

CITY OF ANN ARBOR

2015 NON-MOTORIZED PROGRESS REPORT



CITY OF ANN ARBOR, MICHIGAN

Public Services Area/Systems Planning
301 East Huron Street
P.O. Box 8647, Ann Arbor, Michigan 48107
Phone: (734) 794-6430 Fax: (734) 994-1744
Web: www.a2gov.org

Table of Contents

Executive Summary	1
Non-Motorized Facility Network	2
<i>State of the System in 2015</i>	2
<i>New Non-Motorized Facilities in 2015</i>	2
<i>2016 Planned Non-Motorized Projects</i>	4
Other Non-Motorized Efforts	6
<i>Pedestrian Safety and Access Task Force</i>	6
<i>South State Street Corridor Study</i>	6
<i>ArborBike Bike Share Full Launch</i>	6
Outreach and Involvement	7
<i>Commuter Challenge</i>	7
<i>Alternative Transportation Committee</i>	7
<i>Safety Bike Light Giveaway Program</i>	7
Data Collection	8
<i>On-Road Bicycle Facility Inventory</i>	8
<i>2015 Non-Motorized Counts</i>	9
Non-Motorized Count Data 2006-2015	13

Executive Summary

The City of Ann Arbor continues to make progress installing new non-motorized facilities recommended in the Non-Motorized Transportation Plan. The plan has guided the Non-Motorized Program since 2007. Today, Ann Arbor boasts a network of approximately 132 mid-block crosswalks (19 with an enhanced crosswalk warning device), 79 lane-miles of on-street bike lanes, 58 miles of shared-use paths, and 12 lane-miles of marked shared lanes (sharrows).

The Pedestrian Safety and Access Task Force (PSATF) submitted their final recommendations on how to improve pedestrian safety to Council in September 2015. Council approved the PSATF Final Recommendations in October 2015, and City staff are starting the implementation process and working towards accomplishing the goal of zero traffic fatalities.

The Clean Energy Coalition installed 7 new ArborBike bike share stations in May 2015, for a total of 13 working stations throughout downtown and the University of Michigan campus. ArborBike concluded its first full season in December 2015 with over 14,000 trips taken.

City Council directed staff to implement a Safety Bike Light Giveaway Program for Ann Arbor Residents in December 2015, to encourage safe bicycling practices and increase the safety of all commuters. Over 300 bike safety lights and information about safe riding have been distributed to residents.

The City continued to collect non-motorized system performance data through the annual non-motorized count program and on-road bicycle facility conditions inventory. City staff conducted cyclist and pedestrian counts at 10 intersections around Ann Arbor with help from the Washtenaw Area Transportation Study. This is the tenth year of data collection, please see separate Non-Motorized Inventory Report available at the City website. City staff also completed an annual inspection of the on-road bike lane and sharrow system. 2015 was the ninth year that inventory data was used to rate existing conditions and prioritize bike facility maintenance needs.

2016 will be another busy year for the Non-Motorized Program. Over 1 lane mile of new and restored bike lanes and 6 crosswalk enhancements, Rectangular Rapid Flash Beacons (RRFBs), will be installed. One major project is the reconstruction of Geddes Avenue between Hickory Circle and Huntington Drive. This major project includes adding a bike lane and improving and extending the sidewalk along this road segment.

Non-Motorized Facility Network

State of the System in 2015

At the end of the 2015 calendar year, as shown in Table 1, Ann Arbor had approximately 79 lane miles of bike lanes, 12 miles of shared-use arrow segments, 58 miles of shared-use paths, and 132 mid-block crossings (18 of which have RRFBs).

Table 1. Progress Toward Non-Motorized Transportation Plan Goals

	OVERALL PROGRESS			NON-MOTORIZED PLAN*		
	Today (end of 2015)	Before NTP* (2007)	Added Since NTP	NTP New Facility Goal	Built So Far	Progress (%)
Bike Lane (lane-miles)	79.2	36.1	43.1	82.5	38.90	47.2
Sharrow (lane-miles)	12.1	0.9	11.2	13.3	4.6	34.6
Shared use path (miles)	57.6	55	2.6	2	2	100
Major Mid-block Xing	105	59	46	105	34	32.4
Minor Mid-block Xing	27	14	13	25	11	44.0
Rectangular Rapid- Flash Beacons	18	0	18	20	3	15.0

*Non-Motorized Plan is abbreviated as NTP in this table

New Non-Motorized Facilities in 2015

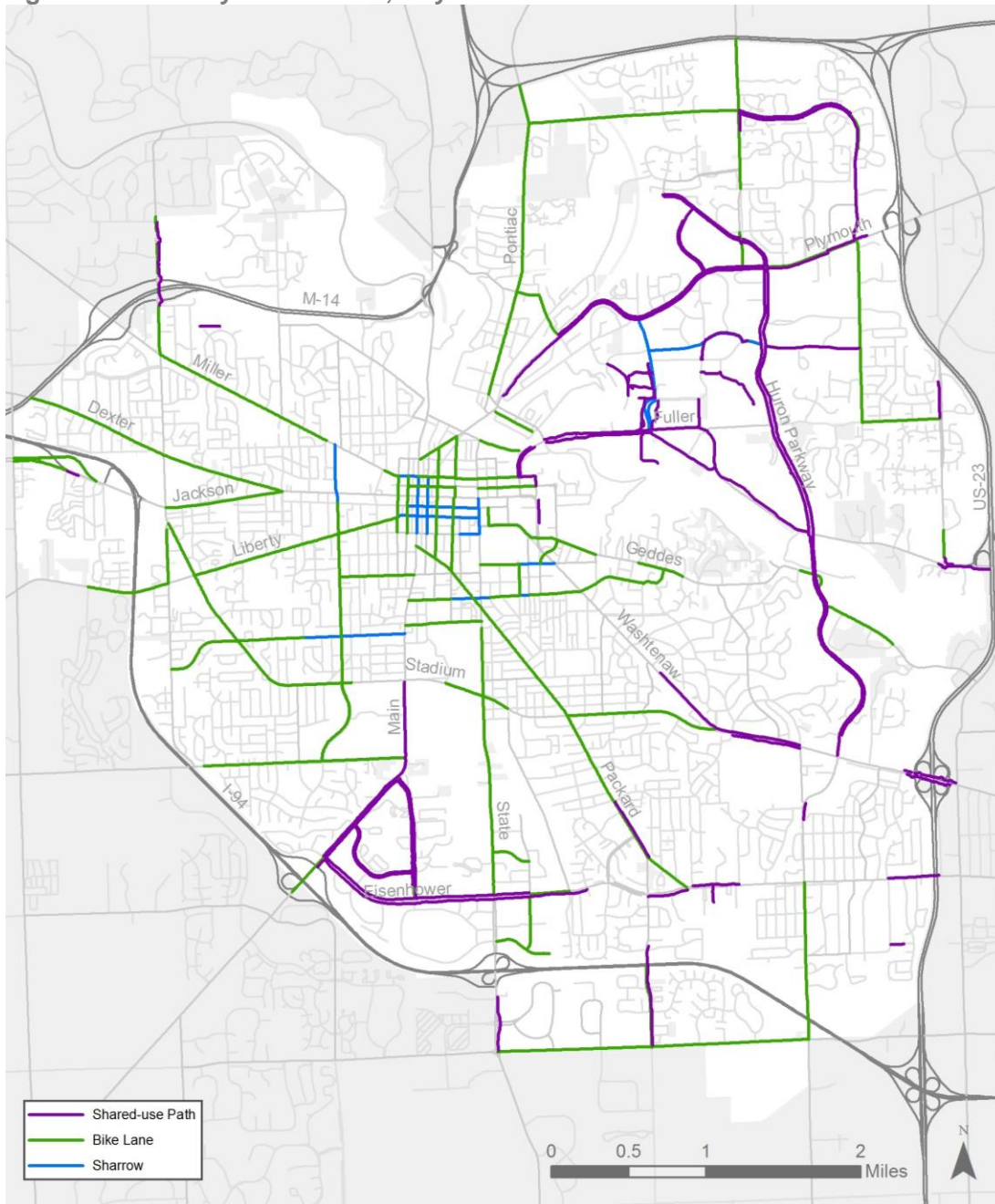
Ann Arbor continued to add non-motorized facilities at a modest pace in 2015, installing 0.85 lane-miles of new bike lanes, 0.12 miles of shared use paths, 0.66 miles of new sidewalk, 4 mid-block crossings, and 3 RRFBs at new and existing crosswalks. Ann Arbor also restored 7.7 lane miles of existing bike lanes and repaved 2.8 miles of existing shared-use paths. See Table 2 for more information about the new and restored non-motorized facilities in 2015. A map of the current bicycle network can be seen in Figure 1.

Table 2. New and Restored Non-Motorized Facilities in 2015

New Non-Motorized Facilities in 2015					
Project	Bike Lanes (lane-miles)	Crosswalks	Sidewalks (feet)	Other	Notes
Stone School Road* <i>Ellsworth to I-94</i>	0.85		2,050	Shared use path (650 ft)	Road reconstruction, bike lanes added in both directions, sidewalk on east side south of Pheasant Run
Ann Arbor-Saline Road* <i>W Oakbrook to S Main</i>		2 (major)		RRFBs (2) and refuge islands (2)	One crosswalk is a NTP "near-term opportunity" project
Arborview Boulevard <i>at Wilton</i>		1 (minor)			
E Madison Street <i>Thompson to S State</i>		1 (minor)			Added mid-block crosswalk by UM West Quad
Nixon Road* <i>Clague MS to Haverhill</i>			1,450		Part of Clague Middle School <i>Safe Routes to School</i> project
Scio Church Road* <i>Maple to Church</i>			2,000		New sidewalk
Barton Drive <i>Longshore to the east</i>			320		New sidewalk
Green Road* <i>W. of Kilburn Park Cir.</i>				RRFB (1)	Upgrade existing crosswalk. Part of Clague Middle School <i>Safe Routes to School</i> project
Restored Facilities in 2015					
Dhu Varren Road <i>Nixon to Leslie Park</i>	1.8				Resurfacing project, bike lanes restored in both directions
Packard Street <i>State to Stadium</i>	1.8				Resurfacing project, bike lanes restored in both directions
Ellsworth Road <i>State to Platt</i>	4				Resurfacing project, bike lanes restored in both directions
Jackson Road <i>Mason Ave to Weber's</i>	0.1				Bike lane restored west of I-94 on ramp
Eisenhower Parkway <i>Ann Arbor-Saline to Boardwalk</i>				Shared use path (2.8 miles)	Resurfacing project; shared use path restored on both sides of Eisenhower

*Denotes Non-Motorized Transportation Plan "near-term opportunity" project

Figure 1. 2015 Bicycle Facilities, City of Ann Arbor



2016 Planned Non-Motorized Projects

Ann Arbor is completing several large non-motorized projects in 2016. Over 1 lane-mile of new lanes are planned and 6 RRFB installations, 3 of which are near schools (Pioneer High School, Huron High School, and the University of Michigan). A major reconstruction project is planned for Geddes Avenue, with new and improved bicycle and pedestrian facilities. See Table 3 for information on the planned installation and restoration of new and existing non-motorized facilities in 2016.

Table 3. Planned Installation and Restoration of Non-Motorized Facilities 2016

Planned Non-Motorized Facilities 2016

Project	Bike Lanes (lane-miles)	Crosswalks	Sidewalks (feet)	Other	Notes
Miller Avenue* <i>Seventh to RR Bridge</i>	3				Road resurfacing, on street bike lane planned on both sides
Geddes Avenue <i>Hickory Cir. to Huntington</i>	1		0.8		Road reconstruction, westbound bike lane planned, existing sidewalk (north side) to be improved
Depot Street* <i>Main to Carey</i>	0.25				Road resurfacing, eastbound bike lane planned
Observatory Street* <i>Ann to Geddes</i>	0.35				Road resurfacing, southbound bike lane planned
Stadium Boulevard <i>Edgewood</i>				RRFB	Enhancement of existing crosswalk at Edgewood
Stadium Boulevard <i>Maple to Pauline</i>				RRFBs (3)	Enhancement of existing crosswalks
Huron Parkway				RRFB	Enhancement of existing crosswalk at Huron High School
Fuller Road <i>Cedar Bend to Bonisteel</i>				RRFB enhancement	Enhancement of existing crosswalk at UM parking lots
E Huron Street <i>Thayer to Ingalls</i>				RRFB	Enhancement of existing crosswalk
Division Street <i>Jefferson to William</i>				Bumpouts (2)	New bumpouts at E Jefferson and E William

Planned Restoration of Existing Facilities 2016

Division Street <i>Parckard to Huron</i>	0.5				Resurfacing project will repair existing bike lane
Dexter Avenue <i>Maple to M-14</i>	1.9				Resurfacing project will repair existing bike lanes
Dhu Varren Road <i>Pontiac Tr to railroad</i>	1				Resurfacing project will repair existing bike lanes
Green Road <i>Nixon to Burbank/Gettysburg</i>	0.8				Resurfacing project will repair existing bike lane
Pauline Boulevard <i>Maple to Stadium</i>	1				Resurfacing project will repair existing bike lanes
Pontiac Trail <i>John A Woods to Skydale</i>	1.6				Resurfacing project will repair existing bike lanes

*Denotes Non-Motorized Transportation Plan "near-term opportunity" project

Other Non-Motorized Efforts

Pedestrian Safety and Access Task Force

City Council created the PSATF in November 2013 to identify and better understand pedestrian safety and access issues in Ann Arbor. The 9-member citizen task force, with support from City staff and consultant Greenway Collaborative, held monthly meetings and engaged with over 1,000 residents for their input through community meetings, focus groups, mass surveys, and web-based mapping exercises to develop recommendations for Council. In September 2015, the PSATF submitted their final recommendations for improving pedestrian safety and access in Ann Arbor to Council. The overall goal of the recommendations is zero traffic fatalities. In order to achieve this goal, the PSATF identified five major objectives:

1. Improve pedestrian access and encourage use;
2. Improve understanding of traffic laws and local expectations;
3. Improve the physical conditions of the roadway and pedestrian environment to reflect best practices for pedestrian safety;
4. Address the safety and access for all users; and
5. Reduce distractions and minimize consequences.

In addition, the PSATF outlined 55 total recommendations and 9 implementation strategies for accomplishing these objectives. City Council approved the recommendations in October 2015, and City staff are now working towards implementing the recommendations.

South State Street Corridor Transportation Study

The City continued working with consultants Parsons Brinckerhoff and LSL Planning on the South State Street Corridor Transportation Study in 2015. The project team analyzed current conditions on South State Street from Oakbrook Drive to Ellsworth Road, looking at safety, multi-modal considerations, and alignment with the land use vision outlined in the *2013 South State Street Corridor Plan*. The project team held a stakeholder meeting and a public workshop in October 2015 to gather input from residents and adjacent business owners on three design alternatives that include the addition of wide or narrow medians, bike lanes, new sidewalks, and more controlled signals at intersections. The project team is now creating a recommended design based on public feedback and will host a second set of public workshops in 2016.

ArborBike Bike Share Full Launch

The City of Ann Arbor partnered with the University of Michigan, TheRide, and the Clean Energy Coalition to create ArborBike in Fall 2014. The CEC installed 7 new ArborBike bike share stations in May 2015, for a total of 13 working stations throughout downtown and the University of Michigan campus. ArborBike concluded its first full season in December 2015 with over 14,000 trips taken and almost 40,000 miles traveled. The busiest stations were all at or near the University of Michigan central campus, at South University /East University, State Street/North University, and

the Central Campus Recreation Building on Washtenaw Avenue. ArborBike will re-launch for the new season in March 2016.

Outreach & Involvement

Commuter Challenge

In May 2015, the City of Ann Arbor competed in the Commuter Challenge for the eighth time. The Commuter Challenge encourages participants to leave their cars at home and walk, bike, carpool, or take the bus to work. Table 4 shows City employee participation from 2011-2015, and the impact of their alternative commutes. The City's overall participation rate more than doubled. City employees also logged more than double the miles and prevented more than double the CO₂ emissions in 2015 than in prior years. In addition to encouraging its own employees to enter the Commuter Challenge, City Hall hosted a Commuting Station on Bike to Work Day. Staff provided breakfast and coffee to cyclists and distributed educational materials.

Table 4. City Employees' Commuter Challenge Results

Year	Employees Participating (%)	Miles Logged	CO2 Emissions Prevented (lbs.)
2011	8	12,771	10,932
2012	10	9,859	8,438
2013	9.8	9,783	8,373
2014	9.4	10,520	9,005
2015	19.1	21,534	18,991

Alternative Transportation Committee

The ALT Committee is a multi-agency committee composed of members from various City work units, the University of Michigan, the Ann Arbor Downtown Development Authority (DDA), the GetDowntown Program, the Clean Energy Coalition (CEC), the Downtown Area Citizen Advisory Council (CAC), the Washtenaw Bicycling and Walking Coalition (WBWC), the Washtenaw Area Transportation Study (WATS), and the Ann Arbor Area Transportation Authority (AAATA/TheRide). The committee continued meeting monthly in 2015 and discussed topics such as the *Non-Motorized Transportation Plan Update*, the *Parks, Recreation, and Open Space Plan*, the *Allen Creek Greenway Master Plan* project, grant applications, educational and encouragement outreach, and bike lane design and maintenance.

Safety Bike Light Giveaway Program

The City's Safety Bike Light Giveaway Program launched in 2015 under the direction of City Council. The program is designed to encourage safe bicycling practices and increase safety of all commuters by providing bike safety lights, reflective bicycle straps, and information about safe riding to Ann Arbor residents. Over 500 residents have requested the bike light safety kits, and more than 300 of those kits have already been distributed. The program has created a great new

platform for educating the public on laws and safe practices, and residents have reacted very positively to this program.

Data Collection

On-Road Bicycle Facility Inventory

2015 marks the ninth year of maintaining an up-to-date record of bicycle facility conditions as a basis for maintenance recommendations. Staff surveyed the on-street bicycle facility system in August 2015 and assigned each road segment scores for the following criteria:

- Presence and integrity of a bike lane stripe (rated 1-5, 5 is new striping)
- Presence and integrity of bicycle-related pavement symbols (rated 1-5, 5 is new symbol)
- Presence of signage (no rating, but proper spacing and placement is noted)
- Pavement condition within the bike lane or shared lane (rated 1-10, 10 is new pavement)

Streets that were newly inventoried in 2015 include Ann Arbor-Saline Road (from the City boundary to Eisenhower Parkway), Fuller Street (from Glen Avenue to State Street), Jackson Avenue (from Maple Road to Dexter Road/Huron Street), and Pontiac Trail (from M-14 to Skydale Drive).

Overall pavement, marking/symbol, and stripe visibility have remained consistent. More than 70% of all facility segments maintained or improved their pavement, symbol, and lane stripe quality scores between 2014 and 2015. The average pavement score increased to 7.75 out of 10 (1.84% increase). Average condition of bike lane stripes increased as well, to 3.74 out of 5 (1.08% increase). Pavement symbols on the other hand continued to drop, down to 3.81 (2.56% decrease). Table 5 gives an overview of these scores. Planned restriping and road construction projects for 2016 will address many of the existing maintenance needs. Please see the full 2015 Inventory Report for more information.

Table 5. Non-Motorized Facilities Conditions, 2011-2015

Year	Total Lane Miles	Average Pavement Score (out of 10)	Average Marking Score (out of 5)	Average Striping Score (out of 5)
2011	69.0	7.35	4.22	3.93
2012	77.6	7.58	4.09	3.60
2013	80.2	7.75	4.06	3.99
2014	86.7	7.61	3.91	3.70
2015	90.5	7.75	3.81	3.74
Change in Last Year	4.38%	1.84%	-2.56%	1.08%

2015 Non-Motorized Counts

The Non-Motorized Count Program continued to expand in 2015, covering 20 corridors at 10 intersections. City staff collaborated with the Washtenaw Area Transportation Study (WATS) for a second year to conduct twice as many counts than in prior years. The 2015 counts focused on a mix of high-volume locations, screen line locations, locations near newly installed ArborBike stations, and locations along the Main Street corridor. The two high-volume locations, State Street at Washington Street and East University at South University, provide a snapshot of the intense non-motorized activity occurring downtown and near the University of Michigan Central Campus. The 2015 count program also observed three locations along the Main Street corridor.

The City of Ann Arbor has collected 142 counts on 93 corridor segments since 2006. A full record of count locations is included at the end of this report. Counts are conducted at each intersection during three daily peak travel times: morning (7:45 am to 9:15 am), midday (11:45 am to 1:15 pm), and evening (5:00 pm to 6:30 pm). These three 90-minute observations are used to estimate total pedestrian and bicyclist volumes for a typical day on the two intersecting road corridors. Observers also collect data on the proportions of cyclists riding on the street versus the sidewalk and riding with versus against traffic.

Average pedestrian and bicycle counts at all count locations are shown in Figures 2 and 3, respectively. Table 6 provides an overview of the 2015 count data for each location and the reasons why each location was counted. Table 7 shows how the pedestrian and cyclist indicators changed compared to previous counts at five locations.

Based on Table 7, compared to the last counts, the number of pedestrians dramatically increased and cyclists in road slightly increased while the total cyclists in both road and sidewalk decreased at the selected sites in 2015. The promotion and maintenance of the sidewalk and bicycle network in the City in the recent years can explain the increase.

To better understand the decrease, we took a closer look at the statistics at Hill Street and Washtenaw Avenue (Hill-Washtenaw) intersection, and Ann Arbor-Saline Road and Main Street (Saline-Main) intersection where pedestrians and cyclists has declined since the last count in 2008. It turns out that the count in Hill-Washtenaw intersection in 2015 was on September 25th when college was in session while the count in 2008 was on July 30th during summer break. The seasonal difference can greatly explain the drop. For Saline-Main intersection, the drop was mainly due to the on-going construction site on Ann Arbor Saline Road at South of Eisenhower Parkway in 2015. The decrease in the two intersections primarily contributes to the total change percentages. Please see the full 2015 Count Report for more detailed analysis and information about methodology.

Figure 2. Average Pedestrian Counts, 2006-2015

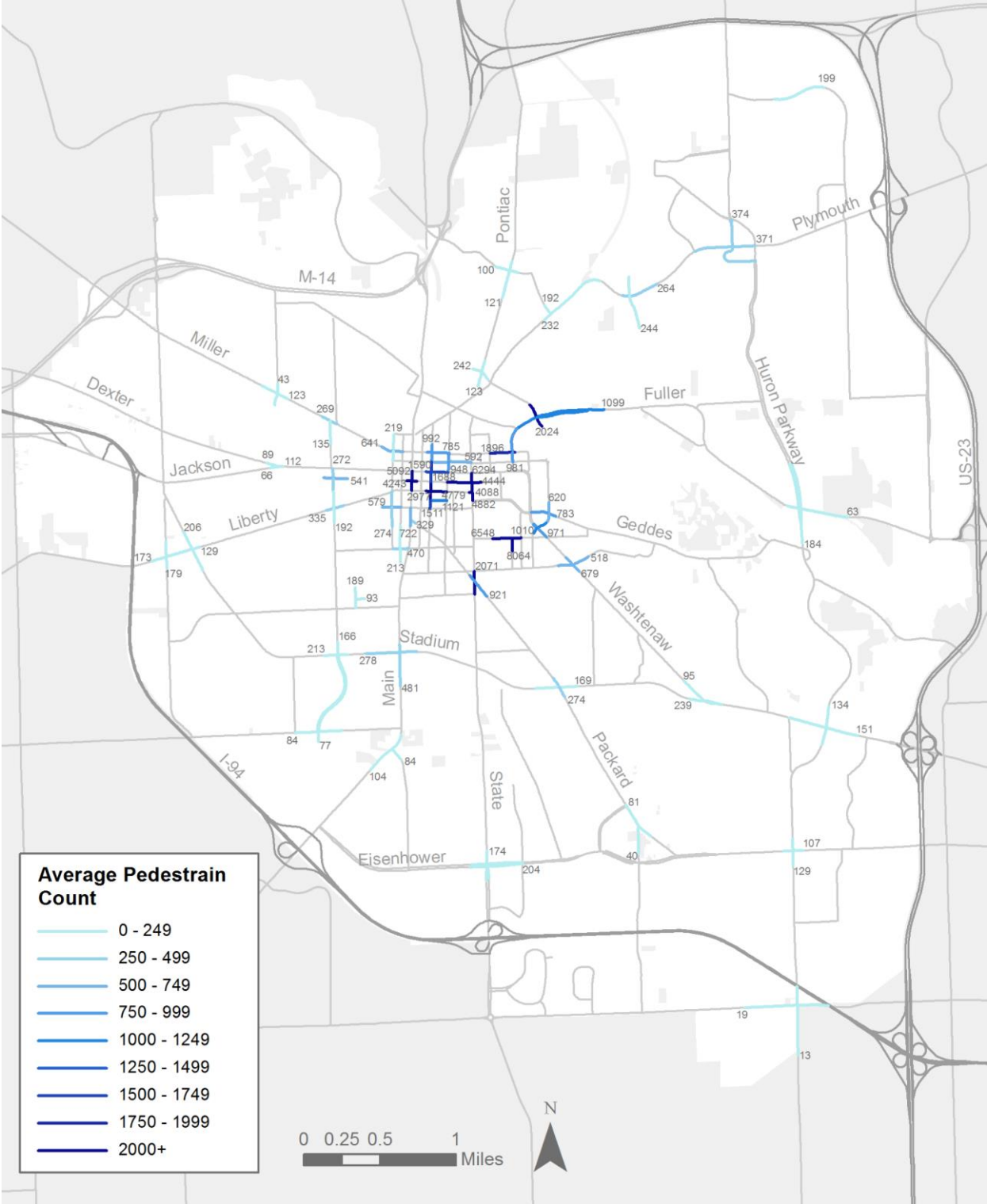


Figure 3. Average Bicycle Counts, 2006-2015

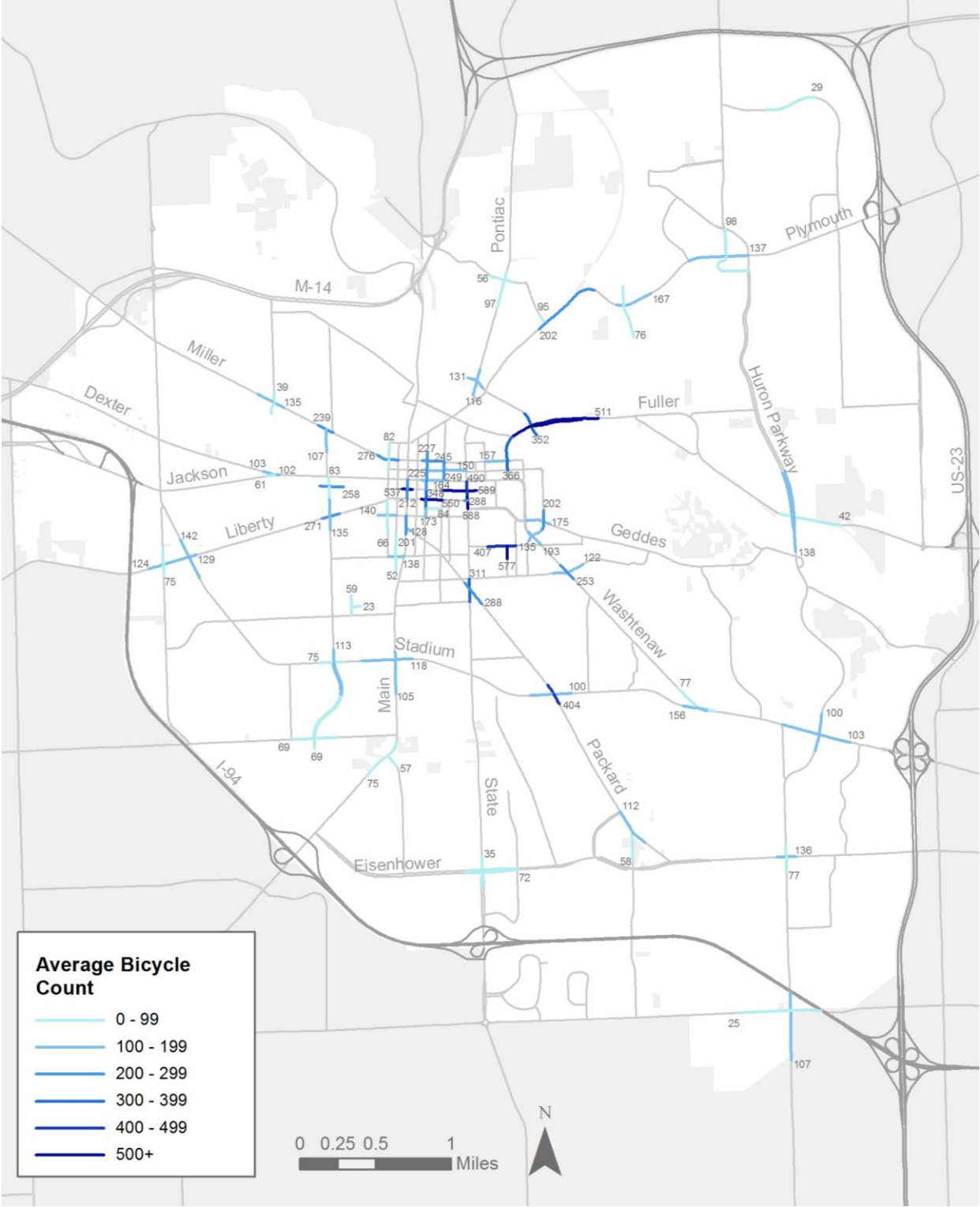


Table 6. 2015 Count Data

Intersection	Date	COUNT DATA SUMMARY				REASONS FOR COUNTING					
		Count Street	Ped Total	Bike Total	Bikes In Road	High-Volume	Main St. Corridor	Screen line Counts	ArborBike Station	New Location	Updating Data
E. University Ave. and S. University Ave.	7/28/2015	E. University	8064	577	70.9%	●			●	●	
		S. University	6548	407	46.9%						
State St. and Washington St.	8/4/2015	State	6294	490	63.2%	●			●	●	
		Washington	4444	589	79.5%						
5th Ave. and Huron St.	7/23/2015	5th	1590	225	58.7%				●	●	
		Huron	1688	164	27.0%						
Main St. and Packard St.	7/21/2015	Main	906	225	44.1%		●				●
		Packard	434	161	40.8%						
Hill St. and Washtenaw Ave.	7/30/2015	Hill	361	90	30.8%				●		●
		Washtenaw	550	201	5.6%						
7th St. and Liberty St.	8/13/2015	7th	283	145	70.7%				●		●
		Liberty	516	230	64.0%						
Main St. and Stadium Blvd.	8/12/2015	Main	481	105	4.3%		●			●	
		Stadium	278	118	9.1%						
7th St. and Miller Ave.	8/11/2015	7th	165	110	75.6%				●		●
		Miller	383	259	65.7%						
Barton Dr. and Pontiac Tr.	8/6/2015	Barton	100	56	72.0%				●	●	
		Pontiac	121	97	71.1%						
Ann Arbor-Saline Rd. and Main St.	8/17/2015	Ann Arbor-Saline	96	44	34.8%		●				●
		Main	78	49	13.0%						

Table 7. Change Since Last Counts

Intersection	Last Count	Count Segment	PEDESTRIANS			CYCLISTS			CYCLISTS IN ROAD		
			2015	Last Count	% Change	2015	Last Count	% Change	2015	Last Count	% Change
Main St. and Packard St.	2008	Main	906	538	68%	225	177	27%	44%	33%	11%
		Packard	434	223	95%	161	95	69%	41%	56%	-15%
Hill St. and Washtenaw Ave.	2008	Hill	361	675	-47%	90	153	-41%	31%	25%	6%
		Washtenaw	550	807	-32%	201	305	-34%	6%	11%	-6%
7th St. and Liberty St.	2011	7th	283	107	164%	145	144	1%	71%	60%	10%
		Liberty	516	210	146%	230	344	-33%	64%	67%	-3%
7th St. and Miller Ave.	2008	7th	165	105	57%	110	103	7%	76%	45%	31%
		Miller	383	155	147%	259	218	19%	66%	59%	7%
Ann Arbor-Saline Rd. and Main St.	2008	Ann Arbor-Saline	96	111	-14%	44	106	-58%	35%	21%	14%
		Main	78	90	-13%	49	64	-23%	13%	34%	-21%
Total Change					572%			-67%		35%	

Table 8. Non-Motorized Count Data 2006-2015

Count Location	Date	Ped Total	Bike Total	% In Road
1st @ Miller	9/20/2006	269	66	0.00%
1st @ Miller	6/7/2011	168	98	71.11%
1st @ William	5/29/2007	274	66	68.18%
5th @ Catherine	6/6/2007	1076	182	47.80%
5th @ Catherine	7/30/2012	907	272	69.83%
5th @ Hoover	7/13/2009	189	59	82.14%
5th @ Huron	7/23/2015	1590	225	58.70%
5th @ Liberty	5/20/2010	2977	348	61.31%
5th @ Library Ln.	9/19/2014	1511	173	56.92%
7th @ Liberty	8/27/2007	187	116	45.69%
7th @ Liberty	6/29/2011	107	144	60.29%
7th @ Liberty	8/13/2015	283	145	70.67%
7th @ Miller	6/24/2008	105	103	44.66%
7th @ Miller	8/11/2015	165	110	75.61%
7th @ Scio Church	6/20/2007	87	65	58.46%
7th @ Scio Church	7/24/2012	66	73	70.00%
7th @ Stadium	10/2/2014	166	113	53.57%
7th @ Washington	5/19/2009	149	84	69.23%
7th @ Washington	9/29/2014	394	82	58.54%
Ann @ Division	5/19/2010	592	150	71.88%
Ann Arbor-Saline @ Main	8/12/2008	111	106	20.75%
Ann Arbor-Saline @ Main	8/17/2015	96	44	34.78%
Ashley @ Madison	6/6/2013	213	52	100.00%
Barton @ Plymouth	7/17/2013	192	95	30.61%
Barton @ Pontiac	8/6/2015	100	56	72.00%
Catherine @ 5th	6/6/2007	690	180	62.78%
Catherine @ 5th	7/30/2012	879	310	78.03%
Catherine @ Glen	6/16/2008	1431	103	45.63%
Catherine @ Glen	7/24/2013	2360	210	48.57%
Dexter @ Huron	8/9/2006	76	85	47.06%
Dexter @ Huron	8/14/2013	102	120	56.60%
Division @ Ann	5/19/2010	948	249	49.53%
E. University @ S. University	7/28/2015	8064	577	70.87%
Eisenhower @ State	6/8/2010	204	72	6.90%
Ellsworth @ Platt	8/3/2012	19	25	69.23%
Fuller @ Maiden	10/5/2006	1767	443	13.09%

Count Location	Date	Ped Total	Bike Total	%In Road
Fuller @ Maiden	7/21/2014	431	578	10.57%
Geddes @ Huron Pkwy.	9/2/2014	63	42	36.84%
Geddes @ Observatory	7/30/2009	783	175	50.63%
Glen @ Catherine	6/16/2008	528	257	9.34%
Glen @ Catherine	7/24/2013	1433	475	10.05%
Green @ Sugarbush Park Trail	6/16/2010	199	29	25.00%
Hill @ Washtenaw	9/25/2008	675	153	24.84%
Hill @ Washtenaw	7/30/2015	361	90	30.77%
Hoover @ W. 5th	7/13/2009	93	23	81.82%
Huron @ 5th	7/23/2015	1688	164	26.98%
Huron @ Dexter	8/9/2006	89	78	26.92%
Huron @ Dexter	8/14/2013	134	125	12.73%
Huron Pkwy. @ Geddes	9/2/2014	184	138	16.13%
Huron Pkwy. @ Washtenaw	7/7/2011	112	123	8.47%
Huron Pkwy. @ Washtenaw	8/15/2014	156	77	9.38%
Jackson @ Huron	8/9/2006	66	61	19.67%
Liberty @ 5th	5/20/2010	4779	550	63.20%
Liberty @ 7th	8/27/2007	278	238	56.72%
Liberty @ 7th	6/29/2011	210	344	66.88%
Liberty @ 7th	8/13/2015	516	230	64.04%
Liberty @ Maple	6/16/2009	173	124	49.12%
Liberty @ Stadium	8/7/2008	112	121	50.41%
Liberty @ Stadium	8/8/2012	146	137	58.18%
Liberty @ State	6/9/2009	5257	266	67.27%
Liberty @ State	8/1/2012	2918	310	75.19%
Library Ln. @ 5th	9/19/2014	1121	84	64.00%
Madison @ Ashley	6/6/2013	470	138	67.74%
Maiden @ Fuller	10/5/2006	2694	292	8.90%
Maiden @ Fuller	7/21/2014	1354	412	24.46%
Main @ Ann Arbor-Saline	8/12/2008	90	64	34.38%
Main @ Ann Arbor-Saline	8/17/2015	78	49	13.04%
Main @ Packard	7/31/2008	538	177	32.77%
Main @ Packard	7/21/2015	906	225	44.12%
Main @ Stadium	8/12/2015	481	105	4.26%
Main @ Washington	8/14/2014	5092	212	44.44%
Maple @ Liberty	6/16/2009	179	75	25.81%
Miller @ 1st	9/20/2006	692	245	0.00%

Count Location	Date	Ped Total	Bike Total	%In Road
Miller @ 1st	6/7/2011	589	307	72.34%
Miller @ 7th	6/24/2008	155	218	58.72%
Miller @ 7th	8/11/2015	383	259	65.74%
Miller @ Newport	7/31/2014	123	135	74.60%
Moore @ Pontiac	7/25/2012	242	131	39.34%
Murfin @ Plymouth	5/21/2008	244	76	78.95%
Newport @ Miller	7/31/2014	43	39	58.82%
Nixon @ Plymouth	7/23/2014	374	98	39.13%
Observatory @ Geddes	7/30/2009	620	202	53.85%
Observatory @ Washtenaw	8/1/2006	791	118	27.97%
Observatory @ Washtenaw	9/14/2006	2153	209	0.00%
Observatory @ Washtenaw	7/27/2007	716	111	40.54%
Observatory @ Washtenaw	8/2/2012	380	102	64.44%
Packard @ Main	7/31/2008	223	95	55.79%
Packard @ Main	7/21/2015	434	161	40.79%
Packard @ Platt	5/23/2007	80	132	24.24%
Packard @ Platt	7/9/2008	134	139	21.00%
Packard @ Stadium	5/22/2007	322	280	31.07%
Packard @ Stadium	7/2/2008	212	468	68.10%
Packard @ Stadium	7/24/2014	288	464	83.57%
Packard @ State	10/10/2006	936	232	51.72%
Packard @ State	7/12/2013	905	343	70.19%
Packard @ Stone School	8/8/2006	102	123	28.46%
Packard @ Stone School	7/16/2013	60	101	39.53%
Platt @ Ellsworth	8/3/2012	13	107	32.35%
Platt @ Packard	5/23/2007	94	65	15.38%
Platt @ Packard	7/9/2008	163	89	40.60%
Plymouth @ Barton	7/17/2013	232	202	20.39%
Plymouth @ Murfin	5/21/2008	264	167	14.37%
Plymouth @ Nixon	7/23/2014	371	137	20.31%
Pontiac @ Barton	8/6/2015	121	97	71.11%
Pontiac @ Moore	8/2/2006	71	81	71.60%
Pontiac @ Moore	7/25/2012	174	151	79.41%
S. University @ E. University	7/28/2015	6548	407	46.86%
Scio Church @ 7th	6/20/2007	94	70	80.00%
Scio Church @ 7th	7/24/2012	73	67	89.66%
Stadium @ 7th	10/2/2014	213	75	38.71%

Count Location	Date	Ped Total	Bike Total	% In Road
Stadium @ Liberty	8/7/2008	200	134	32.09%
Stadium @ Liberty	8/8/2012	212	149	39.62%
Stadium @ Main	8/12/2015	278	118	9.09%
Stadium @ Packard	5/22/2007	182	71	14.08%
Stadium @ Packard	7/2/2008	141	91	4.30%
Stadium @ Packard	7/24/2014	185	138	47.37%
Stadium @ Washtenaw	9/30/2014	367	192	25.29%
Stadium @ Washtenaw	6/24/2010	111	120	10.71%
State @ Liberty	6/9/2009	6200	481	58.29%
State @ Liberty	8/1/2012	3564	694	67.00%
State @ Packard	10/10/2006	2536	329	29.48%
State @ Packard	7/12/2013	1606	293	27.34%
State @ Washington	8/4/2015	6294	490	63.16%
State @ Eisenhower	6/8/2010	174	35	55.56%
Stone School @ Packard	8/8/2006	45	58	44.83%
Stone School @ Packard	7/16/2013	35	57	69.23%
Sugarbush Park Trail @ Green	6/16/2010	64	11	0.00%
Washington @ 7th	5/19/2009	441	193	89.90%
Washington @ 7th	9/29/2014	640	322	91.77%
Washington @ Main	8/14/2014	4243	537	72.50%
Washington @ State	8/4/2015	4444	589	79.52%
Washtenaw @ Hill	9/25/2008	807	305	11.48%
Washtenaw @ Hill	7/30/2015	550	201	5.62%
Washtenaw @ Huron Pkwy.	7/7/2011	79	103	2.13%
Washtenaw @ Huron Pkwy.	8/15/2014	223	102	12.20%
Washtenaw @ Observatory	8/1/2006	347	127	14.96%
Washtenaw @ Observatory	9/14/2006	2428	311	0.00%
Washtenaw @ Observatory	7/27/2007	649	142	11.97%
Washtenaw @ Observatory	8/2/2012	460	192	8.43%
Washtenaw @ Stadium	9/30/2014	160	102	10.64%
Washtenaw @ Stadium	6/24/2010	30	52	0.00%
William @ 1st	5/29/2007	579	140	79.29%