



Ann Arbor's Non-motorized Transportation Steps Towards Sustainability



Non-motorized Transportation Report

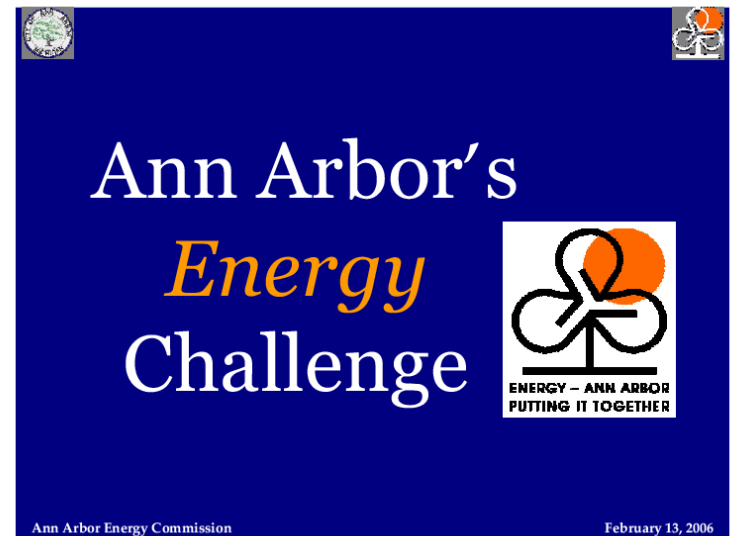
Citizen engagement in Bicycling and Walking since 1970's (or earlier)

- 2007 Adoption of City non-motorized plan
- Variety of Implementation Mechanisms
- Lead to Results!



Ann Arbor's Non-motorized planning

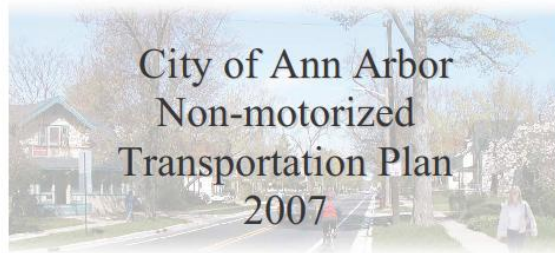
- Part of Systems Planning Approach
- Targeted to increase “Active Transportation”
- Supports Mayor's Energy Challenge
- Cleaner than Green Fleets program
- Tracked locally through Environmental Indicators



Ann Arbor's Non-motorized Plan

Purpose

- Establish a physical and cultural environment that supports and encourages
 - Safe, comfortable and convent bicycling and walking
 - Throughout the city and into the surrounding communities



Prepared for:



City of Ann Arbor Planning and Development Services
and the Alternative Transportation Program

Prepared by:



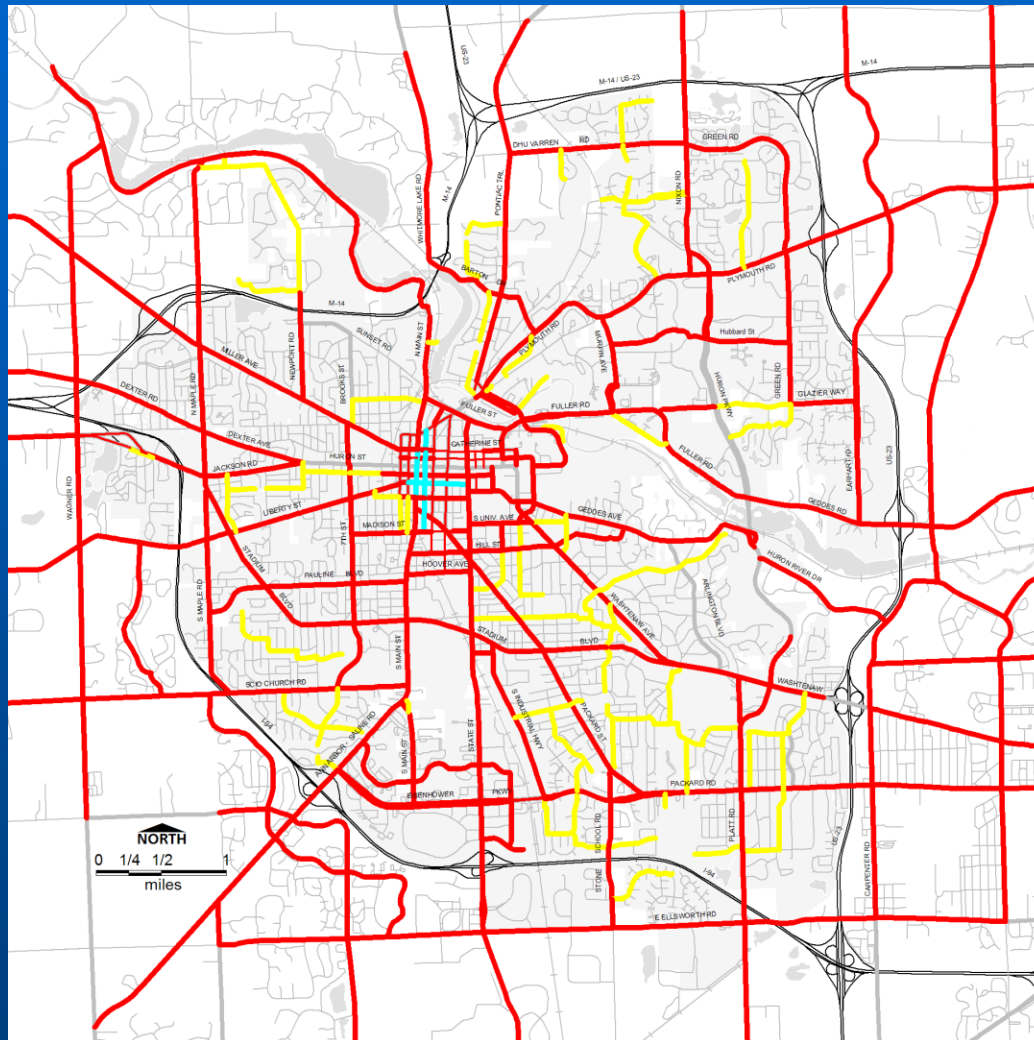
THE GREENWAY COLLABORATIVE, INC.

In conjunction with:



December 6, 2006

Ann Arbor Area's Non-motorized Plan



Ann Arbor's
Non-motorized Plan
Map

Ann Arbor's Statistical Background

2000 Census Commute to Work In Ann Arbor:

- 15.8 % Walking
- 2.3 % by Bicycle
- 6.6 % Public Transportation
- Total of 24.7 % Use Other Means Than a Car to Get to Work
- Over three times the US Average of 8%

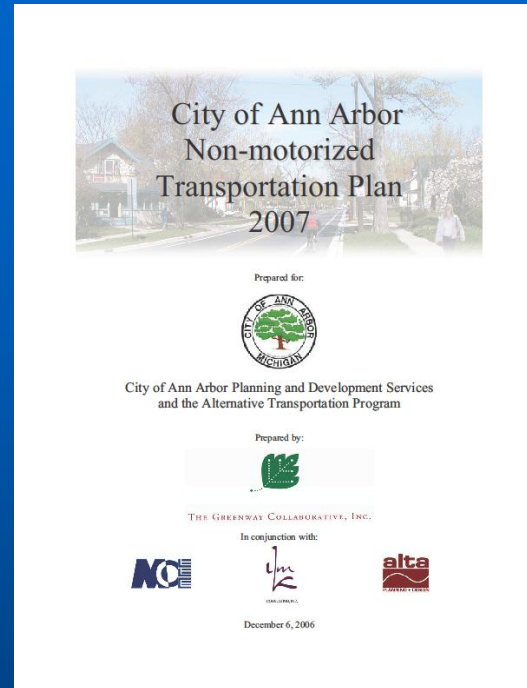
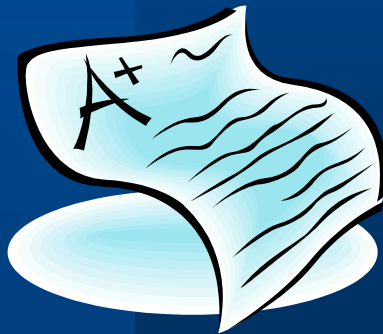


Ann Arbor's Non-motorized Transportation

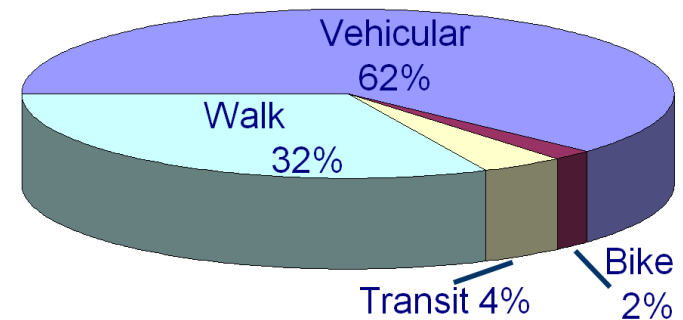
Policy and Planning

generate

Results!



Trips within City



Ann Arbor Area's Plan Implementation

1. **Dedicated ALT Transportation Fund**
5% of Act 51 Resources
2. **Integration into other projects**
3. **Competitive Grants – TE, ARRA, Etc.**
4. **Piggybacking – Geddes Rd over US 23**

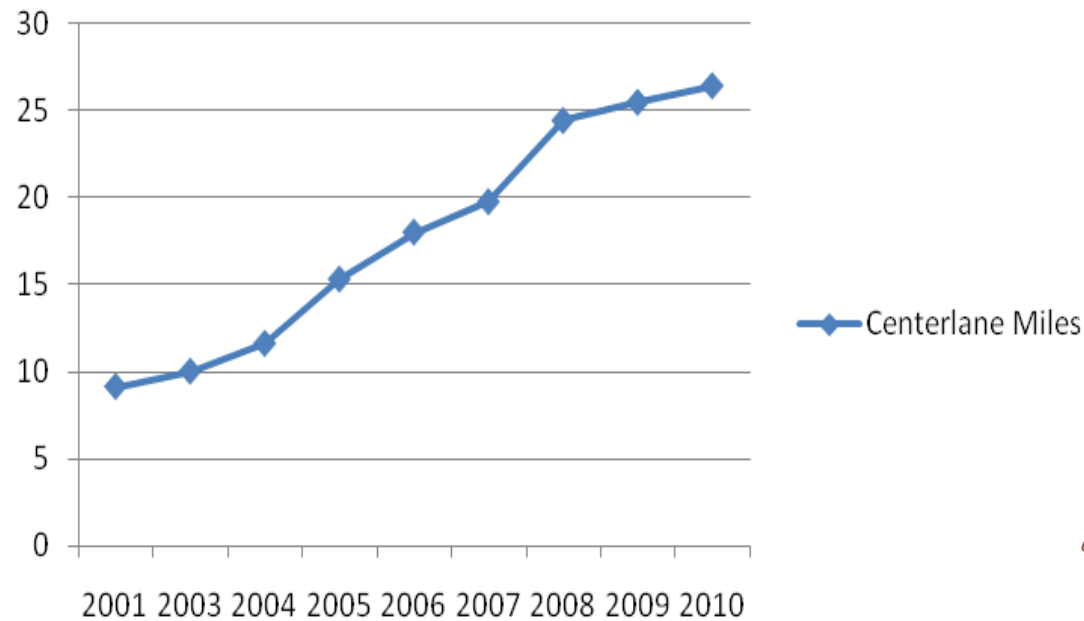


Washtenaw Under US 23



Expanding our Bicycle System

Centerlane Miles (2003-2010)



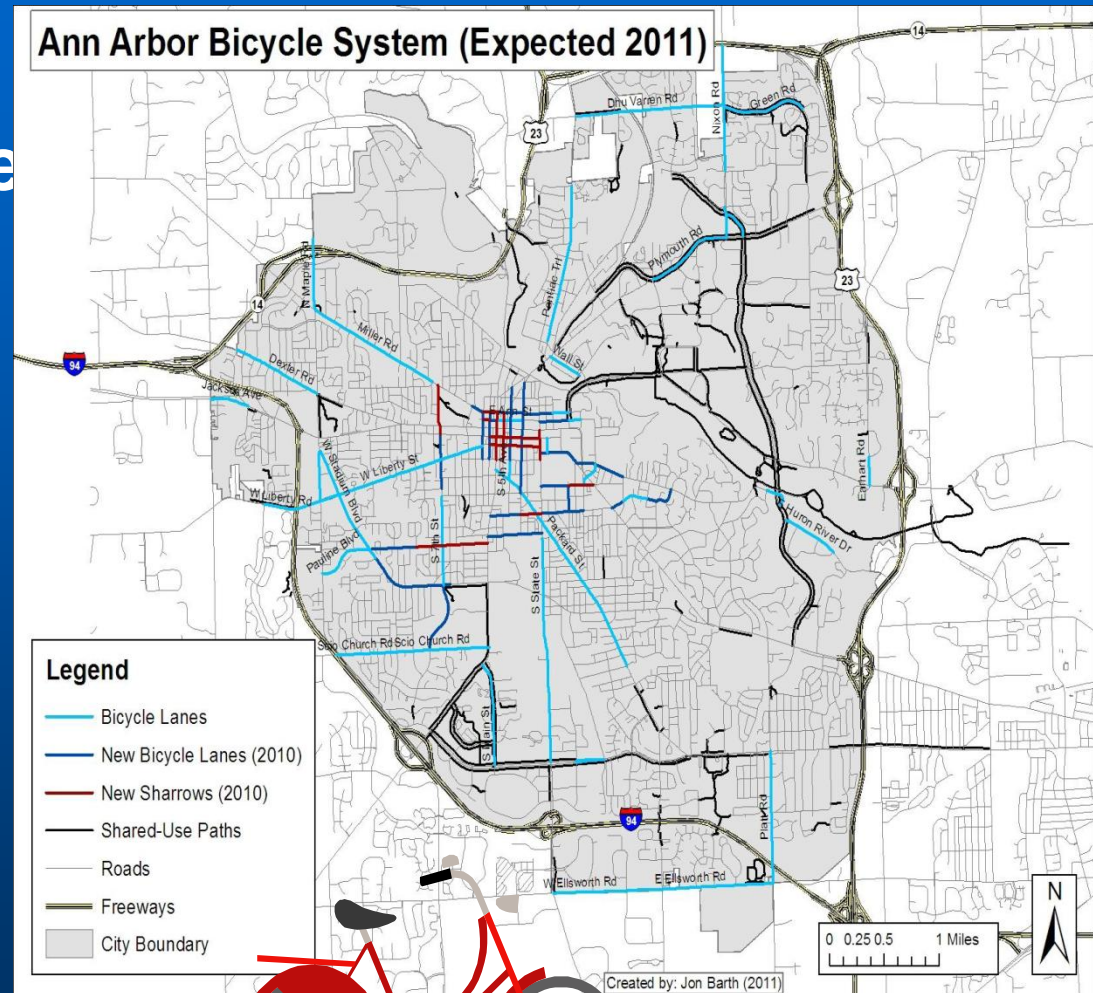
Expanding our Bicycle System

2007 System

- 18 Miles of Bike Lanes

Current System

- 36.2 Miles of Bike Lanes
- 12.5 Miles in the Past 3 Years



RESULTS: Downtown Fifth and Division Improvements



Collaboration with Downtown Development Authority

- Three lanes to two
- Enhanced sidewalk environment
- On-street parking
- Bike lanes!

RESULTS: Platt Rd

- Resurfacing Project
- 4 lane roadway
- ADT=18,000
- Tough to cross



- 3 Lane section
- Crossing island
- Bike lanes
- Enhanced bus stops

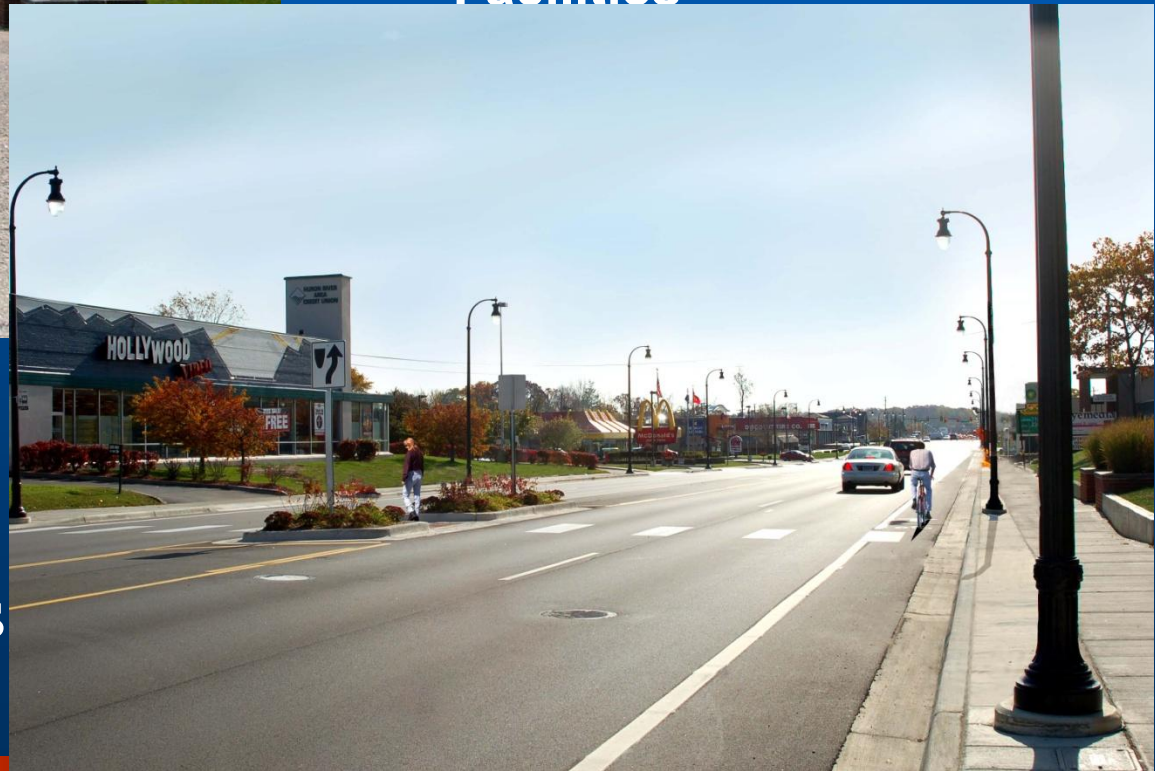


Results: W Stadium Blvd

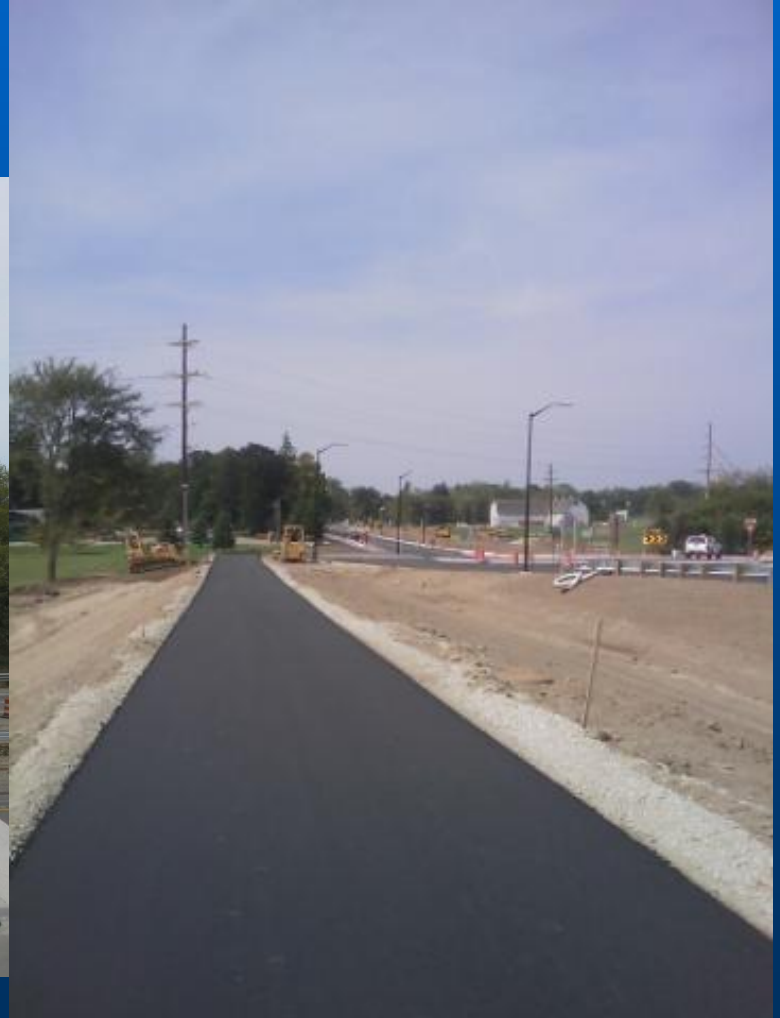


- 5 lane roadway
- Primarily commercial
- No Bike Facilities

- Bike lanes
- Pedestrian islands
- New walks & ramps
- Street-scape



Results: Piggyback On Other Projects



Results: Active Implementation

- Signs
- Lane Lines
- Pavement Symbols
- Parking



Ann Arbor Safe Streets and Sidewalks Outreach



There's More to Riding Safely than Sharing the Road...

Remember to always wear a helmet! Helmets can help to reduce head injuries by 85%! The helmet should fit snugly and sit flat on the head.

Ensure that your bicycle is safe by checking brakes, making sure that all parts are secure, and ensuring that tires are properly inflated (see your bike's Owner's Manual for complete instructions).

Carry water and snacks when taking long trips!

Make sure to bring change for

Answers to the Quiz:

- False. Wearing a helmet is essential in preventing injury or death in a collision, but it won't stop a collision.
- C. Cycling when there is little or no light is dangerous without a headlight and reflectors. Wearing dark-colored clothing and using a cell phone while biking are always bad ideas!
- D. When you see a car pulling out, you want the driver to notice you. Slowing down and riding further to the left will help them to see you as they scan for cars, and making noise will also get their attention.
- This cyclist is (1) not wearing a helmet and (2) is wearing headphones, which prevents him from being fully in-tune with what is going on around him. Can you think of anything else he may be doing wrong?
- False. It is always safest to pass on the left. Often, a vehicle is moving slowly because it is preparing to make a right turn, and attempting to pass on the right, will result in a collision.
- Never rely on sound to detect cars or move into the road without seeing if it is safe.

Remember to: Register your bicycle

Share the Road!

in Ann Arbor

Cycling in Ann Arbor

Ann Arbor is a community dedicated to active transportation. We offer many opportunities to travel in and around Ann Arbor is committed to increasing non-motorized transportation, and continues every day to implement Motorized Transportation Plan. Activities, like Bike Fest, promote the benefits of these improvements, the number of people on the road is increasing. Cyclists are learning to share the road with each other. The information explains how sharing the road is transportation safe, easy, and fun.

A2 STOPS FOR

IT'S THE LAW

A2GOV.ORG/walk bike DRIVE

A2GOV.ORG/walk bike DRIVE → OUR SAFETY DEPENDS ON YOU.

A HAWK is landing in Ann Arbor

A HAWK is a beacon device to help pedestrians safely cross busy streets. Find a High-Intensity Activated crossWalk on W. Huron at Third/Chapin this Nov.

How a HAWK works

Drivers see:

Go	Slow down	Prepare to stop	Stop	Proceed if clear	Go

Pedestrians see:

Push Button	Wait	Wait	Walk	Walk	Push Button

LOCAL LAW

WITHIN CROSSWALK

Pedestrians Rule! in Ann Arbor

Stop for Pedestrians!

Motorists are required to stop for pedestrians in or approaching all marked crosswalks. This is another step toward making Ann Arbor the most pedestrian-friendly community in the US!

Non-motorized Plan: The Early Results

- A greater number of individuals freely choosing alternative transportation modes
- Leading to healthier lifestyles, improved air and water quality, and a safer, more sustainable community and region.



A Healthier, More Livable Community



Ann Arbor's Non-motorized Transportation Plan Steps Towards Sustainability



QUESTIONS?

