

**Highlights** = section that expands upon answer provided in online form

**The League of American Bicyclists**  
**Bicycle Friendly Communities Campaign**  
[www.bicyclefriendlycommunity.org](http://www.bicyclefriendlycommunity.org)

*Part II is a detailed audit of the engineering, education, encouragement, enforcement, evaluation and planning efforts in your community. **Complete this application on [www.bicyclefriendlycommunity.org](http://www.bicyclefriendlycommunity.org)**. This comprehensive inquiry is designed to yield a holistic picture of your community's work to promote bicycling. Technical assistance for completing Part II is available at [www.bicyclefriendlycommunity.org](http://www.bicyclefriendlycommunity.org) or by calling the League at 202-822-1333.*

## APPLICATION PART II

### ENGINEERING

1. Do you have a policy that requires the accommodation of cyclists in all new road construction and reconstruction and resurfacing? Please include a copy of this legislation or policy.

Yes. (attached - Resolution)

2. Have you provided training for your engineers and planners on how to accommodate cyclists?

MDOT Training Wheels is a bike training program, which includes an on-road tour, that has been hosted by the City of Ann Arbor. The program provides training for city, county, regional, and MDOT engineers and planners on the design of bike lanes, especially by using on-the-ground bicycle facilities as examples of the correct way to design and implement bicycle lanes.

All city engineering staff has been briefed about the 2007 City of Ann Arbor Non-motorized Plan and provided a copy of the document. Update training seminars such as the Training Wheels program are available to city staff.

Please describe. Is there a mechanism to provide training on an on-going basis?

Yes. As mentioned above, the city promotes training by hosting the Training Wheels Program, providing update training through internal work sessions. The City also encourages engineering staff to participate in external training such as SEMCOG University and ITE programs.

3. How many bridges are in your community?

17

How many are closed or inaccessible to cyclists?

None

Of those accessible by bike, how many have shoulders, bike lanes, wide curb lanes, or multiuse paths?

All 17 bridges in Ann Arbor feature at least one of the above.

It is important to note the City of Ann Arbor is surrounded by 25 overpasses and/or underpasses that connect Ann Arbor with the surrounding communities. These facilities are part of the State highway system. The City of Ann Arbor is proud to have been invited to lead a community-based coalition by the Rails to Trails Conservancy as part of their 2010 Campaign for Active Transportation. Overcoming these barriers is one of the three major elements of the City's Case document. (attached – 2010 document)

4. Do you have a bike parking ordinance? If yes, please include a copy of your ordinance:

Yes (attached - Chapter 59: Off-Street Parking, also: Bike Parking Guide)

5. Are there bike racks or storage units at:

<u>Schools</u>	<u>ALL</u>
<u>Libraries</u>	<u>MOST</u>
<u>Transit stations</u>	<u>ALL</u>
<u>Recreation centers</u>	<u>ALL</u>
<u>Government buildings</u>	<u>MOST</u>
<u>Office buildings</u>	<u>SOME</u>
<u>Retail centers</u>	<u>MOST</u>
<u>Public spaces and parks</u>	<u>MOST</u>

6. If your community has transit service:

a. Are buses equipped with bike racks?

All Ann Arbor Transit Authority (AATA) busses are equipped with Bike Racks. Bicycle racks are available at the Blake Transit Center, and at 2 of the 4 park-and-ride lots. The University of Michigan (UM) maintains its own bus system for its student and facility. The UM "Blue Bus" Fleet, does not have bicycle racks. City staff invites the UM to participate on an Alternative Transportation Committee and advocates for adding bike racks to the UM fleet.

b. Can bikes be brought inside transit vehicles?

The AATA does not allow bikes to be brought onto busses as all busses contain bicycle racks. Amtrak, which provides regional and inter-state transportation from Ann Arbor, allows bikes to be stored onboard the train in bike racks, or checked as baggage.

7. How many miles of bike lanes do you have?

24 miles

How many miles of bike lanes are in your bicycle master plan?

56 miles planned near-term, 76 miles planned total (Page 162 and 178, 2007 NMP - attached).

What is the mileage of your total road network?

388 Miles

8. What percent of arterial streets have bike lanes or paved shoulders?

<u>Principal Arterials:</u>	<u>Segment</u>	<u>Bike Lane</u>	<u>Percent</u>
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Ann Arbor-Saline Road	4725 feet	4725 feet	100%
Beakes	3242 feet	0 feet	0%
Ellsworth Road	12,830 feet	12,830 feet	100%
Huron Street	8152 feet	0 feet	0%
Jackson Avenue	9715 feet	1824 feet	19%
Main Street (M-14 – AA-Saline)	13,195 feet	0 feet	0%
Packard Road (Main – State)	3078 feet	3078 feet	100%
Plymouth Road	16,363 feet	4000 feet	24%
Stadium Boulevard	22,039 feet	5378 feet	24%
State Street (Ellsworth – Packard)	13,338 feet	8625 feet	65%
Washtenaw Avenue	18,100 feet	0 feet	0%
<b>TOTAL</b>	<b>124,777 feet</b>	<b>45,186 feet</b>	<b>36%</b>
<b>Minor Arterials</b>			
Dexter Road	9166 feet	4850 feet	53%
Division (Packard – Beakes)	4615 feet	0 feet	0%
Fuller Road (Glen – Huron Parkway)	10,940 feet	0 feet	0%
Geddes (US-23 – Huron Parkway)	5676 feet	0 feet	0%
Glazier Way (Fuller Rd. – Huron Pkwy)	2323 feet	0 feet	0%
Glen Street	2313 feet	0 feet	0%
Huron Parkway (Platt Rd. – Nixon Road)	21,442 feet	0 feet	0%
Huron River Drive (N Main – Maple)	13,345 feet	0 feet	0%
Liberty Street (Main – I-94)	10,016	7214 feet	72%
Maiden Lane	2064 feet	0 feet	0%
Main Street (AA-Saline – Eisenhower)	4726 feet	4726 feet	100%
Maple Road	18,908 feet	3680 feet	19%
Miller Road	11,130 feet	6540 feet	59%
Packard Road (State Street – US-23)	20,402	8060 feet	40%
Platt Road (Ellsworth – Huron Parkway)	8089 feet	5808 feet	72%
Pontiac Trail	8617 feet	6426 feet	75%
Scio Church Road	7244 feet	7244 feet	100%
<b>TOTAL</b>	<b>161,016 feet</b>	<b>54,548 feet</b>	<b>34%</b>
<b>Grand Total (Principal &amp; Minor)</b>	<b>285,793 feet</b>	<b>99,734 feet</b>	<b>35%</b>

9. How many miles of designated bike routes do you have?

24600 feet, 5 miles (from NMP 2007)

How many miles of signed bike routes are in your bicycle master plan?

138,413 feet, 26 miles from (NMP 2007)

10. Please describe any maintenance programs or policies that ensure bike lanes and shoulders remain usable.

a. Routine maintenance

The City of Ann Arbor's maintenance practices ensure that bicycle lanes throughout the city's network are swept two times a year, between April and November. Additionally, the Field Services Department's maintenance practices ensure that snow removal is performed full road width (including bike lanes) until the snow banks begin to encroach on the road width, and then it is pushed back further when time and conditions permit.

To ensure that the bicycling community has a method to contact the city in regards to maintenance issues, staff has made a link to a Citizen Request System available on the city's bike website ([www.a2gov.org/bike](http://www.a2gov.org/bike)) with instructions on how to use this tool. This ensures that bike lane maintenance complaints reach the Field Services Unit, the city unit that is responsible for maintaining all bike lanes. Additionally, Ann Arbor residents can call a 24-hour hotline "99-HOLES" and leave maintenance-related comments or ask questions.

Additionally, Systems Planning staff inventories all bike lanes at the end of each summer. Bike Lanes in need of maintenance investments, like re-striping, pavement marking, and signage condition is noted. This information ensures that bike lanes are included in the City's annual pavement marking program.

b. Capital improvements

There is a dedicated section of the city's Capital Improvements Plan for Non-Motorized Improvements and Maintenance. Anticipated projects for 2010 in the CIP include extensive corridor improvements on Liberty Street (2.3 miles) and Packard Street (1.4 miles), which will result in complete streets (in-road bike lanes and adjacent sidewalks). In addition to the transportation element of the CIP, there are projects included in the Parks and Recreation program to maintain and improve the multi-use trails in the city's parks.

11. Please describe initiatives your community has taken to ensure or improve bicycle access, safety and convenience at intersections, including bicycle detection, signing and marking.

1. The *City of Ann Arbor Bicycle Facilities Implementation and Management Guide* (guide) is used by city staff to review and improve planned and existing bike lanes. The guide outlines the appropriate use of signage, pavement markings, and striping to ensure that all city bike lanes are safe and easily recognized by all roadway users. The guide is based upon application of current AASHTO and MMUTCD (Michigan Manual of Uniform Traffic Control Devices) standards. This resource guides city staff when the bike lane system is inventoried annually. Additionally, the guide describes how bike lanes should be treated at intersections, especially the use of dotted lines at turning lanes, and the use of road-sharing signage where bike lanes end at intersecting streets.
2. \$176,000 in anticipated stimulus funds will be used to fund the standardization of all bike lane signage and pavement marking across Ann Arbor's system, and to add approximately 9 miles of bike lanes and sharrows to the bicycle network. These improvements will follow the *City of Ann Arbor Bicycle Facilities Implementation and Management Guide*.
3. \$50,000 in dedicated funds will be used to add new bikes lanes to the network in 2010.
4. The City of Ann Arbor has a policy to protect bike lanes, ensuring that they are not blocked by refuse containers or compostable materials on collection day. (attached - Solid Waste Regulations).
5. A traffic circle on Easy Street & Carmel Street acts to calm traffic, making the intersection safer for cyclist users.
6. The majority of traffic signals in the city operate on fixed-time signal control systems. Detectors are not necessary for such signal control equipment. As signal upgrades occur, however, loop detectors are installed which use a figure 8 design to enhance sensitivity to bicycles.

12. How many miles of paved or hard surface trails (e.g. asphalt, concrete, crushed rock) do you have?

Including parks: 293801 feet, 55 miles  
Not including parks: 195753 feet, 37 miles

How many miles of paved or hard surface trails are in your bicycle master plan?

Not including parks: 50 Miles

13. How many miles of natural surface trails (singletrack) do you have?

The Michigan Mountain Bike Association maintains 25 miles of natural surface trails in Ann Arbor.

What is the total mileage of natural surface trails that are open to mountain bikes?

All 25 miles maintained by the Michigan Mountain Biking Association are open to cyclists.

14. What is the estimated acreage of open space and public lands within the community (city, county, state, and federal public lands)?

2095 acres

Are these areas open to cyclists?

Most (Bicycles are banned only in the most sensitive natural areas.)

15. Please describe maintenance programs or policies for your Multi-use Paths.

a. Routine maintenance

City-owned shared-use paths are maintained by the City of Ann Arbor's Field Services Unit. Field Services ensures that these paths remain accessible by removing snow in the winter, and by preventing vegetative overgrowth. Snow removal on shared-use paths that are not owned by the city is the responsibility of the adjacent property owner, and violators are cited.

b. Capital improvements

There is a dedicated section of the city's Capital Improvements Plan for Non-Motorized Improvements and Maintenance. Anticipated near-term projects for shared-use paths include construction of the Washtenaw Avenue shared-use path, the Geddes Road non-motorized facility (bridging US-23), and the South Main Street non-motorized path.

16. Does your community have an ordinance or local code requirement for employers to provide bicycle parking, shower facilities, etc.? If yes, please describe or include a copy.

The current city code requires bike parking to be provided as part of the land development approval process. It requires that developers provide Type A (enclosed long-term), Type B (covered) and Type C (uncovered) – more information on bike parking requirements is available at [www.a2gov.org/bike](http://www.a2gov.org/bike). Although the City of Ann Arbor does not require employers to provide bicycle amenities, it does strongly encourage downtown employers to promote alternative commuting options, with support available through the city-sponsored GetDowntown program. The GetDowntown program is a local transportation management organization that receives its funding from local and federal tax support. This program has evolved as a result of local policy initiatives to promote and support use of transportation alternatives to single-occupant vehicle access to the downtown area.

The City of Ann Arbor Transportation Plan update, which is in the final draft stages awaiting final City Council approval, recommends adoption of a Transportation Impact Statement (TIS). When adopted, this TIS will replace the current traffic impact statement requirement, and will include all modes of travel – including bicycling – in the project review process. When this revision is adopted, all new development and redevelopment projects will be considering how to create an environment that supports alternative

commuting options, including facilities to support those options to their end users. In many instances, this will be employers and programs for their employees.

17. Please describe recreational facilities for cyclists such as low traffic rural roads and signed touring routes.

1. Huron River Drive is a rural-road that is frequented by cyclists, especially on the weekends. It runs adjacent to the Huron River, and is very scenic. The road was recently repaved in response to cyclist concerns for safety.
2. The Border-to-Border (B2B) Trail is an ambitious project to create a contiguous, 35 mile long non-motorized path along the Huron River, connecting the east and west borders of Washtenaw County. The portions of the B2B Trail that pass through Ann Arbor are complete, and are frequently utilized by cyclists. The entire trail uses the connected trail system that continues through 10 parks. Many of these parks have additional stand-alone trails for cyclists, offering quick circular trips within the parks themselves!
  - a. Forest Nature Area (17 acres)
  - b. Parker Mill County Park (26 acres)
  - c. South Pond Park (16 acres)
  - d. Gallop Park (69 acres)
  - e. Fuller Park (60 acres)
  - f. Riverside Park (15 acres)
  - g. Broadway Park (5 acres)
  - h. Bandemer Park (40 acres)
  - i. Barton Nature Area (58 acres)
3. There are many other parks available for recreational cycling in Ann Arbor, including:
  - a. Black Pond Woods (34 acres)
  - b. Bluffs Nature Area (22 acres)
  - c. Cedar Bend Nature Area (19 acres)
  - d. Cranbrook Park (16 acres)
  - e. Dicken Woods Nature Area (10 acres)
  - f. Dolph Nature Area (57 acres)
  - g. Garden Homes Park (11 acres)
  - h. Kuebler Langford Nature Area (31 acres)
  - i. Leslie Park (26 acres)
  - j. Marshall Nature Area (79 acres)
  - k. Miller Nature Area (23 acres)
  - l. Oakwoods Nature Area (14 acres)
  - m. Ruthven Nature Area (21 acres)
  - n. Scarlett-Mitchell Nature Area (25 acres)
  - o. Sugarbush Park (27 acres)
4. The Nixon Road/Huron Parkway/Platt Road route begins as a bike lane in the north along Nixon, continues as a shared-use path along Huron Parkway, and currently ends in a bike lane along Platt Road. This route will connect to Pittsfield Township's greenway system, which starts at the south boundary of the City of Ann Arbor. The Pittsfield greenway is planned to connect to Rolling Hills MetroPark, approximately 7 miles south of the City
5. The Saint Joseph Medical Campus offers a variety of trails for cyclists to enjoy.

18. Are there other facilities that have been created to promote bicycling in your community? If yes, please describe.

1. The Ann Arbor Downtown Development Authority works with the GetDowntown Program to install bike lockers, making secure long-term storage more available in the downtown area.

2. The University of Michigan (UM) has strongly encouraged its students to find alternative modes of transportation besides private cars. In order to promote bicycling to students, the university provides the following amenities:
  - a. Over 4000 bike hoops throughout campus (a map noting the location and amount of hoops is available on the UM Transportation Website: [www.pts.umich.edu](http://www.pts.umich.edu))
  - b. 21 long-term bicycle storage lockers available for lease, with room for 42 bikes.
  - c. Over 4,066,758 square feet of walks (including plazas and specialty pavement). This is the equivalent of 96 miles of 8-foot wide shared use paths!
  - d. Covered ("Class B") bike hoops in three campus parking structures.
3. The City of Ann Arbor will begin construction on the Ann Arbor Municipal Center, which is expected to be completed in the spring of 2011. This new facility will include indoor bike lockers and showers as bicycle amenities.
4. There are several employers in Ann Arbor that promote bicycling to their employees by providing amenities, like showers (YMCA, Washtenaw County), bike rooms (Google), and bike storage (City of Ann Arbor, YMCA, Washtenaw County) at their place of business, or incentivize commuting by bike (YMCA).
5. The City of Ann Arbor recently installed back-in angled street parking on Ann Street, which has successfully combined the benefits of bike lanes and on-street parking without the dangers of parallel parked cars adjacent to a bike lane.
6. Ann Arbor has successfully managed several road diets (Ann Street from Fifth to Division, and Platt Street from Packard to the I-94 overpass), calming traffic in these areas and adding bike lanes.

## EDUCATION

1. How do you educate motorists to share the road with cyclists? Please describe.

1. The City of Ann Arbor has produced and provides a brochure promoting road-sharing to all citizens including motorists. The brochure is distributed at City Hall and is available online on the city's bike website ([www.a2gov.org/bike](http://www.a2gov.org/bike)). (attached – brochure)
2. "Share the Road" signage and sharrows throughout the city alerts motorists that bicyclists should be expected in the roadway.
3. Local news often includes articles on bicycling, and these issues are often reported on the WBWC blog.
4. The Washtenaw Biking and Walking Coalition (WBWC) is in the process of coordinating an outreach campaign entitled "Same Rules, Same Road" (SRSR), which will educate motorists and cyclists on safe and legal driving and riding techniques on the road.

How many community motorists do you reach with these efforts?

Most

2. Are there other bicycle education opportunities for adults? Please describe.

Organizations within Ann Arbor are leading the way in non-motorized transportation for individuals of all ages, with and with out disabilities through the various commuter programs. Some of the opportunities for education include:

1. Programs to Educate All Cyclists (PEAC) helps individuals with disabilities to ride by offering private lessons as well as providing captains for the visually impaired. PEAC helps cyclists learn basic riding skills, as well as encourages individuals and their families to participate in family rides, cycling club rides and bicycle commuter training.
2. The Ann Arbor Center for Independent Living has weekly rides to educate cyclists of all disabilities about different cycling options.

3. The Washtenaw Biking and Walking Coalition's (WBWC) "Ride Around Town" (RAT) is a monthly ride held every second Friday, rain, snow, or shine. On the RAT, cyclists exemplify safe and legal riding behavior, and expert riders teach beginning cyclists the rules of the road.
4. The Washtenaw Biking and Walking Coalition (WBWC) has offered several classes for adults. Some classes focused on bicycle commuting, others taught about bike lighting for safety. Additionally, the WBWC assisted at classes presented by the Ann Arbor Police Department.
5. The Washtenaw Biking and Walking Coalition (WBWC) participated in a bicycle law training class for law enforcement personnel from all around Washtenaw County in 2007. This class was organized and supported by members of the Ann Arbor Bicycle Touring Society (AABTS). AABTS provided funding to allow officers from several smaller communities to attend.
6. All Ann Arbor Bicycle Touring Society (AABTS) rides, which are available every day of the week, provide beginning cyclists with the opportunity to learn from more experienced cyclists. On these rides, all participants are required to practice safe riding behavior, like wearing helmets and not wearing headphones, and obey all traffic laws.
7. The Washtenaw Biking and Walking Coalition (WBWC) has winter riding seminars explaining safe riding behavior during inclement weather.
8. Bike Fest during the Mayor's Green Fair is an opportunity to reach adults with educational information on cycling, and to allow Ann Arbor residents to meet the members of various cycling clubs and join.
9. The Michigan Mountain Biking Association (MMBA) has a Bike 101 class, where new riders can learn information on safety, trail rules, tools & tubes, and where to go for trail information and conditions.
10. Ann Arbor has several shops that put on educational classes for the community to learn about various bicycle mechanic skills. Such shops include: Wheels In Motion, Two Wheel Tango, Great Lakes Bike & Fitness as well as Ann Arbor Cyclery.
11. The East Quad Bike Coop (EQBC) educates students through a University of Michigan 1-credit hour, 1-semester class where students learn all aspects of bike repair. EQBC also encourages community members to join at any point. After someone completes the class, they have a relatively comprehensive understanding of bike maintenance and repair.
12. The East Quad Bike Coop (EQBC) holds between three and five weekly "office hours," where students can learn how to fix anything - from fixing flat tires to readjusting brakes. Additionally, EQBC educates cyclists about their rights and duties, discussing the various laws and standard safety guidelines.
13. The Michigan Mountain Biking Association (MMBA) has two classes on mountain bike trail maintenance for adults: "Trails 101: Trail Worker," is a 1-day introduction to safe and effective use of hand tools to create and maintain trails under the direct supervision of an MMBA-trained Crew Chief. The second 1-day course, "Trails 102: Crew Chief," teaches the skills to direct the work of a group of 4-6 volunteer Trail Workers, executing a plan under the supervision of park personnel or MMBA Trail Coordinator. "Trails 201: Trail Coordinator" is a 2-day course that teaches the skills to plan, present, secure approval, construct and maintain multi-use trails.

3. Do you have a bicycle safety program for children in schools?

1. Safetytown is a program run by the Ann Arbor Public Schools for kindergarten-aged children, and is a voluntary program held at the end of the school year. These classes provide safety lessons on traffic, pedestrians, and bicycles. Almost every school-aged child attends the program.
2. Both Carpenter and Eberwhite Elementary in Ann Arbor are registered with Safe Routes to School, and actively participate in events to promote getting to school by biking or walking. Safe Routes to School is managed by Michigan Department of Transportation, and provides education and encouragement to all children so they can walk and bike to school safely.
3. Nine of the 22 elementary schools in Ann Arbor also are registered with "Walk/Bike to School Day."
4. The Safe Kids Coalition does helmet fitting and bike rodeos for local schools.

How many schools participate?

4. What other types of bicycle safety and education opportunities are available for children? Please describe.

1. With the help of Mott Children's Hospital and Dance Marathon, Programs to Educate All Cyclists (PEAC) runs a summer program in Ann Arbor four days a week for children with disabilities. This program teaches children to ride starting in a roped off parking lot. Then, as their abilities progress, they move to bike paths and low volume roads. PEAC has a variety of equipment, from adaptive trikes to standard mountain bikes and tandems, to fit the students' needs.
2. In 2008, University of Michigan kinesiology professor Dale Ulrich is worked with the charity "Lose the Training Wheels" to help teach kids with Down syndrome or autism in Ann Arbor how to ride bikes without training wheels.
3. The University of Michigan also makes bicycle safety information available online on the CS Mott Children's Hospital website ([http://med.umich.edu/1libr/pa/pa\\_bicycle\\_hhg.htm](http://med.umich.edu/1libr/pa/pa_bicycle_hhg.htm)).
4. The Michigan Mountain Biking Association has "Take a Kid Biking" Day, which provides kids with information on safety, trail rules, tools & tubes, and where to go for trail information and conditions.

How many children participate?

Most

5. Do you make bicycle safety materials available to the public? Please describe.

Yes, the city maintains a bicycle informational website ([www.a2gov.org/bike](http://www.a2gov.org/bike)), and a bike map (showing all bike lanes, bike routes, and shared-use paths); both of these resources include information on safe riding practices, and places to go for more information. The City of Ann Arbor has also produced a bicycle safety brochure (attached – brochure) that has been distributed at cycling events by the GetDowntown Program and the Washtenaw Biking and Walking Coalition, and that the city plans to distribute with bicycle registrations. Additionally, resources are distributed at the Mayor's annual Green Fair/Green Commute.

The following also provide public resources on bicycle safety:

1. Programs to Educate All Cyclists (PEAC) provides copies of the League of Michigan Bicyclists' "What Every Cyclist Should Know" to participants, volunteers and parents. PEAC shares this info at any place they set up a display.
2. The University of Michigan (UM) uses several methods to reach staff, faculty, and students:
  - a. The Department of Public Safety (DPS) publishes a Campus Safety Handbook, which includes a few tips on safe riding behavior and anti-theft practices.  
<http://police.umich.edu/docs/clery.pdf>
  - b. Additionally, DPS will also attend any student or employee event interested in learning about bicycle safety.
  - c. The UM Green Guide, which will soon be available to students, outlines some basic bike safety information, and provides links to additional bicycling resources within the city
3. The GetDowntown Program makes bicycle education information available for commuters on its website. GetDowntown also coordinates many events during the Month of May ("Commuter Challenge Month"), which results in community education on the benefits of commuting by bike.
4. The Michigan Mountain Bike Association (MMBA) provides public information through its website, newsletters, brochures, posters, emails & trail handbooks. These resources provide education to all users on proper trail use that is environmentally sound & socially responsible.

6. Do you have a bicycle ambassador program that educates community members on local opportunities for bicycling and answers their questions?

No. During Commuter Challenge Month in May, Bicycle Ambassadors volunteer to help at bicycling events and encourage commuters to bike to work. It is important to note, the Bike Ambassadors program has waned from a formal program previously supported by the getDowntown program. The Ambassador program is much less formal and in need of new leadership. The City's Alternative Transportation Committee will review this program in 2009.

7. Do you have League Cycling Instructors in your area? Please list active instructors.

The League Cycling Instructors (LCI) in Ann Arbor that are listed on the League of American Bicyclists website are as follows:

- Ken Clark
- J. Fields
- Peter Hines
- Jeni Pierce
- Brian Cahalan
- Wesley Grose
- Chris Fosket
- Erin Shelton
- John Waterman
- Lauren Wisniewski
- Carol Hann

In 2008 Michigan LCI's chose Ann Arbor as a meeting place to discuss education in because of the high number LCI's in the area, and because the city is a symbol of bike friendliness.

Additionally, there are several non-LCI classes that are offered by local bike shops, advocacy groups, and others that give beginners experience with bicycling.

8. Is bicycle safety education included in routine local activities (e.g. tax renewal, drivers licensing and testing, or inserts with utility bills each month)? If so, please describe.

Bicycle safety information will be included seasonally in Ann Arbor's water utility publication. Additionally, information on sharing the road with cyclists and motorists will be included in the April 2009 mailing. These mailings reach over 27,000 households.

## **ENCOURAGEMENT**

1. How do you promote National Bike Month in May (or another month)? Please describe.

In Ann Arbor, May is "Commuter Challenge" Month, where residents, employers, and employees are asked to use a more sustainable mode of transportation to commute by. In 2008, 114 organizations competed in the Commuter Challenge and 1,482 participants logged at least one sustainable commute in May; there were a total of 16,609 sustainable commutes logged by participants; and, collectively, participants logged 247,695 sustainable miles, which is equivalent to 393 barrels of oil. During this month, every Friday includes bike-activities, such as coordinated rides. The event includes a "Same Road, Same Rules" Forum, where the coexistence of bikes and cars on the road in Ann Arbor was discussed by attendees. There are several coordinated rides during the month ("Ride Around Town (RAT) with Cheese"). On

national Bike-to-Work Day, Mayor John Hieftje leads a bike tour to city hall and hosts a major rally. Bike to work day activities also include guided rides along all major corridors to City Hall. At last year's event, over 100 cyclists participated and 4-5 new bikes were given away!

2. How many people do you reach with events and activities during this celebration?

1500

3. Do you actively promote Bike to Work Day or other bicycle commuting incentive programs? Please describe.

Yes. The Commuter Challenge Month had its own website (<http://www.getdowntown.org/programs/commuter/>), which included blogs for citizens to write in on. The campaign also distributed printed materials, had several write-ups in the Ann Arbor news, had radio spots on 107.1, held presentations at several large employers' locations, and participated in employee benefits fairs.

What portion of the community workforce do you reach?

Most

4. Is there an annual bike tour or ride promoted to the general public in your community? Please describe.

There are several different community rides sponsored by area organizations throughout the year (see below for a description):

- Programs to Educate All Cyclists' (PEAC) Celebration of Cycling (September 19, 2009): All proceeds go to PEAC to help individuals with disabilities become cyclists. The casual biker can enjoy the 6-mile traffic-free jaunt and the more experienced cyclists can experience longer rides, including the challenge of riding a century (100 miles).
- Ann Arbor Center for Independent Living's IRide (August 6-9, 2009): The Great Lakes Independence Ride is the only inclusive cycling event of its kind in Michigan. It is a 1 to 4-day tour between Holland and Ann Arbor. IRide is a fun event that encourages full inclusion regardless of the type of cycle ridden. Everyone, with or without a disability, is invited to participate at whatever distance fits their abilities.
- Ann Arbor Bicycle Touring Society's (AABTS) One Helluva Ride (July 11, 2009): "One Helluva Ride" draws 1500 cyclists to Ann Arbor annually.
- Wheel's In Motion's Worst Day of the Year Ride (January 25, 2009): This free event has become one of the most anticipated cycling events of the year for Ann Arbor cyclists. Sure it is cold, and it might be wet, but there is no better excuse to get everyone on their bike in January than to spend time with good friends and enjoy good food & drink. There will be contests, giveaways and more!
- Ecology Center's EcoRide: an annual ride to raise money for the Ecology Center.
- Cranksgiving (Thanksgiving weekend): This Annual Ride is an urban scavenger hunt to purchase food for local food banks.
- The Ride of Silence (May): This slow ride around the City of Ann Arbor is intended to bring awareness to cyclists and honor cyclists who have died and been injured in motorist-bicycle accidents.

5. Are there community road or mountain bike clubs, bicycle advocacy organizations or racing clubs? Please describe.

1. The Washtenaw Bicycling and Walking Coalition (WBWC) promotes transportation options that make sense for a sustainable and livable community. It is dedicated to increasing the quality and quantity of bicycling

and walking opportunities in Washtenaw County, Michigan through advocacy and education. Membership is comprised of local organizations, agencies and retail stores, as well as individual cyclists and walkers.

2. The Ann Arbor Bicycle Touring Society (AABTS) organizes group day trips for road and mountain bike enthusiasts. Additionally, the AABTS draws members from the surrounding townships and cities, tying the larger community to Ann Arbor and bringing diverse cyclists together.
3. The Ann Arbor Velo Club (AAVC) is a collection of diverse individuals with a passion for cycling. Based in Ann Arbor and twice voted the United States Cycling Federation Club of the Year, it fields six full racing teams and comprises Michigan's largest racing club roster.
4. Programs to Educate All Cyclists' (PEAC) purpose is to enhance the lives of individuals with disabilities by using cycling for transportation, integrated recreation, fitness, and therapy. In addition, PEAC strives to integrate cyclists with disabilities into the mainstream cycling community by giving them the skills necessary to participate in tours, races, and bicycle club rides.
5. The Michigan Mountain Biking Association's (MMBA) Potawatomi Chapter is a 250+ member branch of the MMBA. Named after one of the greatest trails in the state, the Poto Chapter helps preserve and maintain several local trail systems. In addition, the Potawatomi Chapter organizes annual trips and events as well as weekly rides.
6. The East Quad Bicycle Coop (EQBC) is a non profit student organization that works to help students restore working function to their bicycles, to increase cycling awareness, and also to promote and increase the safe use of bicycles as an alternative means of transport.

6. How many specialty bicycle retailers are there in your community?

- Two Wheel Tango: Two Wheel Tango works with the community to promote cycling in many different ways. One way they reach out to the community is by working with the Ann Arbor Fire Department to provide bikes and helmets to children less fortunate during the holiday season. They are supportive of community members, especially during events such as May's Commuter Challenge, Bike Fest, and Bike to Work Day. As a way to promote competitive cycling, they sponsor local racing teams such as the Morgan & York Team and the Priority Health Team. Two Wheel Tango is also very involved with Tour de Kids, Eco Ride, One Helluva Ride, as well as Gears and Beers Ride to Cure ALS.
- Ann Arbor Cyclery: The prime location of Ann Arbor Cyclery is great for the commuting students at the University of Michigan. The shop is mostly geared to commuters, and they eagerly support the annual Bike Fest. In the summer, they have weekly rides on Friday nights from the shop starting at 6pm.
- Wheels in Motion: Wheels in Motion is unique in the sense that they host their own free ride in January each year, Worst Day of the Year Ride. This is just one of the community events they are involved in. The company is also a part of One Helluva Ride and Eco Ride. In the winter months, they have a winter commuter challenge to see who is the "King of the Commute," riding the most between the months of December and March. They provide bike demos at Olsen Park and Island Lake so that cyclists can try out bikes before they purchase them. Additionally, they also work with the Red Cross and are very supportive of Programs to Educate All Cyclists (PEAC). Wheels in Motion provided staff to help select and fit bikes for individuals with mental illness to commute to work. Finally, Wheels in Motion sponsors several racing teams such as the University of Michigan Cycling Team, Running Goddesses, and Women in Motion.
- Great Lakes Cycling & Fitness: Great Lakes Cycling and Fitness is very active in the education of cyclists within the city. The shop has monthly bike maintenance clinics free to the community. They are working in collaboration with some of the local schools to implement bicycle safety such as helmet fitting. Also, they work closely with the Ann Arbor Police Department, providing some officers with bikes to patrol the city. Also, they have rides for entry- and mid-level cyclists leaving from their shop weekly during the summer months.
- Ride Boutique: Ride Boutique helps the Boy and Girl Scouts in the area. Also, the AABTS starts weekly rides across the street from the shop at Wheeler Park. They are very active in helping the youth in the area.

- Campus Student Bike Shop: The Campus Student Bike Shop provides University of Michigan students with two convenient locations close to Central Campus. They educate all cyclists on how to properly secure their bike, which is especially important for student cyclists, and to register their bikes with the City of Ann Arbor in case their bike is recovered after loss. Additionally, they encourage all cyclists to use proper lighting for night riding, ensuring they are safe. Many of the Campus Student Bike Shop's customers are returning to bicycling for health reasons, and staff takes time to teach them how to ride a bike again.
- REI: Ann Arbor's REI offers a variety of classes year round. Cyclists can attend bike repair classes, or learn safe riding techniques at their shop. Additionally, REI has partnered with the Washtenaw Biking and Walking Coalition to offer classes on commuting by bike. Last year, REI offered technical assistance on the third day of the "Make a Wish" Foundation's Michigan "Wish-A-Mile 300 Bike Tour."

7. Are there other bicycling areas or facilities such as BMX tracks, velodromes or mountain biking centers in your community?

- Ann Arbor is a major destination for the Potawatomi, or "Poto," Trail, which, when combined with the two shorter trails, includes 24 miles of trail. The rolling nature of this trail makes it truly enjoyable, and entertaining, with roots, technical climbs and descents, and a few thick sand areas.
- There are approximately 25 miles of mountain bike trails available in Ann Arbor, and over 40 miles available outside the city.
- Bandemer Park is a City of Ann Arbor park, and includes natural surface trails and BMX bike track.
- Olson Park includes hardpack, some sand traps and wet areas (part goes around a pond) and, as it's a former gravel pit, there's some bluffs with a good climb, some log jumping, and several stretches of tight switchbacks.

8. Does your trails system have a unit of the National Mountain Bike Patrol? Patrollers inform, assist and educate mountain bikers and other trail users.

The Michigan Mountain Bike Association (MMBA) partners with International Mountain Bicycling Association (IMBA) to develop National Mountain Bike Patrol in Michigan. Modeled after National Ski Patrol, volunteer patrollers are trained in First Aid, CPR and bike repair.

9. Are there opportunities to rent bicycles in your community or other recreational opportunities involving bicycling? Please describe.

The Campus Student Bike Shop rents Casual, Mountain & Road Bikes for hourly, daily, weekly, monthly, and semester-ly use.

10. Do you have Safe Routes to School program that includes bicycling?

Yes. There are nine schools in Ann Arbor that participate in Safe Routes to School that officially registered with the state for Walk to School Day in 2008. All schools involved with Safe Routes to Schools are incorporating bicycling to school in their programs. Programs to Educate All Cyclists (PEAC) has worked with a couple of Ann Arbor schools to perform bike rodeos as part of the Safe Routes to School program.

How many schools are involved?

Some (9 of the 22 elementary schools in the Ann Arbor Public School District are officially registered for Walk to School Day with Safe Routes to School).

11. Does your community have youth recreation and intervention programs that are centered around bicycling?

Ride Boutique, a local bike shop, helps the Boy and Girl Scouts in the area. Recently, they worked with the Boy Scouts to help them receive their Cycling Merit Badges, and the Girl Scouts to teach them how to repair a flat tire.

The East Quad Bike Coop provides educational information and outreach to University of Michigan students, offering "office hours" when students can come for anything from free bike-repair to information on the rights and responsibilities of cyclists. Additionally, the club is involved with the University of Michigan, offering a 1-credit, 1-semester class where students learn about bike repair.

12. Do you publish a bike map and keep it up to date?

Yes, and staff will begin coordinating an updated map as the current inventory of maps is sold or distributed. The maps are a collaborative process with Washtenaw County, displaying bike routes, lanes, and shared-use paths on both a city and county level. (attached – bike map)

13. Do you publish a map of mountain bike trails?

Yes, the Ann Arbor/Washtenaw County Bike Map notes all mountain bike facilities in Ann Arbor.

14. Please describe any other efforts in your community to encourage cycling

1. The Washtenaw Biking and Walking Coalition (WBWC) sponsors the Ride Around Town, a monthly bicycle ride. A promotional description states: "Join other cyclists as they take to the streets and demonstrate that cars and bikes can coexist. Great for new riders who need experience and pointers on riding in traffic and experienced riders who know the rules of the road and how to apply them in city traffic."
2. GetDowntown sponsors the Winter Commuting Social. Promotional description: "Join others like you who like to bike, walk, bus etc. to work even on the coldest of days. Share stories. Swap Tips. Have fun!"
3. Bike to Work Day Rally, hosted by the Mayor of Ann Arbor. Promotional description: "Mayor Hieftje and local bike shops will lead rides to City Hall where bike commuters will meet for food and prizes. We will also have Commuter Bikes for you to look at, an AATA bus bike rack, and even the Conference Bike (a bike for seven people) to try! We will be giving away Commuter Bikes during this event!"
4. Same Road, Same Rules? Forum, promotional description: "This public forum will focus on car/bike coexistence on the roads of Ann Arbor and how engineering solutions alone may not be sufficient to address them. Education and enforcement options including the "Same Road, Same Rules" campaign will be explored by attendees from Ann Arbor's Police and Planning Departments, the GetDowntown program, the Downtown Development Authority, the Ann Arbor Bicycle Touring Society and others. Ann Arbor City Council members have also been invited."
5. The Ann Arbor Bicycle Touring Society (AABTS) sponsors the Ride of Silence. Promotional description: "Cyclists will take to the roads in a silent procession to honor cyclists who have been killed or injured while cycling on public roadways. The Ride of Silence is a free ride that asks its cyclists to ride no faster than 12 mph and remain silent during the ride. The ride aims to raise the awareness of motorists, police and city officials that cyclists have a legal right to the public roadways."
6. Bike Fest is a community event to celebrate bicycling, and is part of the Mayor's Green Fair. Promotional description: "Ride downtown with family or friends for an evening celebrating and showcasing the local biking and environmental community. Check out the freeride bike skills demo, bike obstacle courses, a bike maintenance clinic, tire changing competition, activities for kids . . . you might even win a new bike! Local bike shops & touring groups will provide information & host additional stations & contests."
7. Ride to Market is an organized ride to the Ann Arbor Farmer's Market. Promotional description: "Ride to Market! Lube your chain, hop on the bike and join us on a ride to Ann Arbor's Farmer's Market, July 12, where we'll share tips on effective bicycling on errands in town."

8. The Washtenaw Biking and Walking Coalition (WBWC) online Discussion Board is a place where cyclists can interact and share concerns and ideas. There are over 100 members with various levels of activity. Topics typically covered by the Discussion Board include questions about facilities maintenance, news about bicycle innovations, information about local events and meetings, and administrative information.
9. The Washtenaw Biking and Walking Coalition (WBWC) and the Ann Arbor Bicycle Touring Society (AABTS) both have a Google Group, providing members with easy access to group information wherever they have an internet connection. This facilitates the administration of the groups and allows members to quickly coordinate with each other to galvanize pertinent issues.
10. The Ann Arbor Bicycle Touring Society (AABTS) encourages cycling through competitive mileage challenges. Members are ranked according to their participation in group rides and the number of miles they log in the club.
11. The Ann Arbor Bicycle Touring Society (AABTS) starts weekly rides across the street from Ride Boutique at Wheeler Park. They are very active in helping the youth in the area.
12. Bike Ypsi hosts weekly rides every Sunday. Rides are informal, and the route is determined by those participating. In May, Bike Ypsi hosts rides into downtown Ann Arbor.
13. The University of Michigan has a health and wellness initiative called "Active U" that challenges participants to log hours and miles of exercise, including cycling, during the winter semester.
14. The City of Ann Arbor's Commute Benefits Program encourages city employees to commute to work using modes other than driving alone by car. Employees within biking distance are encouraged to take advantage of Ann Arbor's bicycling infrastructure and bike to work. As an example to city employees, Mayor Hieftje bikes to City Hall.
15. The Potawatomi Chapter of the Michigan Mountain Bikes Association (MMBA) holds rides almost every week from April to October, which are available to the 250+ member of the club.
16. The University of Michigan Cycling Team for undergraduate and graduate students hosts local rides, and the club participates in collegiate racing as part of the Midwest Collegiate Cycling Conference.
17. The Priority Health Cycling Classic has held annual races in Ann Arbor since 2007, although the current financial climate has led to the cancellation of the 2009 race.
18. The Tour-de-Kids was started in 1991, and continues to be an Ann Arbor tradition. From 1997 - 2000, the race had approximately 1,000 kids, ages 3-12, racing bikes, trikes and big wheels in downtown Ann Arbor. Occurring annually on Father's Day, it has become an event that many Ann Arbor families look forward to and even plan their summer vacations around. The Tour de Kids became the largest children's bike race in the country. Although the event was canceled from 2005-2007, in 2008 the race was back, drawing 330 kids and their families to Ann Arbor. The event coordinators are hopeful that the race will be fully revitalized within a few years.
19. Programs to Educate All Cyclists (PEAC) holds community rides during the summer months for students with disabilities and their families. These rides vary in length and difficulty depending on the student's abilities.
20. The Ann Arbor Center for Independent Living (AACIL) holds weekly group rides on Thursday evenings at 6:30pm in south Ann Arbor. Rides are a one-mile loop of Research Park Dr, and participants can bring their own bike or borrow one of the AACIL's.
21. The Washtenaw Biking and Walking Coalition (WBWC) provided information on commuting by bicycle during Bike Week 2008. The WBWC has promoted bicycling as a commuting option frequently, including promotion at Earth Day events in 2007, manning booths in Ann Arbor and at Washtenaw Community College.
22. The Washtenaw Biking and Walking Coalition (WBWC) participated as chairperson of the Bike Fest portion of the Ann Arbor Green Fair to allow it to continue as a non-commercial, non-chamber of commerce supported event. Additionally, the WBWC supported GetDowntown on a number of events during 'Curb Your Car Month' in 2007 and 2008.
23. The East Quad Bike Coop (EQBC) promotes and encourages cycling by allowing anyone, from students to residents, to bring their bikes for free repair. During the spring and summer, they average of 5-10 customers per session, with between 3-5 sessions a week.

24. The East Quad Bike Coop (EQBC) has an annual "Free Bike Day" where the aim is to give away as many bikes as possible - last year they distributed 80 free bikes, getting more cyclists equipped and on the road.
25. The East Quad Bike Coop (EQBC) organizes group rides to various Ann Arbor-area destinations during the spring, summer and fall. With the help of local advocacy groups, they will soon be expanding the number of rides they sponsor.

## ENFORCEMENT

1. Is your local police department addressing the concerns of cyclists in your community?

- Yes. Ann Arbor Police officers are realistic about applying the laws to cyclists, and the community feels that it is a good thing that the rules are enforced for cyclists as well as motorists. Additionally, the AAPD has made an effort to prosecute anti-bike behavior by motorists.

Is there a liaison that communicates with the bicycling community?

Elizabeth Cornell

2. Do you offer specific training to police officers regarding traffic law as it applies to bicyclists?

A Target Safety program was developed to train all Officers on bicycle safety laws. It specifically targeted the applicable laws pertaining to sharing the roadway. The Ann Arbor Police Department still has the Bicycle Training Program that Officer Kathy Vonk teaches and she routinely trains members of the department as well as surrounding jurisdictions.

3. Do you use targeted enforcement to encourage cyclists and motorists to share the road safely?

Yes; the Ann Arbor Police Department had Officers taking a proactive approach to enforce the motor vehicle laws that pertain to bicycles in the roadway. Specifically, the bicyclists have been receiving warnings and citations for running red lights and failing to yield to pedestrians in the cross walk and has been targeted in the downtown area.

4. Do you have public safety employees on bikes?

Yes. Both the Ann Arbor Police Department and the University of Michigan Department of Public Safety have officers that patrol by bicycle.

Indicate the number of employees on bike as well as the size of the entire staff.

The Ann Arbor Police Department currently has 28 certified bike officers and 3 International Police Mountain Bike Association (IPMBA) certified bike instructors. Currently, there are 2-4 Officers on bicycle (out of 8-10 patrolling officers total) for any given shift. These Officers are on bike their entire work week (40 hours per Officer).

The University of Michigan Department of Public Security has 12 bike officers (2 of which have the IPMBA instructor certification, and one that is maintenance certified through IPMBA), and 2 parking officers that ride bike. The UMDPS has two officers patrolling during the afternoon shift during the spring and summer months. The University of Michigan Hospital security (which is a different department than the general University safety department) also has approximately 20 security officers that patrol by bike.

5. Do you have a mandatory helmet law?

No, the City of Ann Arbor supports collision avoidance is the way to achieve decreases in cycling injuries.

If so, is the requirement a state law or local ordinance?  
To what ages does it apply?

6. Do you have a mandatory sidepath law?

There are no "designated mandatory sidepaths" in the City of Ann Arbor. The City of Ann Arbor is currently in the process of removing an obsolete sidepath law from the local ordinance. The Alternative Transportation Committee has made a final recommendation to City Council to remove this, and other outdated bicycle ordinances, and the ordinance will be removed by June 2009.

If so, is the requirement a state law or local ordinance?

Local ordinance.

Is it enforced?

No (no designated "mandatory sidepath" exists in the City of Ann Arbor)

## **EVALUATION & PLANNING**

1. Do you have any information on the number of trips by bike in your community including census data? Please describe.

Over the past three years, the Transportation Program has collected data from 40 different corridors (20 intersections) in the Ann Arbor area. The counts were collected primarily in the summer months, with the earliest count occurring on May 21<sup>st</sup> and the latest count collected on October 10<sup>th</sup>. Each intersection was observed for 12 hours. The count data was compiled to summarize the daily volume of activity on each corridor, and the morning, mid-day, and afternoon one-hour periods of peak activity. These observations yielded the following information:

- 7457 cyclist users have been counted using 20 different intersections.
- Over 1300 cyclists users total have been observed during the peak one-hour period of all intersections.
- 17 out of 20 intersections observed within the last 3 years in Ann Arbor have over one cyclist user every two minutes (within a one-hour period).
- 8 out of 20 intersections observed within the last 3 years in Ann Arbor have over one cyclist user a minute (within a one-hour period).
- 10 out of 20 intersections observed within the last 3 years in Ann Arbor have over 300 cyclist users daily (7am-7pm).

The 2000 United States Census showed that 2.4% of the 114,100 residents of Ann Arbor at that time commuted to work by bike. The United States Census American Factfinder reported that over 4% of Ann Arbor employees commuted to work by "Other means," including by bike, in 2005-2007. This demonstrates that the volume of cyclists in Ann Arbor is growing.

The Ann Arbor Transportation Authority (AATA) has counted the number of bicycles being carried on its bike racks on all busses since 2003. In 2003, AATA busses carried 11,145 bikes on their busses. Since then, the number has steadily risen, with 27,868 bikes counted on busses in 2008. This is a strong indication

both of the number of cyclists in Ann Arbor, and of how many people combine bicycling with other transportation modes to complete trips in Ann Arbor.

The Ann Arbor Bicycle Touring Society (AABTS) currently has 285 Ann Arbor members, 305 members from other parts of Michigan, and 20 members living outside of Michigan. In 2008, the AABTS had 341 members participate in at least one ride during the year. The average number of miles accumulated by each member during the year was 1145.6. (out of 390644 miles total accumulated by all members).

The WBWC has 40-50 active members and about 70 "supporting" (non-dues-paying) members. However, because of the affiliation between the AABTS and the WBWC, the "reach" of this group is larger than its official membership.

Additionally, the *Evaluation of getDowntown go!pass program*, which was prepared in 2005 by the Urban and Regional Research Collaborative (University of Michigan) for the GetDowntown Program, determined that bicycling is used as a primary mode of transportation by over 11% of survey respondents who traveled between a half mile and two miles to commute to work. The survey also found that 27.9% of respondents who traveled less than a half mile to get to work used bicycling as a secondary mode of transportation. The survey was conducted to determine the difference between firms participating in the go!pass program and firms that weren't. For the survey, a random sample of 151 participating firms was drawn from a list of 329 firms, and 50 non-participating firms were drawn from a possible 245 firms.

2. How many cyclist/motor vehicle fatalities have occurred in your community in the past five years?

0

3. How many cyclist/motor vehicle crashes have occurred in your community in the past five years?

203 (1.3% of all incidents)

4. Do you have a specific plan or program to reduce these numbers?

Yes. MDOT's Bike and Pedestrian Safety Program, the City of Ann Arbor Transportation Plan Update, and the City of Ann Arbor Facilities Implementation and Management Guide all outline strategies to reduce cyclist/motor vehicle collisions.

5. Do you have a system in place that allows bicyclists to submit ideas and concerns to public officials? Please describe.

For reporting maintenance problems, cyclists can use the city's online Citizen Request System, which is available through a link on the city's bike website ([www.a2gov.org/bike](http://www.a2gov.org/bike)). For other questions or comments, the city's bike website has contact information for Eli Cooper, the Transportation Program Manager who oversees bicycle programs and initiatives for the city. The city website also lists the names and email address of all City Council members.

6. Do you have a comprehensive bicycle plan?

Yes, 2007 City of Ann Arbor Non-Motorized Plan (attached – non-motorized plan)

When was it passed or updated?

12/18/2006

Is it funded?

Yes, the City Council has dedicated 5% of the Act 51 funds for road maintenance for implementing the Non-Motorized Plan. Additionally, MDOT grants, federal STPU funds, also result in funding for improvements to the bicycle network. Finally, all reconstruction projects must adhere to the bicycle facilities outlined in the Plan.

What percentage has been implemented?

Given the broad range of recommendations and the long-term horizon of a City Master Plan element it is not feasible to provide a simple percentage of the plan that has been implemented. Other sections of this application indicate and report on the recent bike facilities implemented and those programmed for implementation. This application introduces some of the locally produced education programs, policy initiatives and other actions all underway. The City of Ann Arbor would like to realize the substantial changes included if we are successful in securing the demonstration funding being sought as part of the Federal Surface Transportation Reauthorization Program by the RTC 2010 Active Transportation Campaign. However, we are not placing all of our efforts in that initiative. We are moving forward in many dimensions as described throughout this application.

7. Do you have a trails master plan that addresses mountain bike access, and are there ongoing relations between the mountain biking community and the community recreation and planning staff.

No.

8. Is your bicycle network part of broader development plans, land use plans and ongoing development projects?

Yes. The City of Ann Arbor Non-motorized Transportation Plan (Plan) is an element of the City's Master Plan, and as such it is integrated into all land use and policy consideration at the local level. Additionally, the City of Ann Arbor bicycle network is part of a much larger county-wide network. The Washtenaw County Transportation Study (WATS) produced a non-motorized plan in 2006. This regional plan proposes a county-wide network of pedestrian and bicycle facilities. The county plan utilizes existing bicycle infrastructure, much of which is in Ann Arbor, and expands upon it. The City of Ann Arbor also led a community coalition joining with the Rails-to-Trails Conservancy's 2010 Campaign. The coalition used the Plan to identify two potential regional greenways, overcoming the 25 over/underpasses encircling Ann Arbor as barriers to pedestrians and cyclists.

Additionally, Ann Arbor is a regional center for cycling and attracts groups, advocates and cyclists from surrounding communities to share visions of a bike friendly region. Individuals involved in Ann Arbor are becoming active in their hometowns, sharing Ann Arbor's successes with their communities.

How many trails, bike lanes, paved shoulders, and bike routes connect with each other to provide seamless transportation options?

Most

9. Have you evaluated your transportation network and prioritized bicycle improvements based on hazards and needs?

Yes. Near-term improvements are prioritized on the basis of the following criteria:  
Existing Conditions:

The existing conditions score was created by assessing and assigning value to important corridor characteristics, like traffic counts, existing bike lanes and sidewalks, **safety** and connectivity to Downtown Ann Arbor.

Non-motorized Travel Potential:

This land use-based mapping system used the City's GIS data to identify a ¼-mile buffer around major non-motorized trip generators and attractors like schools, parks and multi-family housing. An overlay of each different generator and attractor will highlight the areas with the highest nonmotorized trip potential. A calculation will determine the average travel potential on each corridor.

Cost of Corridor Completion:

The total cost for each corridor consisted of the length of bike lanes and sidewalks, and the number of shared use arrows and mid-block crossings identified as Near-Term non-motorized projects in the Plan. Cost estimates will be built from the average cost of recent non-motorized projects on Packard Road, W. Stadium Boulevard and Platt Road.

Additionally, the existing bike lane system is inventoried annually, and wear and tear is prioritized for repair. The City of Ann Arbor is committed to providing consistent and safe bicycle infrastructure across the city, and is dedicating funds for this coming year to ensure that all bike lanes are signed and marked identically according to the *City of Ann Arbor Bicycle Facilities Implementation and Management Guide*, which uses AASHTO and MMUTCD (Michigan Manual of Uniform Traffic Control Devices) standards.

10. What specific improvements do you have planned for bicycling in the following year?

The City of Ann Arbor plans to add miles of bike lanes to its current network. 6.1 miles of bike lanes are funded through city Act 51 funds; for the additional miles, the City of Ann Arbor is taking advantage of stimulus funds, ensuring that bicycle facilities are not neglected in the city's "shovel-ready" projects. The city will also be standardizing the signage, striping, and pavement markings on the 23.7 miles of existing bike lanes, utilizing the City of Ann Arbor Bicycle Facilities Implementation and Management Guide to determine where signage and pavement markings are needed. The city will also address the downtown area by applying shared-use indicating arrows ("sharrows") throughout downtown. A shared-use path will be constructed adjacent to Washtenaw Avenue, ensuring the accessibility of this high-traffic corridor to bicycles.

11. What are the three primary reasons your city deserves to be designated as a Bicycle Friendly Community?

1. Expanding our bicycle infrastructure including lanes, educational materials and other policy provisions in support of our community's Bicycle-Friendliness is a priority of City Council. Ann Arbor proudly displays its "Bicycle Friendly Community" plaque on the front of City Hall. The City of Ann Arbor with its on and off road systems serves as a leader promoting and supporting bicycling as a priority policy consideration.
2. Ann Arbor has been recognized as a leader at the state and regional levels and continues to build on its history and tradition in this regard. From the City's initial bicycle committee formed in the 1970s to today, bicycling is a fundamental component of our transportation, education and recreation systems. The City of Ann Arbor is held up as an example in the State of Michigan for our dedication to building a better bicycling community. We have been acknowledged as a Gold-level community in the State of Michigan's Promoting Active Communities Award (<http://www.mihealthtools.org/Communities>). In return for this state-wide attention, we constantly strive for improvement, utilizing limited resources to expand our network of bicycle facilities, to preserve our existing assets, and to ensure that bicycling issues remain at the forefront.
3. We have a significant volume of cyclists riding in Ann Arbor. Between 2000 and 2007, the percent of Ann Arbor residents commuting to work by bike increased 2% to three-times the national average.

However, even this high number fails to account for the many residents and students that use their bikes to get to school, to get to the store or to meetings, or for recreational purposes. Some of the numbers reported in Question 1 in the Evaluation section demonstrate the many places that bicyclists can be counted within the community.

12. What are the three aspects of your community most in need of improvement in order to accommodate bicyclists?

On February 18<sup>th</sup>, city staff promoted a meeting with the bicycle community to help complete this application. This year, the city used the Bicycle Friendly Community Award as an opportunity to collaborate as a community, and the community meeting allowed various bicycling advocacies (WBWC, AABTS, MMBA), local bicycle shops, and other interested people to report on their individual initiatives to make Ann Arbor a more Bicycle-Friendly community. At the meeting, several aspects emerged as opportunities for improvement:

1. Collaboration – our community meeting demonstrated the power of collaboration between city staff and the bicycling community. Ann Arbor has not utilized this kind of collaboration in the past, and city staff hopes to make the meeting an annual event.
2. Education – both city staff and the community noted the need for an educational outreach campaign, particularly targeted at motorists. Being so close to the “Motor City,” vehicles have historically been privileged over other modes. Ann Arbor has taken leaps and bounds to overcome this disadvantage, continuing to mark and sign on-road bike facilities, and taking care to make “sharing the road” commonplace by sharing it ourselves. However, more attention is needed in this area to make Ann Arbor a more bicycle-friendly community.
3. Resources – our meeting exposed the severe lack of standard resources. It will be necessary to locate more creative resources within the city and community to ensure that we continue to move forward.

## FEEDBACK

1. How has completing this application affected your awareness of improvements which may be made for bicyclists?

Completing this application gave city staff the opportunity to meet with members of the community directly and talk about bicycling in Ann Arbor. The community was able to share concerns with staff, and was able to brainstorm some possible solutions. For instance, at our community meeting on February 18<sup>th</sup>, the community expressed concerns with on-street parallel parking adjacent to bike lanes, and said that Ann Arbor had already utilized a great solution for this problem: back-in angled parking, which was installed on Ann Street in 2008. By participating in a dialogue with the bicycling community, city staff was able to hear concerns in a solution-driven, collaborative atmosphere. This was a significant benefit to completing the application this year, and city staff intends to continue a dialogue with the community in the future.

2. Are you planning any new projects based on your involvement with the Bicycle Friendly Community program? Please describe.

In response to some of the concerns that were raised at our community meeting, city staff is evaluating our maintenance reporting systems and determining if there is a better way to address maintenance concerns. In the meantime, we have bike lane-specific instructions for cyclists on the city’s bicycling website ([www.a2gov.org/bike](http://www.a2gov.org/bike)). The city is also looking for ways to coordinate with the community in response to educational outreach concerns.

3. How do you foresee this designation affecting your community’s outlook on bicycling?

Designation as a Bicycle Friendly Community is a very positive way to keep the community’s attention on bicycling. Non-cyclists can observe their city in a new way, and can see the bicycle infrastructure the city is

working hard to build as unique, seizing upon the opportunity to travel and exercise in a new way. Cyclists in Ann Arbor will be bolstered by this designation, and both the city and bicycling advocacy groups will continue their efforts to support bicycling. Earning this designation is a significant achievement, and the city is very proud to have this honor.

Designation will also spur regional interest in the Bicycle Friendly Community Award, which will promote this award throughout Southeast Michigan. Cyclists use Ann Arbor as a regional example for the inclusion of cycling infrastructure in their city plans.

4. How do you foresee this designation affecting future bicycle improvement efforts?

Receiving designation as a Bicycle Friendly Community is also a reward for making bicycling a community priority. Receiving this designation will reinforce the efforts of both city staff and the community to make Ann Arbor an even more bicycle-friendly place. Bicycle friendliness is its own reward; however, the effects of being designated as a Bicycle Friendly Community will add to the satisfaction of living in a bicycle-friendly place.

5. Are you aware of other communities which should be involved with this program? Please list below.

Most of the peer cities that we are often compared to are already involved in this program. In our local area, the city of Ypsilanti has begun to demonstrate significant consideration of cycling. Also, Pittsfield Charter Township has evidenced its interest in promoting bicycling through its investments along the Platt Road corridor and working collaboratively with the City of Ann Arbor at multiple highway overpasses.

As a result of Ann Arbor's Bike Friendly Application process, members of the Ann Arbor cycling community have begun to work with other communities. Saline has established a committee to complete the application, lead by individuals involved in the Ann Arbor's application. Ypsilanti-based cyclists and organizations are also exploring the possibility of applying for the Bicycle Friendly Community Award.