Development of Ann Arbor’s Bike Share Program
What is bike sharing?

Simplest Definition:
“Bicycles made available for shared use to individuals on a very short term basis.”
Bike Sharing: First Generation
Bike Sharing: 2nd Generation
Bike Sharing: Today!

Pay Station

Bicycle Dock

System Map
How Bike Sharing Works

- **Join** as a daily, monthly, or annual member and access a bicycle from one of many stations by swiping a membership key at the kiosk
- **Ride** to your destination
- **Return** the bike to any station in the network
- **Repeat**
The Rise of Modern Bike Sharing

Velib, Paris’ bike sharing system, experienced 54 million bike trips in its first two years (100,000 trips/day). Velib has been credited with a 10% reduction in car trips in Paris.
Rising Popularity of Bike Sharing

- Reduces congestion and improves air quality
- Increases transit use
- Enhances intermodal connections
- Encourages healthy, active transportation
Additional Benefits

- Fosters vibrant community and sense of place
- Improves access to local businesses and increases economic vitality
- Provides exciting local travel option for visitors
- Solar-powered stations transform bike sharing into a completely “green” transportation option
Partnership in Ann Arbor
Bike Share Development in A2

- **Summer 2012:** AATA was awarded $600,000 of federal Congestion Mitigation and Air Quality (CMAQ) funding to develop a bike sharing system in Ann Arbor

- **Winter 2013:** Released bike share vendor RFP and evaluation team selected B-cycle as Ann Arbor’s vendor
Share the love.
ANNUAL MEMBERS CAN CHECK OUT BIKES NATIONWIDE!

B-cycle’s nationwide sharing initiative

bridging needs. advancing change.
Potential Bike Share Locations

- UM Central Campus
- UM North Campus
- UM Hospital
- Downtown
- Kerrytown
The Future
What is ReImagine Washtenaw?

A *multi-jurisdictional, cooperative* initiative to TRANSFORM Washtenaw Avenue around efficient mass transit into an attractive, vibrant, walkable, mixed-use corridor, with sense of place.
**Assets:**
- 1 million annual transit riders and increasing
- High Housing Density
- Connects major county institutions/employers
- Redevelopment potential
- Existing Infrastructure
- Highway Access

**Challenges:**
- Crosses four jurisdictions
- Traffic Congestion
- Excessive driveways
- Sidewalk gaps
- No bike lanes
- No “sense of place”
- Lack of pedestrian facilities (cross-walks)
Visioning Process 2008-2010

Re-Imagining Washtenaw Avenue

A Vision for Corridor Redevelopment

Regional cooperation to improve the investment environment and retrofit Washtenaw Avenue to a compact, walkable mixed-use transit corridor.

Report prepared by Washtenaw County and the Washtenaw Avenue Action Team

2009

WASHTENAW AVENUE

Corridor Redevelopment Strategy

2010
Implementation – 2010
Redevelopment Strategy

Mixed use corridor, Sense of Place

Concentrate Transit-Oriented Development at “Nodes”

Housing, retail space, office space, all easily accessible through high quality transit

Vibrant neighborhoods and commercial areas connected by safe and pleasant walking and biking facilities
Quality of Life

- Choices
- Affordability
- Greater mobility
- Healthier lifestyle

Economic Development

- Reduced Sprawl
- Reduced Pollution
- Reduced Infrastructure & service costs
- Enhanced competitiveness
- Investment stability
- Increased property values
- Connecting low and moderate-income people to jobs through improved transit access

"Across the country, transit oriented development has significantly greater value than property not near transit." - Urban Land Institute
Corridor Redevelopment Strategy

Land Use Strategies
- Encourage Infill and Redevelopment
- Mixed-Use horizontally along the corridor and vertically at Nodes
- Zero Lot Line, higher density, and first floor commercial at Nodes
- Decreased parking requirements
- Off-street parking in the side or rear of building
- Continuous Sidewalks
- Enhance Streetscape with lighting, trees, green infrastructure, public art, etc.
- Integrate transit facilities (TOD)
- Access management
- Redevelopment Incentives

Transportation Strategies
- Increase transit reliability and service
- Construct transit Super Stops, with better amenities
- Sidewalks and Bike Lanes
- Traffic Congestion Mitigation (signal modernization, mode shift, TSP)
- Transportation Demand Management
- Queue Jump Lanes opportunities

Cooperation
- Joint Technical Committee
- Possible Future Corridor Improvement Authority
Declining shopping center
- Reduced building setbacks and parking requirements
- Infill development brings buildings to street
- Mixed-use buildings
- Increased height and density
- Increased pedestrian amenities
Oakland California
- Pedestrian scale development
- Infill and redevelopment that builds on existing infrastructure
- Mixed-use buildings with range of housing options
- Increased height and density, reduced building setbacks and parking requirements
Oakland California

- Streetscape improvements
- Multimodal/Complete Streets
- Improved transit service
Pulsing Development Intensity in “Nodes”
Arbor Hills Crossing Project
AATA Progress

- New Shelter across from Arborland

- New Shelter and Pull-Off – Arbor Hills
AATA Progress

- Doubling Weekday Service – Route 4
MDOT Multi-Use Path

- US-23 MDOT multi-use path improvement
- MDOT Carpenter Rd. pedestrian crossing improvements
Sidewalk Infill Progress

- Sidewalk infill

Before

After
Sidewalk/Pedestrian Progress

- Pedestrian Crossing

Before

After
Pittsfield/Ypsilanti Township Progress

- Golfside Rd. “Road Diet” and intersection pedestrian improvements
Current Projects

- Master Plan/Zoning Updates, Joint Work Plan
- Design Guidelines
- Corridor right-of-way, transit station, multi-modal facilities design study (2013)
- Transportation Demand Management technical assistance from Smart Growth America (2013)
- Transit Signal Priority initiative (2014)
- West Side Merchants’ Association, facilitated by Chamber
- Developer Round Tables
- AATA doubling of weekday service on route 4
QUESTIONS?

www.WashtenawAvenue.org

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City of Ann Arbor
Non-Motorized Transportation Plan 2007
Review

April 18, 2013
Sustainable Ann Arbor Forum:
Transportation Options
Non-Motorized Plan Vision and Goals

Safe, comfortable, and convenient physical and cultural environment for pedestrians and bicyclists

More individuals choose alternative transportation modes

Healthier lifestyles, improved air and water quality, and a safer, more sustainable transportation system

Educate and Encourage

Utilize Best Practices

Integrate System Planning
Plan Review Elements

• Progress and Achievements
• Challenges
• New Concepts and Recommendations
Plan Review Progress
2012: 5 years of Effort

We’ve Built:
• 19.7 miles of new bike lanes
• 5.8 miles of roads with shared-use arrows
• 12 pedestrian refuge islands
• 2.91 miles of sidewalk gaps filled

In Ann Arbor:
• 2000: 2.4% bike to work.
• 2005-09: 3.5% bike to work.
• 46% increase

Sources: Non-Motorized Transportation Plan, American Community Survey, 2005-2009
Progress: Bike Lanes

2007-2012: 19.7 miles of bike lanes (total: 37.4)
Progress: Signs, Lines and Symbols

Bike Symbols
Lines and Signs
Sign Standardization

Crosswalk Signals
ADA Compliance
Pedestrian Islands
Progress: Pedestrian Treatments

Flashing Beacon

Countdown Heads

HAWK
Sidewalk Gaps

S. State Street At AARR

Packard At Platt
Progress: Education and Encouragement

**OUR SAFETY DEPENDS ON YOU.**

In the dark, wear light-colored clothing and reflective gear to ensure your visibility.

*PEDESTRIAN TIP NO.15*

---

**in Ann Arbor**

*Cycling in Ann Arbor*

Ann Arbor is a community dedicated to active transportation. With bike lanes, shared routes, and shared paths, cyclists have many opportunities to travel in and around Ann Arbor. Ann Arbor is committed to increasing non-motorized transportation, and continues every day to implement the **Non-Motorized Transportation Plan**. Community activities, like Bike Fest, promote the benefits of cycling.

As a result of these improvements, the number of cyclists on the road is increasing. Cyclists and Motorists are learning to share the road with each other. The following information explains how *sharing the road* keeps active transportation safe, easy, and fun.

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

---

*Please adjust the image size to fit the text.*
Progress: Enforcement

2010: Code amendments:

- bicyclists’ rights and duties
- bike lanes and bike paths
- pedestrian rights and duties.
Progress: Evaluation

- Extent
- Condition
- Use
- Mode Share
- Safety Stats

Information available at a2gov.org/walkbikedrive
Plan Challenges

- Overly ambitious
- Emphasis on bicycle travel
- Sidewalk gap funding
- Way finding
- Best practices always changing
Challenges
Geographic Focus Areas

– N. Main St.
– Ann Arbor-Saline Rd.
– S. State St.
– Jackson Avenue
– Allen Creek Greenway
– Plymouth Rd to Broadway Bridges
– Linkages across highways

Focus Areas added in 2012
New Concepts and Recommendations

- Bike Boulevards
- Bike Sharing
- Signs, Lines, Symbols
  - AASHTO/MMUTCD/NACTO
- Pedestrian Facilities
  - Flashing beacons, HAWK, Countdown signals
Plan Review Products

- Technical Report(s)
- Updated Plan Map(s)
- Capital Improvement Program Recommendations
- Funding Recommendations
- Evaluation Framework
Thank You

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734.794.6430 ext 43710
Transit and Sustainability
Ann Arbor Transportation Authority

Sustainable Ann Arbor Forum
April 18, 2013
We have a Ride for that!
Urban Core Transit Planning

- **Sustain** - can we continue serving important travel needs?

- **Improve** - should we serve more travel needs within the existing service footprint?

- **Expand** - should we serve new travel needs in growing areas?
Improve Ann Arbor (west)

New Routes, More Direct Service

Route 8 Pauline: More frequent peak, extended hours
Route 9 Jackson becomes two new routes (B, C), providing greater coverage, extended hours and improved evening frequency
Route 12 Miller/Liberty becomes 3 new routes (A, D, G) providing greater coverage and extended hours
Route 15 Scio Church/W Stadium becomes 2 new routes (E, F) providing greater coverage, extended hours and improved midday frequency
16 Ann Arbor-Saline and 17 Amtrak-Depot St: Extended hours

Includes ‘budget neutral’ services: Ann Arbor Circulator (not shown), Chelsea Express, Canton Express
All improved and expanded services include corresponding expansions of ADA dial-ride services.

4/18/2013
**Improve Interurban** (Ann Arbor ↔ Pittsfield ↔ Ypsi Twp ↔ Ypsilanti)

**Better Crosstown Connections**

- **Routes 1 Pontiac-DhuVarren:** Extended hours
- **Route 3 Plymouth:** More direct, extended hours
- **Route 4 Washtenaw:** More frequent all day long, extended hours
- **Route 5 Packard:** More frequent evenings, extended hours
- **Route 6 Ellsworth:** More frequent peak, extended hours
- **Route 22 North-South:** Extended hours

All improved and expanded services include corresponding expansions of ADA dial-ride services.

4/18/2013
Improve Ypsilanti and Ypsilanti Township

New Routes, More Frequent Service, More Direct Service, Weekend Service, Increased Evening Service

Routes 10 (Ypsilanti NE), 11 (Ypsilanti S) and 20 (Grove-Ecorse) become 7 new routes (I, J, K, L, M, N, O).

All improved and expanded services include corresponding expansions of ADA dial-ride services.
Expand Ypsilanti Township

- New and extended routes serving residential areas, commercial areas, the Library and Ypsilanti Civic Center.
- New ExpressRide service to downtown Ann Arbor and University of Michigan.
- New Park and Ride Lot vicinity of Huron St and I-94.
- Township-wide dial-a-ride services for seniors, people with disabilities, and the general public, including connections to neighboring communities.

All improved and expanded services include corresponding expansions of ADA dial-ride services.
Expand Pittsfield Township & Saline

- New and extended routes serving residential areas, downtown Saline, Briarwood, Walmart, Meijers, Pittsfield Twp offices and others.
- New ExpressRide service to downtown Ann Arbor and University of Michigan
- New Park and Ride Lots Meijers, Walmart and vicinity of Carpenter Rd and I-94
- Township-wide dial-a-ride services for seniors, people with disabilities, and the general public, including connections to neighboring communities

Includes ‘budget neutral’ (see p. 23) service: Saline Circulator (S)

All improved and expanded services include corresponding expansions of ADA dial-ride services.

4/18/2013
Three Elements of Enhanced Transit

- Service Program
- Governance
- Funding
Governance Possibilities
## Support for Transit

### October 2011 Voter Poll

<table>
<thead>
<tr>
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<th>Public Transit is Important</th>
<th>Self or family used transit in past year</th>
<th>Support 1-mill property tax to fund transit</th>
<th>“Important Services”</th>
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<tbody>
<tr>
<td>City of Ann Arbor</td>
<td>80%</td>
<td>66%</td>
<td>72%</td>
<td>Dial-a-Ride 87%</td>
</tr>
<tr>
<td>Pittsfield and Ypsilanti</td>
<td>80%</td>
<td>40%</td>
<td>61%</td>
<td>More frequent nights, weekends 89%</td>
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<tr>
<td>City of Saline and Eastern Townships</td>
<td>60%</td>
<td>26%</td>
<td>53%</td>
<td>Express service 85%</td>
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</tbody>
</table>

**Source:** A Community Attitude Survey of Washtenaw County Voters Regarding AATA - Survey Conducted - November 2011
United States Population and Vehicle Miles Traveled (VMT), 1982-2006

Transit Helps Sustain Today

• Total energy saved, less the energy used by public transportation and adding fuel savings from reduced congestion, is equivalent to 4.2 billion gallons of gasoline.

• Reduce greenhouse gas emissions from automobile travel by 37 million metric tons.

• To achieve parallel savings by planting new forests, one would have to plant a forest larger than the state of Indiana.

What If We Grow Transit by 10% a Year?

- By 2020, save the United States 141.9 million metric tons of carbon emissions annually, almost 8 percent of total carbon emissions from transportation today and 15.2 billion gallons of fuel per year, almost as much as we import from the Persian Gulf today.
- By 2033, save the United States the equivalent of all U.S. off-shore oil reserves estimated in the Atlantic and Pacific combined.
- By 2040, save 97.5 billion gallons of fuel per year, almost the equivalent of what the United States consumes today of crude oil for transportation. Carbon emissions would be cut by 910 million metric tons annually, nearly 50 percent of total carbon emissions from transportation today.

A Transit Oriented Future?

Fuel and Carbon Savings with a 10% Growth in Transit Ridership

Thanks for Supporting Transit!

4/18/2013