



# Ann Arbor Police Department Bike Lane Safety Enforcement Plan



Created by  
**Police Department** in  
collaboration with  
other city partners



# Table of Contents

3	Executive Summary	8	Information Technology
4	Problem Analysis	9	Related Campaigns
5	Strategic Objectives	10	Reporting and Accountability
6	Enforcement/Education/ Engineering Strategies	11	Statistic Update
		13	Conclusion

## City Partners



**Engineering  
Department**



**Ann Arbor  
Police  
Department**



**Information  
Technology  
Department**



**Communications  
Department**



**City Attorney's  
Office**

## MESSAGE FROM CHIEF ANDERSON

Today, more than ever there is a greater need to work with city leaders and community stakeholders to improve road safety for all users. Driving behavior change is no easy task as it is contingent on all of us focusing to embrace strategic priorities designed to create safe roadways for all users, and in particular cyclists who traverse within the city using bike lanes. As the police chief, I believe in including our interdisciplinary problem-solving partners. As public safety practitioners, we believe our shared vision is to be a national model for earning trust within the community, safeguarding life, and promoting public safety through community policing. We are asking the public to help our city meet our joint objectives.

<https://www.youtube.com/watch?v=qr4-fPSmzQo>



# Executive Summary

This bike lane safety plan is in response to City Council resolution R-25-053 (<https://a2gov.legistar.com/LegislationDetail.aspx?ID=7128129&GUID=17EC976B-FF64-479A-80A7-1712E0488B7D&Options=ID%7CText%7C&Search=25-0258&FullText=1>) which directs the City Administrator to develop and present to the City Council the following:

- a) A comprehensive enforcement strategy;
- b) Proposed tracking metrics for measuring the effectiveness of enforcement efforts;
- c) A public education and outreach plan to promote awareness of bicycle lane regulations via city communication channels.

The social impact of changing driving behavior through education and enforcement, when necessary, is designed to reduce the number of obstructions with respect to delivery drivers, and other service vehicles/objects left within bike lanes. The police department recognizes the angst associated with police enforcement, at times, leaves some community members with less than a positive view of the Ann Arbor Police Department. Yet, allowing drivers to park where not approved creates safety concerns that require police and or community standards (nonsworn) police employees to employ accountability.

The plan's goal is to demonstrate the city's commitment to enforcing ordinances that prohibit parking, driving, and putting objects in bike lanes. This plan calls for a multi-pronged approach that includes public outreach, enforcement and education to help foster a safer culture for everyone using our bike lanes, sidewalks, and roads.

---

**Always remember “It’s Our Town, Pay Attention and Slow Down!”**



# Problem Analysis

Always remember "It's Our Town, Pay Attention and Slow Down!"

Enforcing the rules of the road helps protect everyone. People are put at risk when cyclists are forced to move from the bike lane into vehicle traffic or onto sidewalks, in the path of pedestrians.

## Key Issues:

Vehicles or other objects in bike lanes create dangerous obstructions for cyclists and can also reduce visibility/sight lines at intersections, making it difficult for drivers, cyclists, and pedestrians to see one another.

- The City of Ann Arbor has laws and ordinances prohibiting parking and placing items within bicycle lanes, but these laws have not stopped these unwanted behaviors.
- Vehicles parking in bike lanes is a particularly acute problem on South Main Street (between William and Madison), in front of the off-campus student housing units, and on South Division Street.
- There are currently more than 87 miles of on-street bike lanes and more than 27 miles of buffered or protected bike lanes in the city. Readily known is that the Ann Arbor Police Department cannot be everywhere at once, thus a strategic and balanced approach that includes enforcement and education is needed.
- In most cases by the time an AAPD Community Standards Officer is notified of an obstruction in a bike lane, the violation is no longer in progress.





# Strategic Objectives

Always remember "It's Our Town, Pay Attention and Slow Down!"

## Specific goals:

- Based on a data driven concern where violations are reported, Community Standards Officers will educate and enforce offenders that violate bike line violations
- Utilize A2 Fix It to see where the public is noticing hazards and direct efforts to these areas
- Establish productive and focused meetings with merchants and bike advocates to establish the desired and realistic outcomes
- Create awareness in the community through social media campaigns about bike lanes and the police department's efforts

Use the city Moving Together Toward Vision Zero Comprehensive Transportation Plan in concert with efforts to reduce hazard. Linked below:

[https://www.a2gov.org/media/4sqavwl2/ann20arbor20moving20together\\_final20plan\\_june202021.pdf](https://www.a2gov.org/media/4sqavwl2/ann20arbor20moving20together_final20plan_june202021.pdf)

## Initial complaint locations:

- South Main Street between William and Madison
- South Division Street between Hill and East Huron Street
- Others to be determined



# Enforcement/Education/ Engineering Strategies

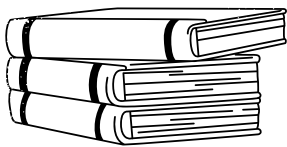
Always remember "It's Our Town, Pay Attention and Slow Down!"

Known as the 3Es approach of Education, Enforcement, and Engineering, our plan seeks to implement this multidisciplinary approach which will include the "Moving Together Toward Vision Zero Comprehensive Transportation Plan" to hazards/crashes.



## Enforcement

Enforcement-refers to educational contacts as a primary plan and enforcing laws and regulations to ensure compliance.



## Education

Outreach paired with enforcement creates a stronger impression in the community of the behavior change that is needed.



## Engineering

Engineering-can examine roadway conditions to help provide safer modes of travel through infrastructure changes designed to reduce crashes.

### Enforcement Strategy:

- Patrol Officers, the Downtown Response Team, Traffic Unit and Community Standard Officers (CSO) will be given specific directions to prioritize bicycle lane violations by emphasizing education and enforcement. The AAPD Community Engagement Unit will be critical in providing educational/informational handouts.
- The aforementioned enforcement strategy will undoubtedly increase officers' and CSOs' presence in and around the downtown area. This should serve as a deterrent designed to change the behavior of those contemplating bike lane violations. Enforcement strategies include working with the City Attorney's Office to provide training on the various code violations and identifying areas to focus efforts.

# Enforcement/Education/ Engineering Strategies

## Education/Communications Strategy:

Communications staff will utilize existing material and channels to amplify the campaign's message and efforts. The Police Department's Community Engagement Unit will plan and coordinate community meetings to inform and educate the public as follows:

- Determine where their bicycling constituents believe specific problem areas exist through meetings and existing data from A2 Fix It.
- Coordinate meetings with members of the bicycle community and bike advocacy organizations, such as Walk Bike Washtenaw, the League of Michigan Bicyclists, Common Cycle (<https://commoncycle.org/>), and Ann Arbor's Transportation Commission, to ascertain where they believe the problem areas are within the City.

## Engineering Strategy:

Engineering and Transportation continue to make progress on protecting bike lanes for the safety of users and to discourage encroachment from vehicles. When space is available in the roadway, the addition of protected bike lane protection is added. A recent project example is State Street, where the installation of vertical posts in the buffer adjacent to the bike lanes have been included. With the utilization of the federal 'Safe Streets for All' grant, we are anticipating adding protection in an additional 11 miles of bike lanes that currently only have a buffer.

Transportation Engineering, Information Technology, Patrol Officers, Community Standard Officers (CSO), and the Downtown Response Team will work cooperatively to address the challenges of bike lane violation enforcement. Although each group brings a separate approach to the issue, their collective efforts have the strong potential to be successful with additional resources allocated. Officers and CSOs will also be asked to report any issues noticed of an engineering nature that can be brought to their staff for resolution.



# Information Technology

Always remember "It's Our Town, Pay Attention and Slow Down!"

The Information Technology team will develop a comprehensive dashboard to track and analyze data related to both bike lane information and Vision Zero initiatives. This dashboard will collect and display metrics while providing insights into patterns and trends, enabling data-driven decision-making and continuous improvement of the enforcement strategy. Monthly and quarterly reports generated from this dashboard will be shared with stakeholders to ensure transparency and accountability

## Data collection and analysis:

The city will track and analyze these data points:

- a) The quantity, time, and location of parking citations issued for bicycle lane violations [source: IPS parking enforcement data]
- b) The quantity, time, location, and outcome (citation or warning) of bike-lane-related traffic stops recorded in CLEMIS
- c) The quantity, time, and location of requests made through A2FixIt
- d) Trends in items (a) - (c), which may indicate the impact of enforcement measures and inform the next steps

These results will be tracked on a dashboard that will be updated monthly. Following those monthly data updates, we will issue monthly and quarterly reports.



# Campaigns

Always remember “It’s Our Town, Pay Attention and Slow Down!”

Education is key to our success as it’s important to make the community aware of the potential fines of bike lane violations and additional campaigns such as:

- Campaigns will also focus on drivers being aware of cyclists.
- “Slow Speeds Save Lives”

**ANN ARBOR**  
**MOVING**  
**TOGETHER**  
**TOWARDS VISION ZERO**

# Reporting and Accountability

Always remember "It's Our Town, Pay Attention and Slow Down!"

Monthly reports will be submitted to the PD Administration for review. Also, a quarterly report will be prepared and submitted to the City Administrator as requested by the Council resolution R-25-053 within the Monthly Offense and Pedestrian Report. These reports will keep stakeholders informed of efforts and effectiveness.

## Important Considerations:

- Legal compliance: Ensure all enforcement actions adhere to relevant laws and regulations
- Equity and fairness: Address potential disparities in enforcement practices and prioritize strategies that promote equitable outcomes.

The ordinances involved are Sec 10:146, Bicycle Lanes, of Ch 126 (Traffic), and Sec 2:3, Point of Collection, of Ch 26 (Solid Waste). The first prohibits cars from obstructing bike lanes, and the 2nd one prohibits people from putting their curb carts in them, without exception! The goal is to get the public to comply with these ordinances (page 4, VIII. Important Considerations). Here is a link to the two laws:

[https://library.municode.com/mi/ann\\_arbor/codes/code\\_of\\_ordinances?nodeId=TITXTR\\_CH126TR\\_ARTXIIBIPEIN\\_10\\_146BILABIPA](https://library.municode.com/mi/ann_arbor/codes/code_of_ordinances?nodeId=TITXTR_CH126TR_ARTXIIBIPEIN_10_146BILABIPA)

[https://library.municode.com/mi/ann\\_arbor/codes/code\\_of\\_ordinances?nodeId=TITIIUTSE\\_CH26SOWAMA\\_2\\_3POCO](https://library.municode.com/mi/ann_arbor/codes/code_of_ordinances?nodeId=TITIIUTSE_CH26SOWAMA_2_3POCO)



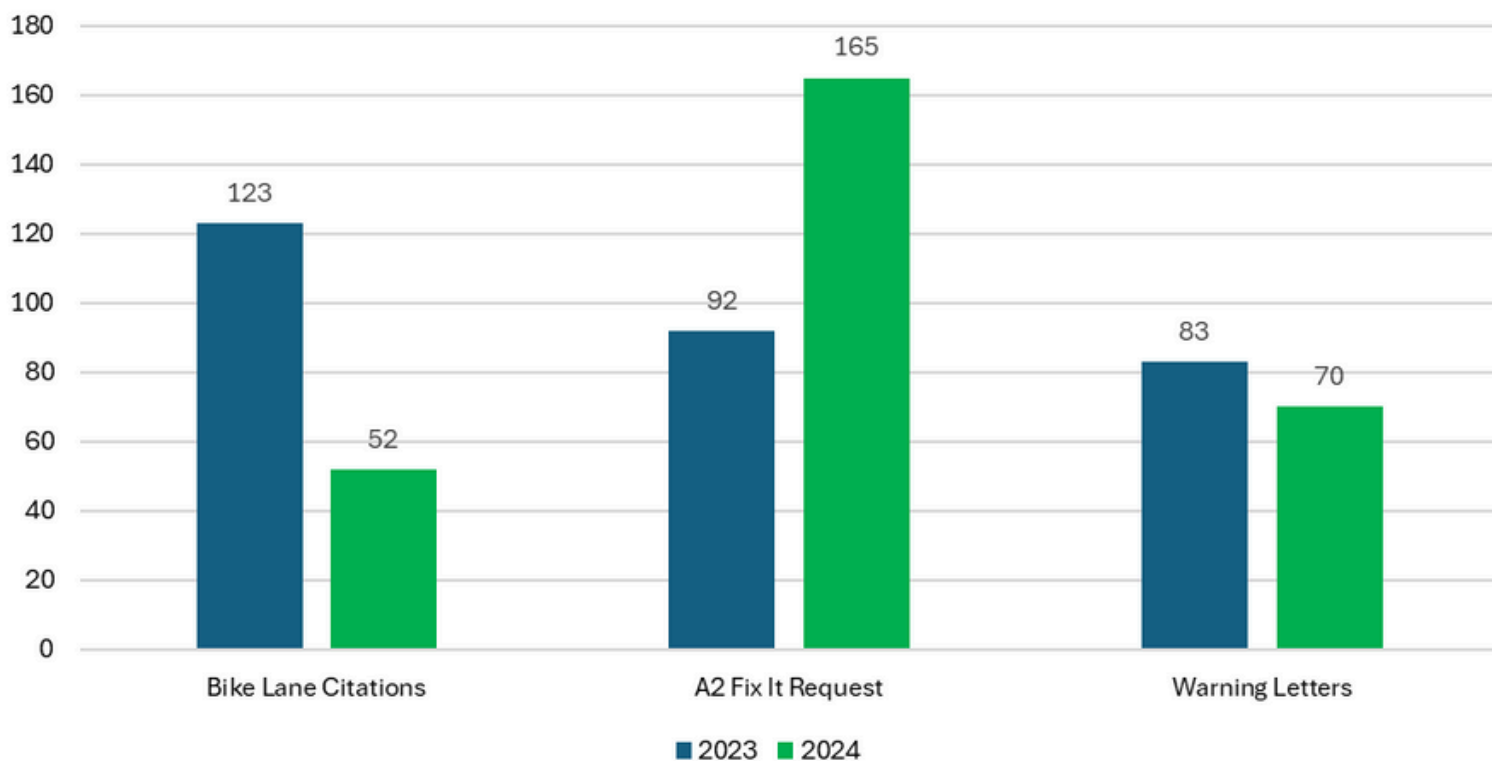


# Statistic Update

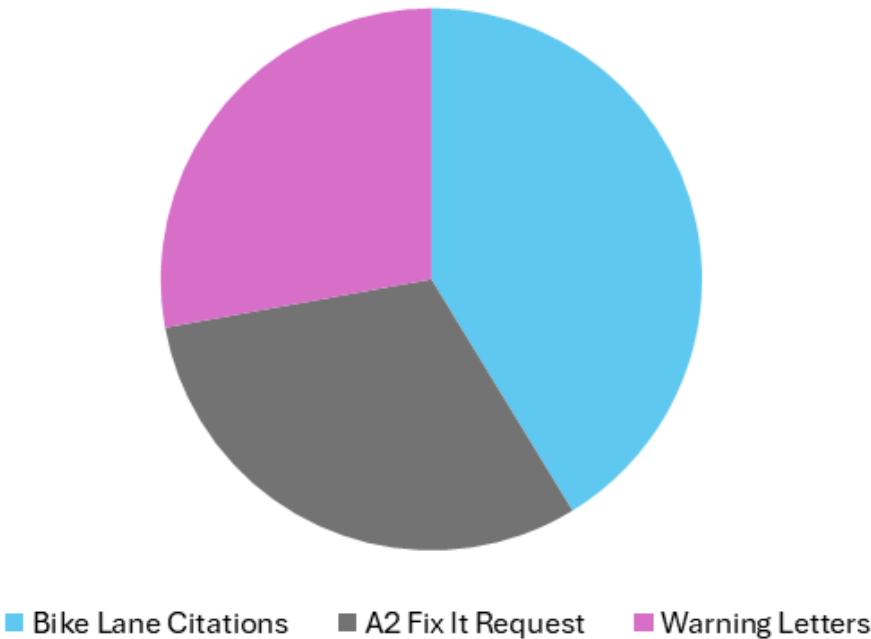
Always remember "It's Our Town, Pay Attention and Slow Down!"

Monthly reports will be submitted to the PD Administration for review. These reports will keep stakeholders informed of efforts and effectiveness.

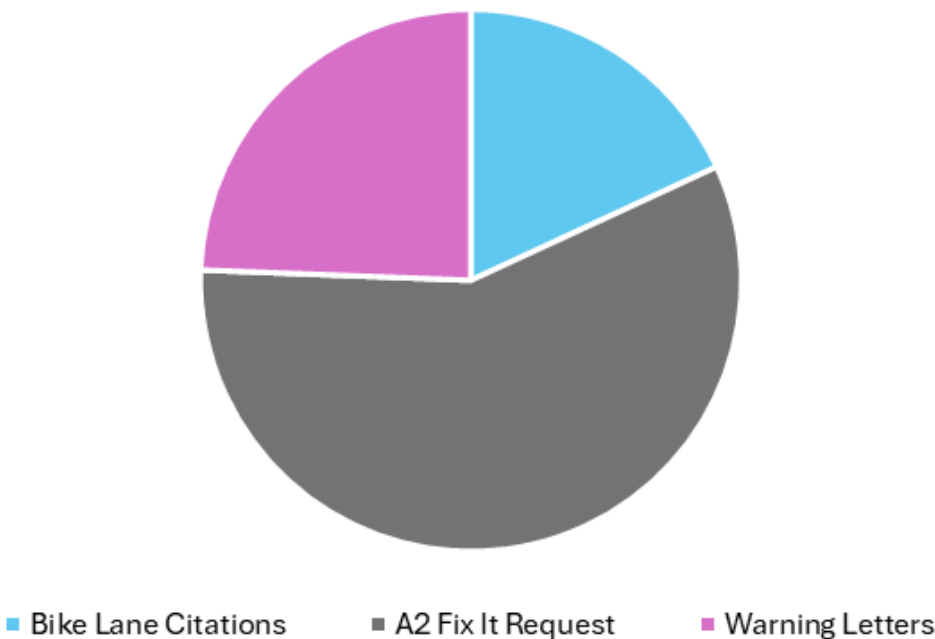
### Bike Lane Safety and Enforcement



### 2023 Bike Lane Safety and Enforcement



### 2024 Bike Lane Safety and Enforcement



# Conclusion

In conclusion, the Ann Arbor Police Department's highest priority is placing an emphasis on public safety and the people we come into contact with on a regular basis. The Ann Arbor Police Department recognizes that our enforcement strategy focuses on undesired behaviors irrespective of gender, race, color, or economic status and, therefore, is designed to educate and address violators indiscriminately and not disparately affect any group.

