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# **Washington Bike Boulevard**

City of Ann Arbor Transportation Commission

December 17, 2025

# Outline

- What is a Bike Boulevard?
- Why West Washington St?
- Conditions and Considerations
- Project Approach

# What is a Bike Boulevard?

# Local Streets

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

*Cyclists and motorists share spaces*

## **Bike Boulevard** (Future W Washington St)

- Design features that discourage vehicular through trips
- Design features that encourage safe speeds
- Design clear signs and markings, facilitating a comfortable experience



Bike Boulevard in Vancouver, CA – Payton Chung

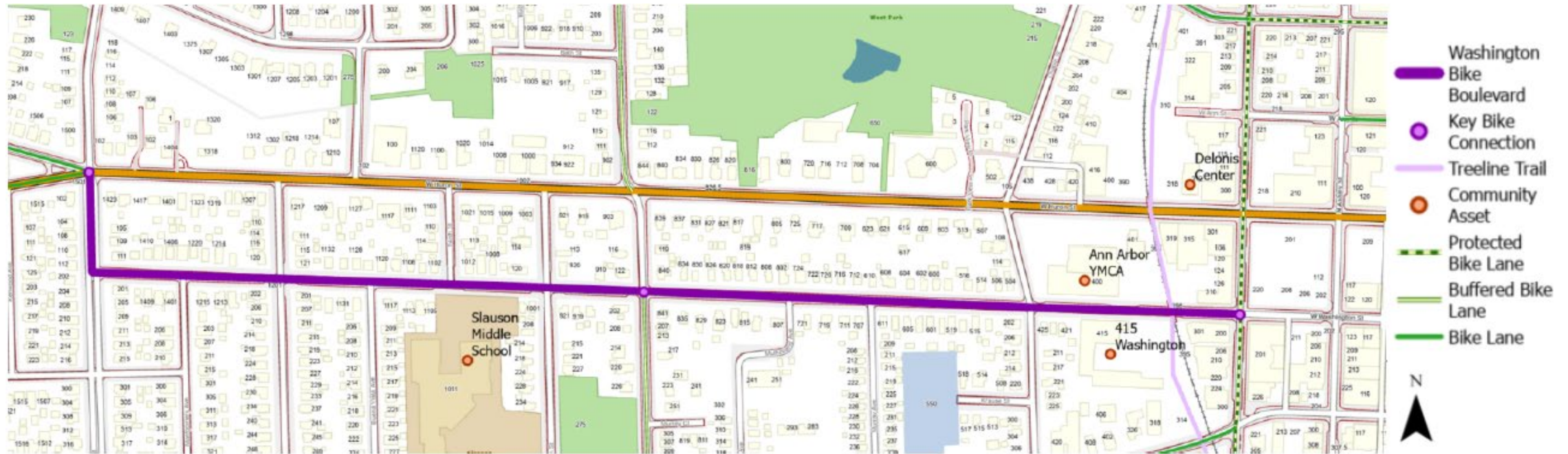
# NACTO Guidance for Bikeway Selection

## Contextual Guidance

Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤ 25 mph	≤ 500 – 1,500	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 1,500 – 3,000			Buffered or Protected Bicycle Lane
	≤ 3,000 – 6,000			
	Greater than 6,000			
	Any	Multiple lanes per direction		Protected Bicycle Lane

# Why West Washington St?

# West Washington St



- East/West parallel to Huron St
- Residential w/ community assets
- Connects to downtown cycletracks

# CARBON REDUCTION PROGRAM WASHINGTON BIKE BOULEVARD

- GOALS**
- Build out a safe, comfortable network of bike routes for people of all ages and abilities
  - Provide a dedicated and convenient alternative for people riding bikes in the Jackson-Huron corridor
  - Meet latent demand for safe bike facilities

**YEAR**

FY 2026

**CRP Request**

\$200,000

(\$50,000, 20% local match)

**CO2 Saved**

476.75 kg/day

- Awarded based on expected reduction in pollution from a small percentage of trips shifting from car to bike

# Downtown Area Circulation Study

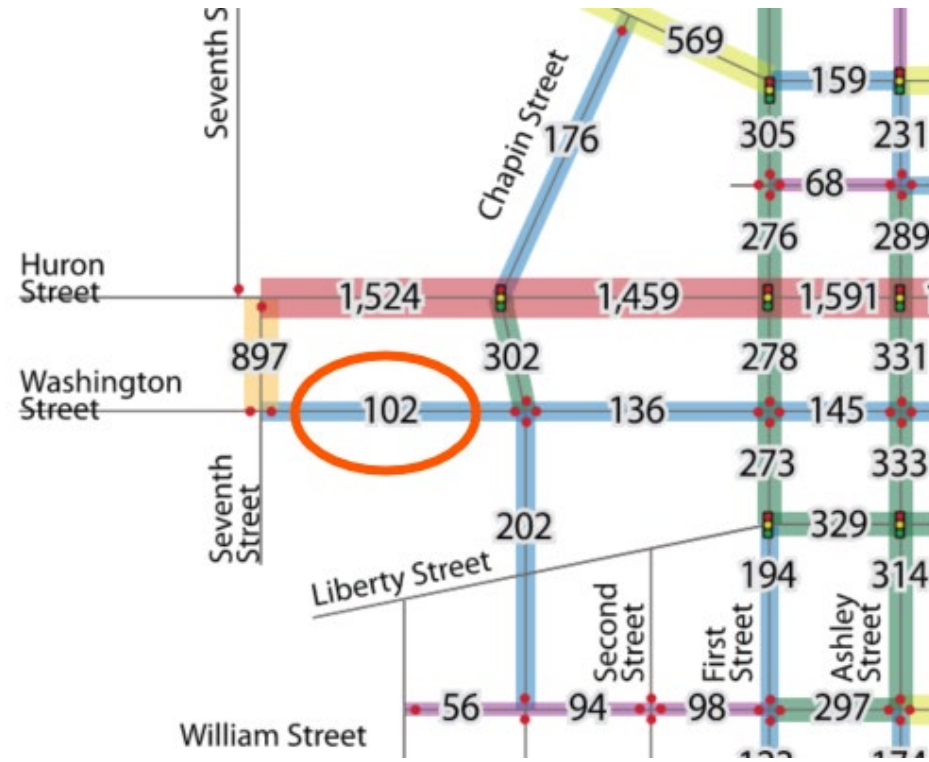
- All Ages and Abilities Bike Routes connecting to Downtown
- Washington Bike Boulevard
  - Data collection
  - Engagement
  - Concept development



# Conditions and Considerations

# Volumes (September 2023)

- Vehicle volume near bike boulevard guidance
- Peak hour vehicle volume = 102



# Speed

- Vehicle speed within bike boulevard guidance
- Recorded from 130 minutes of bikes equipped with Velo devices on W Washington (speed of overtakes)

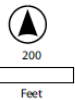
Route	Average Vehicle Speed (mph)	Maximum Vehicle Speed (mph)
Miller	20	28
Catherine	7.5	7.5
Division	25	30
W Washington	19	24
Packard	22	43

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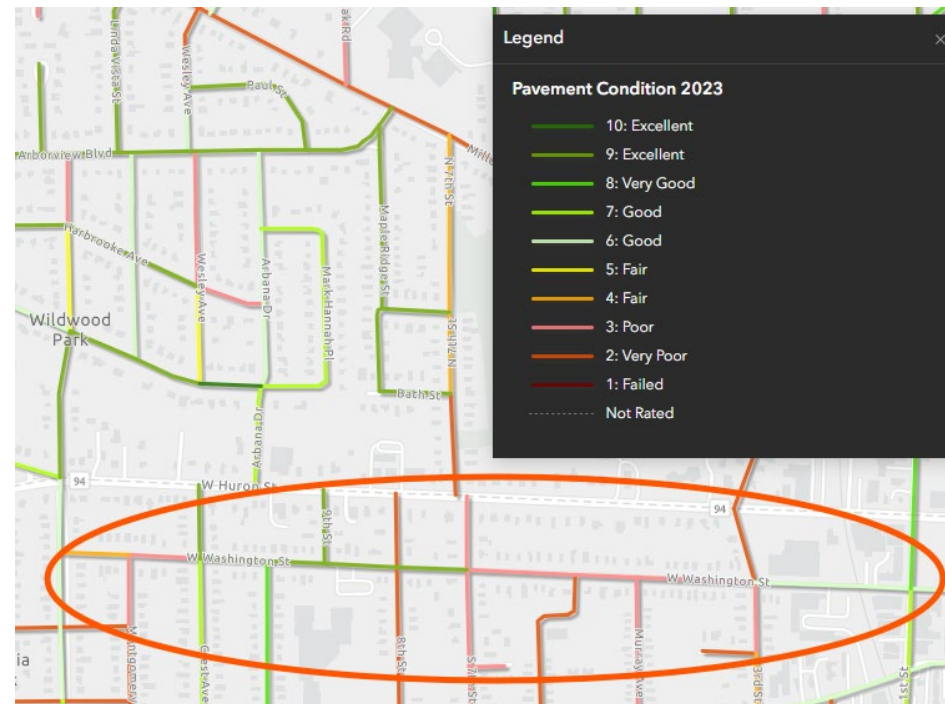


WADE  
TRIM



# Pavement Conditions

- Pavement ranges from poor to excellent
- Expected capital projects between 3<sup>rd</sup> St and S 1<sup>st</sup> St
- Corridor-wide pavement marking considerations



# Slauson Middle School

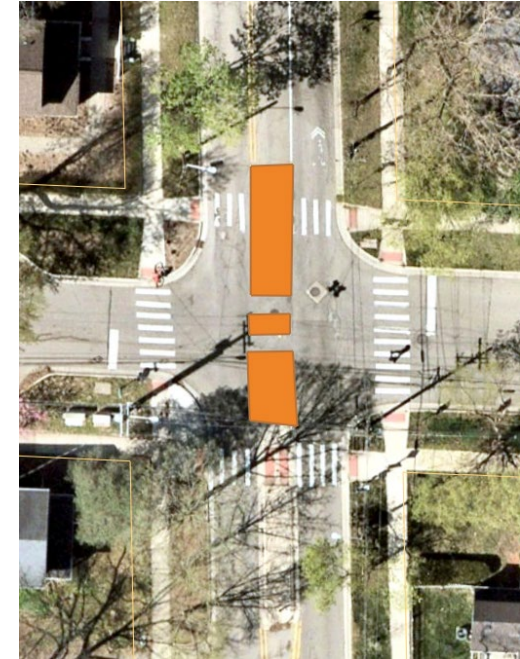
- Campus Construction (2026 to 2028)
- Parking lot off W Washington will be Staff Only
  - One curb cut
- Bus drop off on campus
  - Orange line
- Private vehicle drop off on 8<sup>th</sup> St and Crest Ave



# Project Approach

# W Washington Bike Boulevard Elements

- Federal Grant
  - Use paint and post materials
- Safety and Comfort Enhancements
  - Traffic Diverter at S Seventh St
    - Skew and crest near Huron St
    - Slow vehicles and raise attention
    - Filter vehicles off W Washington St
- Corridor reinforcement
  - Mini Traffic Circles
    - at 3<sup>rd</sup>, 8<sup>th</sup>, 9<sup>th</sup>, Crest, Ravana



# Next Steps

- Spring 2026
  - Design
  - Construction Plans
  - Local engagement
- Summer/Fall 2026
  - Environmental clearance
  - Grant obligation
- Spring 2027
  - Construction

# Thank you.

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