

# DRAFT

Application: 03197 | General

Ann Arbor

Started at: 6/9/2017 04:24 PM - Finalized at: N/A

## Page: BFC: Application Intro

### Community Name:

Ann Arbor

### Has the community applied to the Bicycle Friendly Community program before?

Yes

*If awarded, the following links will appear on your BFA Award Profile on the League's [Connect Locally Map](#).*

### Community Website:

<http://www.a2gov.org/Pages/default.aspx>

### Community's Twitter URL:

<https://twitter.com/a2gov>

### Community's Facebook URL:

<https://www.facebook.com/TheCityOfAnnArbor>

## Page: BFC: Contact Information

### Applicant First Name

Eli

### Applicant Last Name

Cooper

### Job Title

Transportation Program Manager

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**Department**

Systems Planning

**Employer**

City of Ann Arbor

**Street Address (No PO Box, please)**

301 East Huron Street

**City**

Ann Arbor

**State**

Michigan

**Zip**

48107

**Phone #**

734-794-6430 x43710

**Email Address**

ecooper@a2gov.org

**Did you work with any advocacy organizations on this application?**

Yes

**First Name****Last Name****Organization****Title****Email**

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Do you have another contact to enter?

List the names, email address and affiliation of all other individuals that are working with you on this application.

Are there bicycle, active transportation, or transportation equity advocacy groups in your community not already identified?

Yes

Name of Primary Contact

Organization

Email

I have another organization to enter

Yes

Name of Primary Contact

Organization

Email

I have another organization to enter

List all bicycle, active transportation, and transportation equity advocacy groups in your community, if any. Provide the name and email of the primary contact for each group.

Page: BFC: Community Profile

*Please note: The application will refer to your type of jurisdiction as 'community' throughout the application, which should not include any bicycle amenities, services and other resources outside your boundaries.*

**A1. Name of Community:**

Ann Arbor

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**A2. County/ Borough/Parish:**

Washtenaw

**A3. State:**

Michigan

**A4. Link to map of community boundaries:**

<https://www.google.com/maps/place/Ann+Arbor,+MI/@42.2732991,-83.8077293,12z/data=!3m1!4m5!3m4!1s0x883cb00dd4431f33:0xdb09f94686c8b5e2!8m2!3d42.2808256!4d-83.7430378>

**A5. If your community spans multiple jurisdictions or does not align with the name of your community given in Question A1, please specify your census geography(ies) here.****A6. Type of Jurisdiction**

Town/City/Municipality

**A7. Size of community**

28.7

**A8. Total Population:**

120782

**A9. Population Density:**

4208

**A10. Which of the following best describe your community? Check all that apply.**

Urbanized area , Urban core surrounded by low density suburban areas

**A11. What is the street network density?**

10.1-15.0

*(For internal use only.)*

**Name**

Christopher Taylor

**Title**

Mayor

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**Street Address**

301 East Huron Street

**City**

Ann Arbor

**State**

Michigan

**Zip**

48104

**Phone**

734-794-6161

**Email**

ctaylor@a2gov.org

**Page: BFC: Engineering**

**B1. Does your community currently have any of the following policies in place?**

Local Complete Streets policy

**B1a. What year was the policy adopted?**

2009

**B1b. Please provide a link to the policy.**

<https://michigancompletestreets.files.wordpress.com/2011/03/ann-arbor-complete-streets-resolution.pdf>

**B1c. Since the adoption of the policy, what percentage of the implemented road projects (where bicycle facilities were considered) have included bicycle facilities?**

More than 75%

**B2. Does your community have bicycle facility selection criteria that increases separation and protection of bicyclists based of levels of motor vehicle speed and volume?**

Yes

**B2a. Please describe.**

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Currently, Ann Arbor has no roads (excepting high-speed freeways) above 45 mph, with a vast majority of roads marked for 25 or less. Roads above 35 mph are generally accompanied with shared-use pathways on one or both sides. These usually run along arterial roadways leading into the city. Roads below 35 mph receive bicycle lanes on one or both sides, and roads below 25 mph may have bicycle lanes, signed bicycle routes, or sharrows.

**B3. Does your community currently have any of the following policies in place that promote shorter distances between homes and destinations? Check all that apply.**

Mixed-use zoning or incentives, Planned Unit Development zoning, Transit Oriented Development ordinance or program, Form-based/design-based codes, Connectivity policy or standards

**B4. Does your community currently have any of the following street design policies in place that promote a more comfortable cycling environment? Check all that apply.**

Design manual that meets current AASHTO standards, Design manual that meets current NACTO standards, Streetscape design guidelines

**B5. Does your community currently have any of the following additional policies in place? Check all that apply.**

Policy to utilize utility corridors for multi-use trails, Maximum car parking standards , No minimum car parking standards , Paid public parking

**B6. How do engineers and planners learn how to accommodate bicyclists according to the most current AASHTO or NACTO standards? Check all that apply.**

Staff participate in bicycle-specific conferences/trainings/educational tours, Webinars , Internal peer training, Training by outside consultant/advocate, Require project consultants to have bike/ped qualifications

**B7. What policies or programs increase the amount of end-of-trip facilities for bicyclists? Check all that apply.**

Bike parking ordinance for all new developments specifying amount and location , Building accessibility ordinance (Bicycles are allowed to be parked inside non-residential buildings), Public uncovered bike racks, Public covered bike racks, Bike valet parking available at community events , Ordinance that allows on-street bike parking/bicycle corrals , Requirement for new developments to meet LEED-Neighborhood Development silver standards or higher

**B8. What, if any, end-of-trip facilities are available to the general public in your community? Check all that apply.**

Publicly accessible bicycle repair stations, Publicly accessible air pumps, Bicycle Station or Hub that provides lockers and/or showers for commuters

**B9. Do your standards for bicycle parking: Check all that apply.**

Conform with APBP guidelines?, Address the need for parking spaces for cargo bicycles?

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## **B10. What percentage of public and private bike racks conform with APBP guidelines?**

More than 75%

## **B11. Is there a program (e.g. publicly funded, public-private partnership, or development regulation) that provides or increases bike parking at any of the following locations? Check all that apply.**

Public & private schools (K-12), Day care, child care centers and preschools, Higher Education Institutions, Libraries, Hospitals and medical centers, Parks & recreation centers, Other government-owned buildings and facilities, Event venues (e.g. convention center, movie complex), Hotels & restaurants, Office buildings, Retail stores (excluding grocery stores), Grocery stores, Multi-family housing (excluding subsidized or public housing, if any), Subsidized or public housing

## **B12. Does your community have a rail transit or bus system?**

Yes

## **B12a. Are bikes allowed inside transit vehicles, including buses? Check all that apply.**

Only if the external bike rack is full, At driver's discretion/If space permits, Folding bikes are allowed in folded position

## **B12b. What percentage of buses are equipped with bike racks?**

100%

## **B12c. What percentage of transit stops are equipped with secure and convenient bike parking?**

51-75%

## **B12d. Has your community made specific bicycle infrastructure investments around major transit stops to improve accessibility?**

Yes

## **Please describe any bicycle infrastructure investments around major transit stops that have improved accessibility.**

Ann Arbor's transit center, located in downtown, is surrounded by bicycle infrastructure including bike lanes, bicycle parking, sharrows, signage, low speed limits, and bike share stations. Ann Arbor's Amtrak and intercity bus station has bicycle parking, low speed limits, bike lanes, and is adjacent to intercity shared-use pathway networks. Both transportation centers are linked by bus routes that allow for bicycle transport. City bus stops throughout Ann Arbor are equipped with or exist in proximity to bicycle racks, corrals, and bike share stations.

## **B12e. How are residents and visitors encouraged to combine cycling and public transportation? Check all that apply.**

Brochure describing bike rack use/how to store bikes inside a transit vehicle , Information on bike racks/storage provided on transit schedules

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**B13. Are there any off-street facilities within your community's boundaries that can be legally used by bicyclists?**

Yes

**Answer all that apply. (in miles)**

**Paved shared use paths ( $\geq 10$  feet)**

41

**Paved shared use paths ( $\geq 8$  and  $< 10$  feet)**

28

**Unpaved shared use paths ( $\geq 10$  feet)**

0

**Unpaved shared use paths ( $\geq 8$  and  $< 10$  feet)**

70

**Singletrack**

11.25

**B13b. Which of the following features are provided for bicyclists and pedestrians at off-street path crossings of roads with posted speed limits above 25 mph? Check all that apply.**

Bike/pedestrian overpasses/underpasses, Raised path crossings, Refuge islands, Path crossing with high visibility markings/signs/ HAWK signals/ Rapid Flashing Beacons, Curb extensions, Signalized crossings

**B13c. What measures have been taken to improve the safety and convenience of bicyclists on off-street paths? Check all that apply.**

"Cut-throughs" that improve network connectivity for bicyclists (e.g. connecting dead-ends or cul-de-sacs), Signage or markings to designate right-of-way on shared-use paths, Education/awareness campaign about shared-use path etiquette

**Sweeping**

Quarterly or more frequently

**Vegetation maintenance**

Quarterly or more frequently

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**Snow and ice clearance**

Same time as roadways

**Surface repair**

Within 24 hours of complaint

**B14. What is the centerline mileage of your total road network (including federal, state, county and private roads)?**

385

(in centerline miles)

**≤25mph**

307

**>25mph and ≤35mph**

57

**>35mph**

21

**B16. Does your community have on-street bicycle facilities?**

Yes

**B16a. Are there any on-street bicycle facilities on roads with posted speeds of ≤ 25mph?**

Yes

Answer in centerline miles. Write "0" if facility is not present in community.

**Bike boulevards**

0

**Shared lane markings (not counted under Bicycle Boulevards)**

11

**Wide paved shoulders (ridable surface ≥4 feet, and minimum clear path of ≥4 feet between rumble strips)**

1.2

**Bike lanes (incl. standard, contra-flow, left-side) (ridable surface ≥4 feet)**

47.3

**Buffered bike lanes**

1.2

**Protected bike lanes (one-way or two-way)**

0

**Raised cycle tracks (one-way or two-way)**

0

**B16b. Are there any on-street bicycle facilities on roads with posted speeds of >25mph and ≤35mph?**

Yes

Answer in centerline miles. Write "0" if facility is not present in community.

**Shared lane markings**

1.1

**Wide paved shoulders (ridable surface ≥4 feet, and minimum clear path of ≥4 feet between rumble strips)**

0

**Bike lanes (incl. standard, contra-flow, left-side) (ridable surface ≥4 feet)**

28

**Buffered bike lanes**

0.3

**Protected bike lanes (one-way or two-way)**

0

**Raised cycle tracks (one-way or two-way)**

0

**B16c. Are there any on-street bicycle facilities on roads with posted speeds of >35mph?**

Yes

Answer in centerline miles. Write "0" if facility is not present in community.

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**Wide paved shoulders (ridable surface  $\geq 4$  feet, and minimum clear path of  $\geq 4$  feet between rumble strips)**

0

**Bike lanes (incl. standard, contra-flow, left-side) (ridable surface  $\geq 4$  feet)**

5.7

**Buffered bike lanes**

0

**Protected bike lanes (one-way or two-way)**

0

**Raised cycle tracks (one-way or two-way)**

0

**Sweeping**

Same time as other travel lanes

**Snow and ice clearance**

Same time as other travel lanes

**Pothole maintenance/ surface repair**

Within 24 hours of complaint

**B17. Within the last five years, has your community ever removed a bicycle facility without an improved replacement?**

No

**B18. How has your community calmed traffic? Check all that apply.**

Used lower design speeds when designing for new roadways, Physically altered the road layout or appearance , Converted one-way streets to two-way traffic, Road diets , Lane diets, Speed feedback signs/cameras, Car-free/Car-restricted zones, Shared Space/Home Zone/Living Street/Woonerf

**B19. In what other ways has your community improved riding conditions and amenities for on-street bicyclists? Check all that apply.**

Roundabouts that accommodate bicycles , Removal of on-street car parking, Reverse angle parking, Signed bike routes

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**B20. Are there any signalized intersections in your community?**

Yes

**B20a. Which of the following accommodations are available at signalized intersections to improve conditions for bicyclists?**

Demand activated signals with loop detector (and marking), Timed signals, Colored bike lanes in conflict areas, Refuge islands

*Exclude any private bike sharing systems that are limited to employees of a certain business or students of a certain university.*

**B21. Does your community currently have a community-wide bike sharing program that is open to the general public?**

Yes

**B21a. Please provide a link to your bike sharing program website.**

<http://www.arborbike.org/>

**B21b. What type of system is your bike sharing program?**

Automated kiosk-style bike share system, Short-term bike rentals

**B21c. How many bikes are in the system?**

120

**B21d. How many stations are in the system?**

14

**B21e. What is the average station density? (number of stations per square mile)**

.48

**B21f. How many trips were made in the last calendar year?**

17,645

**B21g. Are there options for transporting children as passengers?**

No

**B21h. What specific efforts, if any, have been implemented to make the bike sharing program accessible to low-income populations your community? Check all that apply.**

None of the above

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**B21i. Does your bike share program make ridership publicly available online?**

No

**B22. Which of the following bicycling amenities are available within your community boundaries? Check all that apply**

BMX track, Indoor cyclist training facility, Cyclocross course, Mountain bike park, Snow/Fat tire bike trails, Signed loop route(s) around the community

**B23. Which of the following safety amenities are available in your community? Check all that apply**

Emergency call boxes/phones along trails, Street lighting on most arterials, Street lighting on most non-arterials, Lighting of most shared-use paths

**B24. Describe any other policies, amenities, infrastructure improvements or maintenance programs that your community provides or requires that create a comfortable and attractive bicycling environment for bicyclists of all ages and abilities.**

The City of Ann Arbor has put significant effort into creating a safe environment for bicyclists, working to ensure that riders are safe and comfortable. Bike lanes are designed with signage and pavement markings to ensure drivers recognize the beginning, end, and continuation of bike lanes and sharrows. Off-road bicycle and shared-use paths form the backbone of a 35 mile linear bicycling system that spans the entire county, with direct access to 5 adjacent municipalities. This interconnectivity provides a completely off-road link for bicyclists between Ann Arbor, the University of Michigan, Eastern Michigan University, and Ypsilanti. Bathrooms, water fountains, and bicycle parking are available throughout Ann Arbor's park and trail systems, and lighting is balanced between urban and natural locations to limit light pollution while ensuring safety. Safety and emergency lights/call boxes are available around downtown Ann Arbor and the universities. An abundance of trailheads and intersecting trails provide bicyclists with bicycle path/route flexibility across 69 miles of paved trails, and the option to transfer to dozens of bus routes, all of which allow bicycles. Throughout the city, there are over 10,000 bicycle parking spaces that incorporate loops, coverings, on-street racks, and lockers. Since the adoption of Ann Arbor's Non-motorized Transportation Plan in 2007, Ann Arbor has added 63 miles of bicycle lanes, more than quadrupling the number of bicycle lanes. This has been accompanied by 4-to-3 lane road conversions, traffic calming infrastructure, targeted enforcement, additional sharrows, Rectangular Rapid Flashing Beacon crosswalks, pedestrian crossing islands, and the completion of over 50% of the Non-motorized Transportation Plan's near-term facility and infrastructure goals. Ann Arbor has also added bicycle lanes and paths on 23 out of 33 arterial streets. The introduction of the bike-share system in 2015 has led to a further improvement in downtown accessibility while providing park-and-ride alternatives. The system is currently planning to deploy two additional stations before transitioning towards a GPS-enabled system, to help improve accessibility and intermodal transportation for low-income and minority Ann Arbor residents. To assist all bicyclists, Ann Arbor has a weekly free bicycle maintenance cooperative that is expanding to a permanent location to increase the level of service available. The cooperative – Common Cycle – currently has an educational component that incorporates training bicyclists on maintenance while working on bicycles. For infrastructure maintenance, Ann Arbor has a reporting tool that allows any pedestrians or cyclists to report infrastructure: A2 Fix It. This tool allows for all residents to

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report potholes, sign problems, traffic signal problems, lighting issues, and snow or ice on roads, sidewalks, and paths, among many other options. This ensures that the city can receive live feedback from people's mobile phones or computers. With potholes in particular, the city always aims to complete repairs within 24 hours of a business day request. Because the City has not yet found a winter/pothole reliable bicycle loop or camera detection method for intersections, all traffic lights in Ann Arbor have timers to ensure that bicyclists don't get stuck at a red light! The City also completes an annual bicycle infrastructure inspection, led by the transportation planning department. This emphasizes quality-checking all bicycle lanes, sharrows, signage, connectivity, and surface state, which provides the core information database for the city's maintenance and expansion of the bicycling system.

**Page: BFC: Education**

**C1. Do any public or private elementary schools offer regular bicycle education to students?**

Yes

**C1a. What percentage of your public and private elementary schools offer bicycle education?**

75 -99%

**C1b. What type of bicycle education is offered?**

Optional on-bike education

**C1c. Are bicycles provided to students by the school district, police, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?**

No, bicycles are not provided

**C2. Do any public or private middle schools offer regular bicycle education to students?**

Yes

**C2a. What percentage of your public and private middle schools offer bicycle education?**

1-25%

**C2b. What type of bicycle education is offered?**

Bicycle safety presentation with no on-bike component

**C2c. Are bicycles provided to students by the school district, police, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?**

No, bicycles are not provided

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**C3. Do any public or private high schools offer regular bicycle education to students?**

Yes

**C3a. What percentage of your public and private high schools offer bicycle education?**

1-25%

**C3b. What type of bicycle education is offered?**

Bicycle safety presentation with no on-bike component

**C3c. Are bicycles provided to students by the school district, police, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?**

No, bicycles are not provided

**C4. Outside of schools, how are children and youth taught safe cycling skills? Check all that apply.**

Learn to ride classes, Bike clinics or rodeos, Helmet fit seminars, Safety town area, Summer camps, Bicycle-related after school programming, Bicycle safety is taught as part of driver education curriculum

**C5. Are bicycle safety or riding skills-related classes or hands-on instruction offered to adults in your community?**

Yes

**C5a. What type of classes are available for adults? Check all that apply.**

Classes that include on-bike instruction, Information sessions/workshops

**C5b. What topics are covered in these classes? Check all that apply.**

Introduction to bicycling/Learn to ride/Bike handling basics, Safe riding skills/habits, Bicycle maintenance, Sharing the road, trail, or path with vehicles or pedestrians

**C5c. Who teaches these classes? Check all that apply.**

League Cycling Instructor, Local bike shop employee, Local bicycle advocate, Local law enforcement officer

**C5d. On average, how often are these classes offered?**

Monthly or more frequently

**C5e. Are bicycles provided to adults by the community, police, non-profit or other entity to allow every resident to participate in on-bike instruction?**

Yes

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**C6. Which of the following communications methods are used to share bicycle information with adults in your community? Check all that apply.**

Community-wide public education campaign, Educational group rides, Videos on community website/TV channel/social media, Bike-specific website or social media accounts for community, Community newsletter (print or digital), Community maps (print or digital), Handouts or brochures, Permanent signage, displays, or information kiosks, Table or booth at community events

**C7. Which of the following information is shared using the methods checked above? Check all that apply.**

Introduction to bicycling/Learn to ride/Bike handling basics, Safe riding skills/habits, Bicycle maintenance, Sharing the road, trail, or path with vehicles or pedestrians, Commuting tips and resources, Traffic laws/ rules of the road, Bicycle purchase and fitting guidance, Equipment, gear, and accessories, Theft prevention, Riding in inclement weather

**C8. Do any of the above educational classes, resources, or programs for adults specifically target any of the following traditionally-underrepresented groups? Check all that apply.**

University students , ADA community

**C9. In what ways have motorists in your community been educated on sharing the road safely with bicyclists of all ages and abilities? Check all that apply.**

Public service announcements, Community-wide public education campaign, Neighborhood listserves, Community newsletter/magazine article/blog, Community maps (print or digital), Information for students and parents from the school system, Flyer/handout , Info sessions/lunch seminars, Share the Road, Bicycles May Use Full Lane, or other bicycle-related traffic signs, Responsibilities towards bicyclists while sharing the road included in driver's education and testing

**C10. Which of the following groups of professional drivers receive training that includes information on sharing the road with bicyclists? Check all that apply.**

Local government staff, Transit operators, School bus operators, Emergency vehicle drivers

**C11. How many League Cycling Instructors are active (have taught a class in the last year) in your community?**

3

**C12. Are any of the following educational materials published by the League of American Bicyclists provided to community residents and/or businesses?**

None of the above

**C13. Describe any other education efforts in your community that promote safe cycling.**

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The City of Ann Arbor, Ann Arbor Public Schools, local bicycle shops and organizations, and the University of Michigan all coordinate and work on projects promoting safe cycling. Bicycle shops and clubs in the city teach riders about how to ride safely with traffic, and the City of Ann Arbor gives away helmets and bicycle lights to residents at events, at City Hall, and through the police department. The University of Michigan, Get Downtown Program, and the Ann Arbor Area Transportation Authority also distribute lights for bicyclists. The Ann Arbor Fire Department distributes free bicycles to low-income community youth annually. The University of Michigan and the City of Ann Arbor both produce and distribute dozens of different flyers, maps, and handouts annually with extensive safety information for bicyclists and drivers. These are handed out by the thousands through city and campus events, and shared widely through email and social media. Bicycle education is also heavily promoted by the Program to Educate All Cyclists, which teaches bicycle classes and works with Ann Arbor's disabled communities. The efforts of PEAC target adults and youth in promoting bicycling, and they - along with Ann Arbor's Parks and Recreation - host summer camps for disabled bicyclists. Ann Arbor's youth also participate in Safety Town camps which are coordinated with schools and the police department. These specifically incorporate bicycle safety, and are complemented by school visits from police officers regarding bicycling safety throughout the year. Officers address riding safely, pre-ride bicycle checks, helmet fitting, and various rules, among many other topics. Ann Arbor area schools all engage in a variety of bicycle education events, including bike-to-school days, bike rodeos, and bike assemblies. The University of Michigan's Mott Children's Hospital and the Safety Kids of Huron Valley also coordinate to host bicycle safety events, bike rodeos, Safety Town, and offer reduced price helmets for low-income youth. Ann Arbor's bus drivers all receive training regarding bicycles and safety, for driving and loading/unloading. The Common Cycle Cooperative provides information on repairs and maintenance, and the Get Downtown program provides education on bicycling through the winter.

**Page: BFC: Encouragement**

**D1. Which of the following community-wide bicycle encouragement programs or policies exist in your community? Check all that apply.**

Local recognition program for businesses that are bicycle-friendly for their employees and/or customers

**D1a. Please provide links for any programs checked above:**

<http://www.getdowntown.org>

**D2. What other groups actively promote bicycling in the community? Check all that apply.**

Chamber of Commerce, Downtown Business Association/Business District, Tourism Board, Other civic associations (e.g. Rotary, Lion's Club, etc.)

**D3. Does your community actively promote the League of American Bicyclists' Bicycle Friendly Business (BFB) or Bicycle Friendly University (BFU) programs in your community?**

Yes

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**D4. What up-to-date mapping and route-finding information is available for your community? Check all that apply.**

Web-based route finding service, Smart phone app, Printed/digital bicycle network map , Printed/digital mountain bike trails map, Printed/digital greenways and trails map

**D5. How is National Bike Month/your own dedicated Bike Month promoted in your community? Check all that apply.**

Official Proclamation, Community-wide Bike to Work Day/Week, Bike to School Day/Week , Community Rides, Mayor-led/Council-led Ride, Public Service Announcements, Videos promoting bicycling on community website/TV channel, Publish a guide or calendar of Bike Month Events, Commuter Challenge, Challenges aimed at students biking to school, Non-commuting related (i.e. errand-running) biking challenges and programs, National Bike Challenge/Global Bike Challenge, Bike Commuter energizer stations/breakfasts, Mentoring program for new riders, Bike valet parking at events, Bicycle-themed festival/parade/show, Public education campaign relating to cycling (e.g. with a focus on public health or environmental benefits), Trail construction or maintenance day

**D6. How is bicycling promoted in your community outside of Bike Month? Check all that apply.**

Community and charity rides, Mayor-led/Council-led rides, Videos on bicycling on community website/TV channel, Public Service Announcements, Trail construction or maintenance day, Kidical Mass Ride, Open Streets/Ciclovía/Sunday Parkways, Commuter Challenge, Non-commuting related (i.e. errand-running) challenges and programs, Challenges aimed at students biking to school, National Bike Challenge/Global Bike Challenge, Triathlons and bicycle races, Bike commuter events, Publish a guide or calendar of community bicycle events, Mentoring program for new riders, Bike valet parking at events, Winter Bike to Work/School Day(s), Bicycle-themed festivals/parades/shows, Public education campaign related to cycling (e.g. with a focus on public health or environmental benefits), Community celebration/ride each time a bicycle project is completed

**D7. Are any bicycle events specifically marketed to any of the following traditionally underrepresented groups? Check all that apply.**

Women , Families with toddlers and young children , Low-income populations, ADA community

**D8. How does the municipality sponsor or actively support bicycle events in the community? Check all that apply.**

Organize event(s), Fund event(s), Contribute in-kind funding (i.e. police presence, closing roads, etc.), Assist in promoting event(s)

**D9. Are any of the following cycling clubs/groups active in your community? Check all that apply.**

Recreational bike clubs, Mountain bike clubs, Cyclocross clubs, Friends of the Trail groups, National Mountain Bike Patrol, Racing clubs or teams, Kidical Mass, Family Bike Party, or other family-oriented groups, Women-only ride groups, Bike polo/La Crosse clubs, Slow ride group

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**D10. Does your community have any of the following youth programs centered on encouraging bicycling for children and youth? Check all that apply.**

Safe Routes to School program

**D11. What is the ratio of for-profit specialty bicycle retailers (shops dedicated primarily to selling bikes and bike-related equipment) to population within your community's boundaries?**

1 shop for every 1 -15,000 residents

**D12. Is there at least one bike co-op or non-profit community bike shop within the community's boundaries?**

Yes

**D12a. Do(es) the co-op/non-profit community bike shop(s) receive any of the following support from the local government? Check all that apply.**

Free or subsidized property/space for a duration of at least 5 years, Free PSA or advertising space

**D13. Describe any other events, programs or policies your community has to encourage bicycling.**

Promotion of bicycling is a key part of Ann Arbor's non-motorized system development. As the city's population and workforce continues to grow, bicycling will be essential to the city's future. In light of this, Ann Arbor promotes bicycling through the "Commuter Challenge" - an annual month long city-wide competition to commute to work by bicycle, bus, and foot - and through the Ann Arbor Mayor's Green Fair and Bike Fest, which features bicycling clubs, shops, and organizations' work. The Commuter Challenge also culminates in a focused celebration of the City's Bike-to-Work program. Get Downtown also hosts a Conquer the Cold Month challenge for winter bicycle commuters, and hosts a Worst Day of the Year Ride in January. Ann Arbor Public Schools hosts a Bike to School Day, and is encouraging bicycling as a part of the 100% commitment to Safe Routes to School. The Program to Educate All Cyclists, Common Cycle, Sic Cycle, Wheels in Motion, the Ann Arbor Touring Society, the Bike Alliance of Washtenaw, the Washtenaw Bicycling and Walking Coalition, the University of Michigan cyclists, the University of Michigan triathletes, and the City of Ann Arbor's Get Downtown Program all promote bicycling through community rides for families, mountain bikers, road bicyclists, city youth, casual bicyclists, new bicyclists, commuters, women, and the ADA community. The University of Michigan's Dance Marathon also raises over \$500,000 annually for the Program to Educate All Cyclists, specifically to benefit PEAC's work with the disabled bicycling community. As Ann Arbor further grows its bicycling infrastructure, additional plans are being deployed to increase the number of community rides, to encourage more bicycling to school, to add further bicycling events beyond the University and the existing fairs/challenges, and to ensure that bicyclists of all ages, levels, and backgrounds can do so safely throughout the city. This effort has begun this summer with the Bicycle Alliance of Washtenaw/Bike-in Ann Arbor's introduction of "bike-in movie nights" that occur weekly through Ann Arbor's summer festival season, which will be followed by bike-in events for ice cream, picnicking, and (beer) gardening! The Washtenaw Bicycling and Walking Coalition has also resumed their RAT rides in and around Ann Arbor.

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**Page: BFC: Enforcement & Safety**

**E1. How does your police department interact with the local cycling community? Check all that apply.**

A police officer is an active member of or regularly attends meetings of the bicycle advisory committee, Identified law-enforcement point person to interact with bicyclists, Identified law-enforcement point person to Safe Routes to Schools program, Police department assists with bicycle events/rides, Police department hosts bicycle events/rides, Officers provide bike safety education, Officers distribute bike safety/theft deterrent information, Police officers report potential hazards to traffic engineers and planners to identify sites in need of safety improvements for bicyclists

**E2. What percentage of patrol officers are regularly on bikes?**

21-50%

**E3. What other public or private bicycle safety programs are in place? Check all that apply.**

Helmet giveaways, Light giveaways

**E4. What kind of bicycle-related training is offered to police officers? Check all that apply.**

Basic academy training, International Police Mountain Bike Association training , Presentation/Training by League Cycling Instructor or local bicycle advocate, Training on racial profiling awareness in multimodal transportation enforcement, Training on bicycle crash types, numbers and locations

**E5. Are there any local ordinances or state laws that protect bicyclists in your community? Check all that apply.**

It is illegal to park or drive in a bike lane (intersections excepted), Ban on cell phone use while driving , Ban on texting while driving, Vulnerable road user law, Safe passing distance law, It is illegal to harass a cyclist

**E6. Do any local ordinances in your community place restrictions on bicyclists? Check all that apply.**

None of the above

**E7. Which of the following bicycle-related enforcement practices exist in the community? Check all that apply.**

Data-driven enforcement of traffic violations most likely to lead to crashes, injuries, and fatalities , None of the above

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## **E8. How does your community use traffic citation data? Check all that apply.**

Raw data is published and made available to the public on a regular basis, Analysis and reports are published and made available to the public on a regular basis, Analysis and reports are developed but not shared/ are only used internally, Data/reports are shared with transportation agencies to improve infrastructure

## **E9. Is there a specific plan, policy or program to further increase bicycle safety in your community?**

Vision Zero policy/Policy to eliminate traffic fatalities within a specific time frame not to exceed 20 years

### **Link:**

<http://www.a2gov.org/departments/systems-planning/programs/Documents/Pedestrian%20Safety%20and%20Access%20Task%20Force%20Final%20Recommendations.pdf>

### **Upload:**

No File Uploaded

## **E10. Do police officers report bicyclist crash data?**

Yes

### **E10a. On average over the past five calendar years, how many bicyclists have been in a crash involving a motor vehicle annually?**

37.8

### **E11. On average over the past five calendar years, how many bicyclists have died due to a crash involving a motor vehicle annually?**

0.6

## **E12. Describe any other enforcement or safety programs/policies relating to bicycling.**

In 2007, when Ann Arbor adopted its Non-motorized Transportation Plan, the City was averaging 62 bicycle crashes per year with vehicles. In the 10 years following that, using the average from 2012-2016, Ann Arbor has reduced its bicycle crashes involving vehicles by 40%. As of 2016, every single Ann Arbor Public School has committed to developing their Safe Routes to School program, and midblock crosswalks with beacon activation have been added in proximity to every building. This has been accompanied by an addition of school-zone speed limits, the passage of a Vision Zero Policy by City Council, and a Vulnerable Road Users local law that protects non-motorized road users while ensuring safe passing distances of at least 5 feet. Through the Ann Arbor Police Department, efforts are underway to improve driver and bicyclists' behavior as they

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interact, using targeted enforcement. The Police Department also engages in helmet discounts and giveaway programs that particularly target and support low-income youth in the City. Officers within the Department frequently participate in community rides with area organizations and provide safety support to riders and organizations as needed. Ann Arbor is also participating in a "Changing Driver Behavior" research program led by Western Michigan University. This program aims to increase motorist awareness and response to other users of street systems. The emphasis is on increasing driver compliance with traffic rules, while increasing safety for non-motorized transportation. The City of Ann Arbor is also a key partner of the University of Michigan Transportation Research Institute and MCity, which is leading national research into interconnected multi-modal transportation systems, autonomous vehicle design for interaction with pedestrians and bicyclists, autonomous vehicle infrastructure, vehicle-to-vehicle connectivity and communication, and unification of bike-share systems into larger metropolitan transit operations. The City of Ann Arbor, the University of Michigan, the Downtown Development Authority, and the Washtenaw Bicycling and Walking Coalition all distribute several dozen different brochures and materials relating to bicycle, driver, and pedestrian safety, most recently with Washtenaw Bicycling and Walking Coalition's "Mutual Awareness, Mutual Respect" campaign.

## **Page: BFC: Evaluation & Planning**

### **F1. Is there a bike program manager or primary point of contact for bicycling issues at your local government?**

Promoting bicycling is a part of someone's official job description but they have other responsibilities as well.

#### **F1a. Provide contact information if different from applicant.**

### **F2. Is there a Safe Routes to School Coordinator?**

Promoting Safe Routes to School educational programs and infrastructure improvements is a part of someone's official job description but they have other responsibilities as well.

#### **F2a. Provide contact information if different from applicant.**

Cynthia Redinger, see contact information

### **F3. How many government employees (including the Bicycle Program Manager and the Safe Routes to Schools Coordinator), expressed in full-time equivalents (FTE), work on bicycle issues in your community?**

4

### **F4. Does your local government provide any of the following professional development opportunities for employees who have bicycle-related responsibilities? Check all that apply.**

Attend bicycle-related webinars/trainings , Attend bicycle-related conferences , Present at bicycle-

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related webinars, trainings, or conferences

**F5. Does your community have an officially-recognized Bicycle Advisory Committee?**

Yes

**F5a. How often does the committee meet?**

Monthly or more frequently

**F5b. Provide contact information for the Bicycle Advisory Committee Chair.**

Eli Cooper, see applicant

**F6. Does your local government have an internal equity, diversity, and inclusion (EDI) initiative, committee, or position?**

No

The League of American Bicyclists' mission is to create a Bicycle Friendly America for everyone. EDI is an important part of ensuring that community investments and practices related to bicycling work for everyone and are not distributed disproportionately to a particular demographic of your community. Everyone deserves safer streets, better mobility, and improved access to community resources and opportunities. We believe that an EDI initiative, committee, or position is important to building a Bicycle Friendly Community so that improvements to bicycling reflect community engagement and areas of need.

**F7. Does your community have a comprehensive bicycle master plan or similar section in another document?**

Yes

**F7a. What year was the plan adopted?**

2013

**F7b. Provide a link to the plan.**

<http://www.a2gov.org/Documents/Ann%20Arbor%20NTP%20Update%202013.pdf>

**F7c. Is there a dedicated budget for implementation of the plan?**

Yes

**F7c1. What is the designated annual budget?**

1500000

**F7c2. List or describe funding source(s).**

Federal grants and funds, Surface Transportation Program, State Gas Tax Act 51, City Alternate Transportation budget, CMAQ grants, safety funds, County/City Millage: Street, Bridge, and

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Sidewalks

**F7d. Does your plan include goals (including project lists) that are evaluated annually?**

Yes

**F7d1. How many goals/projects do you evaluate progress on annually?**

10

**F7d2. How many goals/projects did you meet annual target for in the most recent calendar year?**

10

**F7d3. How many goals/projects have you improved your performance on without meeting your target in most recent calendar year?**

1

**F7e. How have community planning staff reached out to minority, non-English speaking, and/or low-income communities to ensure that they are included in the decision-making process?**

With every planning project, the impacted community is engaged through public meetings and forums. Ann Arbor's Transportation Planning department ensures that any impacted neighborhoods, residents, businesses, schools, and transportation facilities are included in the discussion of how to best implement new bicycle infrastructure: bicycle lanes, protected or separated bicycle infrastructure, bicycle parking, and road modifications. Public meetings and forums are held in accessible locations and are publicized well in advance. Existing access to public transit, Paratransit service, senior transport, and excellent walking infrastructure further ensures a virtual guarantee of accessibility to any decision-making forums and meetings. The City also coordinates to provide translators, signers, and ADA compliance and access with all public meetings as needed.

**F8. What other local agencies have a bicycle master plan or similar section in another transportation demand management document? Check all that apply.**

Higher education institution(s), Hospital or medical center(s), Parks & Recreation, Metropolitan Planning Organization, Regional Planning Commission, County/Borough/Parish

**F9. Is community-wide bicycle planning integrated with planning for any of the following: Check all that apply.**

Transit stops, Public & private schools (K-12), Higher education institutions, Hospitals and medical centers, Parks & recreation centers, Subsidized or public housing

**F10. What percentage of the community's total annual transportation budget – on average over the last five fiscal years – was invested in bicycle projects?**

5%

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**F11. Is bicycle-related funding specifically allocated to underrepresented areas of your community? (e.g. low-income neighborhoods, etc.)**

No

**F12. How does your community collect information on bicycle usage? Check all that apply.**

Automated/electronic bicycle counters, Regular manual counts of bicyclists on trails, Regular manual counts of bicyclists on the road, Manual counts that include demographic data collection (e.g. gender, race, age, etc.)

**F12a. Based on your own data collection, what percentage of all utilitarian trips are made by bicycle?**

5.5%

**F12b. Based on your own data collection, what percentage of residents use a bicycle recreationally?**

75%

**F12c. Based on your own data collection, what percentage of all bicycle trips are made by women?**

40%

**F12d. Based on your own data collection, what percentage of children (K-12) regularly bike to school (outside of Bike to School days)?**

N/A

**F12e. Based on your own data collection, what percentage of children regularly commute to preschool/daycare by bike? (e.g. in a bicycle child seat or bike trailer)**

N/A

**F13. Does your community establish target goals for bicycle use? (e.g. a certain level of bicycle mode share)**

Yes

**F13a. Please list or describe your goals.**

Ann Arbor's goals are to reach 6% bicycling trips and 20% walking trips as outlined in the 2007/2013 Non-Motorized Transportation Plan.

**F14. Does your community routinely conduct pre/post bicycle mode share evaluations of bicycle-related road projects?**

Yes

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**F15. Which of the following mechanisms are in place for bicyclists to identify problem areas or hazards to traffic engineers, planners, and police? Check all that apply.**

Online reporting system (e.g. SeeClickFix), Mobile app , Hotline, Regular meetings, Contact staff directly via call/voicemail/fax/email/text/social media

**F16. How has your community conducted a network analysis to evaluate current conditions for bicyclists and identify significant infrastructure barriers to bicycling? Check all that apply.**

GIS-based network analysis, Bicycle Level of Service for roads, Bicycle Level of Service for intersections, Multi-modal Level of Service

**F17. Besides the Bicycle Friendly Community program, what other national programs does your community participate in to improve for bicycling? Check all that apply.**

None of the above

**F18. Describe any other efforts by your community to evaluate and/or plan for bicycle ridership and/or networks.**

Currently, bicycle counting methods are being coordinated and linked with county and regional efforts to improve bicycle trip counts. Various regional partners are initiating automated or remote counting methods. Ann Arbor currently engages in independent manual counts throughout the Spring, Summer, and Autumn. Within Ann Arbor specifically, all new infrastructure and road projects are planned with bicycling facilities included. Current plans include bicycle lanes, sharrows, bicycle boulevards, neighborhood connections, or shared-use paved trails along all construction projects, with the intent of including bicycle infrastructure along every arterial road and corridor in the City. These goals have been under development since 1992, when the City first established a Bicycle Plan. A new Bicycle Plan was instated in 2007 as a part of the Non-Motorized Transportation Plan for Ann Arbor. The 2007 Plan was updated in 2013, and undergoes evaluation annually to assess implementation progress. Ann Arbor has recently secured the funding for, and begun the engineering work for a new multi-million dollar tunnel to enable legal non-motorized passage underneath the Amtrak railroad line. The City is also preparing to introduce buffered/protected bicycle lanes along three key corridors in the city, enabling links across downtown to the university and neighborhoods. A new effort is exploring labeling and converting some of Ann Arbor's 50 bicycle Neighborhood Connector routes to official Bicycle Boulevards. Currently, 7 of these Connectors are signed routes, and an additional 10 of these routes have sharrows. Ann Arbor is also exploring four sites for a new Amtrak station, and each of these will link to Ann Arbor's existing paved shared-use trail system, and commuter rail discussions have all incorporated allowing bicycles onto trains. Ann Arbor's Common Cyclists organization is currently preparing to move their bicycle cooperative into a permanent location that enables more frequent and expanded service, and there is an additional effort to unify Ann Arbor and Washtenaw County bicycling advocacy efforts to improve communication and feedback channels. A final effort the City of Ann Arbor is pursuing to improve bicycle ridership, is coordination with the Michigan Department of Transportation on arterial corridors that are under state jurisdiction: North Main Street, Jackson Road, Huron Street, and Washtenaw Avenue. The City has submitted plans and requested studies for all of these corridors, pursuing 4-to-3 lane conversions, lower speed limits, traffic calming, improved/additional crosswalks, bicycle lanes, and shared-use paths, along with many other non-motorized facilities.

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**G1. What are the top three reasons your community has made bicycling a priority?**

Improving public health, Community connectivity, Traffic and bicycle/pedestrian safety

**G2. Briefly describe the most positive outcome of your community's support for bicycling.**

The most positive outcome of our community's support for bicycling has been the rise in mode share for safe bicycle trips. More than 1 out of every 20 residents of Ann Arbor commute by bicycle, even with a comprehensive walking and transit infrastructure in place. The combination of the three accounts for 30% of trips made, cementing their value to the community. Simultaneously, the community support for bicycling has led to an explosive growth in bicycle infrastructure in the past decade.

**G3. Describe any improvements that have occurred for cycling in your community since your last application.**

Since the adoption of Ann Arbor's Non-motorized Transportation Plan and Ann Arbor's last BFA application, the city has added over 63 miles of bicycle lanes, 11 miles of sharrows, 2.5 miles of shared-use paths, 44 major mid-block pedestrian crossings, 11 minor mid-block crossings, 15 Rectangular Rapid Flashing Beacon crosswalks, and added countless bicycle racks and corrals. Ann Arbor has also introduced two "bike houses" for commuter bicycle parking that include lockers and amenities. The city has reaffirmed its commitment to complete streets, resurfaced and repainted bike lanes, committed 100% of schools to Safe Routes to School, and begun implementing a Vision Zero policy. Ann Arbor has also passed the 50% completion milestone for its Near-Term Non-Motorized Transportation Plan, begun and expanded bike-sharing, and introduced buffered bicycle lanes.

**G4. What could be done differently in order to make bicycling safer, more enjoyable and/or more convenient in your community?**

The City of Ann Arbor is actively pursuing lower speed limits for vehicles, traffic calming devices, road diets, buffered bicycle lanes, and protected bicycle lanes in pursuit of safer, better, accessible bicycling. The city is constantly assessing where bicycling accidents occur, where new infrastructure is needed, and how to improve bicyclists' experiences. The City and its partners are also pursuing an expanded GPS-based bike-share program in an attempt to improve accessibility and engage with low-income and minority communities that live outside of downtown.

**G5. What specific bicycle-related improvements are planned in the next 12 months that directly affect your community?**

Over the next 12 months, the City of Ann Arbor will complete its widening and resurfacing of a portion of the Border-to-Border trail system that crosses the county. With this, the trail will have improved safety and visibility for bicyclists and pedestrians alike, through enhanced trail intersections and infrastructure. Further efforts along Ann Arbor's shared-use path system include adding playgrounds for families and upgraded bicycling route signage. In the next year, the City will also complete design work and begin construction of the shared-use

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(bicycling/pedestrian) tunnel underneath the railroad separating the North side of Ann Arbor from Downtown, enabling safe and legal grade-separated crossings along the Border-to-Border trail, and connecting existing trails and bicycle lanes that are currently separated by the railroad tracks. This transportation barrier has existed for over 150 years, separating the North and South sides of the City for residents. Prior to this effort, all connections have been elevated and shared between vehicles, pedestrians, transit, and bicyclists. The City is also proceeding forward with choosing a site for a new Amtrak Station. This new station will be connected to the Border-to-Border trail network as well, enabling cross-county access to the new facility by bicycle. Additionally, the station will be equipped with bicycle storage facilities, bicycle share stations, and discussions are on-going to include a bicycling-related business in the station for Border-to-Border trail users. Separately from the train station, two new bike-share stations are being scheduled for deployment, and efforts are underway to establish public-private partnerships with the bike-share system prior to the deployment of GPS-based bike-sharing. Ann Arbor's Kerrytown District will be undergoing a reconstruction project that adds several mid-block cross walks, a pedestrian median, traffic calming, and enhances the bicycle lanes. Four additional projects will also reach their conclusion in the coming year. Two major arterial roads – Stadium Boulevard and Scio Church Road – are being reconstructed and both will have shared-use paved trails, bicycle lanes, improved crosswalks, and mid-block crosswalks added. The third project planned at this time includes reconstructing a neighborhood bicycling connector corridor on Washington Street; this project will incorporate traffic calming devices and promote the route's prowess as a bicycle boulevard between downtown, a local middle school, the YMCA, and the west side of Ann Arbor. The City will also begin implementing its plan to introduce four new protected/buffered bike lanes/cycle-tracks, one east-west link and three north-south routes. This will begin with the introduction of buffered bicycle lanes on Seventh Street, a key North-South artery for Ann Arbor residents.

## **G6. We often get requests for example BFC applications from aspiring communities. Are you willing to share your application?**

Yes

## **G7. How did you hear about the Bicycle Friendly Community program?**

The city has been a long-term applicant and bicycling advocate.

## **Page: Supplementary Materials**

Optional: If you would like to share any supplemental materials to support your application, please upload your files here.

By submitting photos here, you are granting the League of American Bicyclists the right to use your images to promote bicycling.

### **File 1**

Various pictures of Ann Arbor's Bicycling, Infrastructure, Safety, and Education

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**File 2**

Ann Arbor's Non-Motorized Plan 2013 Update

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**File 3**

Ann Arbor's Complete Streets Resolution

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**File 4**

Ann Arbor's Non-Motorized Near-term Plan Map

[Download File](#)

**File 5**

Ann Arbor's 2016 Bike Map

[Download File](#)

**RadioList df3bd4b2-91ca-4235-bbdf-635e64d36ceb**

Upload additional files

**File 6**

Ann Arbor's Bicycle Resurfacing Policy

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**File 7**

Ann Arbor's Short Answers Condensed

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**File 8**

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**File 9**

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**File 10**

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