



**ANN ARBOR**  
**MOVING**  
**TOGETHER**  

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**TOWARDS VISION ZERO**



# All Ages and Abilities Bike Network

## An Overview

# Mobility Goals and Values



## Safety

Ann Arbor is a safe city where everyone participates in creating an environment in which people feel confident and comfortable traveling.



## Mobility

Ann Arbor prioritizes moving people and goods efficiently; making it easier for people to choose sustainable modes of transportation.



## Accessibility for All

In Ann Arbor, people of all abilities ages and stages of life, income, races, cultures, and ethnicities have equitable access to the places where they live, work, and play.



## Healthy People & Sustainable Places

Ann Arbor's transportation system supports a healthy population, sustainable environment, and robust economy, while celebrating and enhancing a unique quality of place.



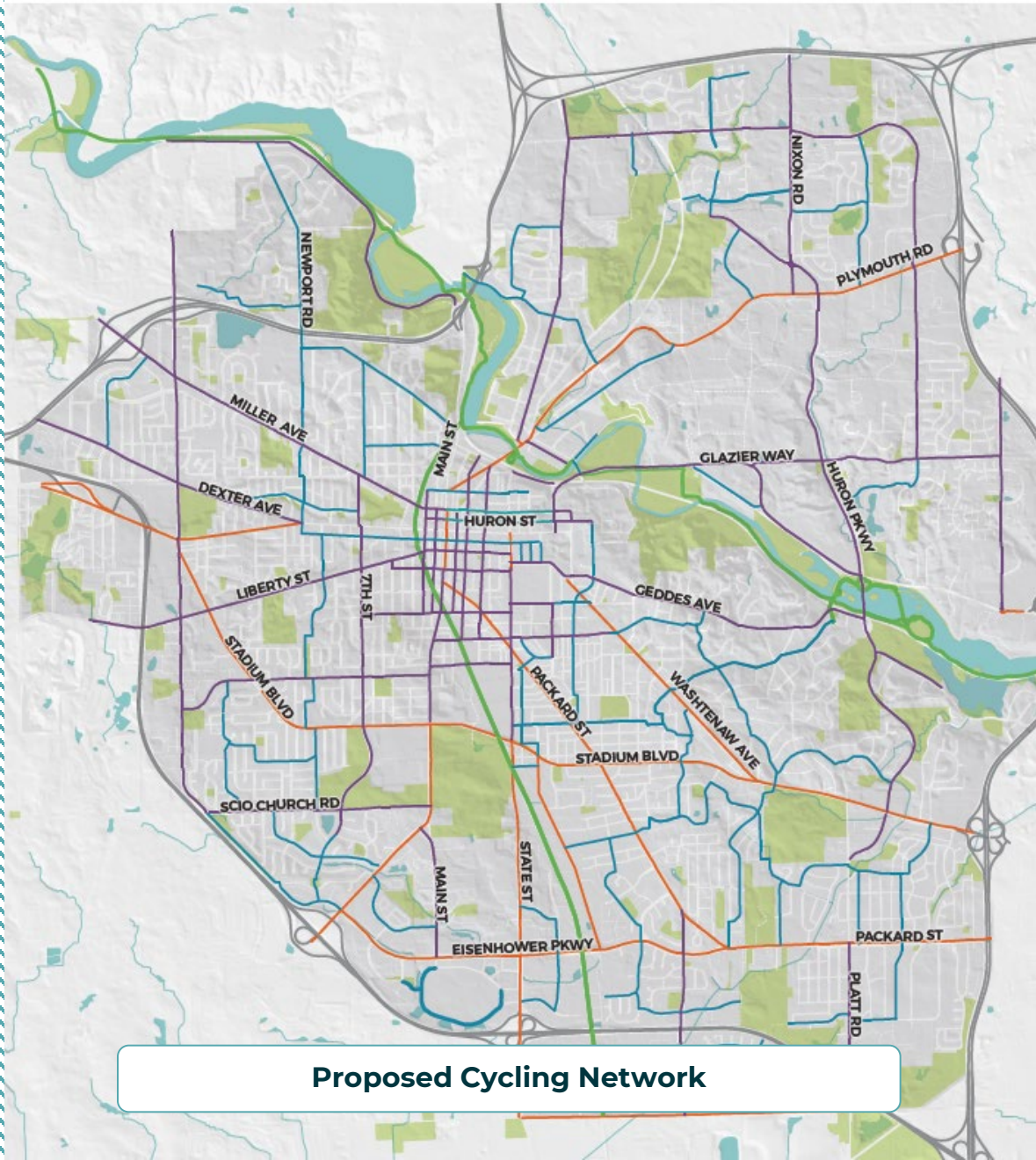
## Regional Connectivity

Ann Arbor works to expand travel options throughout the region and integrate its transportation system with wider regional networks.

# Key Mobility Strategies

1. Focus transportation investments on corridors and intersections with the most serious crashes.
2. Address dangerous behaviors using design solutions, policy changes, and education efforts.
3. Establish a quick-build improvement program.
4. Address critical gaps in the sidewalk system.
5. Enhance safety and visibility at uncontrolled crosswalks.
6. Build out a safe, comfortable network of bike routes for people of all ages and abilities.
7. Make intersections safer and easier to navigate for biking.
8. Update and complete the American with Disabilities Act (ADA) transition plan.
9. Partner with mobility service providers to expand shared mobility options in Ann Arbor.
10. Continue increasing transit service to improve frequency and consistency.
11. Prioritize transit reliability and speed along signature service corridors and at key locations.
12. Improve multimodal access to transit stops.
13. Expand commuter-oriented transit services.
14. Provide reduced fares for transit and shared mobility services for qualified users.
15. Price trips according to their impact on the City.
16. Develop a citywide transportation demand management (TDM) strategy.
17. Implement new policies to better align parking supply and demand.
18. Ensure that all residents have access to basic daily needs within a 20-minute walk.
19. Create shared streets in strategic areas downtown.
20. Proactively engage with underrepresented voices around transportation issues and projects.
21. Expand adaptive signal technology and implement connected infrastructure.
22. Monitor advances in connected and automated vehicle technology and evaluate impacts on safety and street design.

## Proposed Bike Network by Route Type



Proposed Cycling Network

## Strategy 6: Bike Routes

- Timeline:
  - Short (0-3) Years
- Lead Agency:
  - Engineering/Transportation
- Active Targets:
  - Install **5 miles** of new or upgraded all ages and abilities routes **each year**.
  - Complete the full all ages and abilities bike network by **2035**.



Safety



Mobility



Healthy People &  
Sustainable Places



# What does all ages and abilities mean?



All ages and abilities (A3) cycling networks are systems of safe, comfortable, and connected bikeways designed to make cycling accessible to as many people as possible, including children, older adults, and people with disabilities.



Features: Low-stress, multiple routes, efficient, connected



# Local Streets

*(25 mph or less AND less than 3,000 vehicles/day)*

*Cyclists and motorists share spaces*

## Bike Boulevard

- Design features that discourage vehicular through trips
- Design features that encourage safe speeds and facilitate a comfortable experience

## Shared Lane Markings

- Designate preferred route for cyclists and raise awareness among motorists
- Indicates the proper riding position



Bike Boulevard in Vancouver, CA – Payton Chung



# Minor Streets

*(25-30 mph AND less than 10,000 vehicles/day)*

*Dedicated cyclist spaces*

## Striped/Painted Bike Lanes

- Demarcate portion of street for cycling
- May include green paint at conflict points

## Contra-flow Bike Lane

- Provide two-way bicycle travel on one-way streets to improve connectivity
- Design areas of focus include turning conflicts at driveways and intersections

Contraflow Bike Lane ([www.pedbikesafe.org](http://www.pedbikesafe.org)) –  
Toole Design Group





# Minor Streets

*(25-30 mph AND less than 10,000 vehicles/day)*

*Dedicated cyclist spaces*

## Buffered Bike Lanes

- Demarcate portion of street for cycling while creating greater separation between cyclists and motor vehicles



Packard St. Buffered Bike Lane



# Major Streets

(35 mph or greater OR >10,000 vehicles/day)

*Physically separated cyclist spaces*

## Protected Bike Lanes

- Run at street level but are physically separated from vehicles
  - Flexible delineators
  - Parking lanes
  - Curbs or concrete medians
- Design areas of focus include turning conflicts at driveways and intersections

## Raised Bike Lanes

- Run at sidewalk level and are separated from vehicles and pedestrians

William St. Two-way Cycletrack



# Major Streets

*(35 mph or greater OR >10,000 vehicles/day)*

*Physically separated cyclist spaces*

## Off-Street Shared Use Path

- Bike/ped facility physically separated from vehicles by open space or barrier
- Complement on-street routes
- Facilitate long-distance commuting



Barton to Bandemer Connector Concept Drawing



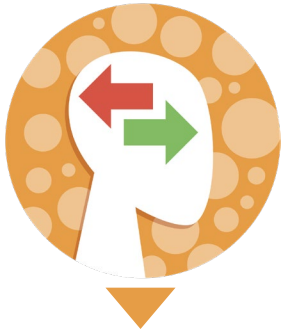
# Our Strategies

We all need to work together – takes all 6 E's

City of Ann Arbor  
**Engineering**



# Our 8 Program Areas



Behavior  
Change



Speed  
Management  
Program



Street  
Reconfiguration:  
Road Diet



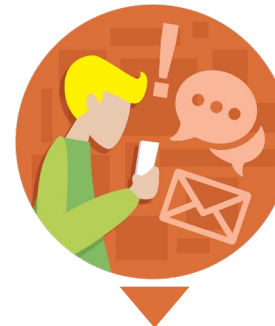
Street  
Reconfiguration:  
Other



Quick Build  
Program



Capital  
Investment



Messaging  
Campaign



Education &  
Enforcement Campaign





## Capital Investment

### Design Example

Fifth Ave. Watermain and  
Resurfacing

- Watermain replacement
- Resurfacing of pavement
- Ongoing Downtown Circulation Study



# Fifth Ave.

William to Packard

- 2 southbound vehicle lane
- 1 southbound cycling lane
- No parking
- 25 mph speed limit
- Tier 2 safety corridor





# Fifth Ave.

Packard to

- 1 southbound vehicle lane
- Intermittent parking
- 25 mph speed limit
- Tier 2 safety corridor



# Original Project Objectives

- Work within existing footprint of the street
- Make minimal changes pending outcome of possible two-way conversion analysis
- Support residential connection to high comfort cycling ring downtown
- Slow traffic





# Original Project Objectives

HPMS Data, Liberty to William (December 2024)

- Average (mean) speed: 23 mph
- 85<sup>th</sup> percentile speed: 28 mph
- Average daily traffic: 3,491 vehicles
- Design Level:

## Minor Streets

*(25-30 mph AND less  
than 10,000 vehicles/day)*



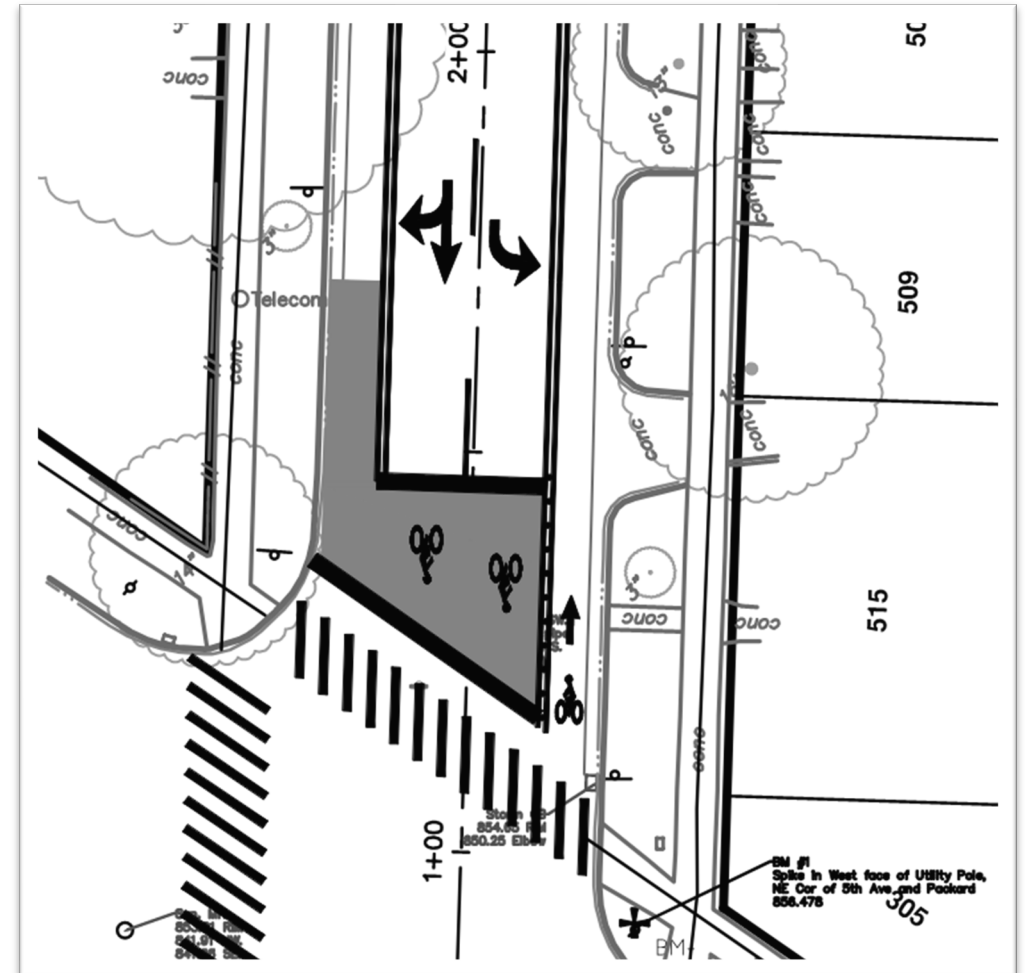
# Original Project Design

HPMS Data, Liberty to William (December 2024)

- Average (mean) speed: 23 mph
- 85<sup>th</sup> percentile speed: 28 mph
- Average daily traffic: 3,491 vehicles
- Design Level:

## Minor Streets

*(25-30 mph AND less  
than 10,000 vehicles/day)*



# New Project Information

- Two-way conversion needs VMT reduction to be successful
- AAJD is open to exploring further options for speed management





# Next Steps



ENGAGE WITH INTERNAL  
STAKEHOLDERS



FINALIZE DESIGN AND  
DETERMINE FEASIBILITY



COMMUNICATE FINAL DESIGN  
TO THE PUBLIC WITH  
ENGAGE ANN ARBOR

# Questions?