

NON-MOTORIZED PLAN FOR WASHTENAW COUNTY



SEPTEMBER 2006

NON-MOTORIZED PLAN FOR WASHTENAW

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WATS Staff

Terri Blackmore
Executive Director

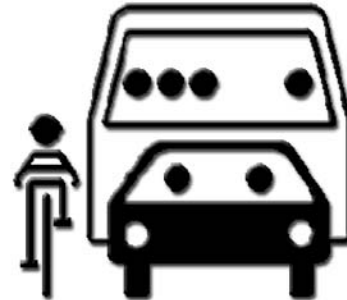
Ryan Buck
Transportation Planner

Mathew Raschke
Associate Transportation Planner

Eric Bombery
Associate Transportation Planner

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SEPTEMBER 20, 2006



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NON-MOTORIZED PLAN FOR WASHTENAW

NON-MOTORIZED PLAN STEERING COMMITTEE

Chris White	Ann Arbor Transportation Authority
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Jeff Wallace	Village of Manchester
Brian Shorkey	Washtenaw County Road Commission
Brett Lenart	Washtenaw County Planning and Environment
Adreanne Waller	Washtenaw County Public Health
Kris Talley	Washtenaw Walking and Biking Coalition
Karen Wieber	City of Ypsilanti
Dave Nicholson	Ypsilanti Charter Township
Ron Mann	SWWCOG
Amy Patullo	Bridgewater Township
Alex Bourgeau	SEMCOG
Jim Rogers	Citizen
Mary Lirones	Citizen

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EXECUTIVE SUMMARY

The WATS non-motorized plan provides a future vision of the County's non-motorized transportation system. More than 20 agencies were actively involved in the development of the plan. The plan has 6 policies to guide the implementation of future improvements that state where facilities need to be constructed, to what standards they should be constructed and that maintenance agreements need to be resolved prior to implementation. The following is a summary of the plan's findings.

- ◆ WATS inventoried 866 miles of non-motorized facilities including over 560 miles of sidewalk, 64 miles of off road paths, 194 miles of bike facilities including 58 miles of paved shoulders.
- ◆ Using the plan's policies there are 1,729 miles of the County's transportation system identified which have inadequate non-motorized access.
- ◆ Approximately 34,000 Washtenaw County residents are within a reasonable distance (one half mile) of transit yet are not served by an accessible bus stop.
- ◆ Of the 196 major destinations identified, 41% are not accessible by walking and 94% are not accessible by biking.
- ◆ Only 342 of the 1,472 of AATA's bus stops, or 30%, are considered ADA accessible.
- ◆ Of the 967 youth surveyed, 316 or 39.7 % use both walking and biking as modes of transportation. Of those surveyed, 235 or 24.3 % use walking as a mode of transportation but do not bike, 57 or 5.8% responded that they biked but did not walk and 348 or 35.9% neither walked or biked.
- ◆ Less than 10% of the youths surveyed use non-motorized modes to travel to and from school.
- ◆ The WATS travel demand model estimates that approximately 14% of all trips on an average day are made by walking and 1% of all trips are made by biking.
- ◆ The WATS travel demand model estimates that in 2030, approximately 350 miles of road or 33% of the major road system within the County will be congested.
- ◆ Benefits of non-motorized transportation include providing transportation choices, supporting transit, improving air quality, improving residents' health and reduced transportation cost.

Working with local road agencies, communities and members of the public, WATS developed a countywide Geographic Information System (GIS) inventory of existing pedestrian and bicycle facilities for Washtenaw County. This inventory made it possible to identify deficiencies, which were used in the development of a vision and a future improvements list. In addition to providing a list of future non-motorized improvements, the plan identifies funding sources that can be used for non-motorized improvements.

NON-MOTORIZED PLAN FOR WASHTENAW

INTRODUCTION

This Non-Motorized Transportation Plan reflects the desires of Washtenaw County to promote and develop a comprehensive non-motorized transportation system. The plan recognizes that each form of non-motorized transportation, as well as each user of the system, has unique needs. It is important that Washtenaw County residents, regardless of physical or socio-economic differences, have the opportunity to utilize alternative modes of transportation. To facilitate plan development, WATS inventoried the non-motorized system existing in 2005, established goals and policies, and identified improvements needed for the system. This plan also includes policies and recommendations that can be adopted by local communities to expand and maintain the existing system.

WATS invited all local units of governments as well as other stakeholder agencies and citizens to serve on a Steering Committee. The Steering Committee guided the development of the plan, approved policies and reviewed the completed plan. The continuing coordinated and comprehensive manner in which this plan was developed creates the County's collective vision for the future of non-motorized transportation.

The Plan's conceptual non-motorized network is designed to connect sidewalks and bicycle facilities to schools, major business and commercial districts, housing developments, public and private institutions, and connect communities. A non-motorized network can provide transportation options or choices for residents of the county as well as providing both active and passive recreational opportunities.

PURPOSE

The Non-Motorized Plan for Washtenaw County is a countywide plan that can be consulted as local communities, developers and transportation agencies develop non-motorized facilities throughout the county. The Non-Motorized Plan identifies the transportation system's existing non-motorized facilities, establishes a future conceptual network for non-motorized facilities through a map and list of improvements, and identifies resources to help fund future additions to the non-motorized transportation network. This plan also assists local officials and developers by providing guidelines for the inclusion of non-motorized facilities as part of the land use and plan review process for new development.

A complete non-motorized system will enhance the quality of life in Washtenaw County by providing a resource for improved quality of life and economic vitality.



NON-MOTORIZED PLAN FOR WASHTENAW COUNTY

BACKGROUND

Today, bicycling and walking in the urban portion of Washtenaw County represents an important portion of the total travel taking place. The last major regional household survey was completed in 1994 and it revealed that approximately 1.5% of all trips use the transit mode, more than 12% of total trips are made by walking and approximately 1.0% of all trips are bike trips. With two Universities and four colleges, the area has a relatively young population and a land use pattern that is conducive to pedestrian and bicycle travel. Many work, education and shopping trips are within reasonable distances for non-motorized travel.

To date there has been very little non-motorized transportation planning in the rural areas of the County. Master plans and zoning documents from local rural communities do not emphasize non-motorized travel as in the urbanized area. There are townships within the county that do not have any non-motorized facilities. The lack of facilities in rural areas has generally made non-motorized travel in the areas more difficult if not impossible. However, as they represent over half of the county’s geographic area, rural areas are an essential piece in planning a non-motorized countywide network.

BENEFITS OF NON-MOTORIZED TRANSPORTATION

PROVIDES TRANSPORTATION OPTIONS

Non-motorized facilities are important for people to have the option to walk, bike or use public transit if they choose. A more complete and connected non-motorized transportation network increases the non-motorized mode’s viability as a transportation option and supports public transit. Non-motorized facilities are important to promote walking and biking and the collective use of public transit when they are effectively connected.

REDUCES CONGESTION

The current level of congestion experienced on Washtenaw County roads indicates that in many locations the motorized transportation system is at or above its designed capacity. The WATS travel demand model estimates that in 2030, approximately 350 miles of road or 33% of the major road system within the County will be congested. One of the most effective ways to reduce congestion is to reduce the number of motorized trips by increasing the number of trips that are made using shared ride, public transportation, or non-motorized transportation.

1 WATS classifies non-freeway roads as congested if the daily volume is 80% or more of the road’s daily capacity. Freeways are classified as congested at 100% of their capacity.



“It’s becoming increasingly difficult to ride from home to a location outside Ypsilanti or Ann Arbor due to traffic.”

- Ed Dunkelberger, Resident

SUPPORTS TRANSIT

For both people who choose to use alternative transportation as their preferred mode of travel and for those for which it is the only option, non-motorized facilities support transit by providing access to bus stops. The existence of both walking and biking facilities leading to bus stops is critical to optimizing use of the transit system. All AATA fixed route buses offer the ability to load your bike on the bus and unload it at the destination. Additional non-motorized facilities, both on and along adjacent roads connecting non-motorized facilities to transit stops can make transit more accessible.

IMPROVES AIR QUALITY

Washtenaw County is part of the Southeast Michigan air quality non-attainment area. The county is designated as non-attainment for both ozone and Particulate Matter smaller than 2.5 microns (PM_{2.5}). Poor air quality can contribute to respiratory problems and overall health issues in the population. A complete non-motorized network will allow Washtenaw County residents to use a non-polluting means of transportation to meet some of their basic needs, from shopping at a local store to commuting to work. The increased number of trips made using non-motorized modes will reduce the pollutants that are detrimental to the air of Washtenaw County and the region.

ECONOMIC VITALITY

The economic vitality of a community can be greatly affected by the transportation choices available. An environment that is supportive of non-motorized trips and provides well connected non-motorized facilities that offer access to jobs and shopping and improved access can make a community more attractive to both businesses and prospective employees.

IMPROVES HEALTH

Despite common knowledge that exercise is healthful, more than 60 percent of American adults are not regularly active, and 25 percent of the adult population is not active at all². The Washtenaw County Department of Public Health's research reveals that this national statistic generally holds true in Washtenaw County. The department's 2003 report "Physical Activity in Washtenaw County" states that physical activity³ generally decreases with age. While three quarters of the Washtenaw County children surveyed in 2000 reported they are physically active on a daily basis, only 43% of the adults surveyed reported being physically active between 5 and 7 times per week.

² 1996 Surgeon General's Report on Physical Activity and Health

³ Physical Activity is defined in the report as 30 minutes or more of moderate exercise



NON-MOTORIZED PLAN FOR WASHTENAW COUNTY

An improved non-motorized transportation network will be a great health benefit for all Washtenaw County residents and visitors by providing more facilities and increasing the accessibility of those facilities to more people.

The Washtenaw County Public Health’s Report on Physical Activity in Washtenaw County provided the data for Chart 1, which shows the percent of overweight children and adults in 1995 and 2000 and the change⁴.

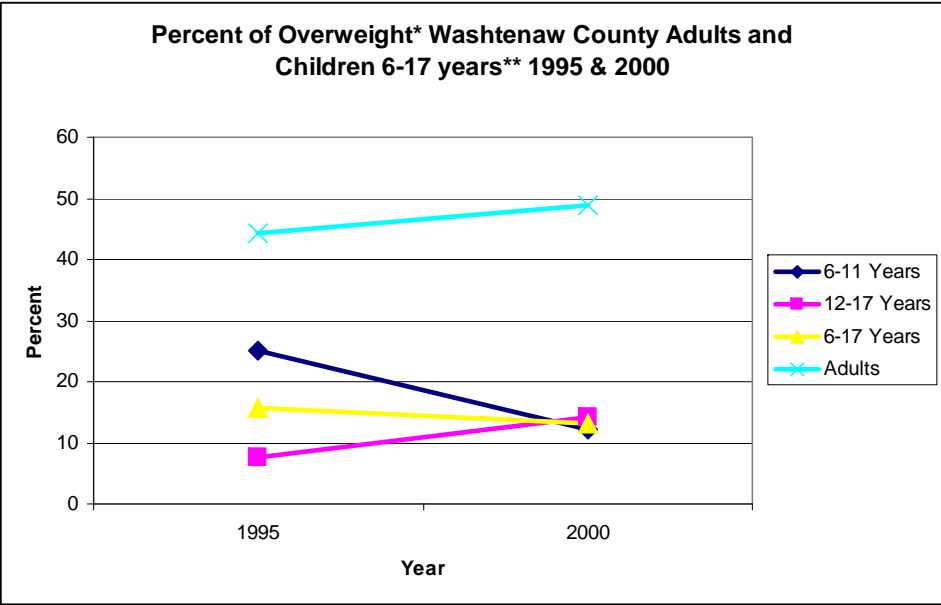
The Washtenaw County Health Report cites both barriers and motivators to physical activities. One of the barriers to physical activity listed in the report is not having parks, sidewalks, bike trails, or safe and pleasant walking paths convenient to neighborhoods and offices. Accordingly, one of the motivators of physical activity listed is creating or developing an environment supportive of an active lifestyle. This provides a direct link between non-motorized planning and better health through increased physical activity. The barriers and motivators identified by the Washtenaw County Health Department both relate to a goal of the plan to provide complete sidewalk and bike facility networks.. Accordingly, as the plan promotes the development of sidewalk and bike facilities those facilities may, in turn serve as a motivator to increased physical activity.

COST SAVINGS

Using non-motorized modes as a transportation option can save individuals and families hundreds of dollars a year. The Bureau of Transportation Statistics (BTS) estimates that the average cost of owning and operating a vehicle in 2003 was \$7,754. The BTS historical data shows the increase in the average cost of owning and operating a vehicle between 1985 and 2003 has significantly out-paced inflation. Commuters who use non-motorized modes are also less reliant on gasoline and therefore fluctuation in the cost of gasoline has less of an impact on their disposable income. The total cost savings is made up from the reduced gasoline costs, reduced insurance and maintenance costs.

⁴ The 1996 and 2000 HIP surveys categorize overweight as greater than or equal to the 95th percentile on the Centers for Disease Control BMI growth charts.

CHART 1



GOALS AND OBJECTIVES

The goals and objectives developed for the plan were refined using comments from the public involvement meetings. These goals and objectives provide a framework for developing the plan.

Goal 1: Create a countywide, non-motorized vision to provide complete sidewalk and bike facility networks and to support public transit service.

- Objective:
- A.** Further unify non-motorized stakeholders vision of the future non-motorized transportation system.
 - B.** Adopt a countywide minimum standard for all non-motorized facilities.
 - C.** Create a countywide Vision through stakeholder involvement.

Goal 2: Increase awareness of non-motorized funding opportunities.

- Objective:
- A.** Identify available funding resources and the process to use the resources for implementation.

Goal 3: Institutionalize road agency and local community thinking regarding incorporation of non-motorized improvements as part of all transportation improvements.

- Objective:
- A.** Guide local decision makers by requiring non-motorized facilities as part of future road improvements to the greatest extent feasible.
 - B.** Outline an implementation strategy for the plan working with local road agencies, communities and stakeholders.

Goal 4: Expand and enhance the non-motorized portions of the 2030 Long Range Transportation plan for Washtenaw County and the Washtenaw County Comprehensive Plan.

- Objective:
- A.** Create a document that can be incorporated into the 2030 Long Range Plan and the Washtenaw County Comprehensive plan.
 - B.** Identify gaps in the existing non-motorized network, recommendations for cross walks and bike parking facilities.
 - C.** Develop a process to maintain the data collected as part of the plan.

Goal 5: Improve safety for bicyclists and pedestrians.

- Objective:
- A.** Identify critical links and crossings between and leading up to major destinations including schools.
 - B.** Create a list of improvements, which can be implemented to improve non-motorized traffic safety.

Goal 6: Identify inter-county, non-motorized connections.

- Objective:
- A.** Create a GIS network of existing, planned and recommended non-motorized facilities including pedestrian, bicycle, and shared-use facilities.
 - B.** Coordinate improvements between Washtenaw County communities and surrounding counties.

PUBLIC INVOLVEMENT

STEERING COMMITTEE ESTABLISHMENT

WATS requested representation from local municipalities and several organizations to take an active role in plan development by serving on the Non-Motorized Plan Steering Committee. In addition to the institutional membership, WATS sought out the participation of members of the general public to serve on the Non-motorized Plan Steering Committee. Although only three members could be accommodated on the Steering Committee, the public was invited and encouraged to participate at every Steering Committee meeting as well as the public forums. The Steering Committee was tasked with developing the goals and objectives as well as reviewing and approving non-motorized policies and plan. All of the following communities and agencies were invited to participate in the development of this plan.

- Ann Arbor Township

Augusta Township

Bridgewater Township

City of Ann Arbor

City of Chelsea

City of Milan

City of Saline

City of Ypsilanti

Dexter Township

Dexter Village

Eastern Michigan University

Freedom Township

Huron-Clinton Metroparks

Lima Township

Lodi Township

Lyndon Township

Manchester Township
- Manchester Village

Northfield Township

Pittsfield Township

Salem Township

Saline Township

Scio Township

Sharon Township

Southeast Michigan Council of Governments

Superior Township

Sylvan Township

University of Michigan

Washtenaw County Parks and Recreation

Washtenaw County Road Commission

Webster Township

York Township

Ypsilanti Township

Washtenaw County Planning and Environment



“I like the fact that Washtenaw County is encouraging walking and bike riding as modes of transportation!”
- Karen Berg, resident

PUBLIC NOTIFICATION

WATS utilized several methods to engage and solicit comments from the public during the development of the Non-Motorized Plan. WATS held public involvement meetings at various locations in Washtenaw County. In addition, email invitations were provided to all who requested more information on the development of the plan or the notification of Steering Committee meetings. The agency's quarterly newsletter "The Vehicle" provided approximately 300 county residents with updates on the plan and an open invitation to provide comments. Meeting notices and public comment forms were also available on the WATS website. The Ann Arbor News published an article at the beginning of the Non-motorized plan development and notified residents of the opportunity to represent the public on the Steering Committee. In later notices, the Ann Arbor news also advertised the various public meetings.

PUBLIC MEETINGS

The first public involvement meetings provided an opportunity to comment on data collection as well as the draft of goals and objectives. A presentation on the Non-Motorized Plan was presented including the plan purpose and development schedule. Attendees were asked to think conceptually and to make non-motorized improvement suggestions as specific as missing gaps in the sidewalk to as broad as conceptual connectors between urban centers. The comments collected from the meeting were integrated into a GIS database and mapped. Comments from the meeting and the map were provided to the Steering Committee for their use.

PUBLIC WORKSHOPS

A second round of public involvement meetings featuring public workshops took place in the Village of Manchester, City of Chelsea, City of Ann Arbor and City of Ypsilanti. A presentation that outlined the plan process and work completed to date and the next steps was provided. Following the presentation, a workshop was held to identify missing existing facilities and major Washtenaw County destinations. Comments were recorded on 3 x 5 cards and stickers corresponding to the card number coded the comments to the maps. The attendance at the 4 public workshops totaled 63 people. Those in attendance varied from elected officials to high school students.



OUTREACH TO SPECIAL GROUPS

CHELSEA HOSPITAL WALKING GROUPS

Individuals from the Chelsea Community Hospital invited WATS to provide information on the Non-Motorized Plan development effort to their walking group. WATS provided maps of the existing facilities data for the City of Chelsea and the Villages of Dexter and Manchester and received input from the meeting attendees to make the existing facility data more complete and accurate.

WASHTENAW BIKING AND WALKING COALITION

WATS made a presentation at the Washtenaw Biking and Walking Coalition meeting on the existing facilities data and the plan’s policies. WATS distributed maps of the existing facilities, surveys and accepted public comments.

YOUTH MOBILITY SURVEY

WATS surveyed approximately 1,000 middle and high school students, an age group whom are not often surveyed, to determine their transportation needs. Due to the uniqueness of this effort, WATS received Federal Highway Administration (FHWA) approval to provide incentives to students who completed the survey. The youth were asked where they would recommend new bike or walk facilities be constructed. This information was used in the preparation of the final list of improvements and county wide vision.

The date and location of the public meetings are shown in Table 1.

Table 1
Public Meeting Summary

Meeting Date	Meeting Location
16-Nov-04	Ann Arbor Transportation Authority
5-May-05	Downtown Ann Arbor Library (WBWC meeting)
6-Sep-05	Chelsea Hospital
8-Sep-05	Manchester Village Hall
13-Sep-05	Downtown Ann Arbor Library
15-Sep-05	Ypsilanti City Council Chambers
5-Jul-06	Superior Township Hall
6-Jul-06	City of Saline Council Chambers
10-Jul-06	Manchester Village Hall
12-Jul-06	Ann Arbor Transportation Authority
13-Jul-06	Ypsilanti City Council Chambers



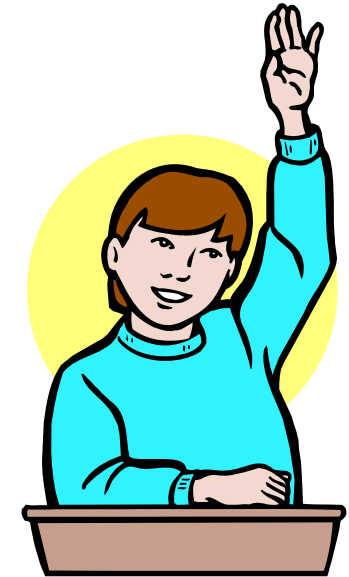
PUBLIC COMMENTS

WATS accepted comments throughout the development of the plan until the official public comment period closed prior to WATS Policy Committee adoption in September 2006.

Public comments were obtained using several methods. A general comment form was developed and distributed at public meetings and posted on the website. Additionally, WATS developed separate walking and biking surveys for analysis of needs, perceptions and facility use. These surveys were sent to several walking and biking groups and were distributed at all public meetings. Table 2 shows the number of surveys completed by community by mode.

Table 2
Summary of Comments Received by Community

Agency	Number of Walking Comments	Number of Biking Comments
Ann Arbor City	4	16
Bridgewater Township	1	2
Chelsea City	2	5
Dexter Township	3	0
Dexter Village	2	3
Lima Township	3	0
Lyndon Township	4	0
Manchester Township	1	0
Manchester Village	4	0
Pittsfield Township	0	4
Scio Township	0	2
Superior Township	1	0
Ypsilanti City	0	7
Ypsilanti Township	0	1
Other/No address	4	2
Total	29	43



NON-MOTORIZED PLAN FOR WASHTENAW COUNTY

The surveys requested specific locations where the respondent desired non-motorized improvements. Those locations were added to the list and map of improvements as part of the overall vision.

The most frequent location cited by bikers for improved facilities was Huron River Drive between Ann Arbor and Dexter. More than 25% or 11 of 43 bicycle survey respondents mentioned this corridor. The most frequently mentioned corridor mentioned by walkers was Waterloo Road, which runs from Island Lake Road in Dexter Township to the West County line in Lyndon Township. Many respondents requested walking facilities near their homes rather than a specific link. For each survey that cites a specific location in need of a bicycle or walking facility, WATS added the location to a list of future improvements.

The most frequent concern mentioned in the surveys was safety, which was mentioned in 40% or 29 of the 71 surveys. The safety concerns included driver attitudes, lack of smooth paths and spacing between vehicular and non-vehicular traffic. A more detailed summary of the surveys is included in Appendix A on page 91.



NON-MOTORIZED PLAN POLICIES

To provide guidance to local implementing agencies and developers, the Plan includes six policies that identify situations where facilities are required, what constitutes a non-motorized facility and maintenance considerations. These policies were developed and approved by the Non-motorized Steering Committee with subsequent approval by the WATS Technical Committee and the WATS Policy Committee.

The policies in this document set recommendations for facilities in the County. As local communities and agencies develop their own plans, review proposed developments and recommend improvements to the non-motorized system, the AASHTO guide for the development of bicycle facilities and the AASHTO “Green book” should be consulted for standards and specifications. These books provide national standards of design guidelines and provide additional recommendations that have been assembled by transportation professionals.

DESIGN GUIDELINES

The policies adopted as part of this plan are complementary to American Association of State Highway and Transportation Officials (AASHTO) guidelines and are also in compliance with ADA requirements.

POLICY 1: NON-MOTORIZED FACILITY POLICY

All paved-shoulder, on road and side path facilities for roads whose National Functional Classification (NFC) is collector or above, shall where technically (or economically) feasible be constructed in accordance with prevailing AASHTO standards.

POLICY 2: PEDESTRIAN FACILITY POLICY

All sidewalks and sidewalk ramps on both public and private property shall comply with the prevailing Americans with Disabilities Act Accessibility Guidelines (ADAAG) and be constructed to prevailing AASHTO standards wherever possible.



Truncated sidewalk ramp

LOCATION OF FACILITIES

As Washtenaw County continues to develop, local communities, developers and agencies should consider non-motorized facilities when approving site plans and working with road agencies on design guidelines and general development standards. The following policies address where facilities should be constructed and where various types of facilities are acceptable with respect to varying types of land uses. While requirements and design standards may vary between urban and rural locations, the need for safe non-motorized facilities transcends urban/rural designations. Map 1 on page 19 shows the Census defined Urbanized Areas (UA) in Washtenaw County.

“My husband and I walk quite a bit and we very much appreciate the parks in Ann Arbor for this. We strongly support requiring sidewalks for all neighborhoods.”
- Ruth Shantz, resident

POLICY 3: PROVISION OF NON-MOTORIZED FACILITIES

All new development site plans shall, regardless of land use, location or the adjacent road’s National Functional Classification, provide direct and convenient access including non-motorized facilities usable by pedestrians and bicyclists with appropriate crossing locations that are ADA compliant within the development as well as along the road frontage Right of Way to facilitate non-motorized movements and to connect to adjacent existing or potential future developments especially those behind. All non-residential facilities are required to provide facilities.
The following exceptions are noted:

- 1. Residential developments with one dwelling unit per more than five acres.
- 2. If the cost of providing non-motorized facilities exceeds twenty percent of the total infrastructure cost associated with the development.
- 3. The provision of non-motorized facilities is environmentally unfeasible due to severe topographic or natural resource constraints.
- 4. Along or to a facility where bicycle and pedestrians are prohibited (i.e. freeways)



Sprawling Subdivision

POLICY 4: PROVISION OF NON-MOTORIZED FACILITIES DURING CONSTRUCTION OR RECONSTRUCTION OF PUBLIC ROADS OR BRIDGES

Road agencies in Washtenaw County shall provide for pedestrian and bike movements with appropriate crossings that are ADA compliant as part of both on and off road facilities shared use or separate non-motorized facility for all urbanized area road reconstruction. Facilities shall be constructed so that there is adequate access for all types of non-motorized users and to support transit wherever possible with additional width for transit shelters where appropriate. For areas outside the urbanized area, at a minimum all road reconstruction or major improvements involving federal aid eligible roads and non federal aid eligible roads that connect existing or proposed non-motorized facilities shall include a paved shoulder or paved shoulder and accessible, ADA compliant sidewalks on rural roads where traffic and speed necessitate a separate pedestrian facility.

The following exceptions are noted:

1. If the cost of providing of the facilities exceeds twenty (20) percent of the total cost of the development.
2. The provision of non-motorized facilities is environmentally unfeasible due to severe topographic or natural resource constraints.
3. Along or to a facility where bicycle and pedestrians are prohibited (i.e. freeways)

Using AASHTO guidelines as a reference, a policy was adopted that addresses non-motorized facilities outside the urbanized area.

RURAL NON-MOTORIZED FACILITIES

Creating a countywide, non-motorized vision to provide complete sidewalk and bike facility networks and to support public transit service countywide is a goal of the Non-motorized Plan. To accomplish this goal and to address the unique characteristics rural areas present for non-motorized travel, the steering committee adopted the following policy that allows paved shoulders in rural areas to be considered as pedestrian facilities.

“Let’s get serious about cycling as an alternative means of transportation. Promote, advertise, form groups, work with employers...”

-George Lambrides, resident



Broadway Bridges in Ann Arbor

POLICY 5: PROVISION OF NON-MOTORIZED FACILITIES OUTSIDE THE URBANIZED AREA

It is reasonable to consider a paved rural road shoulder, which meets ADA requirements for pedestrian walkways, to the maximum extent possible as both a bicycle and pedestrian facility as part of the county-wide non-motorized network in census defined non-urban areas.

“I bike to work the equivalent of 6-8 weeks per year. More bike paths and lanes would certainly allow me to extend my bike to work season.”
-Tom Cichonski, Resident

LONG TERM MAINTENANCE OF FACILITIES

In addition to building non-motorized facilities, it is imperative that the facility be maintained to allow maximum use. Who maintains a facility is often in question outside of cities and villages where the road commission and townships share ownership. To ensure the continued usability of a facility, maintenance responsibilities should be determined prior to construction.

POLICY 6: MAINTENANCE OF NON-MOTORIZED FACILITIES

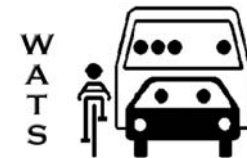
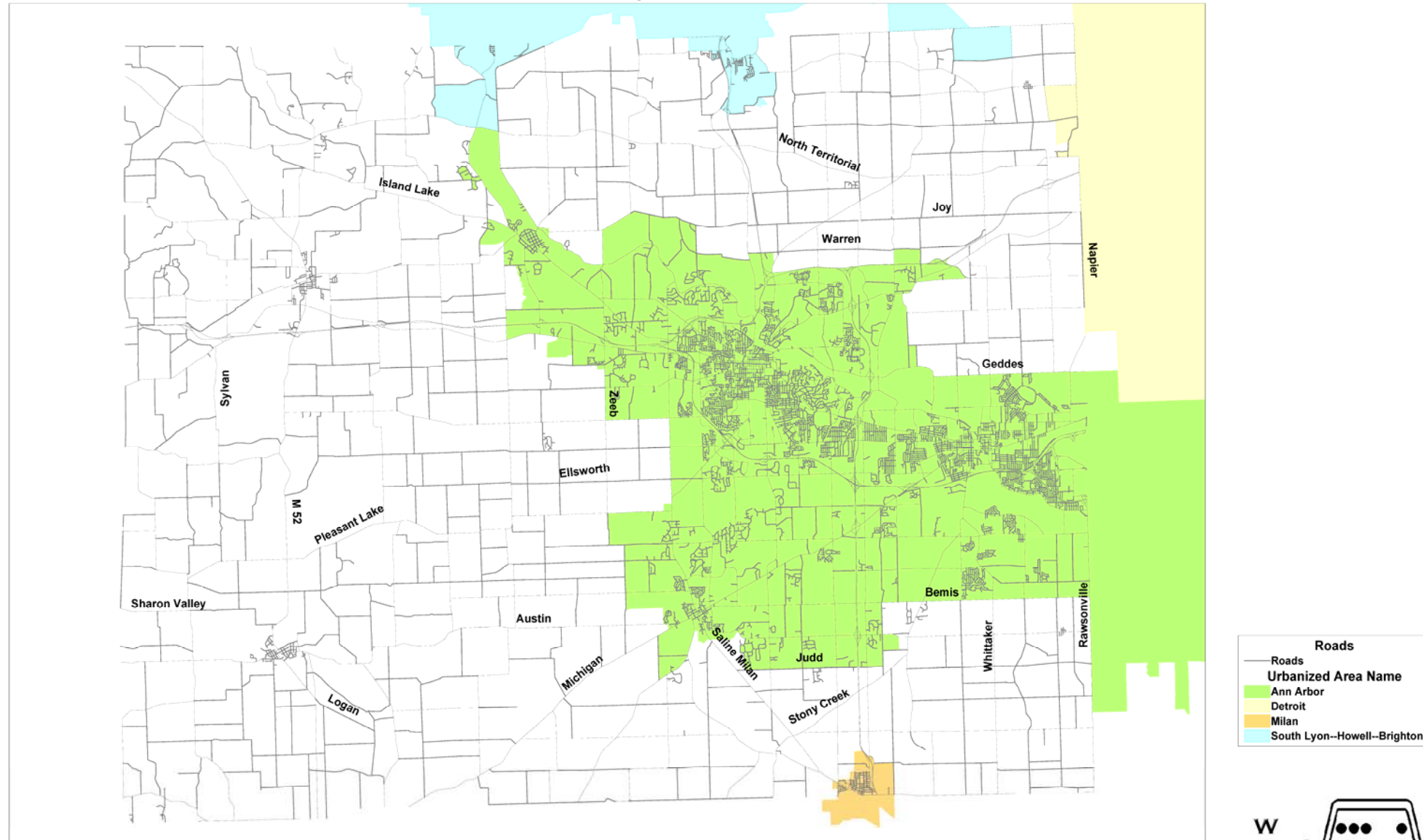
Before a non-motorized facility is constructed, a maintenance agreement shall be established for that facility by the implementing agency with concurrence of all affected agencies or communities that identifies the responsibilities of all agencies involved. All responsible Agencies and Communities for a facility should be involved in the development of a maintenance agreement that identifies: What maintenance will be done (winter maintenance, sweeping, crack filling, resurfacing); How often (Is it reviewed annually); Who is responsible for completing the maintenance; Who is responsible for scheduling the maintenance; and Who is responsible for paying for the maintenance.



Street Sweeper

Map 1

Washtenaw County Urbanized Areas



NON-MOTORIZED FACILITY INVENTORY

An inventory of existing non-motorized facilities was initiated through meetings with local government and agency staffs and supplemented through the use of aerial photos, existing GIS layers and public comments.

WATS collected data on the following:

Sidewalks – Facilities that are designed for use by pedestrians only, although some bicyclists may choose to use them.

Sidewalk Ramps – Data was collected on sidewalk ramps, however, this data was only available for the Cities of Chelsea, Saline and the Villages of Dexter and Manchester.

Bike lanes - On road lanes that have been striped and are reserved for use by bicyclists only.

Paved shoulders –An unmarked paved shoulder of more than 3 feet that is considered a bicycle facility for this plan.

Off Road Facilities – Both paved and unpaved paths outside the road Right of Way that serve a transportation purpose. Loop paths and paths not serving as a transportation corridor have not been included in the total. Also included are existing portions of the Border to Border trail and the Saline Linear Park Path.

Table 3 summarizes existing bicycle and pedestrian facilities by community by type.



NON-MOTORIZED PLAN FOR WASHTENAW COUNTY

Table 3 Existing Facilities Summary

	Pedestrian		Bike		
	Intersections with ramps	Sidewalk	Off Road	Bike facility	3ft +Paved Shoulder
Community					
Ann Arbor City	N/A	N/A	38.0	51.84	0
Ann Arbor Township	N/A	0	7.0	16.01	7.19
Augusta Township	N/A	0	0	5.28	2.6
Bridgewater Town- ship	N/A	0	0	0	0
Chelsea	94	34.14	0	0	0
Dexter Township	N/A	0	2.68	0	0
Dexter Village	N/A	19.35	0	0.31	0
Freedom Township	N/A	0	0	1	.5
Lima Township	N/A	0	0	7.8	3.89
Lodi Township	N/A	4.1	0	4.56	2.26
Lyndon Township	N/A	0	0	0	0
Northfield Township	N/A	30.74	1.2	10.66	5.34
Pittsfield Township	N/A	76.49	5.6	10.52	4.3
Salem Township	N/A	0	0	3.44	1.72
Saline City	141	51.67	.5	0	0
Saline Township	N/A	0.85	0	0	0
Scio Township	N/A	10.41	1.25	32.66	15.98
Sharon Township	N/A	0	0	0	0
Sylvan Township	N/A	0	0	0	0
Superior Township	N/A	28.0	1.0	9.40	.52
Manchester Town- ship	N/A	0	0	0	0
Manchester Village	100	9.53	0	0	0
Webster Township	N/A	3.9	0	2.11	0
York Township	N/A	0	0	9.68	4.84
Ypsilanti City	N/A	98.49	5.55	3.71	0
Ypsilanti Township	N/A	193.87	1.66	25.2	9.42
Total	335	560.64	64.44	194.18	58.56

Table 3 Notes: N/A stands for not available. “Bike Facility” includes striped bike lanes, shared use paths and paved shoulders of 3 ft. or more.

Did you know?

The City of Ann Arbor is in the early stages of collecting information on its sidewalk system on both local and major streets. The data collection is expected to be completed in approximately 3 years. At that time accurate information on the miles of existing sidewalk within the city limits will be available and incorporated into this plan.

NON-MOTORIZED PLAN FOR WASHTENAW COUNTY

In areas where the inventory data is not available, data should be collected on the type of facilities listed above for a more complete inventory of the non-motorized system.

Table 4 summarizes the total mileage of existing facilities for urban and rural communities.

Table 4 Facilities Summary by Urban and Rural MCD's

	Intersections with ramps	Sidewalk	Off Road	Bicycle Facility	3ft +Paved Shoulder
Urban MCD	141	450.28	14.56	74.69	29.7
Rural MCD	194	154.77	49.88	64.88	28.86

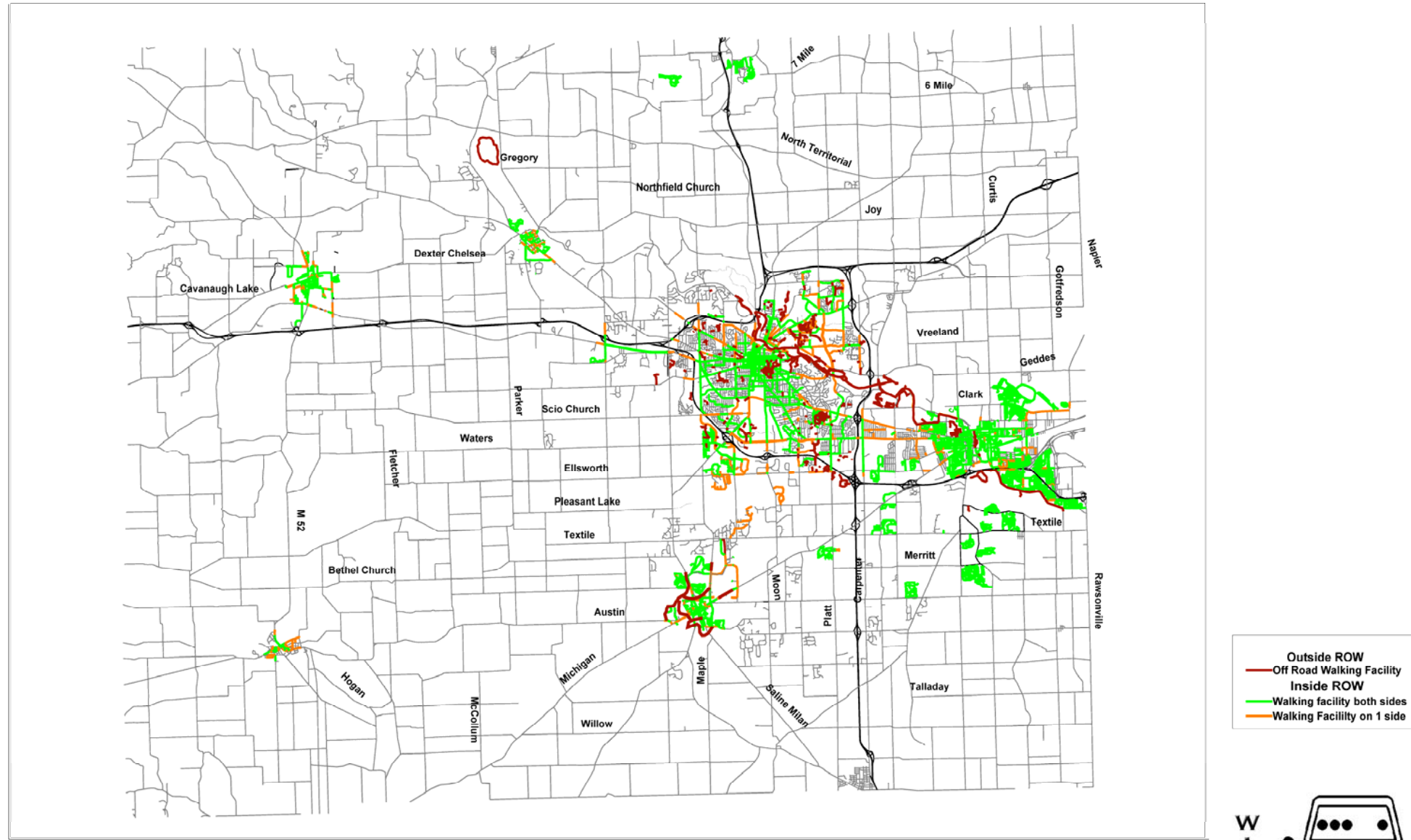
Map 2 on page 25 illustrates existing pedestrian facilities; Map 3 on page 27 depicts existing bike facilities.

“Every trip, whether it be non-motorized, transit or in a private vehicle, begins and ends as a pedestrian trip.”
- Eli Cooper, AATA Board

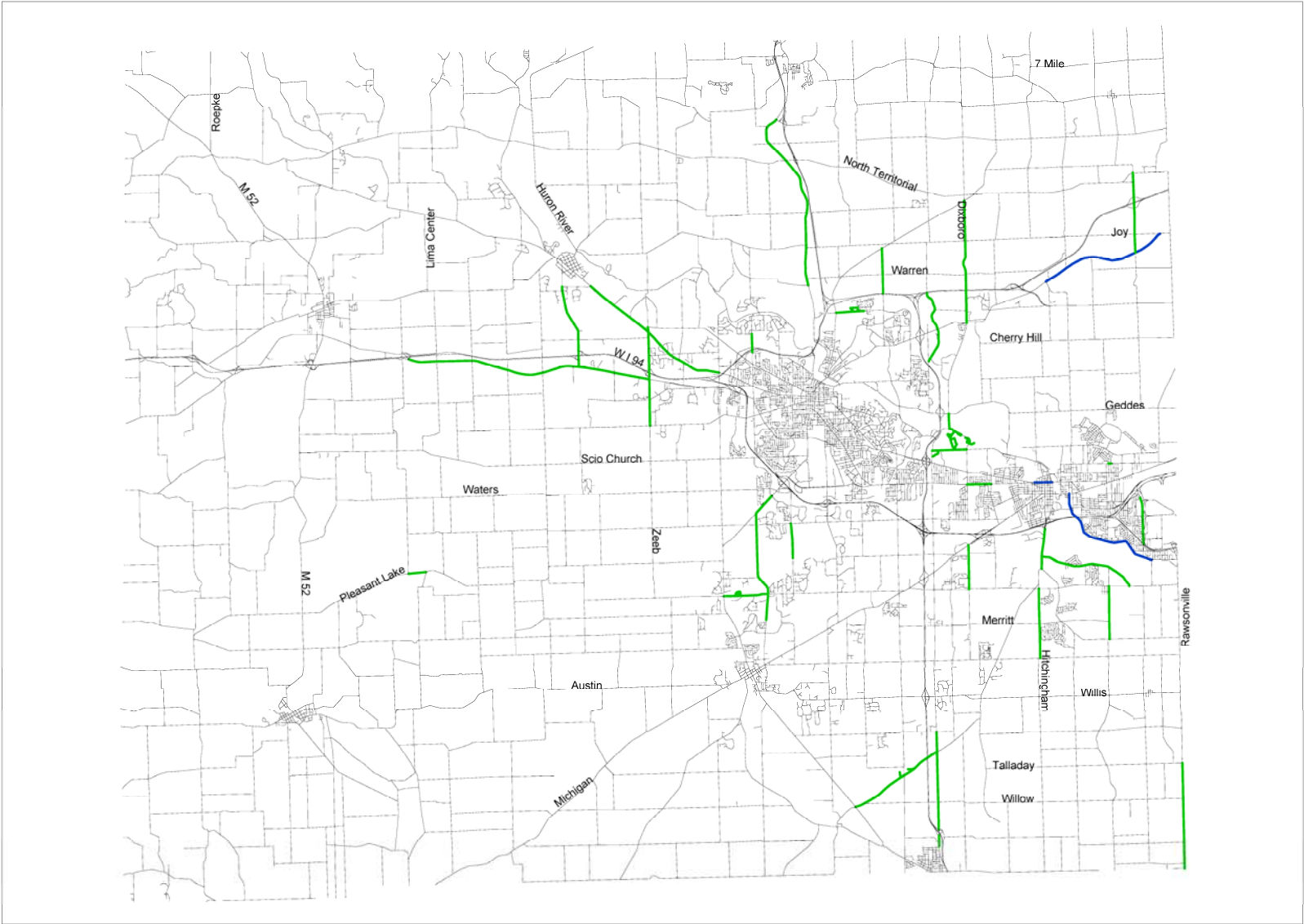


Map 2

Existing Walking Facilities



Map 3 Existing Bike Lanes and Paved Shoulders 3+ feet



ACCESSIBILITY

WATS collected data on major destinations in Washtenaw County. This analysis of destinations and facilities reveals the number that are not currently accessible in communities. As local communities create new master plans and road agencies prioritize construction projects non-motorized access to major destinations should be considered. A critical attribute of a connected non-motorized system is its ability to connect people and destinations.

WATS collected data on the following:

- ♦ K-12 public schools
- ♦ Ann Arbor Transportation Authority (AATA) bus stops
- ♦ Single stand alone retail
- ♦ Neighborhood shopping centers
- ♦ Community shopping centers
- ♦ Regional shopping centers
- ♦ Post offices
- ♦ Libraries
- ♦ Universities
- ♦ Parks

MAJOR DESTINATIONS

Using GIS files provided by SEMCOG and Washtenaw County Planning and Environment Department, WATS identified shopping centers and K-12 schools as major destinations. Following public comments, WATS added post offices and libraries as destinations for the analysis. The accessibility of each destination is shown in Table 5 as well as the number of each type of destination in the county. Map 4 illustrates major destinations in Washtenaw County.



Table 5
Destination Accessibility

	Walk Accessible	Bike Accessible	Non-walk Accessible	Non-bike accessible	Total
Public Schools	49	2	11	58	60
Private Schools	14	3	46	57	60
Charter Schools	4	1	3	6	7
Shopping Centers	34	4	14	44	48
Post Offices	5	1	2	6	7
Libraries	8	1	6	13	14
Total	114	12	82	184	196

UNIVERSITIES/COLLEGES

Universities represent larger, non-contiguous areas, some points of access may be accessible, some points may not. Area universities and parks have not been designated as accessible or not as part of this plan; however, it is important to treat these locations as major destinations as they are major trip attractors.

PARKS

Similar to universities, most parks have multiple points of access and have not been designated as accessible or not as part of this plan. Parks attract non-motorized trips for recreation and should be considered as communities prioritize non-motorized plans. Parks themselves often serve as non-motorized connections between multiple areas.

A map showing local and state parks and Washtenaw County colleges and universities is shown on page 28.



EXISTING TRANSIT STOPS

Using data provided by AATA, Table 6 below summarizes the accessibility of existing AATA stops. The population data is from SEM-COG's Regional Development Forecast 2005 estimates.

Table 6
AATA Stop Accessibility

	Number of Stops	Population within half mile	Percent of Population
Accessible	342	146,000	48.5%
Non-Accessible	1130	34,000	11.3%
Not served	--	121,000	40.2%
Total	1472	301,000	100.0%

The data in Table 6 shows that approximately 34,000 Washtenaw County residents are within a reasonable distance (one half mile) of transit, however, are not served by an accessible bus stop. Map 5 illustrates the AATA fixed route service bus stops.

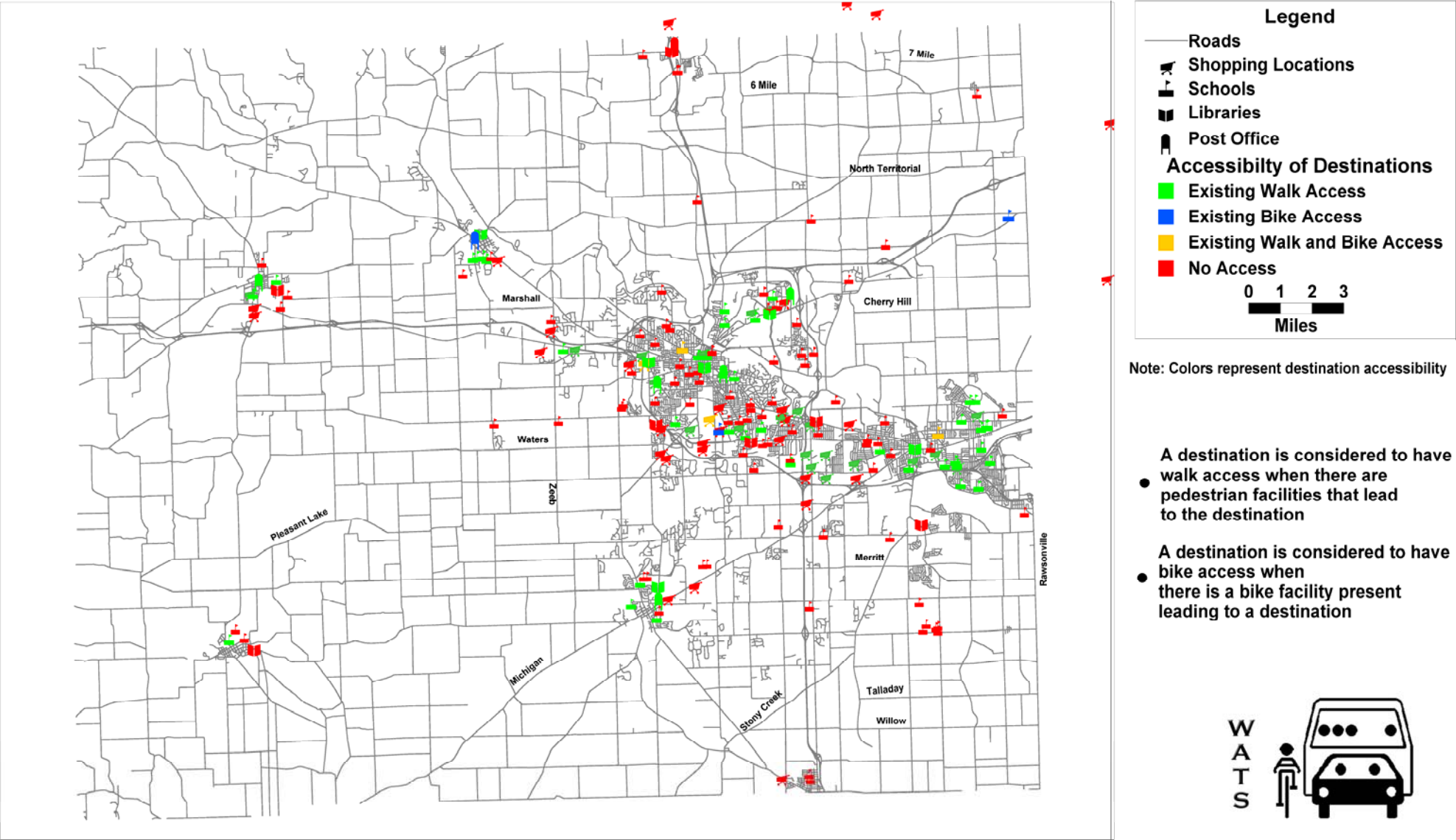
The accessibility of AATA stops listed in Table 6 is based on an American's with Disabilities Act (ADA) requirement. The ADA prohibits improvement of a transit stop such as adding a shelter unless a lead walk is constructed from the bus stop to an adjacent sidewalk. Constructing the adjacent sidewalk is however the responsibility of the road agency with jurisdiction over the non-motorized pathway system. If an agency constructs a new non-motorized facility adjacent to an inaccessible AATA stop, AATA is generally able to connect the stop to the non-motorized facility by means of an ADA lead walk at a relatively low cost using transit funding.

The addition of non-motorized facilities both adjacent to the road and leading to a bus stop allows transit to be a more accessible transportation option, particularly for people with disabilities.

Eight or 29% of the walking surveys indicated that one of the reasons the respondent did not walk was because it was too far. WATS estimates AATA fixed route service is within a reasonable walking distance (< .5 miles) to approximately 180,000 people in Washtenaw County. Transit significantly increases the accessibility of a person within the county since both bikers and walkers can access transit.

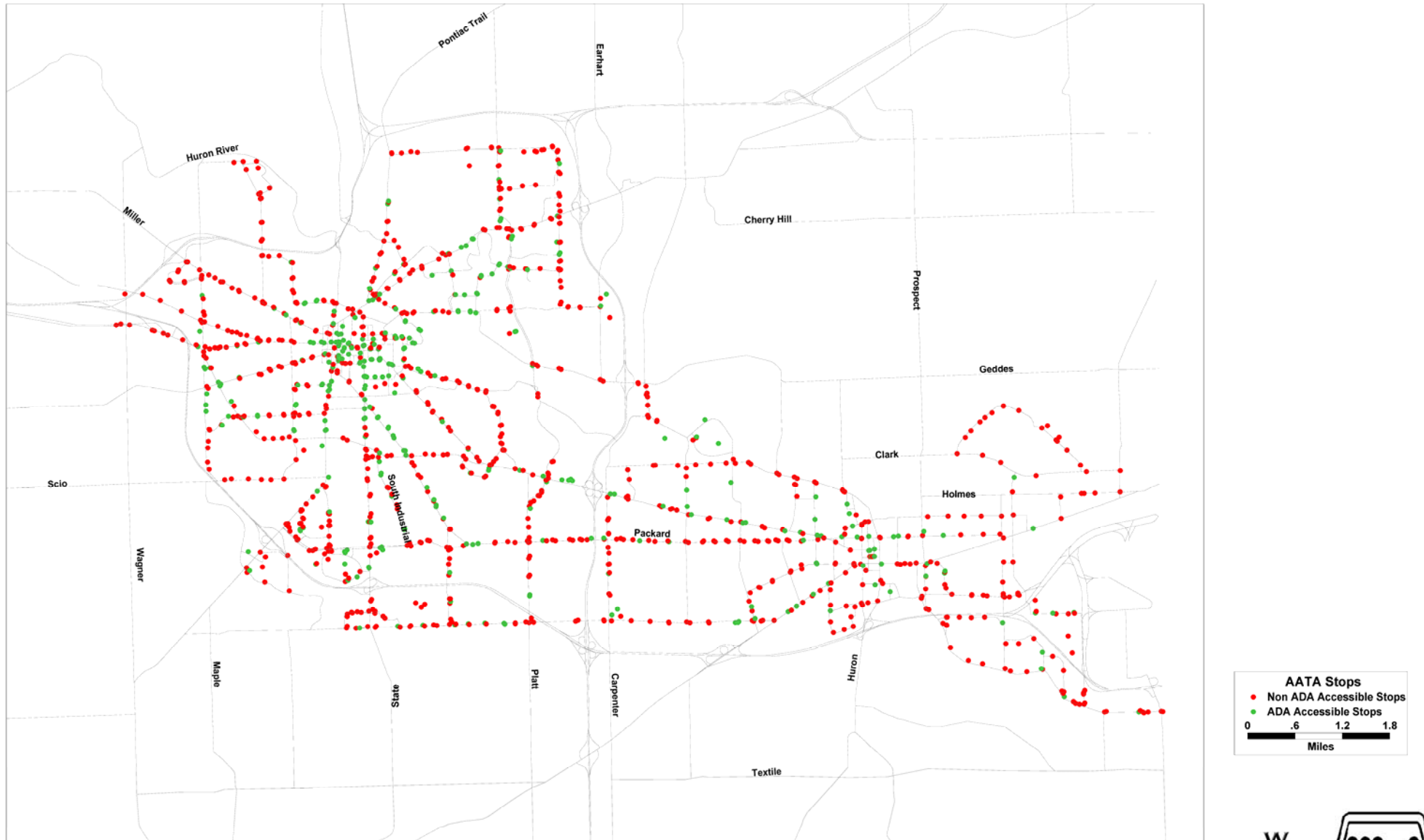


Map 4
Washtenaw County Destinations



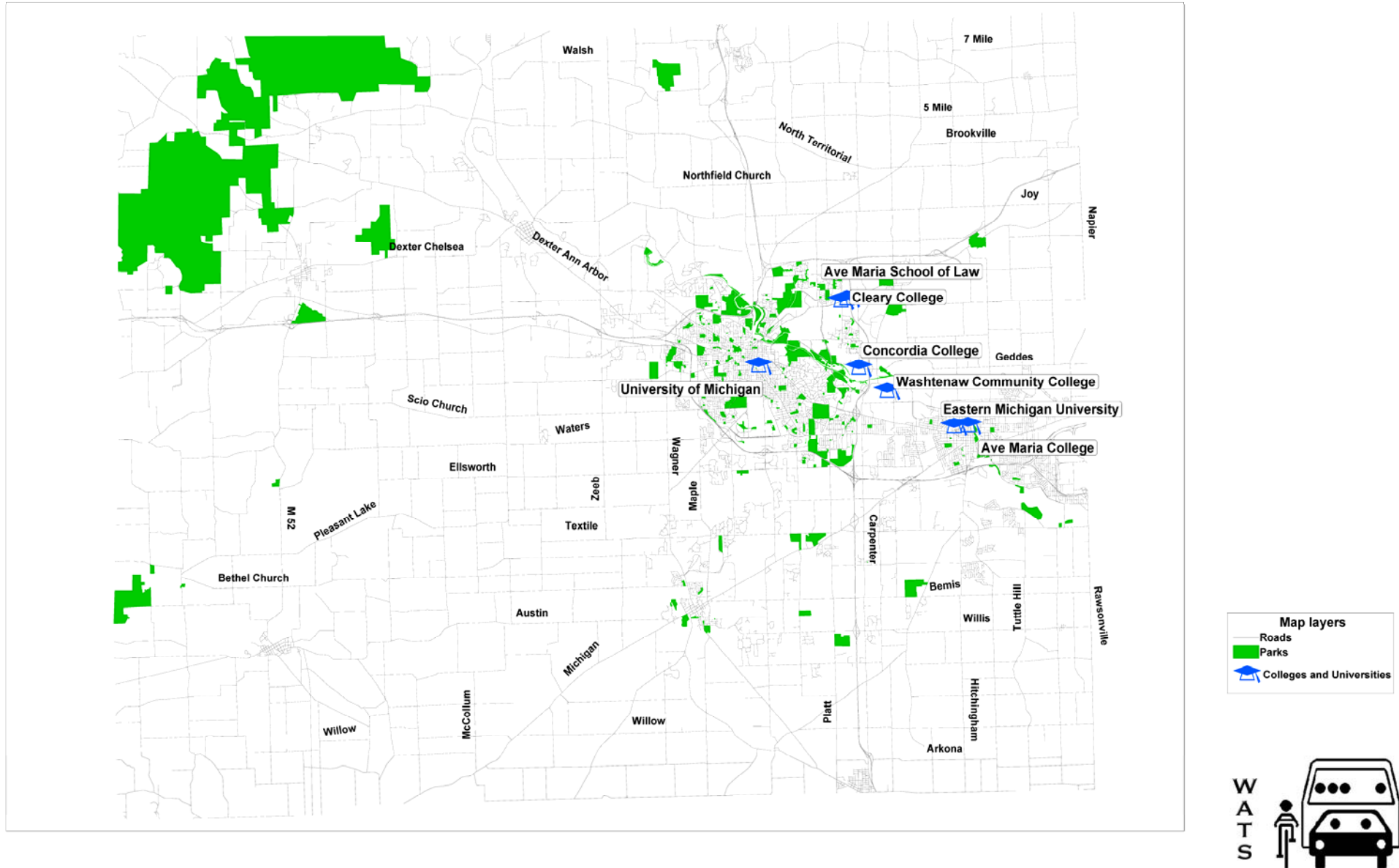
Map 5

AATA Stop Accessibility



Map 6

Parks and Universities



DEFICIENCIES

WATS used data on the accessibility of major generators and the existing facilities data along with public input to identify non-motorized deficiencies. Although deficiencies were identified for the entire county, outside urban areas, WATS limited the identification of deficiencies to the major transportation corridors using the National Functional Classification (NFC) System. WATS also identified missing pieces of existing facilities as deficiencies.

The Non-motorized Plan used the deficiency criteria identified in Table 7.

Table 7
Criteria for Non-motorized Transportation Deficiencies

<i>Bike Deficiencies</i>		<i>Pedestrian Deficiencies</i>		<i>Connectivity/Accessibility Issues</i>	
<ul style="list-style-type: none">•	Paved shoulders of less than 4 feet in width that are outside of the urban boundary whose National Functional Classification (NFC) is collector or above.	<ul style="list-style-type: none">•	Sidewalks that do not have ramps at intersections and mid-block crossings	<ul style="list-style-type: none">•	Bridges that don't have non-motorized facilities
<ul style="list-style-type: none">•	A bike facility that stops abruptly	<ul style="list-style-type: none">•	Areas where sidewalks are only located on one side of the street	<ul style="list-style-type: none">•	Locations where facilities terminate at jurisdictional and county boundaries
<ul style="list-style-type: none">•	Lack of a paved facility to a major destination such as a park, middle or high school, restaurant, park & ride, or shopping center along a non NFC road.	<ul style="list-style-type: none">•	A pedestrian facility the stops abruptly	<ul style="list-style-type: none">•	No marked crossings near destination
<ul style="list-style-type: none">•	Lack of bike facility ramps	<ul style="list-style-type: none">•	Lack of sidewalks in Urban locations or lack of wide paved shoulder in rural areas.	<ul style="list-style-type: none">•	Lack of non-motorized facility along or to transit routes
	Lack of wide paved shoulder or bike lane in rural area	<ul style="list-style-type: none">•	Lack of pedestrian facility ramps		



NON-MOTORIZED PLAN FOR WASHTENAW COUNTY

Table 8 summarizes the mileage by community that necessitate each type of non-motorized improvement based on the policy guidelines.

Table 8
Mileage Summary that
Meets Policy Guideline
Warrants for Non-motorized
Facilities

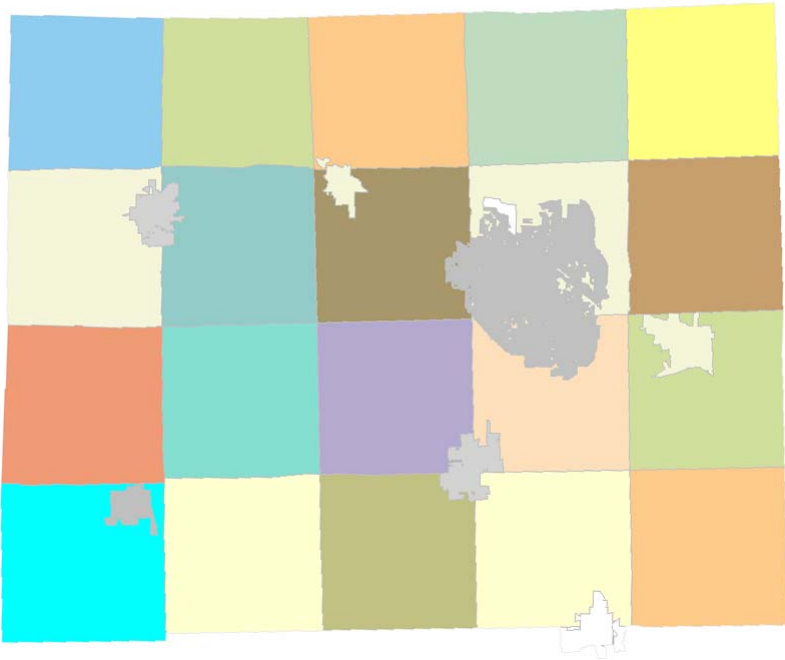
	Urban		Rural	
	Pedestrian	Bicycle	Pedestrian	Bicycle
Ann Arbor City	591.54	162.6	--	--
Ann Arbor Township	75.44	39.14	26.88	--
Augusta Township	--	--	58.08	--
Bridgewater Township	--	--	52.2	--
Chelsea	--	--	97.16	14
Dexter Township	42.66	21.74	38.24	--
Dexter Village	25.68	6.46	--	--
Freedom Township	--	--	49.8	--
Lima Township	4.12	3.08	52.6	--
Lodi Township	68.34	36.64	23.24	--
Lyndon Township	--	--	53.12	--
Northfield Township	36.32	12.46	49.8	--
Pittsfield Township	250.12	96.8	--	--
Salem Township	26.98	11.02	47.94	--
Saline City	66.96	23.10	--	--
Saline Township	10.82	5.38	62.66	--
Scio Township	183.34	76.36	4.48	--
Sharon Township	--	--	54.3	--
Sylvan Township	--	--	54.42	--
Superior Township	83.16	33.34	50.44	--
Manchester Township	--	--	51.94	--
Manchester Village	--	--	58.64	7.28
Webster Township	26.50	10.58	38.34	--
York Township	90.02	32.50	59.58	--
Ypsilanti City	121.86	23.04	--	--
Ypsilanti Township	380.66	141.16	--	--
Total	2084.52	735.40	970.4	21.28

“Non-motorized transportation options are vital to an effective transportation system. Alternatives to driving create health, safety, and recreational benefits, which we all need.”
- Gretchen Driskell, Mayor, City of Saline

Table 9 identifies the mileage of deficient facility by community based on the existing facilities data collected and the information presented in Table 8.

Table 9

Mileage of Deficient Facilities by Community by Type



Community	Mileage of Deficient Sidewalk	Mileage of Deficient Bike Facilities (includes pedestrian facilities in rural areas)
Ann Arbor City	N/A	110.76
Ann Arbor Township	37.72	36.57
Augusta Township	--	52.8
Bridgewater Township	--	52.2
Chelsea	63.02	48.58
Dexter Township	21.33	59.98
Dexter Village	6.33	2.3
Freedom Township	--	48.8
Lima Township	4.12	47.88
Lodi Township	65.32	55.32
Lyndon Township	--	53.12
Northfield Township	5.58	51.6
Pittsfield Township	174.63	86.28
Salem Township	26.98	55.52
Saline City	15.29	23.1
Saline Township	9.97	68.04
Scio Township	172.93	48.18
Sharon Township	--	54.30
Sylvan Township	--	54.42
Superior Township	30.2	74.38
Manchester Township	--	51.94
Manchester Village	65.92	7.28
Webster Township	22.6	48.81
York Township	90.02	82.4
Ypsilanti City	23.37	39.33
Ypsilanti Township	186.79	115.96
Total	1022.12	1429.45

Note: Barton Hills Village does not have sidewalks or dedicated bike facilities

FUNDING

There are several sources of federal funds available to address non-motorized facility deficiencies. Eligibility and required match vary depending on the type of improvement and the funding source.

SURFACE TRANSPORTATION PROGRAM URBAN AND RURAL FUNDS

Washtenaw County is allocated approximately 3.5 million in Urban Surface Transportation Program (STP-U) dollars and 400,000 in Rural Surface Transportation Program (STP-R) dollars each year. This money must be spent each year, does not carry over and requires a twenty percent match. WATS has an adopted policy of allocating 4 percent of the County’s STPU funds to non-motorized projects over time. This amounts to approximately \$150,000 per year over time. In the recent years, few non-motorized improvements have been submitted by agencies during the call for improvements. This plan will serve as a resource of possible improvements that can be submitted for STP-U and STP-R funding consideration.

To facilitate non-motorized improvements an amount up to 10% of the federal funds allocated by WATS should be set-aside for competition for only non-motorized improvements.

ENHANCEMENT FUNDS

Enhancement funding is awarded to local road agencies through a competitive process managed by MDOT. From fiscal year 1998-2004 TEA-21 apportioned approximately \$173 million for enhancement improvements. The State of Michigan received approximately \$27 million in fiscal year 2005 to be spent on Enhancement projects. Estimates of apportionments for 2006-2009 have not been determined. A rolling application period allows agencies to submit projects at any time and awards are made up to three times per year. This funding also requires a minimum twenty percent match with over-matching given additional consideration. Enhancement awards can be used for the non-motorized improvements listed below.

- Provision of non-motorized facilities.
- Provision of safety and educational activities for pedestrians and bicyclists.
- Preservation of abandoned railway corridors (including the conversion and use of it for pedestrian or bicycle trails).
- Streetscape and landscape improvements



Federal Funding Limitations:

In general MDOT will not approve federal funding for new non-motorized facilities that are categorized as “sidewalks” as part of an adjacent road reconstruction. However, if an existing sidewalk is disturbed as a result of an adjacent road improvement project, the cost to replace the existing sidewalk is an eligible expense. The MDOT does allow a metropolitan planning organization (MPO) to adopt a policy, which allows for the spending of federal funds on the construction of new sidewalks.

CONGESTION MITIGATION / AIR QUALITY (CMAQ)

This funding is provided to areas that are not in compliance or are a maintenance area for air quality. CMAQ projects are awarded on a competitive basis and must demonstrate that they reduce emissions to be eligible for funding as determined by FHWA. Washtenaw County CMAQ projects are prioritized by the WATS Committees. This funding also requires a minimum of twenty percent match. The Clean Air Acts Amendments CAAA of 1990 set standards for mobile source emissions. Southeast Michigan including Washtenaw County is a designated non-attainment area. Approximately \$8 million dollars are available in the Southeast Michigan region for local CMAQ non-transit improvements.

SAFE ROUTES TO SCHOOL

The most recent federal transportation legislation passed in August 2005, (Safe Accountable Flexible Efficient Transportation Equity Act a Legacy for Users -SAFETEA-LU) made Safe Routes to School funding available. Michigan is expected to receive approximately 19 million dollars during fiscal years 2006 - 2009. The process for awarding these funds has not been determined at this time. The data collected by WATS on the accessibility of schools by non-motorized facility may be used by any school or agency interested in pursuing Safe Routes to School funding. Funding is for 100% of the cost and there is no local match required. More information on Safe Routes to school funding can be found at www.SR2S.org

A flow chart of the federal funding process is provided in Appendix B. Residents and communities should consult this process and contact WATS for assistance in bringing an improvement forward.

The following sources are non-federal funds but can also be used for non-motorized improvements, these sources can also be used as match for the federal sources listed above.

MICHIGAN TRANSPORTATION FUND (ACT 51)

Revenues from the Michigan Transportation fund are generated from state gas and value taxes. The funding is divided among the Michigan Department of Transportation, road commissions, cities and villages. Each Act 51 agency is required by law to spend at a minimum 1% of their Act 51 dollars on non-motorized improvements. A recent change in State legislation eliminated the ability to use this money for paving gravel roads and maintenance such as street sweeping in an effort to increase the number of improvements constructed. This funding may be used to provide the match for federal funds.



MILLAGE

A millage is a tax on property owners based on the value of their home. Millages are use specific and approved by vote of the residents.

SPECIAL ASSESSMENT

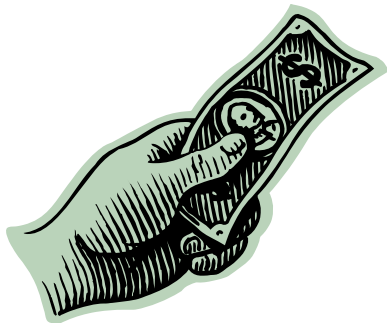
A special assessment is a special kind of tax on a subset of a community. Special assessments are placed on those adjacent land owners who will receive the greatest benefit from a project to be funded using a special assessment.

GENERAL FUNDS

A community or road agency’s general fund dollars have no restriction placed on them preventing them from being used for non-motorized improvements. The improvements do, however, need to be approved by a community’s governing body such as a board of commissioners or City Council.

PRIVATE

Private funds such as those from private developments or private donations are eligible to be spent on non-motorized improvements.



“I do occasionally walk from work to school functions. I’d like to see safe connections around and between all our schools”.
- Amy Heydlauff, Resident

COORDINATION

Road agencies such as the Washtenaw County Road Commission, Michigan Department of Transportation and the County's Cities and Villages own and are responsible for maintaining the roads under their jurisdiction. Land use is the responsibility of villages, cities and townships. The disconnect between land use and transportation oversight and approvals as well as the borders of communities create situations where improvements are not continuous or where the responsibility is not clearly defined. When non-motorized decisions are made, all stakeholders need to be involved. Communities should consult with adjacent communities, and the road commission on proposed enhancements so that improvements can be similar, continuous and based on a more regional vision. Several regional planning groups exist within Washtenaw County and these groups allow agencies to share plans for improvements. The groups listed below provide a starting point for local non-motorized coordination discussions and improved recommendations in the future. Only Salem and Northfield Townships in the northeast corner of the county are not included in at least one of the regional planning groups.

- Chelsea Area Planning Team – CAPT (Chelsea City, Dexter, Lima, Lyndon and Sylvan Townships)
- Dexter Area Regional Team– DART (Dexter Village, Dexter, Scio, Lima, Webster Townships)
- Milan Organization for Regional Excellence – MORE (City of Milan, York and Augusta Townships)
- Saline Sustainability Circle – SCC (City of Saline, Lodi Pittsfield, Saline, York Townships)
- Washtenaw Metro Alliance- WMA (City of Ann Arbor, Ann Arbor, Lodi, Pittsfield, Scio, Superior and Ypsilanti Townships and the City of Ypsilanti)
- Southwest Washtenaw Council of Governments—SWWCOG (Manchester Village, Bridgewater, Freedom, Manchester and Sharon Townships)



OTHER PLANS CONSIDERED

The City of Ann Arbor is in the process of adopting its own non-motorized plan, which includes a framework for how the City will implement a number of short term and long term non-motorized improvements. For the purposes of the County Plan, the City of Ann Arbor provided a list of priority improvements that are included in their Draft Plan.

Pittsfield, Northfield, Scio and Ypsilanti Townships all have adopted plans that discuss specific non-motorized improvements. Projects included in these documents have been included in the list of improvements.

Since WATS is not an implementation agency, local governments are encouraged to approve and use this plan as a reference. The more communities that implement the vision of the non-motorized plan for Washtenaw County, the more complete the non-motorized system will be within the County.

VISION

The future vision of Washtenaw County's non-motorized transportation system is made up of many components and is the collective result of various agencies, communities and considerable public participation. Chart 2 shows the components that form the Non-motorized vision.

FUTURE NON-MOTORIZED IMPROVEMENTS

The non-motorized plan has brought together the desires of transportation agencies, communities and the public to create a map and a list of non-motorized improvements. They will both be included as part of the WATS Long Range Transportation Plan and will be updated as part of the Long Range Plan on a 4 year cycle. WATS staff provided agencies with a list of the deficiencies identified as part of the plan and asked the agencies to use the list to develop non-motorized improvements. Improvements were identified by transportation agencies and communities and supplemented by local communities and the public. To promote connectivity, WATS added additional improvements in areas where proposed improvements did not connect with either an existing facility or another proposed improvement. The list of improvements, like the non-motorized plan, is a living document that will be updated as the desires of the county's residents and officials evolve. Map 5 on page 36 illustrates the Non-

CHART 2

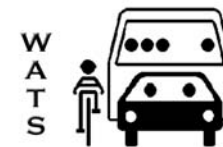
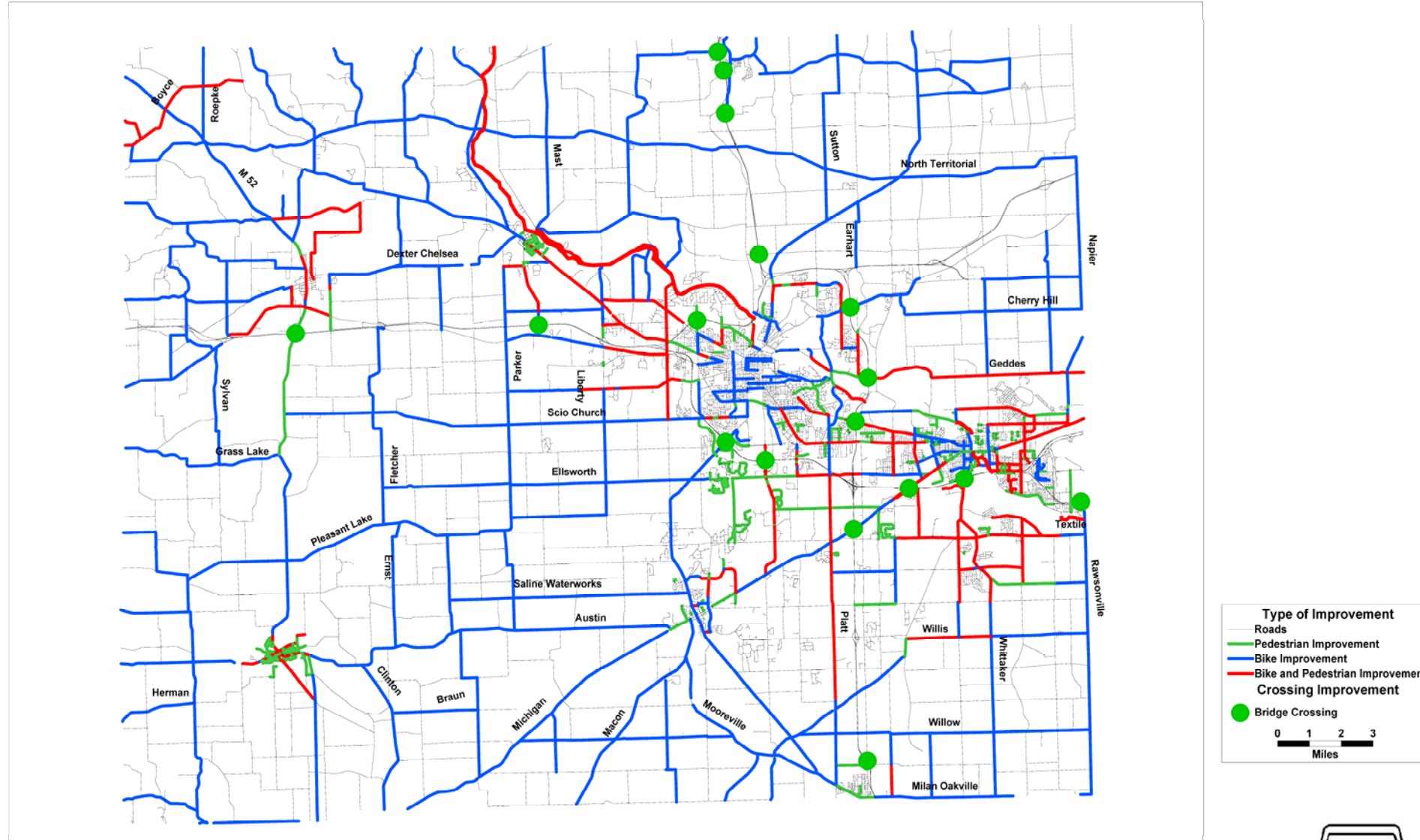


motorized Future Improvements. The list of improvements is included in Tables 10, 11 and 12 beginning on page 41.

Charts 3 and 4 and Table 10 on page 40 summarize the estimated cost and mileage of each non-motorized improvement type. The list of future improvements includes projects totaling over 1,500 miles with a total estimated cost of over \$100 million.

Map 7

Future Improvements



NON-MOTORIZED PLAN FOR WASHTENAW COUNTY

Chart 3
Future Non-motorized Improvement
Project Types by Mileage

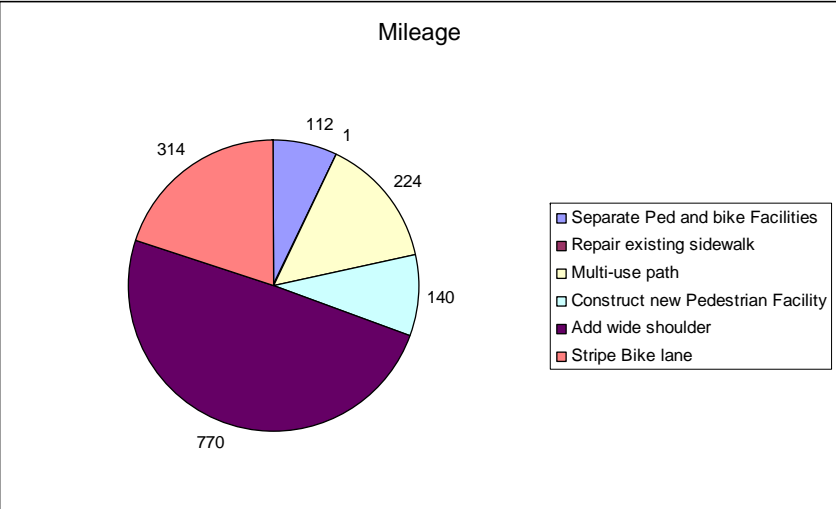


Chart 4
Future Non-motorized Improvement
Project Types by Cost

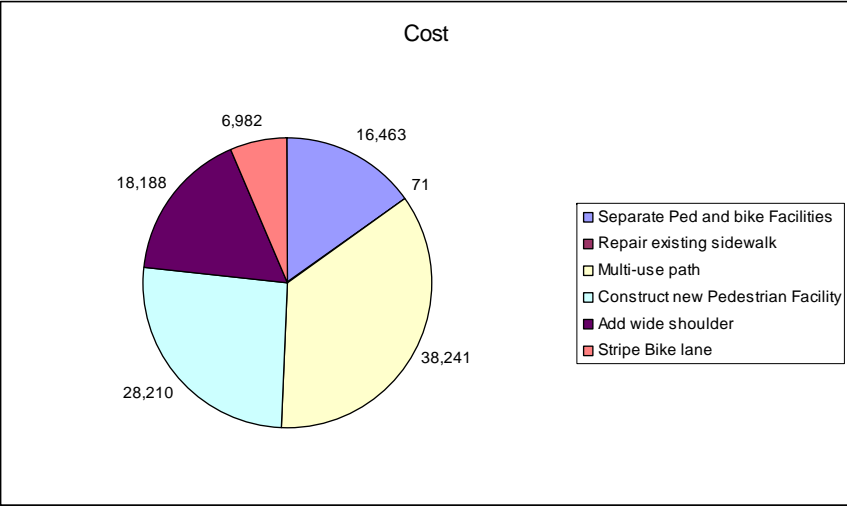


Table 10
Future Non-motorized Improvements
Mileage and Cost Summary

Project Type	Mileage	Cost
Separate Pedestrian and bike Facilities	112	16,463
Repair existing sidewalk	1	71
Multi-use path	224	38,241
Construct new Pedestrian Facility	140	28,210
Add wide shoulder	770	18,188
Stripe Bike lane	314	6,982
Total	1,561	108,155

FUTURE BIKE IMPROVEMENTS

TABLE 11

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
1st St.	Miller Ave. to William St.	Stripe bike lanes	0.38	Ann Arbor	Deficient Bike Access	\$6
6 Mile	Currie to Curtis	Add Wide shoulder	1.00	Salem Township	No bike access	\$159
6 Mile	Curtis to Pontiac Trail	Add Wide Shoulder	2.01	Northfield	No Bicycle access	\$28
7 Mile	Currie to 7 mile	Add wide shoulder	2.20	Salem Township	No bike access	\$349
7th St.	Scio Church Rd. to Miller Ave.	Stripe bike lanes	2.10	Ann Arbor	Deficient Bike Access	\$29
AA Saline	I-94 to Oakbrook Dr.	Stripe bike lanes	0.30	Ann Arbor	Deficient Bike Access	\$5
Angle/Seven Mile	Six Mile to Whitmore Lake	Add Wide Shoulder	6.63	Northfield/Salem	No Bicycle access	\$91
Ann Arbor	Woodland to Waters	Stripe bike lanes	5.00	Lodi Township	No bike access	\$792
Ann St.	Fuller Rd. to 1st St.	Stripe bike lanes	0.80	Ann Arbor	Deficient Bike Access	\$11
Ann-Arbor Saline	Woodland to Willis	Stripe bike lanes	1.70	City of Saline	No Bike Access	\$12
Ashley St.	William Street to Miller Ave.	Stripe bike lanes	0.38	Ann Arbor	Deficient Bike Access	\$6
Austin	W. of Michigan Ave to W. County Line	Add Wide Shoulder	18.18	Several	No Bicycle access	\$250
Baker	Jackson to Marshall	Stripe bike lanes	0.78	Scio Township	No Bike Access	\$11
Barker	Main to W. of Opal	Add wide shoulder	0.69	Northfield Township	No bike access	\$110
Barker	Merril to Opal	Add Wide Shoulder	2.37	Webster	No Bicycle access	\$33
Barton Dr.	Hilldale Dr. to Whitmore Lake Rd.	Add wide shoulder	0.41	Ann Arbor	Deficient Bike Access	\$6
Barton Rd.	Plymouth Rd. to Hilldale	Stripe bike lane	0.70	Ann Arbor	Deficient Bike Access	\$10
Beeman	Boyce to W. County line	Add wide shoulder	0.90	Lyndon Township	No bike access	\$143
Below	Sharon Hollow to W. County Line	Add Wide Shoulder	3.0	Sharon	No Bicycle access	\$42

NON-MOTORIZED PLAN FOR WASHTENAW COUNTY

FUTURE BIKE IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Bennet/Harris/Clark	N. Ann Arbor to Maple	Add bike lanes	0.60	City of Saline	No Bike Access	\$5
Braun	McCollum to Clinton	Add Wide Shoulder	2.37	Bridgewater	No Bicycle access	\$33
Bush	Chelsea City Limit to Waterloo	Add Wide Shoulder	3.79	Sylvan	No Bicycle access	\$52
Calder	Entire Street	Stripe bike lanes	0.30	Ypsilanti Township	Deficient Bike Access	\$5
Case	Michigan Ave to S. County Line	Add Wide Shoulder	2.84	Saline	No Bicycle access	\$39
Catherine	Hamilton to Huron	Stripe Bike lanes	0.20	City of Ypsilanti	No bike Access	\$3
Catherine	Huron to Spring Street	Stripe Bike lanes	0.40	City of Ypsilanti	No bike Access	\$5
Catherine St.	Glen Ave to Ashley St.	Stripe bike lanes	0.70	Ann Arbor	Deficient Bike Access	\$10
Cavanaugh Lake	Chelsea City Limit to W. County Line	Add Wide Shoulder	4.92	Sylvan	No Bicycle access	\$68
Cherry Hill	Gale to Napier	Add Wide Shoulder	5.55	Superior	No Bicycle access	\$77
Chevrolet	Entire Street	Stripe bike lanes	0.40	Ypsilanti Township	Deficient Bike Access	\$6
Clark	Hewitt to Hogback	Stripe bike lanes	1.60	Ann Arbor/ Pittsfield/Superior/ Ypsilanti Township	No bike access	\$254
Clinton	Austin to S. County Line	Add Wide Shoulder	5.0	Bridgewater	No Bicycle access	\$792
Congress	Michigan Ave. to Hewitt	Stripe Bike lanes	1.50	City of Ypsilanti	No bike Access	\$16

“A bike path from Manchester Village to Clinton Village would connect two major links; M-52 and US-12 and the two Villages.”
- Ruth Green, resident

FUTURE BIKE IMPROVEMENTS

TABLE 11

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Currie	7 Mile to 6 Mile	Add Wide Shoulder	1.00	Salem	No Bicycle access	\$14
Dan Hoey	Dongara to Dexter-Ann Arbor	Stripe bike lanes	0.65	Village of Dexter	No bike access	\$103
Dancer	I-94 to Dexter-Chelsea	Add Wide Shoulder	1.80	Lima	No Bicycle access	\$25
Delhi	Huron River Drive to Miller	Stripe bike lanes	1.75	Scio Township	No Bike Access	\$25
Denison	Mooreville to S. County Line	Add Wide Shoulder	2.84	York	No Bicycle access	\$39
Depot/Fuller St	Main St. to Plymouth	Stripe bike lanes	0.27	Ann Arbor	Deficient Bike Access	\$4
Dexter Ave.	Huron St. To Veterans Park	Stripe bike lanes	0.80	Ann Arbor	Deficient Bike Access	\$11
Dexter Chelsea	Parker to Main	Add wide shoulder	0.60	Village of Dexter	No bike access	\$96
Dexter Pinckney	Fleming to N. County line	Add wide shoulder	4.80	Dexter Township	No bike access	\$761
Dexter-Chelsea	Parker to Chelsea City Limit	Add Wide Shoulder	5.21	Lima	No Bicycle access	\$72
Dexter-Pinckney	Dexter Village to Horseshoe Bend	Add wide shoulder	1.90	Dexter Township	Deficient Bike Access	\$27
Dexter-Townhall	Island Lake to N. County Line	Add Wide Shoulder	5.21	Dexter	No Bicycle access	\$72
Dhu Varren	Plymouth to Nixon	Stripe bike lanes	1.40	Ann Arbor City	Deficient Bike Access	\$20
E. Hoover Ave.	S. State Street to S. Main St.	Stripe bike lanes	0.50	Ann Arbor	Deficient Bike Access	\$7
E. Huron River Rd.	Huron Pkwy. to Hogback Rd	Stripe bike lanes	1.15	Ann Arbor	Deficient Bike Access	\$16
E. Stadium	Tappan School to Main St.	Stripe bike lanes	1.20	Ann Arbor City	Deficient Bike Access	\$17
E. University Ave	Hill St to S. University Ave	Stripe bike lanes	0.20	Ann Arbor	Deficient Bike Access	\$3
Earhart	M-14 to Warren	Add wide shoulder	0.60	Ann Arbor Township	No bike access	\$96

NON-MOTORIZED PLAN FOR WASHTENAW COUNTY

FUTURE BIKE IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Earhart	Pontiac Trail to Warren	Add Wide Shoulder	1.42	Northfield/Ann Arbor	No Bicycle access	\$20
Earhart Rd.	Geddes Rd. to Pine Brae Dr. (lower)	Stripe bike lanes	0.23	Ann Arbor	Deficient Bike Access	\$4
Earhart Rd.	Pine Brae Dr. (upper) to US 23 Bridge	Stripe bike lanes	1.10	Ann Arbor	Deficient Bike Access	\$16
Easudes	Braun to Macon	Add wide shoulder	1.50	Saline Township	No bike access	\$238
Ellsworth	Carpenter to Hewitt	Stripe bike lanes	2.00	Pittsfield/Ypsilanti Township	No bike access	\$317
Ellsworth	Carpenter to Fletcher	Stripe bike lanes	15.00	Pittsfield/Lodi/Freedom	Deficient Bike Access	\$206
Ely/Sharon Hollow	Pleasant Lake to S. County Line	Add Wide Shoulder	7.58	Sharon/Manchester	No Bicycle access	\$104
Ernst	Austin to Pfaus	Add wide shoulder	1.20	Bridgewater Township	No bike access	\$191
Ernst	Pleasant Lake to Saline-Waterworks	Add Wide Shoulder	4.17	Freedom/Bridgewater	No Bicycle access	\$58
Eugene	Entire Street	Stripe bike lanes	0.40	Ypsilanti Township	Deficient Bike Access	\$6
Fahrner	Garvey to Jackson	Add wide shoulder	1.00	Sylvan Township	No bike access	\$159
Fletcher	Old US-12 to Pleasant Lake	Add Wide Shoulder	6.39	Lima/Freedom	No Bicycle access	\$88
Ford	Prospect to Napier	Add Wide Shoulder	3.08	Superior	No Bicycle access	\$43
Freer	Darwin to Dexter-Chelsea	Add wide shoulder	0.30	Chelsea City	No bike access	\$48

FUTURE BIKE IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Fuller Rd	Fuller St. to East Medical Center Dr.	Stripe bike lanes	0.70	Ann Arbor	Deficient Bike Access	\$10
Fuller/Geddes Rd	Beal Ave. to Huron Pkwy	Stripe bike lanes	1.10	Ann Arbor	Deficient Bike Access	\$16
Geddes Ave	Hill St. to Huron Pkwy	Stripe bike lanes	0.12	Ann Arbor	Deficient Bike Access	\$2
Geddes Ave.	N. University to Observatory	Stripe bike lanes	0.27	Ann Arbor	Deficient Bike Access	\$4
Geddes Ave.	Observatory St. to Hill St.	Stripe bike lanes	1.70	Ann Arbor	Deficient Bike Access	\$24
Glazier Way	Green Rd. to Earhart Rd.	Stripe bike lanes	0.51	Ann Arbor	Deficient Bike Access	\$7
Gooding	Willow to Milan-Oakville	Add Wide Shoulder	2.01	Augusta	No Bicycle access	\$28
Gotfredson	Geddes to Plymouth	Add Wide Shoulder	4.50	Superior	No Bicycle access	\$62
Grass Lake	M-52 to W. County Line	Add Wide Shoulder	4.92	Sharon	No Bicycle access	\$68
Green Rd.	Gettysburg XX to Nixon Rd.	Stripe bike lanes	0.78	Ann Arbor	Deficient Bike Access	\$11
Green Rd.	Glazier Way to Windemere Dr.	Stripe bike lanes	0.18	Ann Arbor	Deficient Bike Access	\$3
Green Rd.	Windemere Dr. to Gettysburg XX	Stripe bike lanes	1.80	Ann Arbor	Deficient Bike Access	\$25
Hadley	Island Lake to N. County Line	Add Wide Shoulder	4.26	Lyndon	No Bicycle access	\$59
Hamilton	Cross Street to I-94	Stripe Bike lanes	1.10	City of Ypsilanti	No bike Access	\$12
Hankerd	N. Territorial to N. County Line	Add Wide Shoulder	2.37	Dexter	No Bicycle access	\$33
Harriet	First to Emerick	Stripe Bike lanes	1.50	City of Ypsilanti	No bike Access	\$16

NON-MOTORIZED PLAN FOR WASHTENAW COUNTY

FUTURE BIKE IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Herman	Sharon Hollow to W. County Line	Add Wide Shoulder	2.13	Manchester	No Bicycle access	\$30
Hewitt	Huron River Drive from abandoned rail to Michigan Ave.	Stripe Bike lanes	1.60	City of Ypsilanti	No bike Access	\$17
Hill St.	S. Main St. to Geddes Ave	Stripe bike lanes	1.75	Ann Arbor	Deficient Bike Access	\$25
Hitchingham	Willis to Bemis	Stripe bike lanes	1.00	Augusta Township	No bike access	\$159
Hoppe	Old US-12 to Kilmer	Add wide shoulder	1.40	Sylvan Township	Deficient Bike Access	\$20
Huron Parkway	Plymouth to Washtenaw	Stripe bike lanes	3.40	Ann Arbor City	Deficient Bike Access	\$47
Huron Pkwy	Washtenaw Ave. to Platt Rd.	Stripe bike lanes	0.40	Ann Arbor	Deficient Bike Access	\$6
Huron River Drive	I-94 to Forest	Stripe Bike lanes	1.30	City of Ypsilanti	No bike Access	\$14
Huron River Drive	Cornell to Hewitt	Stripe bike lanes	0.80	City of Ypsilanti	No bike Access	\$9
Huron River Drive	Leforge to Forest	Stripe bike lanes	0.60	City of Ypsilanti	No bike Access	\$7
I-94 NM crossing at Huron	I-94 Crossing at Huron Street	Stripe Bike lane	0.40	City of Ypsilanti	No bike Access	\$5
Industrial	Michigan to Woodland	Stripe bike lanes	1.00	City of Saline	No Bike Access	\$7
Island Lake	Dexter Village to Werkner	Add Wide Shoulder	6.63	Several	No Bicycle access	\$91
Island Lake	Dexter-Chelsea to Dexter-Pinckney	Add wide shoulder	0.35	Dexter Township/ Village	No bike access	\$56
Jackson	Zeeb to Parker	Stripe bike lanes	3.10	Scio Township	No Bike Access	\$43
Jackson St.	Maple Rd. to Dexter Ave.	Stripe bike lanes	0.77	Ann Arbor	Deficient Bike Access	\$11

NON-MOTORIZED PLAN FOR WASHTENAW COUNTY

FUTURE BIKE IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Jordan	Macon to S. County Limit	Add Wide Shoulder	5.21	Saline	No Bicycle access	\$72
Joy	Stein to Mast	Add wide shoulder	4.75	Webster Township	No bike access	\$753
Kalmbach	Garvey to Fahrner	Add wide shoulder	0.55	Sylvan Township	No bike access	\$88
Kalmbach	I-94 to Cavanaugh Lake	Add Wide Shoulder	0.71	Sylvan	No Bicycle access	\$10
Leforge	Clark to Huron	Stripe bike lanes	0.37	City of Ypsilanti	No bike access	\$59
Liberty	W. of Zeeb to Parker	Stripe bike lanes	2.40	Scio Township	No bike access	\$380
Lima Center	Island Lake to Dexter-Chelsea	Add Wide Shoulder	2.37	Lima/Dexter	No Bicycle access	\$33
M 52	N. Manchester limit to Grass Lake	Add wide shoulder	6.00	Manchester/Sharon Township	No bike access	\$951
M 52	S. County Line to Hogan	Add wide shoulder	4.60	Manchester Township	No bike access	\$729
M 52	Werkner to W. County Line	Add wide shoulder	7.50	Lyndon Township	No bike access	\$1,188
Macon	Jordan to S. County Limit	Add Wide Shoulder	4.97	Saline	No Bicycle access	\$69
Macon	Jordan to Saline City Limit	Add wide shoulder	1.80	Saline Township	No bike access	\$286
Madison St.	7th St. to 5th Ave.	Stripe bike lanes	0.62	Ann Arbor	Deficient Bike Access	\$9
Mansfield	Washtenaw to Michigan Ave.	Stripe Bike lane	0.98	City of Ypsilanti	No bike Access	\$11
Maple	Michigan to Woodland	Add bike lanes	0.92	City of Saline	No Bike Access	\$7
Marshall	Zeeb to Parker	Add wide shoulder	3.00	Scio Township	No Bike Access	\$42
Martz	Bunton to Rawsonville	Stripe bike lanes	1.00	Ypsilanti Township	No bike access	\$159
Mary Catherine	Entire Street	Stripe bike lanes	0.60	Ypsilanti Township	Deficient Bike Access	\$9

“[Please] make the shoulders bigger on M-52 so that my family and friends can bike to Chelsea...”

- Trevor Brown 8th grade,
Beach Middle School

NON-MOTORIZED PLAN FOR WASHTENAW COUNTY

FUTURE BIKE IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Mast	Dexter Village to Strawberry Lake	Add Wide Shoulder	5.68	Webster	No Bicycle access	\$78
McCollum	Michigan Ave to Austin	Add Wide Shoulder	5.73	Bridgewater	No Bicycle access	\$79
McLure	Lowery to W. County Line	Add wide shoulder	1.45	Sylvan Township	No bike access	\$230
Merritt	Platt to Munger	Stripe bike lanes	2.00	Pittsfield Township	No bike access	\$317
Mester	Waterloo N. to End	Add wide shoulder	0.72	Lyndon Township	Deficient Bike Access	\$10
Michigan	Industrial to Munger	Stripe bike lanes	5.90	Pittsfield Township	No bike access	\$935
Michigan	S. County Line to Saline City Limit	Stripe bike lanes	16.00	Saline/Bridgewater/Manchester Township	No bike access	\$2,535
Michigan Avenue	Huron to Prospect	Stripe bike lanes	0.50	City of Ypsilanti	No bike Access	\$6
Middle	Wilkinson to Cavanaugh lake	Stripe bike lanes	0.30	City of Chelsea	No bike access	\$48
Milan Oakville	Rawsonville to Milan City Limit	Add Wide Shoulder	6.63	Augusta	No Bicycle access	\$91
Miller Ave.	N. Maple Rd. to Newport Rd.	Improve Bike Access	0.90	Ann Arbor	Deficient Bike Access	\$13
Monroe	Michigan Ave to Macon	Improve bike access	0.40	City of Saline	No bike access	\$64
Mooreville	1 M S. of Macon to Milan City Limit	Add Wide Shoulder	7.29	York	No Bicycle access	\$101
Munger	Bemis to Textile	Stripe bike lanes	2.00	Ypsilanti Township	No bike access	\$317
N. Main St.	Depot St. to M-14	Stripe bike lanes	0.70	Ann Arbor	Deficient Bike Access	\$10
N. Maple Rd.	Miller Ave. to Dexter Ave.	Stripe bike lanes	0.66	Ann Arbor	Deficient Bike Access	\$10

FUTURE BIKE IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
N. Territorial	E. of Dexter-Town Hall to W. County Line	Add Wide Shoulder	6.87	Dexter/Lyndon	No Bicycle access	\$95
N. Territorial	Huron River Drive to Curtis	Add Wide Shoulder	15.25	Several	No Bicycle access	\$210
N. University Ave.	S.State St. to Oxford Rd.	Stripe bike lanes	0.73	Ann Arbor	Deficient Bike Access	\$11
Napier	Cherry Hill to N. Territorial	Add wide shoulder	4.80	Superior/Salem Township	No bike access	\$761
Newport Rd.	Miller Ave. to Sunset Rd.	Stripe bike lanes	0.60	Ann Arbor	Deficient Bike Access	\$9
North Territorial	Curtis to Napier	Add wide shoulder	3.20	Salem Township	No bike access	\$507
Oak Creek	Willis to Michigan	Stripe bike lanes	0.80	City of Saline	No Bike Access	\$6
Oakbrook Dr.	AA Saline Rd. to Main St.	Stripe bike lanes	0.70	Ann Arbor	Deficient Bike Access	\$10
Oakwood	Huron River Drive to Congress	Stripe Bike lane	1.00	City of Ypsilanti	No bike Access	\$11
Old US-12	I-94 to W. County Line	Add Wide Shoulder	3.31	Sylvan	No Bicycle access	\$46
Oswego	Entire Street	Stripe bike lanes	0.25	Ypsilanti Township	Deficient Bike Access	\$4
Packard St.	Stadium Blvd. to Eisenhower Pkwy.	Stripe bike lanes	1.40	Ann Arbor	Deficient Bike Access	\$20
Park St.	Michigan Ave. to Cross	Stripe bike lanes	0.35	City of Ypsilanti	No bike Access	\$4
Parker	Scio Church to Austin	Add Wide Shoulder	6.39	Several	No Bicycle access	\$88
Parker	Scio Church to Shield	Stripe bike lanes	5.00	Scio Township	No Bike Access	\$69
Pauline Blvd	W. Stadium Blvd. to east of Redeemer	Stripe bike lanes	0.23	Ann Arbor	Deficient Bike Access	\$4

NON-MOTORIZED PLAN FOR WASHTENAW COUNTY

FUTURE BIKE IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Pauline Blvd.	Main St. to east of Redeemer	Stripe bike lanes	0.90	Ann Arbor	Deficient Bike Access	\$13
Pierce	I-94 to Bush	Add Wide Shoulder	2.37	Sylvan	No Bicycle access	\$33
Platt	N. of Stony Creek to Milan City Limit	Add Wide Shoulder	2.37	York	No Bicycle access	\$33
Platt Rd.	Ellsworth Rd. to S. Huron Pkwy.	Stripe bike lanes	1.60	Ann Arbor	Deficient Bike Access	\$22
Pleasant Lake	W. of Zeeb to Sharon Hollow	Add Wide Shoulder	13.26	Several	No Bicycle access	\$182
Pontiac St/Trl.	Broadway to Dhu Varren Rd.	Add wide shoulder	1.80	Ann Arbor	Deficient Bike Access	\$25
Pontiac Trail	N. County Line to US-23/M-14	Add Wide Shoulder	9.00	Several	No Bicycle access	\$124
Prospect	Ford to Geddes	Add Wide Shoulder	2.37	Superior/Ypsilanti	No Bicycle access	\$33
Prospect	Grove to Michigan	Stripe Bike lanes	0.56	City of Ypsilanti	No bike Access	\$6
Prospect	Michigan Ave. to Holmes	Stripe Bike lanes	0.85	City of Ypsilanti	No bike Access	\$9
Rawsonville	Milan-Oakville to Grove	Stripe bike lanes	8.85	Augusta/Ypsilanti Township	No bike access	\$1,402
Ridge	Geddes to E. County Line	Add Wide Shoulder	1.42	Superior	No Bicycle access	\$20

“There are lots of bike trails in Ann Arbor but there are lots of gaps that make is difficult to get around, especially if you live south of I-94. It would be nice if some four lane roads could be converted to three lanes plus bike lanes if there isn’t room to simply add on a bike path.”

- Jon Kruger, resident

NON-MOTORIZED PLAN FOR WASHTENAW COUNTY

FUTURE BIKE IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Ridge	Mooreville to S. County Line	Add Wide Shoulder	2.08	York	No Bicycle access	\$29
Ridge	Mott to Geddes	Add wide shoulder	1.00	Superior Township	No bike access	\$159
Roepke	M-52 to N. County Line	Add Wide Shoulder	2.84	Lyndon	No Bicycle access	\$39
Rushton/6 Mile/ Sutton	N. County Line to Pontiac Trail	Add Wide Shoulder	5.92	Northfield	No Bicycle access	\$82
S. Industrial Hwy	E. Stadium Blvd to Eisenhower Pkwy	Stripe bike lanes	1.25	Ann Arbor	Deficient Bike Access	\$18
S. Main St.	Stadium to Scio Church	Stripe bike lanes	0.50	Ann Arbor	Deficient Bike Access	\$7
S. Maple Rd	Liberty St. to Scio Church Rd.	Stripe bike lanes	1.25	Ann Arbor	Deficient Bike Access	\$18
S. University Ave.	S. State St. to S. Forest Ave.	Stripe bike lanes	0.38	Ann Arbor	Deficient Bike Access	\$6
Saline Waterworks	Ann Arbor-Saline to Dell	Add wide shoulder	2.10	Lodi Township	No bike access	\$333
Saline-Milan	Willis to Mooreville	Stripe bike lanes	5.80	York Township	No Bike Access	\$40
Saline-Waterworks	Dell to Schneider	Add Wide Shoulder	5.49	Freedom/Lodi	No Bicycle access	\$76
Sanford	Arkona to Willow	Add wide shoulder	1.00	York Township	No bike access	\$159
Schneider	Austin to Saline-Waterworks	Add Wide Shoulder	2.01	Freedom	No Bicycle access	\$28
Schneider	Saline-Waterworks to Pleasant Lake	Add wide shoulder	2.00	Freedom Township	No bike access	\$317
Scio Church	I-94 to Wagner	Stripe bike lanes	1.20	Scio Township	No bike access	\$191
Scio Church	Seventh to Main	Stripe bike lanes	0.55	Ann Arbor City	Deficient Bike Access	\$8
Scio Church	Wagner to Parker	Stripe bike lanes	5.00	Scio Township	No Bike Access	\$69

"I would like to see bike routes or bike lanes added Scio Church Rd, There is a lot of bicycle traffic on this road."

Alfred Barber, resident

NON-MOTORIZED PLAN FOR WASHTENAW COUNTY

FUTURE BIKE IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Scio Church	Parker to M-52	Add Wide Shoulder	7.10	Lima	No Bicycle access	\$98
Scio Church Rd.	Maple Rd to Seventh St	Stripe bike lanes	0.85	Ann Arbor	Deficient Bike Access	\$12
Sharon Hollow	Easudes to Bethel Church	Add wide shoulder	0.25	Sharon Township	No bike access	\$40
Sharon Valley	Sharon Hollow to W. County Line	Add Wide Shoulder	2.13	Sharon	No Bicycle access	\$30
Shore/Main Loop	Around Whitmore lake	Stripe bike lanes	2.10	Northfield Township	No bike access	\$333
Sibley	Bush to M-52	Add wide shoulder	0.95	Chelsea City	No bike access	\$151
State St.	Eisenhower Pkwy to I-94	Stripe bike lanes	0.40	Ann Arbor	Deficient Bike Access	\$6
Stein	Tubbs to Joy	Add wide shoulder	0.70	Scio/Webster	No bike access	\$111
Stone School Rd.	Packard St. to Ellsworth Rd.	Stripe bike lanes	1.00	Ann Arbor	Deficient Bike Access	\$14
Stony Creek	Platt to Willow	Add wide shoudler	1.45	York Township	No bike access	\$230
Sylvan	Grass Lake to Old US-12	Add Wide Shoulder	3.79	Sylvan	No Bicycle access	\$52
Textile	Rawsonville to Bridge	Stripe bike lanes	0.76	Ypsilanti Township	No bike access	\$121
Tubble	Huron River Drive to Stein	Add wide shoulder	1.25	Scio Township	No Bike Access	\$18
Various bike lanes leading to schools	Village wide	Stripe bike lanes	2.50	Village of Dexter, Scio Township, Webster Township	No bike access	\$35
W. Stadium	Main to Pauline	Stripe bike lanes	1.25	Ann Arbor City	Deficient Bike Access	\$18
Washtenaw	Western City boundary to Huron Street	Stripe Bike lanes	1.85	City of Ypsilanti	No bike Access	\$20

FUTURE BIKE IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Waterloo	M-52 to W. County Line	Add Wide Shoulder	4.73	Lyndon	No Bicycle access	\$65
Webster Church	Joy to Barker	Add Wide Shoulder	5.21	Webster	No Bicycle access	\$72
Wellwood	Michigan Ave to W. County Line	Add Wide Shoulder	2.37	Manchester	No Bicycle access	\$33
Werkner	Chelsea City Limit to Island Lake	Add Wide Shoulder	3.31	Sylvan/Lyndon	No Bicycle access	\$46
West Cross St.	Western boundary of City to Normal Street	Stripe Bike lane	1.40	City of Ypsilanti	No bike Access	\$15
West Delhi	Delhi Road to Miller	Stripe bike lanes	1.90	Scio Township	No Bike Access	\$27
Whittaker	Talladay to S. County Line	Add Wide Shoulder	2.84	Augusta	No Bicycle access	\$39
Whittaker	Willis to Bemis	Stripe bike lanes	1.00	Ypsilanti Township	No bike access	\$159
William St.	Main to east of Division	Stripe bike lanes	0.25	Ann Arbor	Deficient Bike Access	\$4
William St.	1st St. to Main St.	Stripe bike lanes	0.14	Ann Arbor	Deficient Bike Access	\$2
Willis	Whittaker to Bunton	Add Wide Shoulder	2.04	Augusta	No Bicycle access	\$28
Willis	Willis Hamlet to Rawsonville	Add wide shoulder	1.10	Augusta	No bike access	\$175
Willow	Michigan Ave to Mooreville	Add Wide Shoulder	6.82	Saline	No Bicycle access	\$94
Willow	Rawsonville to Stony Creek	Add Wide Shoulder	9.19	York/ Augusta	No Bicycle access	\$127
Woodland	Industrial to Ann Arbor-Saline	Stripe bike lanes	1.50	City of Saline	No Bike Access	\$11

“(I) would do leisure walking or walking for exercise near my house, but Waterloo road isn’t safe for walking. Vehicles go too fast and there is no room for safe walking on the road. This is also a concern for the many people who ride bicycles on Waterloo Road.”

- Malinda McCain, resident

FUTURE BIKE IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Zeeb	Pratt to Huron River Drive	Stripe bike lanes	2.00	Scio Township	Deficient Bike Access	\$28
Zeeb	Scio Church to Liberty	Stripe bike lanes	1.00	Scio Township	No Bike Access	\$14
Zeeb	Scio Church to Pleasant Lake	Add Wide Shoulder	3.00	Lodi	No Bicycle access	\$42

FUTURE PEDESTRIAN IMPROVEMENTS

TABLE 12

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
7th St	W. Stadium Blvd to S. Drive-way Pioneer High School	Construct new Pedestrian path on both sides	0.25	Ann Arbor	No Pedestrian Access	\$159
AA Saline Rd	Lohr Rd to Brookfield Dr	Construct new Pedestrian path on both sides	0.52	Ann Arbor	No Pedestrian Access	\$330
AARR	AA City line to downtown AA	Construct new Pedestrian path on both sides	3.00	Ann Arbor	No Pedestrian Access	\$1901
Aborview	Revena to Westwood	Construct Pedestrian path	0.28	Ann Arbor City	Deficient Pedestrian Access	\$178
Ainsley	Cornell west to end of Ainsley 800'.	Construct new 5 ft concrete Pedestrian path	0.15	City of Ypsilanti	Limited Pedestrian access	\$36
Alpine St	curve to Fifth Street	Construct New Pedestrian path	0.10	Village of Dexter	No pedestrian access	\$16
Ann Arbor	Kensington to Baker	repair trip hazards, cracking, root penetration, drainage	0.06	Village of Dexter	Deficient Pedestrian Access	\$10
Anna	Cross to Washtenaw 700' west side of street.	Construct new 5 ft concrete Pedestrian path	0.1395	City of Ypsilanti	Limited Pedestrian access	\$32
Arkona	Carpenter to Platt	Construct Pedestrian path	1.10	York Township	Deficient Pedestrian Access	\$175
Arlington Blvd	Geddes Ave to Washtenaw Ave	Construct new Pedestrian path on both sides	1.12	Ann Arbor	No Pedestrian Access	\$710

NON-MOTORIZED PLAN FOR WASHTENAW COUNTY

FUTURE PEDESTRIAN IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Auburn	River Bend to M-52	Construct new Pedestrian Path on both sides	0.26	Manchester Village	No Pedestrian Access	\$42
Baker	Main to Forest	repair trip hazards, cracking, root penetration, drainage	0.02	Village of Dexter	Deficient Pedestrian Access	\$4
Baker	Shield to Dan Hoey	Construct Pedestrian path	0.09	Dexter Village	Deficient Pedestrian Access	\$15
Baker Rd	Ann Arbor to Bates School	repair trip hazards, cracking, root penetration, drainage	0.01	Village of Dexter	Deficient Pedestrian Access	\$2
Bealfort	Furnace to River Side	Construct new Pedestrian Path on both sides	0.12	Manchester Village	No Pedestrian Access	\$20
Bealfort	River Side to Vernon	Construct new Pedestrian Path on one side	0.07	Manchester Village	Limited Pedestrian Access	\$6
Bell	Harriet south to end of Bell 600' west side.	Construct new 5 ft concrete Pedestrian path	0.11	City of Ypsilanti	Limited Pedestrian access	\$27
Bell	North from Spring to Casler 500' both sides.	Construct new 5 ft concrete Pedestrian path	0.19	City of Ypsilanti	Limited Pedestrian access	\$45
Bellevue	Whittier north to College-wood 800 west side of street.	Construct new 5 ft concrete Pedestrian path	0.15	City of Ypsilanti	Limited Pedestrian access	\$36

"We really need sidewalks going throughout the Dexter area. You should shovel your sidewalks in the winter to keep it clear. More sidewalks = less gas used on vehicles = cleaner environment!"
 Laura Taylor, 7th grade Dexter Middle school

FUTURE PEDESTRIAN IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Birch Hollow Dr.	Stone School Rd and East	Construct new Pedestrian path on both sides	0.37	Ann Arbor	No Pedestrian Access	\$235
Boyce	Joslin Lake to West County line	Pedestrian path and bike lane	4.70	Lyndon Township	Deficient Non-motorized Access	\$745
Briar Parkway	Lohr to Briar Ridge	Add Pedestrian Path	0.12	Pittsfield	Limited pedestrian access	\$19
Briggs	Bell to Kramer 300' both sides.	Construct new 5 ft concrete Pedestrian path	0.11	City of Ypsilanti	Limited Pedestrian access	\$27
Broad St	Main to Third	repair trip hazards, cracking, root penetration, drainage	0.01	Village of Dexter	Deficient Pedestrian Access	\$2
Brooks	Watling to Jefferson 400' west side of street.	Construct new 5 ft concrete Pedestrian path	0.08	City of Ypsilanti	Limited Pedestrian access	\$48
Brooks St.	Sunset St to Hockey Ln	Construct new Pedestrian path on both sides	0.20	Ann Arbor	No Pedestrian Access	\$127
Brooks St.	Robin to Mixtwood	Construct new Pedestrian path on both sides	0.20	Ann Arbor	No Pedestrian Access	\$127
Browning	Cross to Maple	Add Pedestrian Path	0.07	Ypsilanti	Limited pedestrian access	\$17
Browning	Walnut to Forest	Add Pedestrian Path	0.06	Ypsilanti	Limited pedestrian access	\$15

NON-MOTORIZED PLAN FOR WASHTENAW COUNTY

FUTURE PEDESTRIAN IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Buhr Park/County Farm Park	Packard St to Washtenaw Ave	Construct new Pedestrian path on both sides	N/A	Ann Arbor	No Pedestrian Access	N/A
Burbank	Michigan Ave to Cross	Add Pedestrian Path	0.09	Ypsilanti	Limited pedestrian access	\$23
Burnham	Oak Valley to Briar Ridge	Add Pedestrian Path	0.19	Pittsfield	Limited pedestrian access	\$30
Carpenter	Judd to Ellsworth	Pedestrian path and bike lane	6.00	Pittsfield/York	Deficient Non-motorized Access	\$951
Casler	Huron to Spring 1000 both sides'.	Construct new 5 ft concrete Pedestrian path	0.38	City of Ypsilanti	Limited Pedestrian access	\$90
Catherine	Spring to Harriet 1600' east side of street.	Construct new 5 ft concrete Pedestrian path	0.30	City of Ypsilanti	Limited Pedestrian access	\$73
Central	Carpenter to Foster	Add Pedestrian Path	0.71	Pittsfield	Limited pedestrian access	\$113
Central St	Huron to 3255 Central	repair trip hazards, cracking, root penetration, drainage	0.04	Village of Dexter	Deficient Pedestrian Access	\$7
Charles	Oak south 400' east side of street.	Construct new 5 ft concrete Pedestrian path	0.08	City of Ypsilanti	Limited Pedestrian access	\$18
Cherry Court	River east to end of street 300' both sides.	Construct new 5 ft concrete Pedestrian path	0.11	City of Ypsilanti	Limited Pedestrian access	\$27

FUTURE PEDESTRIAN IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Chidester	Catherine to Spring 1500' both sides.	Construct new 5 ft concrete Pedestrian path	0.57	City of Ypsilanti	Limited Pedestrian access	\$135
Clarkson	River Bend to Auburn	Construct new Pedestrian Path on both sides	0.17	Manchester Village	No Pedestrian Access	\$27
Clark	Ford to Ridge	Add Pedestrian Path	1.42	Ypsilanti	Limited pedestrian access	\$225
Clinton	Duncan to Territorial	Construct new Pedestrian Path on both sides	0.17	Manchester Village	No Pedestrian Access	\$27
Collegewood	Bellevue west to end of Collegewood 200' both sides.	Construct new 5 ft concrete Pedestrian path	0.08	City of Ypsilanti	Limited Pedestrian access	\$18
Concourse	Morgan to State	Add Pedestrian Path	0.97	Pittsfield	Limited pedestrian access	\$153
Congress	Wallace to N. Congress 500' north side of street.	Construct new 5 ft concrete Pedestrian path	0.09	City of Ypsilanti	Limited Pedestrian access	\$23
Cornell	Collegewood north to Huron River Drive 1800' east side of street.	Construct new 5 ft concrete Pedestrian path	0.34	City of Ypsilanti	Limited Pedestrian access	\$81
Cornell	Gregory to Ainsley 800' west side of street.	Construct new 5 ft concrete Pedestrian path	0.15	City of Ypsilanti	Limited Pedestrian access	\$36
Cottonwood	Munger to Sunset	Construct Pedestrian path	2.00	Ann Arbor City	Deficient Pedestrian Access	\$1,268

NON-MOTORIZED PLAN FOR WASHTENAW COUNTY

FUTURE PEDESTRIAN IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Courtland	Washtenaw to Cross 600' both sides.	Construct new 5 ft concrete Pedestrian path	0.23	City of Ypsilanti	Limited Pedestrian access	\$54
Crane	Michigan Ave. to Textile	Construct Pedestrian path	0.93	Pittsfield Township	Deficient Pedestrian Access	\$148
Dakota	Parkwood to Russell	Add Pedestrian Path	0.25	Ypsilanti	Limited pedestrian access	\$59
Dalton	Fresno to Packard	Add Pedestrian Path	0.18	Pittsfield	Limited pedestrian access	\$29
Dalton	Packard to Fresno	Add Pedestrian Path	0.18	Pittsfield	Limited pedestrian access	\$29
Dan Hoey	Dongara to Baker	Construct Pedestrian path	0.15	Dexter Village	Deficient Pedestrian Access	\$24
Davenport	Michigan to Detroit	Construct Pedestrian path	0.14	City of Saline	Limited pedestrian access	\$37
Dayton	Central to Fresno	Add Pedestrian Path	0.11	Pittsfield	Limited pedestrian access	\$17
Deer Glen	Ellsworth to	Add Pedestrian Path	0.12	Pittsfield	Limited pedestrian access	\$19
Devonshire Rd./ Hickory Ln	Washtenaw Ave to Geddes Ave	Construct new Pedestrian path on both sides	1.32	Ann Arbor	No Pedestrian Access	\$210
Dexter- Ann Arbor	Carrington to Meadowview	add pedestrian facility on North/East side of Road	0.25	Village of Dexter	Limited pedestrian access	\$40
Dexter- Ann Arbor	Main to Dover	repair trip hazards, cracking, root penetration, drainage	0.14	Village of Dexter	Deficient Pedestrian Access	\$23

"I would like a sidewalk on Dan Hoey Road from School to the area where there is a sidewalk on Dan Hoey."
- Pat Knapp, resident

FUTURE PEDESTRIAN IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Dexter- Ann Arbor	Mill Creek Middle to Mobile Station	Construct New Pedestrian path	0.14	Village of Dexter	No pedestrian access	\$23
Dexter Ann-Arbor	Baker to Morrison	Pedestrian path and bike lane	1.55	Scio Township	Deficient Non-motorized Access	\$246
Dexter Ave	N. Maple Rd to Allen Dr	Construct new Pedestrian path on both sides	0.44	Ann Arbor	No Pedestrian Access	\$279
Dexter Rd	Wagner Rd to N. Maple Rd	Construct new Pedestrian path on both sides	1.07	Ann Arbor	No Pedestrian Access	\$678
Dhu Varren Rd.	Pontiac Trl to Nixon Rd.	Construct new Pedestrian path on both sides	1.37	Ann Arbor	No Pedestrian Access	\$869
Division	Duncan to Main	Construct new Pedestrian Path on one side	0.14	Manchester Village	Limited Pedestrian Access	\$12
Division	Duncan to Riverside	Construct new Pedestrian Path on both sides	0.19	Manchester Village	No Pedestrian Access	\$31
Dolph Park Path	Central Ave to Lakeview Ave	Construct new Pedestrian path on both sides	N/A	Ann Arbor	No Pedestrian Access	N/A
Dolph Park Path	Wagner Rd to Lakewood Ave	Construct new Pedestrian path on both sides	N/A	Ann Arbor	No Pedestrian Access	N/A

NON-MOTORIZED PLAN FOR WASHTENAW COUNTY

FUTURE PEDESTRIAN IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Dolph Park Path	Wagner Rd to Lakewood Dr	Construct new Pedestrian path on both sides	N/A	Ann Arbor	No Pedestrian Access	N/A
Dover St	Ann Arbor to Second	repair trip hazards, cracking, root penetration, drainage	0.01	Village of Dexter	Deficient Pedestrian Access	\$2
Dover St	Dover from Ann Arbor Fourth	Construct New Pedestrian path	0.11	Village of Dexter	No pedestrian access	\$18
Draper	Hewitt to Edison	Add Pedestrian Path	0.30	Ypsilanti	Limited pedestrian access	\$72
Duncan	Adrian to River Side	Construct new Pedestrian Path on both sides	0.10	Manchester Village	No Pedestrian Access	\$16
Duncan	Clinton to Adrian	Construct new Pedestrian Path on one side	0.07	Manchester Village	Limited Pedestrian Access	\$6
Duncan	E. Village limit to Bealfort	Construct new Pedestrian Path on both sides	0.80	Manchester Village	No Pedestrian Access	\$127
Duncan	Macomb to Union	Construct new Pedestrian Path on both sides	0.10	Manchester Village	No Pedestrian Access	\$16
E. Huron River Dr.	Huron Pkwy to Hogback Rd	Construct new Pedestrian path on both sides	1.15	Ann Arbor	No Pedestrian Access	\$729
E. Stadium Blvd	Main St to White St	Construct new Pedestrian path on both sides	0.60	Ann Arbor	No Pedestrian Access	\$381

"I would LOVE to be able to go on leisurely walks and exercise walks out of the Village (Manchester) if paths were available".
- Patti McCabe, resident

FUTURE PEDESTRIAN IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Earhart Rd	Old Earhart Rd to Geddes Rd (east side)	Construct new Pedestrian path on one sides	1.24	Ann Arbor	No Pedestrian Access	\$786
Earhart Rd	Old Earhart Rd to Village Park Entrance	Construct new Pedestrian path on both sides	N/A	Ann Arbor	No Pedestrian Access	N/A
Earhart Rd	Pine Brae Dr to Geddes Rd	Construct new Pedestrian path on both sides	0.22	Ann Arbor	No Pedestrian Access	\$140
East edge of Leslie Golf Course	Huron Parkway and Willow-tree Lane	Construct new Pedestrian path on both sides	N/A	Ann Arbor	No Pedestrian Access	N/A
East Michigan	Keveling to Industrial	Construct Pedestrian path	0.80	City of Saline	Limited pedestrian access	\$212
Ecorse	US-12 to Maplewood	Pedestrian path and bike lane	0.35	Ypsilanti Township	Deficient Non-motorized Access	\$56
Edgewood Dr	Elmwood Ave to Pittsfield Blvd	Construct new Pedestrian path on both sides	0.32	Ann Arbor	No Pedestrian Access	\$203
Edison St	Ann Arbor to Second	Construct New Pedestrian path	0.28	Village of Dexter	No pedestrian access	\$45
Edison St	Edison from Fourth to Second	Construct New Pedestrian path	0.28	Village of Dexter	No pedestrian access	\$45
Ellsworth	Hewitt to Michigan Ave	Add Pedestrian Path	0.24	Ypsilanti	Limited pedestrian access	\$57

NON-MOTORIZED PLAN FOR WASHTENAW COUNTY

FUTURE PEDESTRIAN IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Ellsworth	Lohr to Oak Valley	Add Pedestrian Path	0.32	Pittsfield	Limited pedestrian access	\$50
Ellsworth	Spring Lake to Deer Glen	Add Pedestrian Path	0.28	Pittsfield	Limited pedestrian access	\$45
Ellsworth	Platt to Carpenter	Construct Pedestrian path	1.00	Ann Arbor City/ Pittsfield	Deficient Pedestrian Access	\$634
Ellsworth Rd	AA City line to Platt Rd	Construct new Pedes- trian path on both sides	0.26	Ann Arbor	No Pedestrian Access	\$165
Ellsworth Rd	East of Platt Rd to West of Stone School Rd	Construct new Pedes- trian path on both sides	0.50	Ann Arbor	No Pedestrian Access	\$317
Ellsworth Rd	Oak Valley to Maple Rd	Construct new Pedes- trian path on both sides	1.00	Ann Arbor	No Pedestrian Access	\$634
Ellsworth Rd	Shadowood Dr to Stone School Rd	Construct new Pedes- trian path on both sides	0.27	Ann Arbor	No Pedestrian Access	\$172
Ellsworth Rd	Stone School Rd to Oak Val- ley Dr	Construct new Pedes- trian path on one sides	0.75	Ann Arbor	No Pedestrian Access	\$476
Ellsworth Rd	Stone School Rd to S. State St.	Construct new Pedes- trian path on one sides	1.00	Ann Arbor	No Pedestrian Access	\$634
Elmwood St	Packard St to Edgewood Dr	Construct new Pedes- trian path on both sides	0.42	Ann Arbor	No Pedestrian Access	\$267

“There really need to be more sidewalks going from town to town.”
-Marissa Eans 9th Grade Huron High School

FUTURE PEDESTRIAN IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Elton	Territorial to Main	Construct new Pedestrian Path on both sides	0.07	Manchester Village	No Pedestrian Access	\$12
Emerald Ave	Independence Blvd to Candlewick Dr	Construct new Pedestrian path on both sides	0.20	Ann Arbor	No Pedestrian Access	\$127
Emerick	Ecorse north to end 600' both sides.	Construct new 5 ft concrete Pedestrian path	0.23	City of Ypsilanti	Limited Pedestrian access	\$55
Ferman	Main to Michigan	Construct Pedestrian path	0.35	Milan City	Deficient Pedestrian Access	\$84
Fernwood St	Packard St to Edgewood Dr	Construct new Pedestrian path on both sides	0.42	Ann Arbor	No Pedestrian Access	\$267
Ferrier	Lincoln west to end 400' both sides.	Construct new 5 ft concrete Pedestrian path	0.15	City of Ypsilanti	Limited Pedestrian access	\$36
Fifth St	Central to Broad	Construct New Pedestrian path	0.05	Village of Dexter	No pedestrian access	\$8
Fifth St	Edison to Alpine	repair trip hazards, cracking, root penetration, drainage	0.04	Village of Dexter	Deficient Pedestrian Access	\$7
Ford	Holmes to Clark	Add Pedestrian Path	0.25	Ypsilanti	Limited pedestrian access	\$59
Ford	Parkwood to Russell	Add Pedestrian Path	0.25	Ypsilanti	Limited pedestrian access	\$59

NON-MOTORIZED PLAN FOR WASHTENAW COUNTY

FUTURE PEDESTRIAN IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Forest	Ford to Lamay	Add Pedestrian Path	0.18	Ypsilanti	Limited pedestrian access	\$43
Forest St	Broad to Baker	repair trip hazards, cracking, root penetration, drainage	0.04	Village of Dexter	Deficient Pedestrian Access	\$7
Forest St	Forest from Baker to Kensington	Construct New Pedestrian path	0.28	Village of Dexter	No pedestrian access	\$45
Fourth St	Alley to End	Construct New Pedestrian path	0.08	Village of Dexter	No pedestrian access	\$12
Freer	Washington to Jackson	Construct Pedestrian path	0.75	Chelsea City	Deficient Pedestrian Access	\$179
Frontage	Emerick to Hull	Add Pedestrian Path	0.52	Ypsilanti	Limited pedestrian access	\$124
Fuller Rd	Fuller Ct to Huron Pkwy	Construct new Pedestrian path on both sides	0.75	Ann Arbor	No Pedestrian Access	\$476
Furnace	River Side to Adrian	Construct new Pedestrian Path on both sides	0.31	Manchester Village	No Pedestrian Access	\$50
Galloway	Territorial to End	Construct new Pedestrian Path on both sides	0.09	Manchester Village	No Pedestrian Access	\$15
Geddes	US-23 East to County Line	Pedestrian path and bike lane	7.00	Ann Arbor/Superior	Deficient Non-motorized Access	\$4,436
Geddes Rd	Earhart Rd to Huron Pkwy	Construct new Pedestrian path on both sides	0.87	Ann Arbor	No Pedestrian Access	\$552

FUTURE PEDESTRIAN IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Golfside	S. of Washtenaw to Packard	Add Pedestrian Path	0.36	Ypsilanti	Limited pedestrian access	\$85
Grand St	Hudson to Kensington	Construct New Pedestrian path	0.23	Village of Dexter	No pedestrian access	\$37
Granger	River Side to Wolverine	Construct new Pedestrian Path on both sides	0.33	Manchester Village	No Pedestrian Access	\$53
Green	Glazier to Bluett	Pedestrian path and bike lane	2.00	Ann Arbor City	Deficient Non-motorized Access	\$1,268
Green	Le Forge west to end of Green Road 1500'	Construct new 5 ft concrete Pedestrian path	0.28	City of Ypsilanti	Limited Pedestrian access	\$68
Green Road	Burbank Dr to Burbank Dr	Construct new Pedestrian path on both sides	0.30	Ann Arbor	No Pedestrian Access	\$191
Grove	Adrian to End	Construct new Pedestrian Path on both sides	0.10	Manchester Village	No Pedestrian Access	\$16
Grove	Jay to Service Drive	Construct Pedestrian path	1.40	Ypsilanti Township	Deficient Pedestrian Access	\$222
Grove	Spring south to Grove 500' east side of street.	Construct new 5 ft concrete Pedestrian path	0.09	City of Ypsilanti	Limited Pedestrian access	\$15

NON-MOTORIZED PLAN FOR WASHTENAW COUNTY

FUTURE PEDESTRIAN IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Helen	Charles east to Osband 1000' both sides.	Construct new 5 ft concrete Pedestrian path	0.38	City of Ypsilanti	Limited Pedestrian access	\$90
Hemlock Drive Path	Hemlock Drive to Southeast Area Park	Construct new Pedestrian path on both sides	N/A	Ann Arbor	No Pedestrian Access	N/A
Hibbard	River Side to Dutch Drive	Construct new Pedestrian Path on both sides	0.60	Manchester Village	No Pedestrian Access	\$96
Highlander	Ellsworth to Sun Valley	Add Pedestrian Path	0.18	Pittsfield	Limited pedestrian access	\$29
Hilldale Dr.	Barton to Skydale	Construct new Pedestrian path on both sides	0.30	Ann Arbor	No Pedestrian Access	\$191
Hogan	Parr to M-52	Construct new Pedestrian Path on both sides	0.21	Manchester Village	No Pedestrian Access	\$34
Hogback	Washtenaw to Clark	Add Pedestrian Path	0.36	Pittsfield	Limited pedestrian access	\$57

FUTURE PEDESTRIAN IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Holmes	Allen to Harris	Add Pedestrian Path	0.13	Ypsilanti	Limited pedestrian access	\$21
Honey Creek Pond Path	W Liberty St to pond	Construct new Pedestrian path on both sides	N/A	Ann Arbor	No Pedestrian Access	N/A
Hudson St	Ann Arbor to Second	repair trip hazards, cracking, root penetration, drainage	0.01	Village of Dexter	Deficient Pedestrian Access	\$3
Hudson St	Baker and Ann Arbor	repair trip hazards, cracking, root penetration, drainage	0.02	Village of Dexter	Deficient Pedestrian Access	\$4
Hudson St	Grand to Fourth	Construct New Pedestrian path	0.25	Village of Dexter	No pedestrian access	\$40
Huron	Central to Third	repair trip hazards, cracking, root penetration, drainage	0.01	Village of Dexter	Deficient Pedestrian Access	\$2
Huron Pkwy	Geddes Ave to HH Golf Course	Construct new Pedestrian path on both sides	0.45	Ann Arbor	No Pedestrian Access	\$286

FUTURE PEDESTRIAN IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Huron River Path	Fuller Park	Construct new Pedestrian path on both sides	N/A	Ann Arbor	No Pedestrian Access	N/A
Huron River Path	MichCON Property	Construct new Pedestrian path on both sides	N/A	Ann Arbor	No Pedestrian Access	N/A
Huron River Path	Mitchell field	Construct new Pedestrian path on both sides	N/A	Ann Arbor	No Pedestrian Access	N/A
Huron River Path	RR ROW	Construct new Pedestrian path on both sides	N/A	Ann Arbor	No Pedestrian Access	N/A
Independence Blvd	Victoria Ave to Powell Ave	Construct new Pedestrian path on both sides	0.25	Ann Arbor	No Pedestrian Access	\$159
Inglewood	Rolling Meadow to	Add Pedestrian Path	0.12	Pittsfield	Limited pedestrian access	\$19

FUTURE PEDESTRIAN IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Inverness	Ann Arbor to Second	Construct Pedestrian path	0.19	Village of Dexter	No pedestrian access	\$31
Inverness	Grand to Ann Arbor	Construct Pedestrian path	0.19	Village of Dexter	No pedestrian access	\$31
Jackson	Zeeb to Jackson Industrial	Add Pedestrian Path	0.30	Scio	Limited pedestrian access	\$47
Jefferson	East end of Jefferson to Madison 600' east side.	Construct new 5 ft concrete Pedestrian path	0.11	City of Ypsilanti	Limited Pedestrian access	\$27
Jewett St	S Industrial Hwy to Packard St	Construct new Pedestrian path on both sides	0.45	Ann Arbor	No Pedestrian Access	\$286
Jones	Wallace to Avline	Add Pedestrian Path	0.06	Ypsilanti	Limited pedestrian access	\$14
Kensington	Grand to Ann Arbor	Construct Pedestrian path	0.19	Village of Dexter	No pedestrian access	\$31
Kramer	Huron to end of Kramer 400' both sides.	Construct new 5 ft concrete Pedestrian path	0.15	City of Ypsilanti	Limited Pedestrian access	\$36
Lafayette/Cass	River Bend to M-52	Construct new Pedestrian Path on both sides	0.29	Manchester Village	No Pedestrian Access	\$46
Lake Forrest	Rouse Creek to Orchardview	Add Pedestrian Path	0.23	Pittsfield	Limited pedestrian access	\$36
Lakeshore Path	Lakeshore Drive	Construct new Pedestrian path on both sides	N/A	Ann Arbor	No Pedestrian Access	N/A

NON-MOTORIZED PLAN FOR WASHTENAW COUNTY

FUTURE PEDESTRIAN IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Lakeview	Grove to McCartney	Add Pedestrian Path	0.32	Ypsilanti	Limited pedestrian access	\$51
Leeke	Boyce to West County Line	Pedestrian path and bike lane	0.80	Lyndon Township	Deficient Non-motorized Access	\$127
Lewis	Russell to McKay	Construct Pedestrian path	0.08	City of Saline	Limited pedestrian access	\$22
Liberty	River Side to Vernon	Construct new Pedestrian Path on both sides	0.11	Manchester Village	No Pedestrian Access	\$18
Liberty	Seely to W. of Maple	Add Pedestrian Path	0.53	Scio	Limited pedestrian access	\$84
Linden	Michigan north to Ferrier 800' both sides.	Construct new 5 ft concrete Pedestrian path	0.30	City of Ypsilanti	Limited Pedestrian access	\$72
Lohr	N. of Oak Valley to Lohr Cir.	Add Pedestrian Path	0.41	Pittsfield	Limited pedestrian access	\$65
Lohr Lake	Textile to Lohr	Add Pedestrian Path	0.71	Pittsfield	Limited pedestrian access	\$113
M-52	S. Chelsea City Limit to Grass Lake	Construct Pedestrian path	4.70	Sylvan/Sharon	Deficient Pedestrian Access	\$745
M-52	Werkner to N. Chelsea City Limit	Construct Pedestrian path	0.50	Lyndon/Sylvan	Deficient Pedestrian Access	\$80
Macomb	Wager to Sandborn	Construct new Pedestrian Path on one side	0.31	Manchester Village	Limited Pedestrian Access	\$24
Madison	Main to End	Construct new Pedestrian Path on one side	0.40	Manchester Village	Limited Pedestrian Access	\$32

FUTURE PEDESTRIAN IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Main	Milan-Oakville to Platt	Construct Pedestrian path	1.30	Milan City	Deficient Pedestrian Access	\$309
Main St. (Chelsea)	Entire Length	Pedestrian path and bike lane	1.40	Chelsea City	Deficient Non-motorized Access	\$333
Maple	River west to end maple 300' south side of street.	Construct new 5 ft concrete Pedestrian path	0.06	City of Ypsilanti	Limited Pedestrian access	\$14
Marion	Washtenaw to Cross 600' both sides.	Construct new 5 ft concrete Pedestrian path	0.23	City of Ypsilanti	Limited Pedestrian access	\$54
Market	Forest to Cross 1000' both sides.	Construct new 5 ft concrete Pedestrian path	0.38	City of Ypsilanti	Limited Pedestrian access	\$90
Martin Place	Prospect to Miles 1200' both sides.	Construct new 5 ft concrete Pedestrian path	0.45	City of Ypsilanti	Limited Pedestrian access	\$108
Martz	Whittaker to Bunton	Construct Pedestrian path	2.10	Ypsilanti Township	Deficient Pedestrian Access	\$333
Mansfield	Warner to Westmoorland	Add Pedestrian Path	n/a	City of Ypsilanti	Limited pedestrian access	N/A
McCrone	Stony Creek to Willis	Construct Pedestrian path	0.60	Augusta Township	Deficient Pedestrian Access	\$96
McGregor	Grove to Tyler	Construct Pedestrian path	1.30	Ypsilanti Township	Deficient Pedestrian Access	\$206
McKinley	Middle to Waterloo	Construct Pedestrian path	3.90	Chelsea City	Deficient Pedestrian Access	\$927

NON-MOTORIZED PLAN FOR WASHTENAW COUNTY

FUTURE PEDESTRIAN IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Meadowview	Dexter-Ann Arbor to End	Construct Pedestrian path	0.28	Dexter Village	Deficient Pedestrian Access	\$45
Miami	Oak to Forest	Add Pedestrian Path	0.13	Ypsilanti	Limited pedestrian access	\$20
Michigan Ave	Mills to Austin	Construct Pedestrian path	0.80	City of Saline	Limited pedestrian access	\$212
Michigan Ave.	Hamilton to Adams	Construct Pedestrian path	0.08	Ypsilanti City	Deficient Pedestrian Access	\$20
Michigan Ave.	Warner to Ecorse	Construct Pedestrian path	1.50	Pittsfield/Ypsilanti/Ypsilanti City	Deficient Pedestrian Access	\$238
Mill Pond	Walking Trails in reclaimed Mill Pond	Construct Board-walks	0.57	Village of Dexter	No pedestrian access	\$91
Miller Ave	East of Saunders Crest to Linda Vista Ave	Construct new Pedestrian path on both sides	0.42	Ann Arbor	No Pedestrian Access	\$267
Mills Rd	Michigan to Bennett	Construct Pedestrian path	0.63	City of Saline	Limited pedestrian access	\$167
Montreal	Tyler to Auburndale	Add Pedestrian Path	0.14	Ypsilanti	Limited pedestrian access	\$23
Morgan	Duncan to River Side	Construct new Pedestrian Path on both sides	0.16	Manchester Village	No Pedestrian Access	\$26
N. Main St	M-14 to Depot St	Construct new Pedestrian path on both sides	0.66	Ann Arbor	No Pedestrian Access	\$419

FUTURE PEDESTRIAN IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
N. Maple Rd	M-14 to Craig Rd	Construct new Pedestrian path on both sides	0.43	Ann Arbor	No Pedestrian Access	\$273
N. Maple Rd	Miller Rd to M-14	Construct new Pedestrian path on both sides	0.42	Ann Arbor	No Pedestrian Access	\$267
New High School connectors	Riverwood, Newport Creek Dr and Oak Hills Dr.	Construct new Pedestrian path on both sides	N/A	Ann Arbor	No Pedestrian Access	N/A
Newport	Miller to Sunset	Construct Pedestrian path	0.60	Ann Arbor City	Deficient Pedestrian Access	\$381
Newport Rd.	Sunset road to Riverwood Rd	Construct new Pedestrian path on both sides	0.32	Ann Arbor	No Pedestrian Access	\$200
Ninde	Ninde north to Cross 300' both sides.	Construct new 5 ft concrete Pedestrian path	0.11	City of Ypsilanti	Limited Pedestrian access	\$27
Nixon Rd	Clague Middle School to M-14	Construct new Pedestrian path on both sides	0.36	Ann Arbor	No Pedestrian Access	\$229
Norris	West curve to River 600' both sides.	Construct new 5 ft concrete Pedestrian path	0.23	City of Ypsilanti	Limited Pedestrian access	\$54
Northside	Entire Street	Construct Pedestrian path	0.20	Ann Arbor City	Deficient Pedestrian Access	\$127
Oak Valley	E. of Ann Arbor-Saline to Silver Spring	Add Pedestrian Path	0.57	Pittsfield	Limited pedestrian access	\$90

NON-MOTORIZED PLAN FOR WASHTENAW COUNTY

FUTURE PEDESTRIAN IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Oak Valley	Lohr to Briar Parkway	Add Pedestrian Path	0.12	Pittsfield	Limited pedestrian access	\$19
Oak Valley	Ranchero to Ellsworth	Add Pedestrian Path	0.06	Pittsfield	Limited pedestrian access	\$9
Oak Valley	Silver Spring to Ann Arbor Ice Cube	Construct Pedestrian path	0.48	Lodi Township	Deficient Pedestrian Access	\$77
Oak Valley	Silver Spring to Scio Church	Add Pedestrian Path	0.71	Pittsfield	Limited pedestrian access	\$113
Oakbrook Dr	S. Main St to S. State St	Construct new Pedestrian path on both sides	0.50	Ann Arbor	No Pedestrian Access	\$317
Oaklawn	Tyler to Ecorse	Add Pedestrian Path	0.19	Ypsilanti	Limited pedestrian access	\$31
Old US-12	Freer to Sylvan	Pedestrian path and bike lane	3.70	Sylvan Township/Chelsea City	Deficient Non-motorized Access	\$587
Orchardview	Lake Forrest to Lake Forrest	Add Pedestrian Path	0.23	Pittsfield	Limited pedestrian access	\$36
Packard	Carpenter to Golfside	Add Pedestrian Path	1.00	Pittsfield	Limited pedestrian access	\$159
Packard	Golfside to Stadium	Pedestrian path and bike lane	4.20	Ann Arbor City/Pittsfield	Deficient Non-motorized Access	\$2,662
Packard	W. of Carpenter to E. of Burton	Add Pedestrian Path	0.25	Pittsfield	Limited pedestrian access	\$40
Page Ave	Jewett St to Esche Ave	Construct new Pedestrian path on both sides	0.21	Ann Arbor	No Pedestrian Access	\$134

FUTURE PEDESTRIAN IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Park	Cross south to Railroad 700' west side of street.	Construct new 5 ft concrete Pedestrian path	0.13	City of Ypsilanti	Limited Pedestrian access	\$32
Park	Clark to End	Construct Pedestrian path	0.06	City of Saline	Limited pedestrian access	\$16
Parkwood	Woodlawn to Kansas	Add Pedestrian Path	0.13	Ypsilanti	Limited pedestrian access	\$20
Parr	River Side to Hogan	Construct new Pedestrian Path on both sides	0.73	Manchester Village	No Pedestrian Access	\$116
Photo	Ninde to River 300' both sides.	Construct new 5 ft concrete Pedestrian path	0.11	City of Ypsilanti	Limited Pedestrian access	\$27
Platt	Ellsworth to Stony Creek	Pedestrian path and bike lane	7.20	Pittsfield/York	Deficient Non-motorized Access	\$1,141
Pontiac Trail	Skydale Dr. to M-14	Construct new Pedestrian path on both sides	0.80	Ann Arbor	No Pedestrian Access	\$507
Railroad	LeForge to end 1100' both sides.	Construct new 5 ft concrete Pedestrian path	0.42	City of Ypsilanti	Limited Pedestrian access	\$99
Ranchero	Oak Valley to S. of Oak Valley	Add Pedestrian Path	0.47	Pittsfield	Limited pedestrian access	\$75
Ridge	Clark to Mott	Add Pedestrian Path	0.24	Ypsilanti	Limited pedestrian access	\$38
River Bend/Mound	M-52 to End	Construct new Pedestrian Path on both sides	0.52	Manchester Village	No Pedestrian Access	\$83

NON-MOTORIZED PLAN FOR WASHTENAW COUNTY

FUTURE PEDESTRIAN IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Rolling Meadow	Inglewood to	Add Pedestrian Path	0.14	Pittsfield	Limited pedestrian access	\$23
Roosevelt	Courtland to Mansfield at Candy Cane Park 500' north side of street.	Construct new 5 ft concrete Pedestrian path	0.09	City of Ypsilanti	Limited Pedestrian access	\$23
Runway	Concourse to State	Add Pedestrian Path	0.23	Pittsfield	Limited pedestrian access	\$36
Russell	Harrison to Oregon	Add Pedestrian Path	0.36	Ypsilanti	Limited pedestrian access	\$57
S. Hamilton	Harriet south to I-94 1000' both sides.	Construct new 5 ft concrete Pedestrian path	0.38	City of Ypsilanti	Limited Pedestrian access	\$90
S. Main Street	Eisenhower Pkwy to I-94	Construct new Pedestrian path on both sides	1.40	Ann Arbor	No Pedestrian Access	\$888
S. Mansfield	Michigan to end of Mansfield 1800' both sides.	Construct new 5 ft concrete Pedestrian path	0.68	City of Ypsilanti	Limited Pedestrian access	\$162
S. State St.	Eisenhower Pkwy to KMS Place (State Cir)	Construct new Pedestrian path on both sides	0.65	Ann Arbor	No Pedestrian Access	\$412
Sanford	Arkona to Milan-Oakville	Construct Pedestrian path	1.00	Milan City	Deficient Pedestrian Access	\$238
Santa Fe	Lohr to Ranchero	Add Pedestrian Path	0.24	Pittsfield	Limited pedestrian access	\$39

FUTURE PEDESTRIAN IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Scarlett Mitchell Park Path	Path - former RR corridor	Construct new Pedestrian path on both sides	N/A	Ann Arbor	No Pedestrian Access	N/A
Scio Church Rd	7th St to Greenview Dr	Construct new Pedestrian path on both sides	0.15	Ann Arbor	No Pedestrian Access	\$96
Scio Church Rd	Churchill Dr to S. Maple Rd	Construct new Pedestrian path on both sides	0.35	Ann Arbor	No Pedestrian Access	\$222
Second St	Central to	Construct Pedestrian path	0.38	Village of Dexter	No pedestrian access	\$61
Shaffer	Territorial to Territorial	Construct new Pedestrian Path on one side	0.33	Manchester Village	Limited Pedestrian Access	\$27
Shield	Baker to Parker	Pedestrian path and bike lane	0.65	Scio Township	Deficient Non-motorized Access	\$103
Silo Ridge	Lohr to Evergreen	Add Pedestrian Path	0.42	Pittsfield	Limited pedestrian access	\$67
Spring	Bell east to Catherine 1600' south side of street.	Construct new 5 ft concrete Pedestrian path	0.30	City of Ypsilanti	Limited Pedestrian access	\$72
Spring	Parr to End	Construct new Pedestrian Path on both sides	0.21	Manchester Village	No Pedestrian Access	\$34
Spring Lake	Westbrook to Westbrook	Add Pedestrian Path	0.30	Pittsfield	Limited pedestrian access	\$48

NON-MOTORIZED PLAN FOR WASHTENAW COUNTY

FUTURE PEDESTRIAN IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Springbrook St	Packard St to Marshall St	Construct new Pedestrian path on both sides	0.42	Ann Arbor	No Pedestrian Access	\$267
St. Johns	Lowell east to end of street 400' both sides.	Construct new 5 ft concrete Pedestrian path	0.15	City of Ypsilanti	Limited Pedestrian access	\$36
State	Desoto to McCartney	Add Pedestrian Path	0.22	Ypsilanti	Limited pedestrian access	\$35
State	Michigan Ave. to Eisenhower	Pedestrian path and bike lane	4.30	Pittsfield Township	Deficient Non-motorized Access	\$670
Stone School Rd	Ellsworth Rd to I-94	Construct new Pedestrian path on both sides	0.53	Ann Arbor	No Pedestrian Access	\$336
Stone School Rd	I-94 to Pebble Creek dr	Construct new Pedestrian path on both sides	0.26	Ann Arbor	No Pedestrian Access	\$165
Summit	M-52 to Granger	Construct new Pedestrian Path on both sides	0.13	Manchester Village	No Pedestrian Access	\$21
Sunset	Summit to Granger	Construct new Pedestrian Path on both sides	0.10	Manchester Village	No Pedestrian Access	\$16
Sunset Rd	Newport Rd to W. Summit St	Construct new Pedestrian path on both sides	1.25	Ann Arbor	No Pedestrian Access	\$792
Territorial/Adrian	Austin to SE. Village Limit	Construct new Pedestrian Path on one side	1.02	Manchester Village	Limited Pedestrian Access	\$81

FUTURE PEDESTRIAN IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Third St	Central to End	Construct Pedestrian path	0.34	Village of Dexter	No pedestrian access	\$54
Third St	Dover to Broad	repair trip hazards, cracking, root penetration, drainage	0.01	Village of Dexter		\$2
Third St	Dover to Kensington	Construct Pedestrian path	0.38	Village of Dexter	No pedestrian access	\$61
Torrey	Main to M-52	Construct new Pedestrian Path on one side	0.33	Manchester Village	Limited Pedestrian Access	\$27
Trail along I-94	Scio Church Rd to Northbrook Dr	Construct new Pedestrian path on both sides	N/A	Ann Arbor	No Pedestrian Access	N/A
Tyler	Emerick to Oaklawn	Add Pedestrian Path	0.25	Ypsilanti	Limited pedestrian access	\$39
Tyler	Eugene to Desoto	Add Pedestrian Path	0.21	Ypsilanti	Limited pedestrian access	\$34
Union	Duncan to Main	Construct new Pedestrian Path on one side	0.04	Manchester Village	Limited Pedestrian Access	\$4
Union	Main to Railroad	Construct new Pedestrian Path on both sides	0.16	Manchester Village	No Pedestrian Access	\$26
Union/Railroad	Washington to End	Construct new Pedestrian Path on both sides	0.50	Manchester Village	No Pedestrian Access	\$80

NON-MOTORIZED PLAN FOR WASHTENAW COUNTY

FUTURE PEDESTRIAN IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Valley	Congress to Harding	Add Pedestrian Path	0.10	Ypsilanti	Limited pedestrian access	\$17
Vernon	Torrey To Morgan	Construct new Pedestrian Path on both sides	0.17	Manchester Village	No Pedestrian Access	\$27
Vernon	Washingont to Clinton	Construct new Pedestrian Path on both sides	0.07	Manchester Village	No Pedestrian Access	\$12
Vernon	Wolverine to Torrey	Construct new Pedestrian Path on one side	0.16	Manchester Village	Limited Pedestrian Access	\$13
Virginia Place	Charles east to end 1400' both sides.	Construct new 5 ft concrete Pedestrian path	0.53	City of Ypsilanti	Limited Pedestrian access	\$126
Wager	Macomb to End	Construct new Pedestrian Path on both sides	0.10	Manchester Village	No Pedestrian Access	\$16
Wallace	Jones to Congress	Add Pedestrian Path	0.13	Ypsilanti	Limited pedestrian access	\$20
Warner	Mansfield to Wallace	Add Pedestrian Path	0.16	Ypsilanti	Limited pedestrian access	\$27
Warner	Michigan north to end of street 1000' both sides.	Construct new 5 ft concrete Pedestrian path	0.38	City of Ypsilanti	Limited Pedestrian access	\$90
Washington	Duncan to Territorial	Construct new Pedestrian Path on both sides	0.13	Manchester Village	No Pedestrian Access	\$21

FUTURE PEDESTRIAN IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Washtenaw	Bellevue east 600' north side of street.	Construct new 5 ft concrete Pedestrian path	0.11	City of Ypsilanti	Limited Pedestrian access	\$27
Washtenaw	Carpenter to Golfside	Pedestrian path and bike lane	1.00	Pittsfield Township	Deficient Non-motorized Access	\$159
Washtenaw Ave	Huron Pkwy to Pittsfield Blvd	Construct new Pedestrian path on both sides	0.27	Ann Arbor	No Pedestrian Access	\$172
Washtenaw Ave	Tuomy to Glenwood	Construct new Pedestrian path on both sides	1.14	Ann Arbor	No Pedestrian Access	\$723
Washtenaw Ave	US 23 Interchange Area - Pittsfield Twp	Construct new Pedestrian path on both sides	0.51	Ann Arbor	No Pedestrian Access	\$324
Waterways	Lohr to End	Add Pedestrian Path	1.09	Pittsfield	Limited pedestrian access	\$174
Watling	Second to Brooks 2000' south side of street.	Construct new 5 ft concrete Pedestrian path	0.38	City of Ypsilanti	Limited Pedestrian access	\$90
Westbank	Lake Forest to	Add Pedestrian Path	0.11	Pittsfield	Limited pedestrian access	\$17
Westbrook	Spring Lake to Spring Lake	Add Pedestrian Path	0.30	Pittsfield	Limited pedestrian access	\$48
Westmoorland	West from Mansfield to end of Washtenaw.	Construct new 5 ft concrete Pedestrian path	0.25	City of Ypsilanti	Limited Pedestrian access	\$60

NON-MOTORIZED PLAN FOR WASHTENAW COUNTY

FUTURE PEDESTRIAN IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Westside Connector	Connection from HCMA Phase 2 to WCPARC Segment D1	Construct Non-motorized connection	0.10	Village of Dexter, Scio Township, Webster Township	No pedestrian access	\$16
Whittier	Bellevue east 600', south side of street.	Construct new 5 ft concrete Pedestrian path	0.11	City of Ypsilanti	Limited Pedestrian access	\$27
Wildflower	Waterways to End	Add Pedestrian Path	0.13	Pittsfield	Limited pedestrian access	\$21
Wilkinson	Cavanaugh Lake to Old US-12	Pedestrian path and bike lane	0.60	Sylvan Township	Deficient Non-motorized Access	\$96
Wiltshire	Woodland to one block north	Construct Pedestrian path	0.03	City of Saline	Limited pedestrian access	\$8
Wolverine	M-52 to Granger	Construct new Pedestrian Path on both sides	0.15	Manchester Village	No Pedestrian Access	\$24
Wolverine	Main to Vernon	Construct new Pedestrian Path on one side	0.20	Manchester Village	Limited Pedestrian Access	\$16
Woodland	Maple to Legacy Heights	Construct Pedestrian path	1.25	City of Saline	Limited pedestrian access	\$330
Woods	Linden to Pleasant 1500' north side of street.	Construct new 5 ft concrete Pedestrian path	0.28	City of Ypsilanti	Limited Pedestrian access	\$68
Woodview	Lake Forest to	Add Pedestrian Path	0.11	Pittsfield	Limited pedestrian access	\$16
Yost Dr	Eli Dr to Oakwood St	Construct new Pedestrian path on both sides	0.10	Ann Arbor	No Pedestrian Access	\$64
Zeeb	Cedar Ridge to Park	Add Pedestrian Path	0.12	Scio	Limited pedestrian access	\$19

FUTURE PEDESTRIAN AND BIKE IMPROVEMENTS

TABLE 13

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Adrian	Main to S. Village Limit	Pedestrian path and bike lane	0.72	Manchester Village	No non-motorized access	\$119
Arthur	South Grove	New Non-motorized Path	0.12	Ypsilanti Township	No non-motorized access	\$42
Baker	Marshall to Dexter Village	Multi-use paths	1.50	Scio Township	No Non-motorized Access	\$515
Bemis	US-23 to Munger	New Non-motorized Path	1.25	Pittsfield Township	No non-motorized access	\$430
Bennett	Ann Arbor to Harris	Pedestrian path and bike lane	0.27	City of Saline	No Non-motorized Access	\$45
Borgstrom	Pedestrian Bridge to Ruth	New Non-motorized Path	0.42	Ypsilanti Township	No non-motorized access	\$145
Clark Road	Leforge to Midway	New Non-motorized Path	2.50	Ypsilanti Township	No non-motorized access	\$858
Congress	Hewitt to City limit	New Non-motorized Path	0.60	Ypsilanti Township	No non-motorized access	\$206
Dexter-Ann Arbor	Wagner to Dexter Village	Multi-use paths	4.50	Scio Township	No Non-motorized Access	\$1,545
Ecorse	Emerick to Harris	New Non-motorized Path	0.80	Ypsilanti Township	No non-motorized access	\$275
Ellis	South to Textile	New Non-motorized Path	1.50	Ypsilanti Township	No non-motorized access	\$515
Ellis	West to Michigan Ave	New Non-motorized Path	0.70	Ypsilanti Township	No non-motorized access	\$241
Emerick	Parkwood to new pedestrian bridge over I-94 and Grove	New Non-motorized Path	0.40	Ypsilanti Township	No non-motorized access	\$138
Ford Blvd.	Holmes to Tyler	New Non-motorized Path	1.70	Ypsilanti Township	No non-motorized access	\$584

NON-MOTORIZED PLAN FOR WASHTENAW COUNTY

FUTURE PEDESTRIAN AND BIKE IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Forest	Midway to Ford	New Non-motorized Path	0.39	Ypsilanti Township	No non-motorized access	\$134
Golfside	Washtenaw to Ellsworth	New Non-motorized Path	1.40	Ypsilanti Township	No non-motorized access	\$481
Harris	Russell to Grove	New Non-motorized Path	1.35	Ypsilanti Township	No non-motorized access	\$464
Hewitt	City limit to Michigan	New Non-motorized Path	1.70	Ypsilanti Township	No non-motorized access	\$584
Hitchingham	North from Township limit	New Non-motorized Path	2.10	Ypsilanti Township	No non-motorized access	\$721
Holmes	Prospect to Ridge	New Non-motorized Path	2.50	Ypsilanti Township	No non-motorized access	\$858
Huron River	Whittaker to Textile	New Non-motorized Path	2.80	Ypsilanti Township	No non-motorized access	\$961
Huron River Drive	Dexter Village to N. Maple	Multi-use paths	6.25	Scio Township	No Non-motorized Access	\$2,145
Industrial	Beach to Woodland	Pedestrian path and bike lane	1.10	City of Saline	No Non-motorized Access	\$182
Jackson	Wagner to Zeeb	Multi-use paths	2.00	Scio Township	No Non-motorized Access	\$687
James Hart Drive extension	Along I-94 to Ellis Road	New Non-motorized Path	0.82	Ypsilanti Township	No non-motorized access	\$282
Janet	East to Arthur	New Non-motorized Path	0.21	Ypsilanti Township	No non-motorized access	\$73
Levona	South to Janet	New Non-motorized Path	0.50	Ypsilanti Township	No non-motorized access	\$172

FUTURE PEDESTRIAN AND BIKE IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Liberty	Scio Ridge to .5 miles west of Zeeb	Multi-use paths	2.05	Scio Township	No Non-motorized Access	\$704
Lohr	Textile to Ellsworth	New Non-motorized Path	2.00	Pittsfield Township	No non-motorized access	\$687
M-52	.1 M N. of Mound to .1M S. of Mound	Pedestrian path and bike lane	0.20	Manchester Village	No non-motorized access	\$34
Mansfield	West Jr. High School to Michigan	New Non-motorized Path	0.40	Ypsilanti Township	No non-motorized access	\$138
Maple	Echo to Maplewood	Pedestrian path and bike lane	0.70	City of Saline	No Non-motorized Access	\$116
McCartney	South to Grove	New Non-motorized Path	1.20	Ypsilanti Township	No non-motorized access	\$412
Merritt	Hitchingham to Tuttle Hill	New Non-motorized Path	2.00	Ypsilanti Township	No non-motorized access	\$687
Michigan	West City limit to West Township limit	New Non-motorized Path	2.00	Ypsilanti Township	No non-motorized access	\$687
Michigan Avenue	East Township limit to West City limit	New Non-motorized Path	2.90	Ypsilanti Township	No non-motorized access	\$996
Midway	Clark to Forest	New Non-motorized Path	0.43	Ypsilanti Township	No non-motorized access	\$148
Miller	Ann Arbor City limit to Zeeb	Multi-use paths	2.95	Scio Township	No Non-motorized Access	\$1,013
Morgan	Michigan Ave to State	New Non-motorized Path	3.40	Pittsfield Township	No non-motorized access	\$1,167
N. Main	Wolverine to Hibbard	Pedestrian path and bike lane	0.50	Manchester Village	No non-motorized access	\$83
Packard	Edison to City Limit	New Non-motorized Path	0.53	Ypsilanti Township	No non-motorized access	\$182

NON-MOTORIZED PLAN FOR WASHTENAW COUNTY

FUTURE PEDESTRIAN AND BIKE IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Plymouth	Nixon to Dixboro	Pedestrian path and bike lane	2.50	Ann Arbor City/Ann Arbor Township	Deficient Pedestrian Access	\$1,619
Pratt	Dexter-Ann Arbor to Zeeb	Multi-use paths	0.60	Scio Township	No Non-motorized Access	\$206
Ridge	Michigan to Clark	New Non-motorized Path	0.36	Ypsilanti Township	No non-motorized access	\$124
River Side	M-52 to Duncan	Pedestrian path and bike lane	1.00	Manchester Village	No non-motorized access	\$166
Rosewood	Ecorse to Tyler	New Non-motorized Path	0.20	Ypsilanti Township	No non-motorized access	\$69
Russell	Ford to Harris	New Non-motorized Path	0.15	Ypsilanti Township	No non-motorized access	\$52
Ruth	East to Levona	New Non-motorized Path	0.20	Ypsilanti Township	No non-motorized access	\$69
S. Main	Territorial to Wald Strasse	Pedestrian path and bike lane	0.18	Manchester Village	No non-motorized access	\$30
Border to Border Segment A	Livingston Co. to Bell Road	Non-Motorized Path County Connector	1.7	Dexter Township	County Connector	\$584
Border to Border Segment B	Bell Road to North Territorial Rd.	Non-Motorized Path County Connector	1.3	Dexter Township	County Connector	\$447
Border to Border Segment C	North Territorial Rd. to Dexter	Non-Motorized Path County Connector	4.7	Dexter Township	County Connector	\$1,614
Border to Border Segment D1	Dexter to Dexter-Huron Metropark	Non-Motorized Path County Connector	1.4	Dexter Township/ Dexter Village	County Connector	\$481

FUTURE PEDESTRIAN AND BIKE IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Border to Border Segment D2	Dexter-Huron Metropark to Delhi Metropark	Non-Motorized Path County Connector	2.9	Scio Township	County Connector	\$996
Border to Border Segment E	Delhi Metropark to Tubbs Road	Non-Motorized Path County Connector	1.0	Scio Township	County Connector	\$344
Border to Border Segment F	Tubbs Road to Maple Road	Non-Motorized Path County Connector	1.5	Scio Township	County Connector	\$515
Border to Border Segment G	Maple Road to Barton Pond	Non-Motorized Path County Connector	2.2	Ann Arbor City	County Connector	\$756
Border to Border Segment H	Ann Arbor West Barton Pond to Mitchell Field	Non-Motorized Path County Connector	3.0	Ann Arbor City	County Connector	\$1,030
Border to Border Segment I	Ann Arbor East Mitchell Field to Dixboro Road	Non-Motorized Path County Connector	3.0	Ann Arbor City	County Connector	\$1,030
Border to Border Segment J	Dixboro Road to Hewitt Road	Non-Motorized Path County Connector	2.5	Ann Arbor Township/Ypsilanti Township	County Connector	\$858
Border to Border Segment K	Hewitt Road to Michigan Avenue	Non-Motorized Path County Connector	2.5	City of Ypsilanti	County Connector	\$858
Border to Border Segment L	Michigan Avenue to Ford Lake	Non-Motorized Path County Connector	1.5	City of Ypsilanti	County Connector	\$515

NON-MOTORIZED PLAN FOR WASHTENAW COUNTY

FUTURE PEDESTRIAN AND BIKE IMPROVEMENTS

Project Name	Project Limits	Proposed Work	Length (miles)	Community	Deficiency Addressed	Cost Estimate (000's)
Border to Border Segment L1	I-94 to Ford Lake	Non-Motorized Path County Connector	0.2	Ypsilanti Township	County Connector	\$69
Border to Border Segment M	Ford Lake to Wayne County	Non-Motorized Path County Connector	4.0	Ypsilanti Township	County Connector	\$1,373
17 Freeway cross-ings	I-94, US-23 and US-12, M-52 Crossings	New non-motorized facility	N/A	Countywide	No non-motorized crossing	N/A
State	Textile to Ann Arbor Airport	New Non-motorized Path	1.85	Pittsfield Township	No non-motorized access	\$635
Textile	East to Bridge	New Non-motorized Path	4.50	Ypsilanti Township	No non-motorized access	\$1,545
Tuttle Hill	Martz to Huron River	New Non-motorized Path	2.10	Ypsilanti Township	No non-motorized access	\$721
Tyler	East to McCartney	New Non-motorized Path	0.65	Ypsilanti Township	No non-motorized access	\$224
Tyler	West to bridge over I-94	New Non-motorized Path	1.00	Ypsilanti Township	No non-motorized access	\$344
Wagner Road	Scio Church to Huron River Drive	Multi-use paths	4.40	Scio Township	No Non-motorized Access	\$1,511
Washtenaw	Golfside to Hewitt	New Non-motorized Path	0.70	Ypsilanti Township	No non-motorized access	\$241
Whittaker Road	North Across I-94	New Non-motorized Path	0.40	Ypsilanti Township	No non-motorized access	\$138
Whittaker Road	North from Township limit	New Non-motorized Path	3.00	Ypsilanti Township	No non-motorized access	\$1,030
Willis	Whittaker to McCrone	Pedestrian path and bike lane	2.70	Augusta Township	No Non-motorized Access	\$447
Willis Rd	S Ann Arbor to Old Creek	Pedestrian path and bike lane	0.28	City of Saline	No Non-motorized Access	\$47

Appendix A

Summary of Survey Data

NON-MOTORIZED PLAN FOR WASHTENAW COUNTY

Table 14 Summary of Survey Forms

Non-Motorized Survey Summary			
		Cyclist	Walk
Number of checkbox surveys received:		42	9
Number of essay surveys received:		1	19
Statistics below are from the checkbox surveys			
Surveys by location:		Cyclist	Walk
Ann Arbor		19	4
Chelsea		5	1
Clinton		2	1
Dexter		4	1
Manchester		0	1
Northville		1	0
Saline		2	1
Ypsilanti		9	0
Commute to work:		Cyclist	Walk
Do you bike or walk to work?		20	2
Average time to commute (mins):		39	40
Average times per work week:		3	4
Top two reasons for NOT commuting to work:		Too Far (10) Seems Dangerous (10)	Too Far (4) Seems Dangerous (2)
Leisure:		Cyclist	Walk
Do you bike or walk for leisure?		38	7
Average time for leisure (mins):		116	43
Average times per week:		3	5

Walking Surveys Additional Interesting Points:

- No consensus on problems and work to be done due to variation in location
- No walkers who took the survey indicated that they take the bus

Shopping:		Cyclist	Walk
Do you bike or walk for shopping?		20	7
Average time for shopping (mins):		18	30
Average times per week:		2	2
Top reason for NOT shopping:		Not Convenient (11)	Too Far (1)
Destinations:		Cyclist	Walk
Other places traveled regularly:		Family/Friends (14) Den- tist/Doctor (6)	Dentist/Doctor (2) Family/ Friends (2)
Top Two other places would travel with non- motorized facilities:		Library (14) Family/ Friends (13)	Family/Friends (4) Grocery Store (4)
Problems:		Cyclist	Walk
Top Two Main Problems:		No Space (39) Heavy/Fast Traffic (27)	Too Much Traffic (5) Facilities not maintained (4)
Top Two Main Problems on facilities NOT shared by motor vehicles:		Not there (20) Not Properly Maintained (11)	N/A
Top Two Main Problems with trying to cross a road:		N/A	Need crosswalk/signal (3) Had to wait a long time (2)
Top Two Main Problems with conditions:		Potholes (26) Uneven Surface (23)	N/A
Top Two Main Problems with drivers' behav- ior:		Drive Too Fast (24) Pass Too Close (23)	N/A

Biking Surveys Additional Interesting Points:

- Four cyclists also travel to the library regularly
- There are many issues in Michigan with weather and with lack of daylight in the fall
- The main connector routes for automobiles are also for cyclists, and often most unacceptable
- Drivers need education on the legal rights of cyclists
- Eleven cyclists asked for facilities on Huron River Drive and is by far the most requested
- Main St in Ann Arbor is the next requested place for additional facilities
- There are many comments about the lack of facilities over bridges, mostly the interstate

NON-MOTORIZED PLAN FOR WASHTENAW COUNTY

Table 15 Youth Mobility Survey Non-motorized Summary

Overall Transportation Use				
Bike	Walk	Count		Percents
Yes	Yes	316	Bike	39.7%
Yes	No	68	Walk	57.0%
No	Yes	235	Neither	36.0%
No	No	348		
	Total	967		
How Youth travel to School				
Bike	Walk	Count		Percents
Yes	Yes	26	Bike	5.0%
Yes	No	22	Walk	7.7%
No	Yes	48	Neither	90.1%
No	No	869		
	Total	965		
Work Yes or No				
Work	Count			Percents
Yes	258		Yes	26.7%
No	707		No	73.3%
Total	965			

For workers: Method of Transportation to Work					
Bike	Walk	Count		Percents	
Yes	Yes	14		Bike	8.9%
Yes	No	9		Walk	17.1%
No	Yes	30		Neither	79.5%
No	No	205			
	Total	258			
Method of Transportation to Shopping Locations					
Bike	Walk	Count		Percents	
Yes	Yes	15		Bike	4.0%
Yes	No	23		Walk	3.9%
No	Yes	22		Neither	93.7%
No	No	887			
	Total	947			

NON-MOTORIZED PLAN FOR WASHTENAW

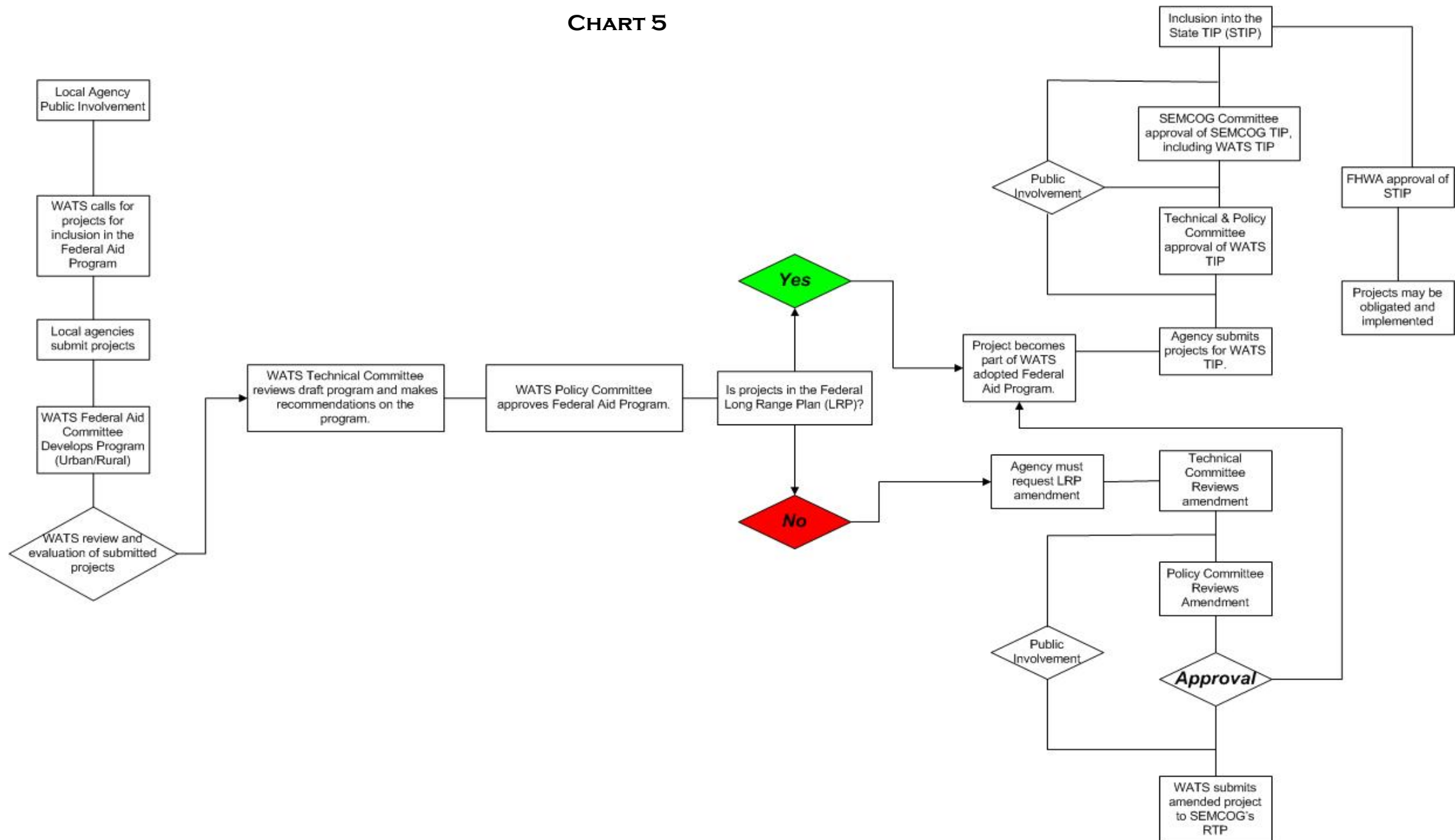
Appendix B

Federal Funding Process

NON-MOTORIZED PLAN FOR WASHTENAW

NON-MOTORIZED PLAN FOR WASHTENAW COUNTY

CHART 5



NON-MOTORIZED PLAN FOR WASHTENAW

Appendix C

Community Master Plan Reference and
Adoption Language

NON-MOTORIZED PLAN FOR WASHTENAW COUNTY

RESOLUTION TO ADOPT THE NON-MOTORIZED PLAN FOR WASHTENAW COUNTY

WHEREAS the {*INSERT JURISDICTION PLANNING COMMISSION*} (“Planning Commission”) has adopted the {*INSERT JURISDICTION MASTER PLAN NAME*} (“Plan”) for the purpose of guiding and accomplishing a coordinated approach to development that promotes the current and future health, safety, and welfare of residents; and

WHEREAS a public hearing was held on _____ to present and solicit public input on the Non-Motorized Plan for Washtenaw County by the Washtenaw Area Transportation Study dated August 2006; and

WHEREAS a complete non-motorized transportation system will complement other transportation systems within Washtenaw County; and

WHEREAS an adequate non-motorized transportation system will enhance the quality of life in Washtenaw County through improved transportation choice, opportunity for physical activity, and economic vitality; and

WHEREAS non-motorized facilities have the potential to reduce vehicular congestion, support public transit, improve air quality, and save costs for transportation users.

NOW THEREFORE BE IT RESOLVED that the Planning Commission hereby adopts the Non-Motorized Plan for Washtenaw County as adopted by the Washtenaw Area Transportation Study in August of 2006; and

BE IT FURTHER RESOLVED that the adoption of this plan is intended to incorporate the document into the Plan to establish policy and encourage the creation of an effective non-motorized transportation system in {*INSERT JURISDICTION NAME*} and throughout Washtenaw County.

Offered by:_____

Supported by:_____

SAMPLE MASTER PLAN LANGUAGE NON-MOTORIZED TRANSPORTATION NETWORK

PURPOSE/INTENT:

Establishment of an effective and comprehensive non-motorized transportation system helps the community in many ways. By providing adequate facilities for bicycles, pedestrians, and other non-motorized system users, the community has the potential to reduce congestion, improve air quality, improve health, as well as provide an elevated level of connectivity to residents of the community. A transportation system that provides choices adds to the economic, educational, and leisure opportunities available to all residents.

OBJECTIVES/RECOMMENDATIONS:

OBJECTIVE 1: INCORPORATE NON-MOTORIZED TRANSPORTATION IMPROVEMENTS AS PART OF ALL TRANSPORTATION IMPROVEMENTS.

Recommendation 1.1: Establish ordinance requirements that ensure that all new development, regardless of land use, location, public or private undertaking, or the adjacent road's National Functional Classification (NFC), provides direct and convenient non-motorized transportation access within the development and along all road frontage rights-of-way. Exceptions shall include:

- Residential developments with one dwelling unit per five or more acres.

- If the cost of providing non-motorized facilities exceeds twenty percent of the total infrastructure cost associated with the development.

- The provision of non-motorized transportation is environmentally unfeasible due to severe topographic or natural resource constraints.

- Along or connected to a facility where bicycle and pedestrians are prohibited (e.g. freeways).

Recommendation 1.2: For the provision of non-motorized facilities in rural areas, it is reasonable to consider a paved rural road shoulder, which meets ADA requirements for pedestrian walkways, to the maximum extent possible as both a bicycle and pedestrian facility in non-urban areas.

OBJECTIVE 2: IDENTIFY GAPS IN THE EXISTING NON-MOTORIZED NETWORK AND MAKE RECOMMENDATIONS TO ADDRESS DEFICIENCIES.

Recommendation 2.1: Develop a community inventory of existing non-motorized facilities.

Recommendation 2.2: Develop a community inventory of deficiencies in the non-motorized network.

Recommendation 2.3: Identify opportunities for non-motorized network connections with adjacent community and County-wide networks.

OBJECTIVE 3: IMPROVE SAFETY FOR BICYCLISTS, PEDESTRIANS, AND OTHER NON-MOTORIZED NETWORK USERS.

Recommendation 3.1: Identify critical community links and crossings between and to major destinations, including schools.

Recommendation 3.2: Create a prioritized list of improvements, which can be implemented to improve non-motorized traffic safety.

OBJECTIVE 4: DEVELOP STANDARDS FOR THE DESIGN AND CONSTRUCTION OF SAFE AND EFFECTIVE NON-MOTORIZED TRANSPORTATION SYSTEMS.

Recommendation 4.1: All paved-shoulder, on road and side path facilities for roads whose National Functional Classification (NFC) is collector or above, shall where technically (or economically) feasible be constructed in accordance with prevailing American Association of State Highway and Transportation Officials (AASHTO) Standards.

Recommendation 4.2: All sidewalks and sidewalk ramps on both public and private property shall comply with the prevailing Americans with Disabilities Act Accessibility Guidelines (ADAAG) and be constructed to prevailing AASHTO Standards wherever possible.

Recommendation 4.3: Before construction, a maintenance agreement shall be established by the implementing agency with the concurrence of all affected agencies that specifies the extent and responsibility of future maintenance of the facility.

FINANCING OPPORTUNITIES:

There are several sources of federal funds available to address non-motorized facility deficiencies. Eligibility and required match vary depending on the type of improvement and the funding source.

SURFACE TRANSPORTATION PROGRAM URBAN AND RURAL FUNDS

Washtenaw County is allocated approximately 3.5 million in Urban Surface Transportation Program (STP-U) dollars and 400,000 in Rural Surface Transportation Program (STP-R) dollars each year. This money must be spent each year, does not carry over and requires a twenty percent match.

ENHANCEMENT FUNDS

Enhancement funding is awarded to local road agencies through a competitive process managed by MDOT. From fiscal year 1998-2004 TEA-21 apportioned approximately \$173 million for enhancement improvements. The State of Michigan received approximately \$27 million in fiscal year 2005 to be spent on Enhancement projects. Estimates of apportionments for 2006-2009 have not been determined. A rolling application period allows agencies to submit projects at any time and awards are made up to three times per year. This funding also requires a minimum twenty percent match with over-matching given additional consideration. Enhancement awards can be used for the non-motorized improvements listed below.

- Provision of non-motorized facilities.
- Provision of safety and educational activities for pedestrians and bicyclists.
- Preservation of abandoned railway corridors (including the conversion and use of it for pedestrian or bicycle trails).

Streetscape and landscape improvements

CONGESTION MITIGATION / AIR QUALITY (CMAQ)

This funding is provided to areas that are not in compliance or are a maintenance area for air quality. CMAQ projects are competitively awarded jointly between MDOT and the MPO and must demonstrate that they reduce emissions to be eligible for funding as determined by FHWA. Washtenaw County CMAQ projects are prioritized by the WATS Committees. This funding also requires a minimum twenty percent match. The Clean Air Acts Amendments CAAA of 1990 set standards for mobile source emissions. Southeast Michigan including Washtenaw County is a designated non-attainment area.

SAFE ROUTES TO SCHOOL

The most recent federal transportation legislation passed in August 2005, (Safe Accountable Flexible Efficient Transportation Equity Act a Legacy for Users -SAFETEA-LU) made Safe Routes to School funding available. Michigan is expected to receive approximately \$19 mil-

NON-MOTORIZED PLAN FOR WASHTENAW COUNTY

lion during fiscal years 2006 - 2009. The process for awarding these funds has not been determined at this time. Funding awards are for 100% of the cost with no local match required. Awards are made to school districts for this program. More information on Safe Routes to school funding can be found at www.SR2S.org

The following sources are non-federal funds but can also be used for non-motorized improvements, these sources can also be used as match for the federal sources listed above.

MICHIGAN TRANSPORTATION FUND (ACT 51)

Revenues from the Michigan Transportation fund are generated from state gas and value taxes. The funding is divided among the Michigan Department of Transportation, road commissions, cities and villages. Each Act 51 agency is required by law to spend at a minimum 1% of their Act 51 dollars on non-motorized improvements. A recent change in State legislation eliminated the ability to use this money for paving gravel roads and maintenance such as street sweeping in an effort to increase the number of improvements constructed. This funding may be used to provide the match for federal funds.

MILLAGE

A millage is a tax on property owners based on the value of their home. Millages are use-specific and approved by vote of the residents.

SPECIAL ASSESSMENT

A special assessment is a special kind of tax on a subset of a community. Special assessments are placed on those adjacent land owners who will receive the greatest benefit from a project to be funded using a special assessment.

GENERAL FUNDS

A community or road agency's general fund dollars have no restriction placed on them preventing them from being used for non-motorized improvements. The improvements do, however, need to be approved by a community's governing body such as a board of trustees or city council.

PRIVATE

Private funds such as those from private developments or private donations are eligible to be spent on non-motorized improvements.

TECHNICAL ADVISORY SUBCOMMITTEE

Chair	Gary Roubal, City of Saline	
1 st Vice-Chair	David Miller, University of Michigan	
2 nd Vice-Chair	Dave Nicholson, Ypsilanti Township	
	Chris White	Ann Arbor Transportation Authority
	Eli Cooper	City of Ann Arbor Systems Planning
	Homayoon Pirooz	City of Ann Arbor Engineering
	Bill Bohlen	City of Ypsilanti DPW
	Karen Hart	City of Ypsilanti
	Anthony Catner	Eastern Michigan University
	Ola Williams	Michigan Department of Transportation (Planning)
	Kari Andrewes	Michigan Department of Transportation (Region)
	Bruce Fowler	Pittsfield Township
	Christine Linfield	City of Chelsea
	John Hanifan	Village of Dexter
	Jeff Tumidanski	Southeast Michigan Council of Governments
	Brett Lenart	Washtenaw County Planning & Environment
	Roy Townsend	Washtenaw County Road Commission
	Brian Shorkey	Washtenaw County Road Commission
Ex officio Members:		
	Sarah Koepke	Federal Highway Administration
	Steve Bower	Michigan Department of Transportation (Brighton TSC)

Washtenaw Area Transportation Study

705 N. Zeeb Rd.

Ann Arbor, MI 48197

Phone: 734-994-3127 Fax: 734-994-3129

Email: wats@miwats.org Website: www.miwats.org