing existing uncontrolled crosswalks, there are still locations around the city that require new uncontrolled crosswalks to increase convenience and safety for people walking. The Pedestrian Crossing Survey included a map-based activity where respondents could identify places where new crosswalks are needed. Using this input, 26 priority locations for new uncontrolled crosswalks were identified based on the location's distance from an existing crosswalk or signalized intersection and crash history.

### Intersection

- Scio Church Rd & Covington Dr
- Scio Church Rd & Winsted Ct
- Scio Church Rd & Marra Dr
- Washtenaw Ave & Arlington Blvd
- Washtenaw Ave between Huron Pkwy & Glenwood Rd
- Platt Rd & Norwood St
- Packard St between Chesterfield Dr & Nordman Rd
- Industrial Hwy at AAATA/ TheRide Office
- Delaware Dr & Mershon Dr
- Dexter Ave & Center Dr
- Maple Rd & Foss St
- University Ave & Oakland Ave
- Earhart Rd at Concordia University Stadium
- Plymouth Rd & Prairie St
- Green Rd at United States Postal Service south of Burbank Dr
- Main St between Depot St & Huronview Blvd
- Jackson Ave & Virginia Ave
- Huron St & Arbana Dr
- Huron St between 7th St & 3rd St
- Nixon Rd at Sandalwood Cir (Enhance)
- Granger Ave between White St & Packard St
- Maple St & Russell St
- Jackson Ave & Burwood Ave
- Washtenaw Ave & Wayne St
- Eisenhower Pkwy at Cranbrook Park Trail
- Green Rd & Commonwealth Blvd

## Priority of Locations for New Uncontrolled Crosswalks

 New Uncontrolled Crosswalks



## Bike Intersections

The following key bike intersections will have the biggest impact on improving the overall bike network, both in terms of safety and connectivity. Key intersections (11 high priority intersections and 68 secondary priority intersections) along the proposed all ages and abilities bike network were identified.

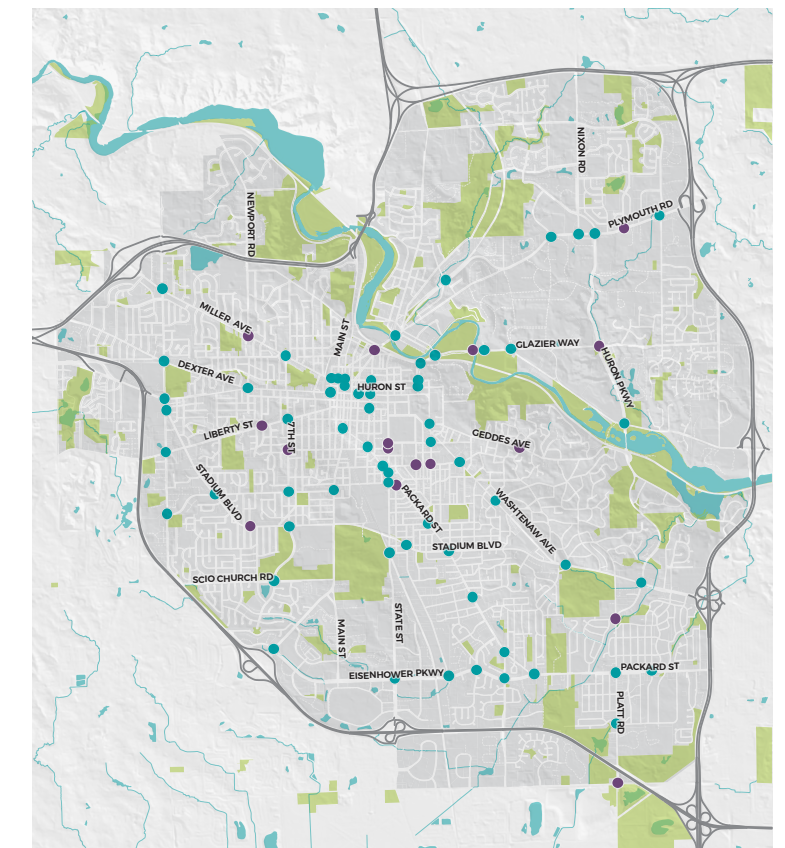
Intersection	Type
Platt Rd & Ellsworth Rd	Major, Unsignalized
Platt Rd & Lorraine St	Major, Signalized
Eisenhower Pkwy & State St	Major, Signalized
Eisenhower Pkwy & Stone School Rd	Major, Signalized
Eisenhower Pkwy & Industrial Hwy	Major, Signalized
Eisenhower Pkwy & Packard St	Major, Signalized
Packard St & Platt Rd	Major, Signalized
Eisenhower Pkwy & King George Rd	Minor, Signalized
Packard St & Fernwood Ave	Major, Signalized
Eisenhower Pkwy & Ann Arbor Saline Rd	Major, Signalized
Packard St & Stone School Rd	Major, Signalized
Platt Rd & Canterbury Rd	Major, Unsignalized
Packard St & Jewett Ave	Major, Signalized
Scio Church Rd & 7th St	Major, Signalized
Washtenaw Ave & Huron Pkwy	Major, Signalized
Washtenaw Ave & Sheridan Dr	Major, Signalized
State St & Stimson St	Major, Signalized

Intersection	Type
Packard St & Stadium Blvd	Major, Signalized
Stadium Blvd & Industrial Hwy	Major, Signalized
Stadium Blvd & Ardmoor Ave	Major, Unsignalized
Maple Rd & Pauline Blvd	Minor, Signalized
Washtenaw Ave & Devonshire Rd	Major, Signalized
Stadium Blvd & Pauline Blvd	Major, Signalized
Stadium Blvd & 7th St	Major, Signalized
Pauline Blvd & S Main St	Major, Signalized
Packard St & Arch St	Major, Unsignalized
State St & Hoover Ave	Major, Signalized
Packard St & Arbor St	Major, Signalized
Packard St & Hill St	Major, Signalized
E University Ave & Hill St	Major, Unsignalized
Hill St & Forest Ave	Major, Unsignalized
Washtenaw Ave & Hill St	Major, Signalized
Liberty St & Maple Rd	Major, Signalized
Madison St & 7th St	Minor, Unsignalized
Madison St & State St	Major, Unsignalized
Packard St & Division St	Major, Signalized
State St & University Ave	Major, Unsignalized
Packard St & S Main St	Major, Signalized
Liberty St & Crest Ave	Major, Unsignalized
Geddes Ave & Washtenaw Ave	Major, Signalized
Liberty St & 7th St	Major, Signalized
Geddes Rd & Huron Pkwy	Major, Signalized
Stadium Blvd & Maple Rd	Major, Signalized

Intersection	Type
Maple Rd & Jackson Ave	Major, Signalized
Huron St & Division St	Major, Signalized
Huron St & 5th Ave	Major, Signalized
Huron St & 1st St	Major, Signalized
Huron St & Revena Rd	Major, Signalized
Division St & Ann St	Minor, Unsignalized
Ann St & Main St	Major, Signalized
Ann St & Glen Ave	Major, Signalized
Catherine St & Division St	Minor, Signalized
Catherine St & Glen Ave	Major, Signalized
Catherine St & Miller Ave	Major, Signalized
Miller Ave & Ashley St	Major, Signalized
Maple Ave & Dexter St	Major, Signalized
Fuller St & Fuller Rd	Major, Signalized
Miller Ave & 7th St	Minor, Signalized
Fuller Rd & Medical Center Drive	Major, Signalized
Fuller Rd over Huron River	Major, Unsignalized
Fuller Rd & Cedar Bend Dr	Major, Signalized
Division St & Beakes St/ Broadway St	Minor, Unsignalized
Fuller Rd & Fuller Ct/ Bonisteel Blvd	Major, Signalized
Miller Ave & Newport Rd	Minor, Unsignalized
Broadway St & Pontiac Trail	Major, Signalized
Miller Ave & Maple Rd	Major, Signalized
Plymouth Rd & Barton Dr	Major, Signalized
Plymouth Rd & Traverwood Dr	Major, Signalized
Plymouth Rd & Traverwood Dr	Major, Signalized

Intersection	Type
Plymouth Rd & Huron Pkwy	Major, Signalized
Plymouth Rd & Georgetown Blvd	Major, Unsignalized
Plymouth Rd & Green Rd	Major, Signalized
Pauline Blvd & 7th St	Minor, Signalized
Packard St & Granger Ave	Major, Signalized
Geddes Ave & Hill St	Minor, Unsignalized
S University Ave & Forest Ave	Minor, Signalized
Liberty St & Division St	Minor, Signalized
Miller Ave & 1st St	Major, Signalized
Glazier Way & Huron Pkwy	Minor, Unsignalized

## Key Intersections for People Biking



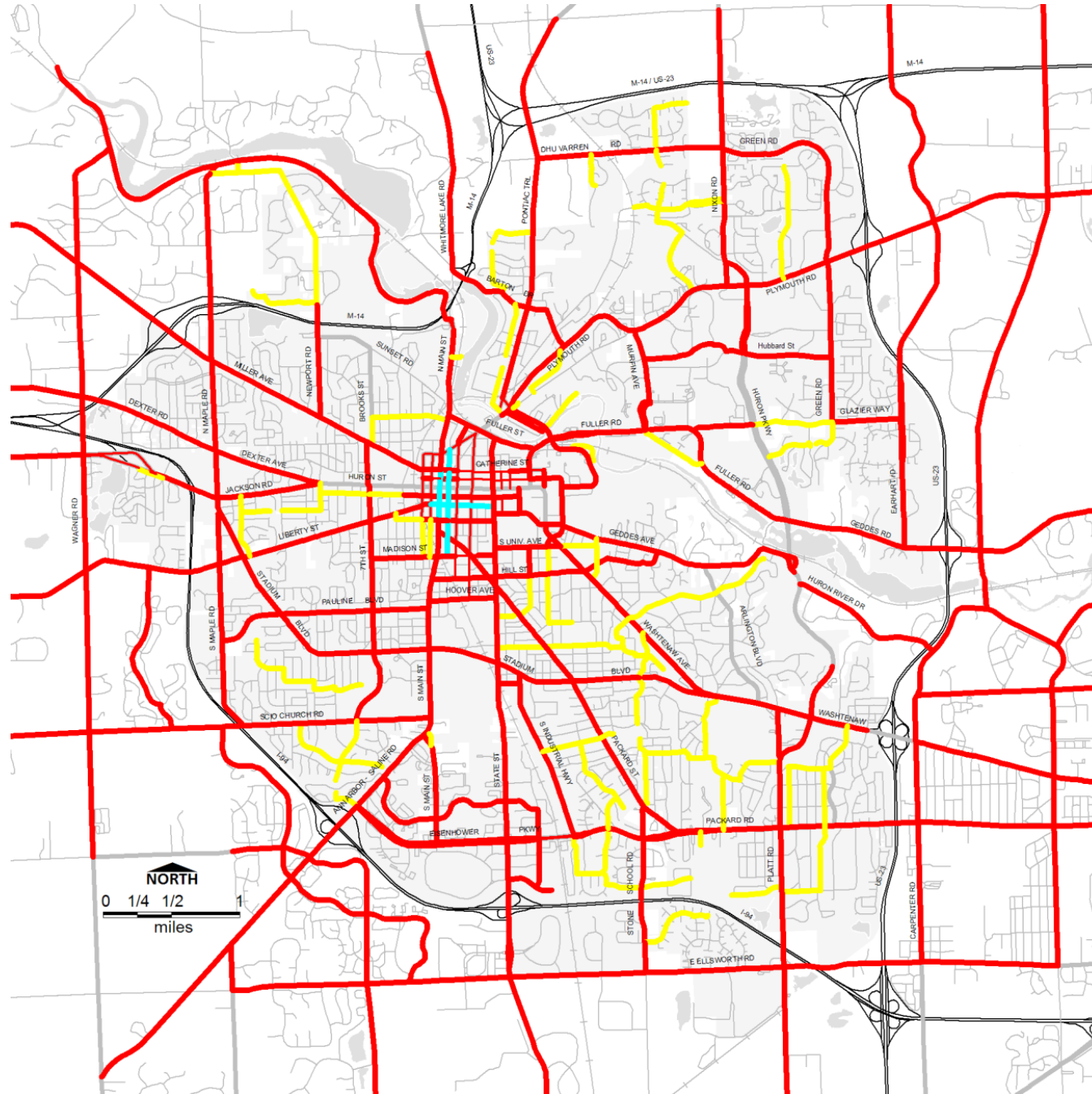
● Signal  
● No Signal



## 2013 Long-Term Opportunities

The following maps present the long-term opportunities identified in the 2013 Non-Motorized Transportation Plan. These are incorporated here for reference and for consideration of future investments.

### In-Road Bicycle Facilities



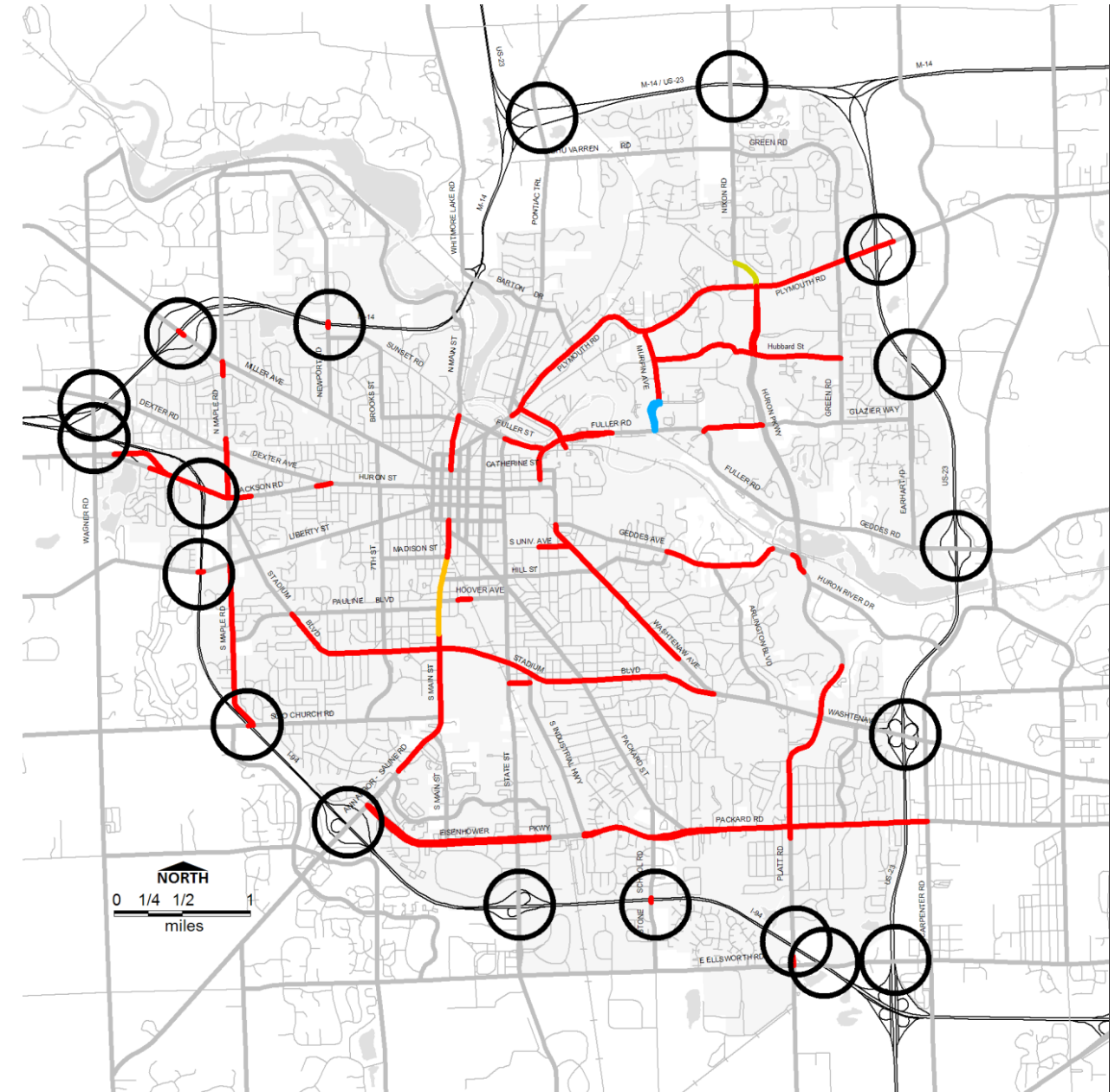
#### Legend

Long-term In-Road Bike Facilities

- Bike Lane One Side
- Bike Lanes
- Bike Route
- Shared-use Arrow

The Long-term Plan proposes a total of 76 miles of Bike Lanes in the City on the primary road system. This would result in Bike Lanes on 85% of the primary road system.

### Road Modifications



#### Legend

Long-term Road Modifications:

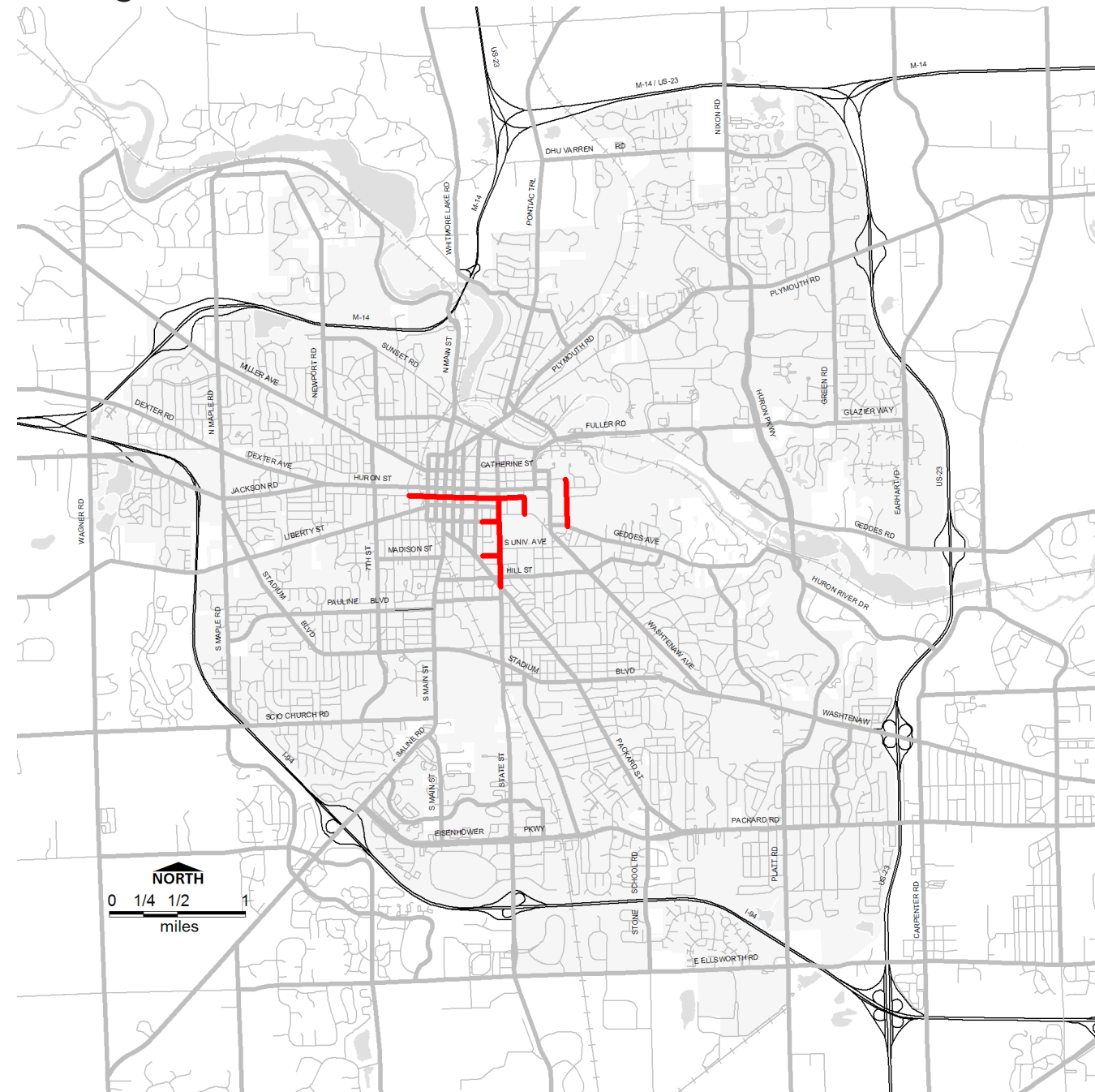
- 4 to 3 Lane Conversion
- 5 to 3 Lane Conversion
- Eliminate 1 Lane
- Minor Road Widening to Accommodate Bike Lanes

- Freeway Overpass or Interchange Under MDOT's Jurisdiction

Some of the roads indicated for widening in the Long-term such as Packard Road and parts of Stadium Boulevard are candidates for adding Bicycle Lanes in the Near-term Opportunities through narrowing the lanes if sub-11' motor vehicle lanes are considered acceptable for these roads.



## Parking Modifications



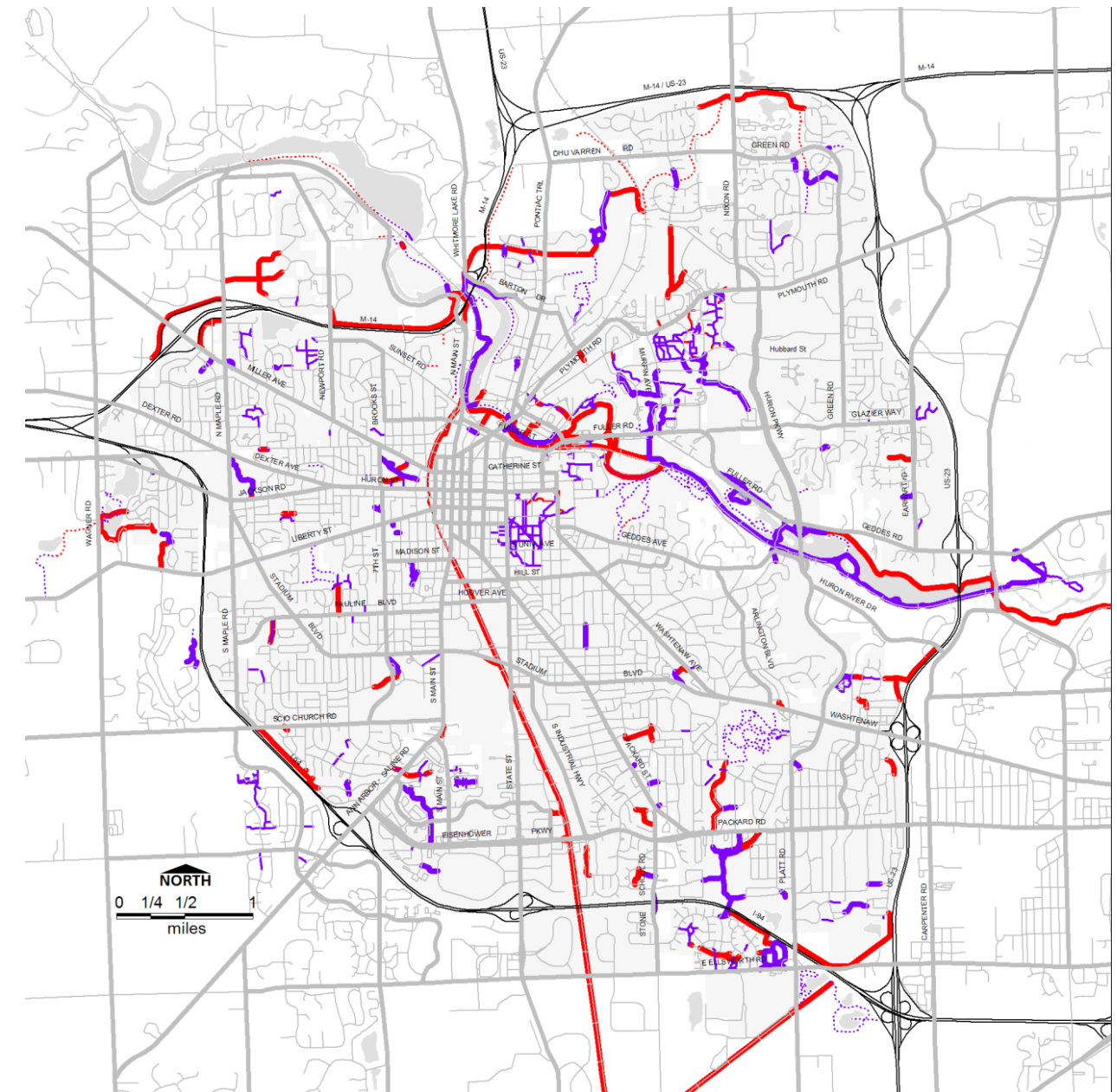
### Legend

Long-term Parking Changes:

— Remove Parking on 1 Side

As bicycle use increases downtown it may be desirable to remove some on-street parking to make room for additional bike lanes on key corridors.

## Off-Road Paths and Walks



### Legend

Off-road Paths and Walks:

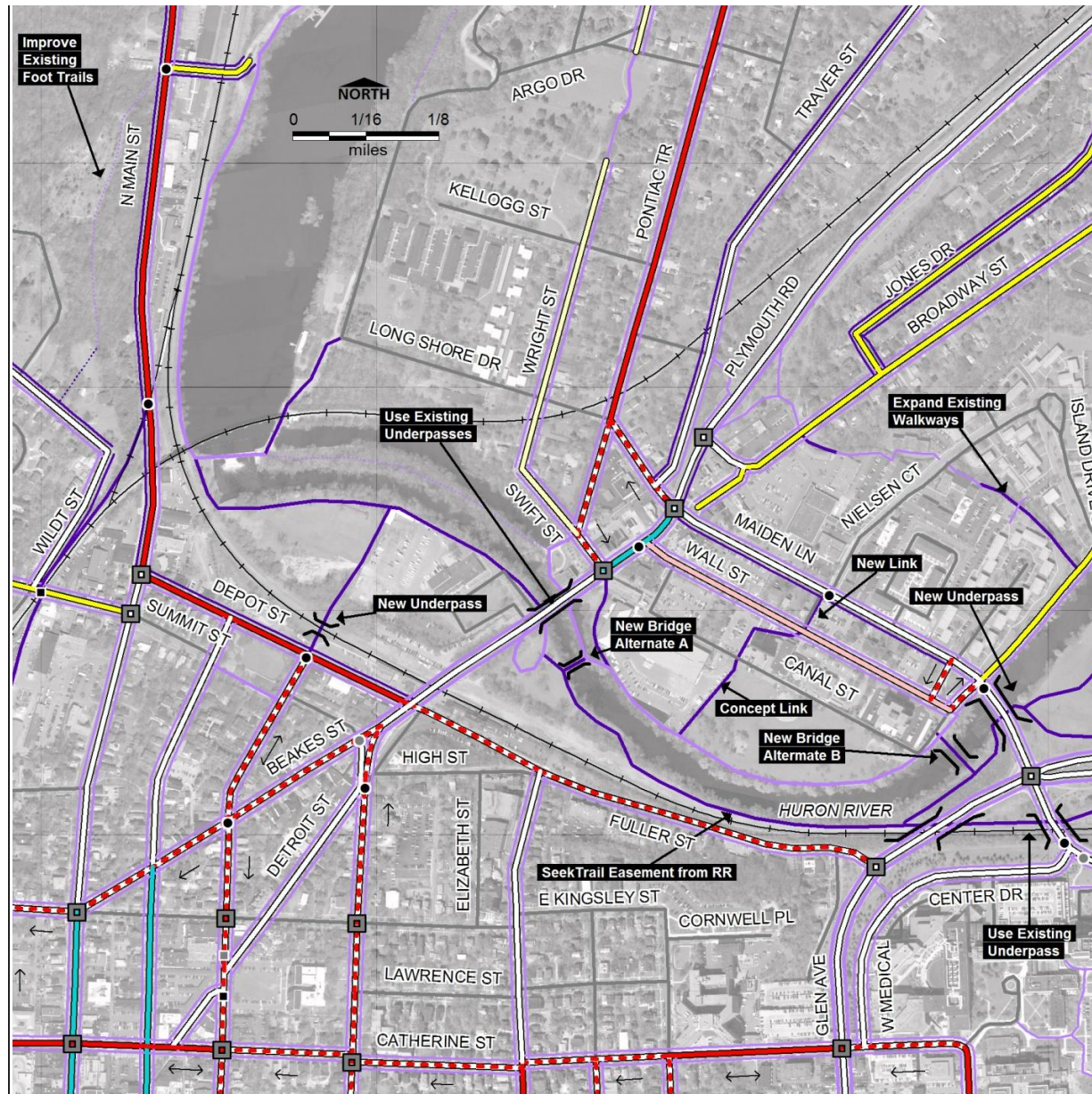
- Existing Foot Trail
- Existing Shared-use Path
- Existing Walk
- Proposed Foot Trail
- Proposed Shared-use Path
- Proposed Walk

The routing of some of the paths shown is conceptual and requires further refinement. The surface of the Proposed Shared-use Paths is not defined in this study. Appropriate surfaces include asphalt, concrete, crushed fines and stabilized fines.

The highlighted key Off-Road Pathways are discussed on the following page.



## West Riverfront Detail



### Legend:

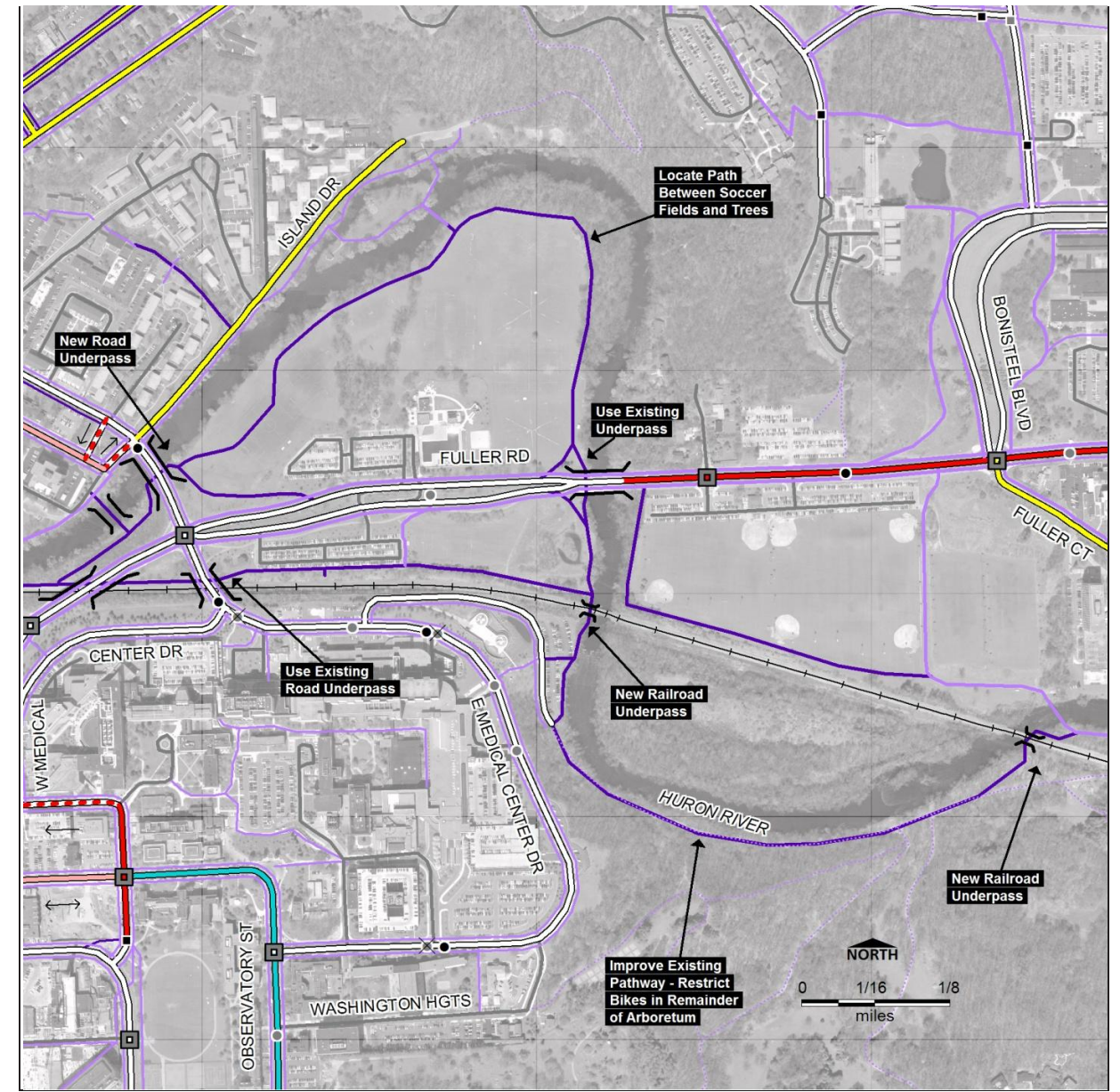
#### Existing: Proposed:

- Signalized Crosswalk
- Major Mid-block Crossing
- Minor Mid-block Crossing
- Remove Crosswalk
- Grade Separated Crossing
- Bicycle Lanes
- Bicycle Lane, 1 Side Only
- Signed Bike Route
- Shared-use Arrow

#### Existing: Proposed:

- Sidewalk / Walkway (< 8' wide)
- Shared-use Path (8 - 10' wide) includes Bridges and Boardwalks
- Foot Trail
- Local Road
- Freeway
- Railroad
- No Improvements Near-term

## Central Riverfront Detail



### Legend:

#### Existing: Proposed:

- Signalized Crosswalk
- Major Mid-block Crossing
- Minor Mid-block Crossing
- Remove Crosswalk
- Grade Separated Crossing
- Bicycle Lanes
- Bicycle Lane, 1 Side Only
- Signed Bike Route
- Shared-use Arrow

#### Existing: Proposed:

- Sidewalk / Walkway (< 8' wide)
- Shared-use Path (8 - 10' wide) includes Bridges and Boardwalks
- Foot Trail
- Local Road
- Freeway
- Railroad
- No Improvements Near-term

