

CITY OF YPSILANTI

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# Non-Motorized Transportation Master Plan

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2010-2015



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## City of Ypsilanti

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## Executive Summary

This plan is a policy document, identifying the means to establish a built and cultural environment that supports and encourages safe, accessible, comfortable, and convenient non-motorized and multimodal transportation options for both people and goods throughout the City and into the surrounding communities. A multimodal transportation system will result in a greater number of individuals choosing alternative transportation modes, including not only walking and bicycling, but also taking public transportation. This increase will lead to a safer transportation system, a more environmentally sustainable City, an increased quality of life of residents and visitors, and neighborhoods and business districts that are more attractive.

City of Ypsilanti Planning & Development staff, with aid and input from stakeholders and after careful review of demographic data, developed this plan in mid-2009. From that planning process came four goals: first, cultivate and maintain an accessible, equitable, and practical multi-modal transportation system that provides for the effective movement of people and goods within and through the City; second, to provide a safe transportation system for all transportation system users; third, to protect the environment, including the City's significant historic, natural, and scenic resources; and finally, to increase awareness of the ways all users can integrate motorized and non-motorized modes of transportation.

Ypsilanti's dense, historic land use pattern and gridded transportation network contribute greatly to the ready achievement of these goals. However, as with any system, improvements can be made. Five primary areas of improvement were identified and presented in **Section II** of the plan: administration, consisting of modifications that will help ensure that future development minimizes adverse impacts on accessibility; maintenance, ensuring that responsibilities are clear, consistent, and enforced; cooperation, ensuring that improvements throughout the can be similar, continuous, and based on a shared vision; building, to close infrastructure gaps and complete the physical network ; and promotion, with strategies for educating current and potential users about how to use and interact with Ypsilanti's transportation network.

The plan presents a rough implementation schedule, identifies several funding opportunities, and presents a prioritization mechanism for projects not identified within the plan in **Section III**.



## Chapter 1: Introduction

This plan is a policy document to guide future policy and infrastructure decisions, and can be used to help Ypsilanti strategically apply for funding for projects it identifies. It identifies the means to establish a built and cultural environment that supports and encourages safe, accessible, comfortable, and convenient transportation options, focusing on non-motorized means such as biking and walking, for both people and goods throughout the City and into the surrounding communities. Such a multimodal transportation environment will result in a greater number of individuals choosing alternative transportation modes, including not only walking and bicycling, but also taking public transportation. This increase will lead to a safer transportation system, a more environmentally sustainable City, an increased quality of life of residents and visitors, and neighborhoods and business districts that are more attractive.

### The Role of Multi-Modal Transportation

A comprehensive transportation system is vital to the health, safety, and welfare of the citizens of Ypsilanti. Improvements to non-motorized facilities, such as those for bicyclists and pedestrians, and multimodal facilities, those points where two or more types of transportation interact, are improvements for not only the eight percent of the U.S. population that does not have access to a personal vehicle<sup>1</sup> and the 13.6%<sup>2</sup> of Ypsilanti's households that do not own a vehicle, but all individuals, as almost all trips begin and end as a pedestrian. The benefits of a comprehensive transportation system extend beyond the users of the system to the public as a whole.

**Multimodal:** The availability of transportation options using different modes within a system or corridor.

<sup>1</sup> United States Census Bureau. *Journey to Work: 2000*. , 2004. Web. 1 Sep 2009. <<http://www.census.gov/prod/2004pubs/c2kbr-33.pdf>>.

<sup>2</sup> United States Census Bureau. *2005-2007 American Community Survey 3-Year Estimates*. 2004. Web. 1 Sep 2009.

Washtenaw County's traffic fatalities currently average over thirty per year.

A reduction in overall motor vehicle traffic could help reduce this number. <sup>i</sup>

**Mobility:** the time and costs required for travel. Mobility is higher when average travel times, variations in travel times, and travel costs are low. Indicators of mobility are indicators of travel times and costs and variability in travel times and costs.

A well-implemented transportation system will:

### **Increase Transportation Options**

- Provide transportation alternatives for all individuals who are capable of independent travel.
- Improve access and mobility for not only the 15%<sup>3</sup> of Ypsilanti residents who have a disability, but also Ypsilanti's aging population. <sup>4</sup>
- Support public transportation, such as buses and trains.
- Provide transportation choices that respect an individual's religious beliefs, moral convictions, or uneasiness in driving.

### **Improve health and safety**

- Create a stronger social fabric by fostering the social interaction that takes place outside of the car.
- Encourage healthy lifestyles and help to prevent chronic disease by promoting active transportation.
- Improve safety, especially for the very young and very old, who are often dependent on non-motorized facilities and connections between multiple modes of travel.
- Add "eyes on the street," which not only foster community but also serve to deter crime.
- Reduce the number of traffic crashes and fatalities by reducing the necessity for passenger car and light-truck vehicle use.

### **Conserve natural resources**

- Reduce the local air, water, and noise pollution from automobile use by providing excellent alternatives to automobile travel.
- Reduce congestion by reducing the overall number of automobile trips taken.
- Reduce dependence on fossil fuels.

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<sup>3</sup> United States Census Bureau. 2005-2007 American Community Survey 3-Year Estimates. Disability.

<sup>4</sup> Waldrop, Judith, and Sharon M. Stern. "Disability Status: 2000." *U.S. Census*. 2003. U.S. Census, Web. 1 Sep 2009. <<http://www.census.gov/prod/2003pubs/c2kbr-17.pdf>>.

<sup>i</sup> "FARS Encyclopedia." *Fatality Analysis Reporting System*. 2008. Federal Highway Administration, Web. 1 Sep 2009. <<http://www-fars.nhtsa.dot.gov/main/index.aspx>>.

**Stimulate the local economy**

- Reduce the costs associated with automobile parking, automobile maintenance, and fossil fuels, making this money available for other goods and services.<sup>5</sup>
- Increase workers' access to job sites, ability to reliably reach those jobs, and the employment pool from which potential employers may choose.
- Make Ypsilanti's many commercial districts attractive and easy places to visit and do business through improvements to the whole transportation network.
- Sustain and increase property value throughout Ypsilanti.<sup>6</sup>

AAA estimates the cost of owning the average automobile at \$5,783/year, even before driving costs such as gas and maintenance are considered.<sup>iv</sup>

<sup>5</sup> Liao, Yihua. "Vehicle Ownership Patterns of American Households." *Urban Transportation Center at University of Illinois*. 2002. University of Illinois, Web. 1 Sep 2009. <<http://www.utc.uic.edu/~fta/Information%20Briefs/vehicles3.pdf>>.

<sup>6</sup> Cortright, Jon. "Walking the Walk: How Walkability Raises Home Values in U.S. Cities." *CEOs for Cities*. Aug 2009. CEOs for Cities, Web. 1 Sep 2009. <[http://www.ceosforcities.org/files/WalkingTheWalk\\_CEOsforCities.pdf](http://www.ceosforcities.org/files/WalkingTheWalk_CEOsforCities.pdf)>.

<sup>iv</sup> "Your Driving Costs." *AAA Exchange*. 2009. AAA, Web. 1 Sep 2009. <<http://www.aaaexchange.com/Assets/Files/200948913570.DrivingCosts2009.pdf>>.

## **Building upon past work**

This project gathers the work of recent Ypsilanti transportation-related initiatives into one whole. Past work has included the *2006 Non-Motorized Transportation Plan for Washtenaw County*, the recommendations of the *Ypsilanti Downtown Blueprint 2008*, the *2008 Transit Plan for Washtenaw County*, Promoting Active Communities assessments, and the *2008-2012 Parks & Recreation Plan*. This plan addresses, consolidates, and builds upon this work.

The *2006 Non-Motorized Transportation Plan for Washtenaw County* includes an inventory of existing sidewalk and bicycling facilities, provides a list of capital improvements needed to complete the networks, and notes several potential sources of funding, but does not prioritize these improvements or include recommendations for policy improvements.

The City of Ypsilanti Downtown Development Authority (YDDA) created the *Ypsilanti Downtown Blueprint 2008* to develop an economic enhancement strategy for downtown Ypsilanti. This strategy, part of the Cool Cities initiative, was crafted to strengthen downtown Ypsilanti and guide its future development in keeping with the community's vision. This blueprint advocated for increased walkability downtown, as well as linkages to any future commuter rail project.

The City participated in the State of Michigan's Promoting Active Communities Self Assessment Program in 2006, 2007, and 2008, earning the silver award each time. Key areas in need of improvement include changes in zoning and parking standards to encourage more biking and walking, a lack of trails and shared use paths, few bike lanes, limited bicycle parking facilities, the need for more education and promotion regarding biking and walking safely, and the need for better connectivity to, from, and through neighborhoods and shopping areas.

Furthermore, the *2008-2012 Parks & Recreation Plan* lists improving and expanding non-motorized transportation networks as one of the five primary goals to focus on in the next five years. This was the top priority identified in a survey of 450 Ypsilanti residents during the Parks and Recreation planning process.

Additionally, a 2007 YDDA survey of 250 downtown and Depot Town employees on commuting behavior found that a high percentage of these employees walk or bike to work, almost double the national average. Thirty-four percent of those surveyed live within five miles of their workplace, and therefore could, given the infrastructure, walk or bike to work. Some of the issues cited that prevented these respondents from biking or walking to work could be corrected in a relatively short period, including a lack of routing information.

## Socio-cultural impetus

Ypsilanti benefits from its early history as a commercial center in southeast Michigan. The development of the City's core before automobile use became common gave rise to a dense grid pattern that encourages biking and walking to key destinations like parks, schools, and the central commercial areas of Downtown and Depot Town. Later, as automobiles became more popular, major streets shifted away from this pedestrian focus. Street improvements increased road capacity, allowing for more and quicker motor vehicle access to, from, and through Ypsilanti – in some cases even removing sidewalks in the process. In particular, the four major streets cutting through the center of the city, Washtenaw Avenue (MI 17), Michigan Avenue (Business Route US 12), Hamilton, and Huron, fail to accommodate bicycles and pedestrians. However, Ypsilanti's compact, historic form still provides the opportunity for people to live near work, shopping, and recreation – an option not available in many new-growth communities.

This dense grid pattern also gives Ypsilanti another advantage: such a system is not only historic and easily navigable, but also less resource-intensive. A dense downtown requires less infrastructure per business or residents, and thus less maintenance despite often more intense use, than does a less-dense area.<sup>7</sup> Due to their smaller per capita demand on these municipal services, denser areas are often more environmentally friendly than their less dense counterparts, if well-designed. By capitalizing upon Ypsilanti's existing density, we can complete its already-extensive multimodal transportation network at a lower cost than newer cities with lower density.

Furthermore, communities with robust multimodal transportation networks appeal to cost-conscious creative professionals. Creating an excellent multimodal transportation infrastructure that works with Ypsilanti's residential density can meet both the needs of the population that is unable to afford a personal vehicle as well as the population that chooses to live without one. Such a network would also appeal to young, creative talent from the area's universities, who may have initially come to the area without a personal motor vehicle. Although there are challenges to improving connectivity, creating more bicycle- and pedestrian-friendly corridors, and improving accessibility for people with disabilities, the City's extant non-motorized infrastructure provides an excellent framework for future improvements.

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<sup>7</sup> Burchell, Robert, and Anthony Downs. *Sprawl costs*. Island Pr, 2005. Print.

### **Future directions: Land use drives transportation choice**

While this plan focuses on policies and infrastructure that are directly part of the transportation system, land use patterns determine whether non-motorized options are even available. Transportation impacts should be considered during any future Master Plan amendments, zoning map changes, or similar actions. Whether or not someone can walk to their destination depends not only on the presence and condition of sidewalks and crosswalks, but also on the distance. If the beginning and end of a trip are close together, non-motorized options become much more reasonable for that trip.

Zoning and land use decisions determine this critical distance factor. Neighborhoods with higher residential density place more households close to their schools, jobs, and other amenities, making non-motorized options possible (as well as transit options). Permitting office and retail uses to be combined with residential uses places these destinations close to the people who need to access them, again supporting non-motorized travel.

Research is increasingly showing that households are willing to pay a premium to live in such compact, walkable, mixed-use areas, and sources ranging from the National Association of Realtors to the American Planning Association expect demand for small lot and multi-unit residential living to grow over the next few decades. The Center for Disease Control specifically addresses land use in their "Healthy Places" initiative, recommending, "Encourage mixed land use and greater land density ... so people can walk or bike more easily." The most important land use decision, though, appears to be not "encouraging" but "permitting" – reviews of local zoning ordinances typically find that regulations push density downwards and restrict mixed use patterns.

Ypsilanti already has the basic structure of "traditional" neighborhoods in place, due to its age. However, the last several decades of zoning amendments and enforcement have been generally in the direction of reduced residential density and increased separation of uses. Most of these actions have been in response to nuisance conditions perceived to be linked to dense, mixed-use patterns. This plan does not have space to thoroughly examine the goals and outcomes of those actions. However, any future zoning amendments should be carefully examined to ensure they do not reduce vital transportation options, and the zoning ordinance should be further examined to determine how appropriate infill development, neighborhood-scaled businesses, and other land use options can be used to support non-motorized transportation.

Littman, Todd. "Where We Want To Be: Home Location Preferences and Their Implication for Smart Growth." *Victoria Transport Policy Institute* 22 Nov 2009: n. pag. Web. 1 Sep 2009. <<http://www.vtpi.org/sgcp.pdf>>.

"Healthy Community Design." *Designing and Building Healthy Places*. Jun 2008. Centers for Disease Control and Prevention, Web. 1 Sep 2009. <<http://www.cdc.gov/healthyplaces>>.

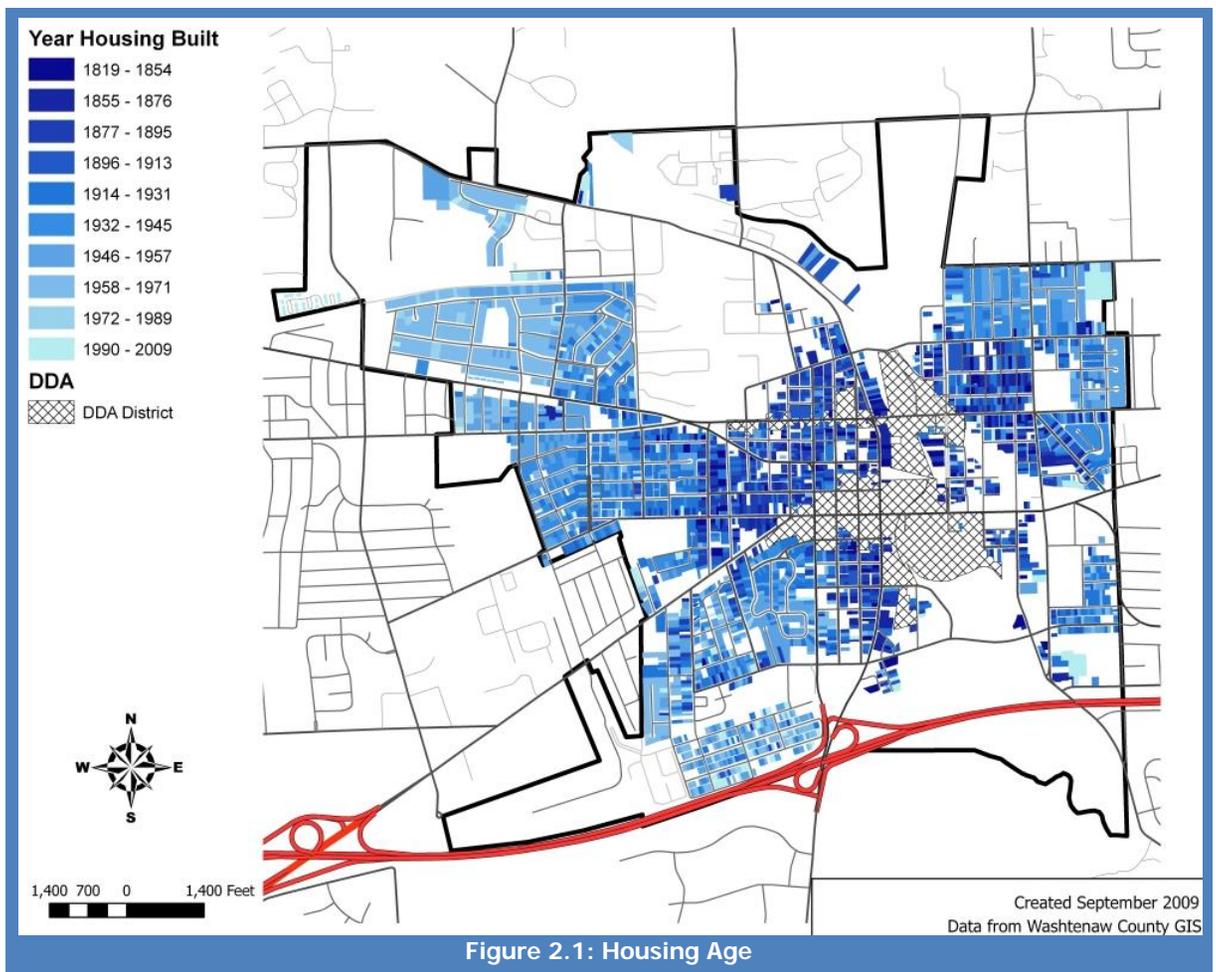
Levine, Jonathan. *Zoned Out*. Washington D.C.: RFF Press, 2006. Print.

## Chapter 2: Status

### Land Use

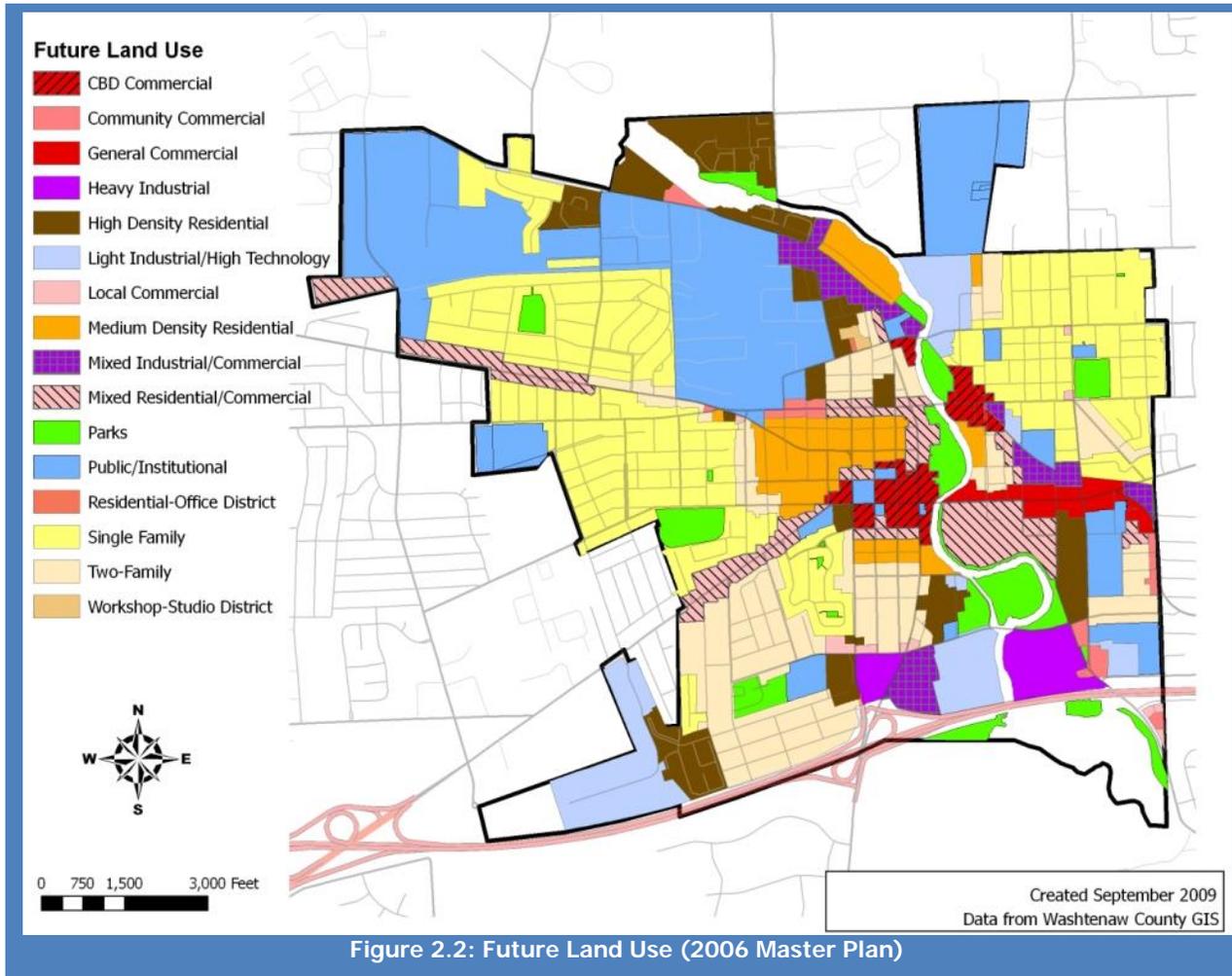
Ypsilanti has a rich heritage, reflected both in its pattern of land use and architecture. Commercial uses adjoin the main local thoroughfares, such as Cross Street, Huron Street, Washtenaw Avenue, and Michigan Avenue. Industrial uses are adjacent to regional distribution points, both historic and contemporary, including the railroad, the Huron River, and I-94. Housing development clustered at first near commercial areas, then became more dense, then spread out as the physical necessity of being adjacent to these commercial areas gave way to the convenience of automobile use. These patterns are shown in **Figures 2.1** and **2.2**. The current zoning ordinance and master plan, developed in the last half of the previous century, perpetuate this less-dense, single-use, auto-oriented pattern of land use, shown in **Figure 2.2**.

Eastern Michigan University (EMU) has also had a major impact upon land use in Ypsilanti. Not only is it a major employment center, but it is also an important destination, for both non-motorized transportation users and transit and motor vehicle users. Retail and dense housing adjoin the campus. This clustering of uses- employment, education, retail, and housing- indicate a strong potential for heavy non-motorized use.



Much of the area of these central business districts and neighborhoods make up the Ypsilanti Historic District, listed in the National Register of Historic Places and one of the largest municipal historic districts in Michigan. Further from the core

are more automobile-dependent land uses: uniform neighborhoods of single-family use; commercial bands along major road corridors, and larger industrial uses. This pattern of land use is relatively stable, as changes of use typically occur on a parcel-to-parcel basis over time.



**Population**

After a few decades of decline from its peak in the 1970s, Ypsilanti’s total population is expected to remain fairly constant in coming years.<sup>9</sup>

<b>Table 2.1: POPULATION AND HOUSEHOLDS<sup>8</sup></b>							
	Census 1960	Census 1970	Census 1980	Census 1990	Census 2000	SEMCOG 2009	SEMCOG 2035
<b>Total Population</b>	20,957	29,538	24,031	24,818	22,237	20,437	22,247
<b>Households</b>	n/a	7,519	8,451	8,539	8,551	8,687	8,996
<b>Average Household Size</b>	n/a	2.81	2.4	2.38	2.16	1.98	1.94
<b>Approx. % of Population in Households</b>	n/a	71.5%	84.4%	81.9%	83.1%	84.2%	78.4%

Unlike rapidly growing areas, the City does not need to plan for entirely new roads or systems to serve future population, but demographic characteristics can help the City focus its limited resources on improvement and extension of existing facilities. Several of these factors are identified in **Table 2.1**, including overall population distribution, age, income level, and disability status.

Ypsilanti’s population loss is analogous to general demographic trends seen across the United States. As **Table 2.1** shows, Ypsilanti’s average household size has dropped in recent decades, and is predicted to continue dropping. The City of Ann Arbor and surrounding Townships have also experienced this shrinking household size, as have communities around the state and nation.

In the face of declining household size and little developable land, total population can be maintained by adding households. Although common wisdom in Ypsilanti hints at decline, the number of total households in the City has in fact risen somewhat in recent years. The Census reports that the City’s population dropped by 2,400 residents from 1990 to 2000, but the City gained occupied housing units. SEMCOG postulates that this seeming incongruity occurred because households have not been added quickly enough to compensate for shrinking average household size. SEMCOG forecasts developed in 2008 show that Ypsilanti’s population will stabilize in coming years, as household size reaches around two people per

<sup>8</sup> Data from US Census, SEMCOG Population Estimates (July 2009), and SEMCOG 2035 Regional Development Forecast (2008).

**Notes:**

1. Total population includes population in “group quarters”, such as dormitories and assisted living facilities; household data does not include group quarters.
2. Numbers in italics are SEMCOG projections.
3. Percent change columns for 2010 are calculated from 2000 base
4. Changes in collection methods between 1970 and 1980 may account for some residents measured as “group quarters” in 1970 being measured as “households” in 1980.

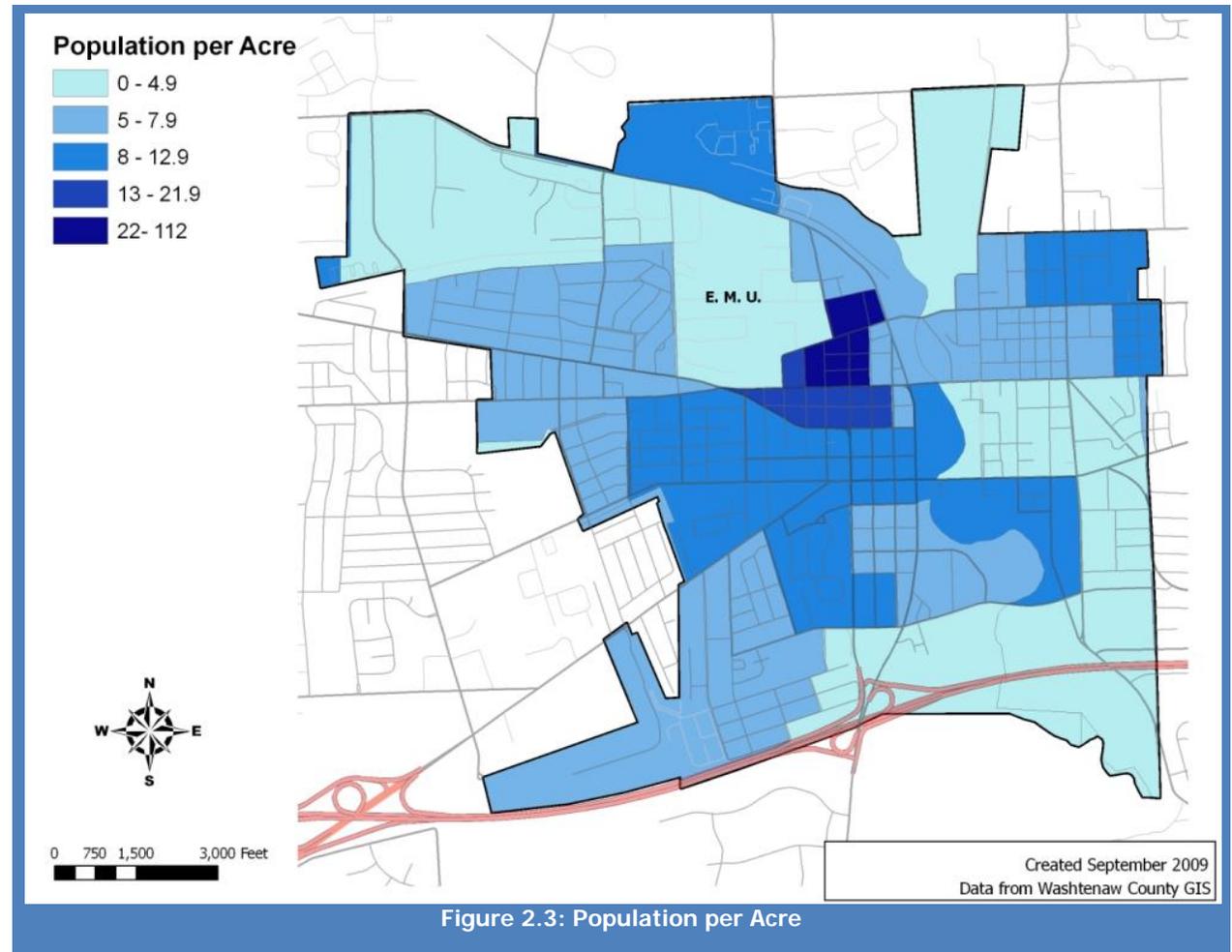
<sup>9</sup> “Population and Household Estimates for Southeast Michigan.” *Southeast Michigan Council of Governments* Jul 2009: n. pag. Web. 1 Sep 2009. <<http://www.semco.org/Population.aspx>>.

household. Should this trend continue, it is unlikely that Ypsilanti will again approach the population peak seen in 1970. However, if Ypsilanti pursues strategic densification, reinforces its infrastructure to support that density, and distinguishes itself with compelling amenities, it is possible that both population levels and number of households will increase.

## Population Distribution

Ypsilanti has a dense core residential area concentrated in the Riverside and Midtown neighborhoods, between downtown and the EMU campus area. These older neighborhoods have smaller lots, houses divided into apartments, and small apartment buildings. The neighborhood to the north of EMU, between Huron River Drive and Clark on LeForge Road, has several large apartment complexes. In the southwest portion of the city, the neighborhoods feature mostly dense single family and duplex houses, with a few larger housing complexes.

**Figure 2.3** shows population per acre throughout the City, divided by Census tract.



The lower density shown in the southwestern and southeastern-most tracts, as well as in the tract containing EMU, is likely due to the expanses of single-use non-residential land uses in those areas, such as light manufacturing, Ford Lake, and educational facilities. There are, however, significant concentrations of multi-family and single-family housing within those tracts.

## Persons with Disabilities

Disability is defined by the U.S. Census bureau as having one or more of the following long-lasting conditions: a sensory, physical, or mental disability, any of which must consist of the condition lasting six months or more and making it difficult to

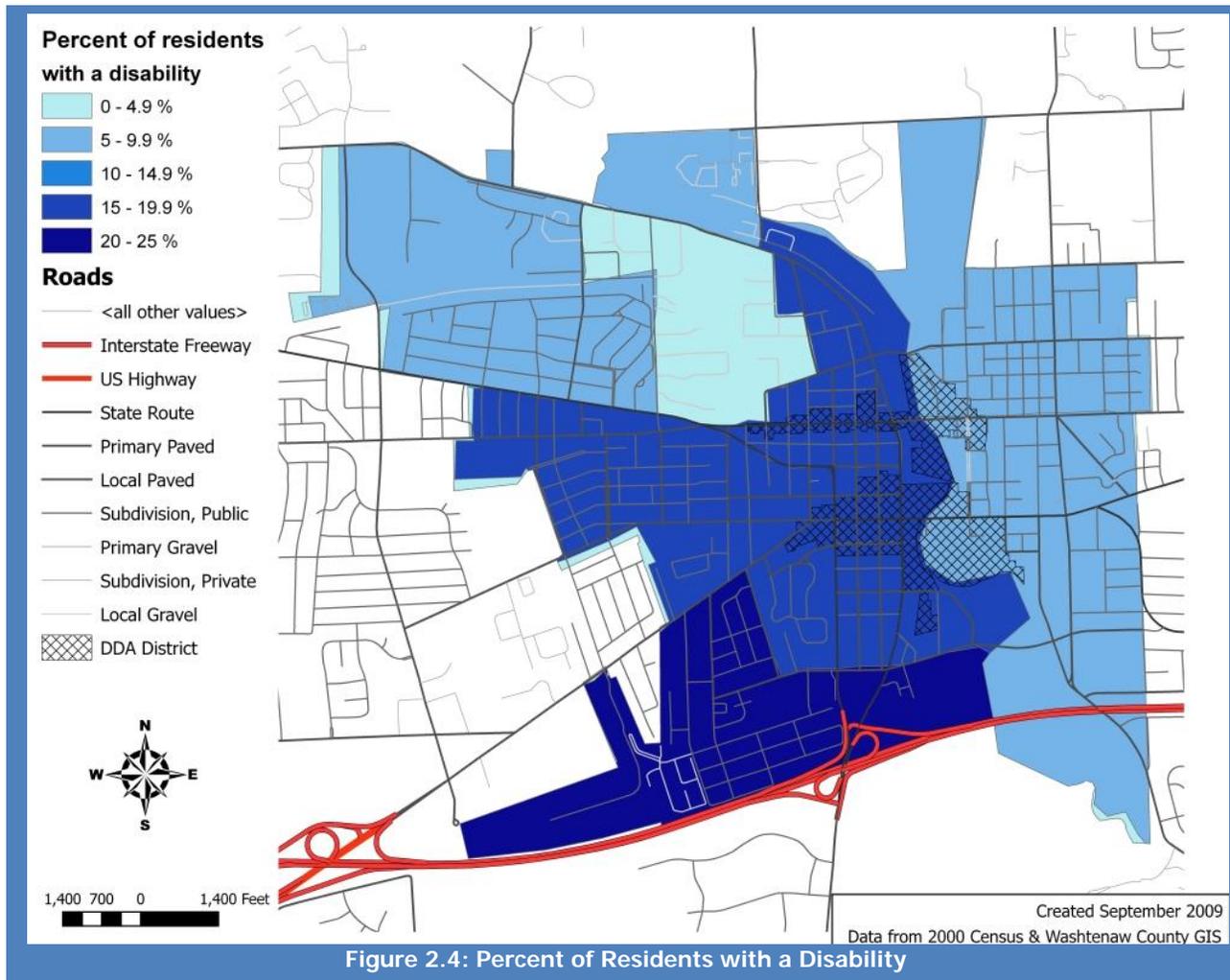


Figure 2.4: Percent of Residents with a Disability

perform care for one's self, go outside the home, or maintain employment. According to the 2000 Census, nearly 32% of Ypsilanti residents suffered some disability by this definition. The more recent American Community Survey (ACS) data for 2005-2007 show a lower percentage of disabled residents, at 15%, a drastic change resulting from both a change in the survey instrument and the fact that the ACS does not include residents in non-institutionalized group quarters, such as college dormitories.<sup>10</sup> However, it is notable that even with these data comparability issues,<sup>11</sup> the ACS asserts that 41% of those 65 and older are likely to have some sort

<sup>10</sup> Waldrop, Judith, and Sharon M. Stern. "Disability Status: 2000." *U.S. Census*. 2003. U.S. Census, Web. 1 Sep 2009. <<http://www.census.gov/prod/2003pubs/c2kbr-17.pdf>>.

<sup>11</sup> United States. *American Community Survey: 2005 Subject Definitions*. , 2005. Web. 1 Sep 2009. <[http://www.census.gov/acs/www/Downloads/2005/usedata/Subject\\_Definitions.pdf#page=33](http://www.census.gov/acs/www/Downloads/2005/usedata/Subject_Definitions.pdf#page=33)>.

of disability.<sup>12</sup> These data, when taken together with ever-lengthening life expectancies, emphasize the importance of putting in place measures that encourage accessibility for and independent mobility of both the elderly and the disabled.<sup>13</sup>

As shown in **Figure 2.4**, the southwest portion of the City had the highest percentage of residents who had some sort of disability; the downtown area and neighborhoods immediately to the west had the next highest. Thus, the southwest and central areas of the city, as well as their connections to commercial areas, health care, and employment centers, are areas where accessible infrastructure upgrades should be prioritized.

**Employment and Income**

The City of Ypsilanti has a lower median income and higher level of poverty than many communities in the area. As shown in **Table 2.3**, the 2005-2007 ACS reported the median income of Ypsilanti households as \$34,959, 72% of the State-wide median and 70% of the nation-wide median of \$50,007; however, as these data were gathered prior to the recent economic downturn, it is quite likely that current income levels are significantly lower.

The current county-wide jobless rate, 5.9%, is re currently in line with the national rate of 5.8%, but significantly lower than the Michigan rate of 8.4%.<sup>14</sup> At the time of this writing, Michigan unemployment rates are among the highest in the nation.<sup>15</sup>

**Table 2.2: AGE DISTRIBUTION OF RESIDENTS**

Age Group	Census 2000	SEMCOG 2035	Change
<b>Over 65</b>	1,571	5,335	240%
<b>35-64</b>	5,046	6,184	23%
<b>18-34</b>	12,187	7,658	-37%
<b>5-17</b>	2,438	2,138	-12%
<b>Under 5</b>	1,120	932	-17%

**Table 2.3: INCOME CHARACTERISTICS**

	State	County	Ypsilanti
<b>Median family income</b>	\$60,269	\$80,779	\$60,207
<b>Median household income†</b>	\$48,642	\$59,887	\$34,959
<b>Per capita income</b>	\$24,966	\$31,002	\$19,734
<b>Families below poverty level</b>	13.7%	13.9%	13.0%
<b>Children below poverty level</b>	18.9%	12.3%	22.8%
<b>Residents 65+ below poverty level</b>	8.4%	5.5%	9.0%

Data from American Community Survey 2005-2007  
 † The Census defines a "household" as any occupied housing unit. A "family" is defined as a household with a number of related occupants.

<sup>12</sup> United States Census. *American Community Survey: 2008 Data Release*. Web. 1 Sep 2009. <<http://www.census.gov/acs/www/Products/index.html>>.

<sup>13</sup> Beck, Graham T. "Streets Safe for Walking: How cities are making their byways user-friendly." *AARP Bulletin Today* 23 Mar 2009: n. pag. Web. 1 Sep 2009. <[http://bulletin.aarp.org/yourworld/gettingaround/articles/streets\\_safe\\_for\\_walking.html](http://bulletin.aarp.org/yourworld/gettingaround/articles/streets_safe_for_walking.html)>.

<sup>14</sup> State of Michigan Department of Energy, Labor, & Economic Growth. *Labor Market Information*. , 2009. Web. 1 Sep 2009. <<http://www.milmi.org/>>.

<sup>15</sup> United States Bureau of Labor Statistics. *Unemployment Rates by State*. , 2009. Web. 1 Sep 2009. <<http://data.bls.gov/map/servlet/map.servlet.MapToolServlet?survey=la>>.

Two particular income-related measures important to transportation planning are the numbers of children in poverty and the number of households that do not have access to a personal automobile. Both of these demographic measures indicate

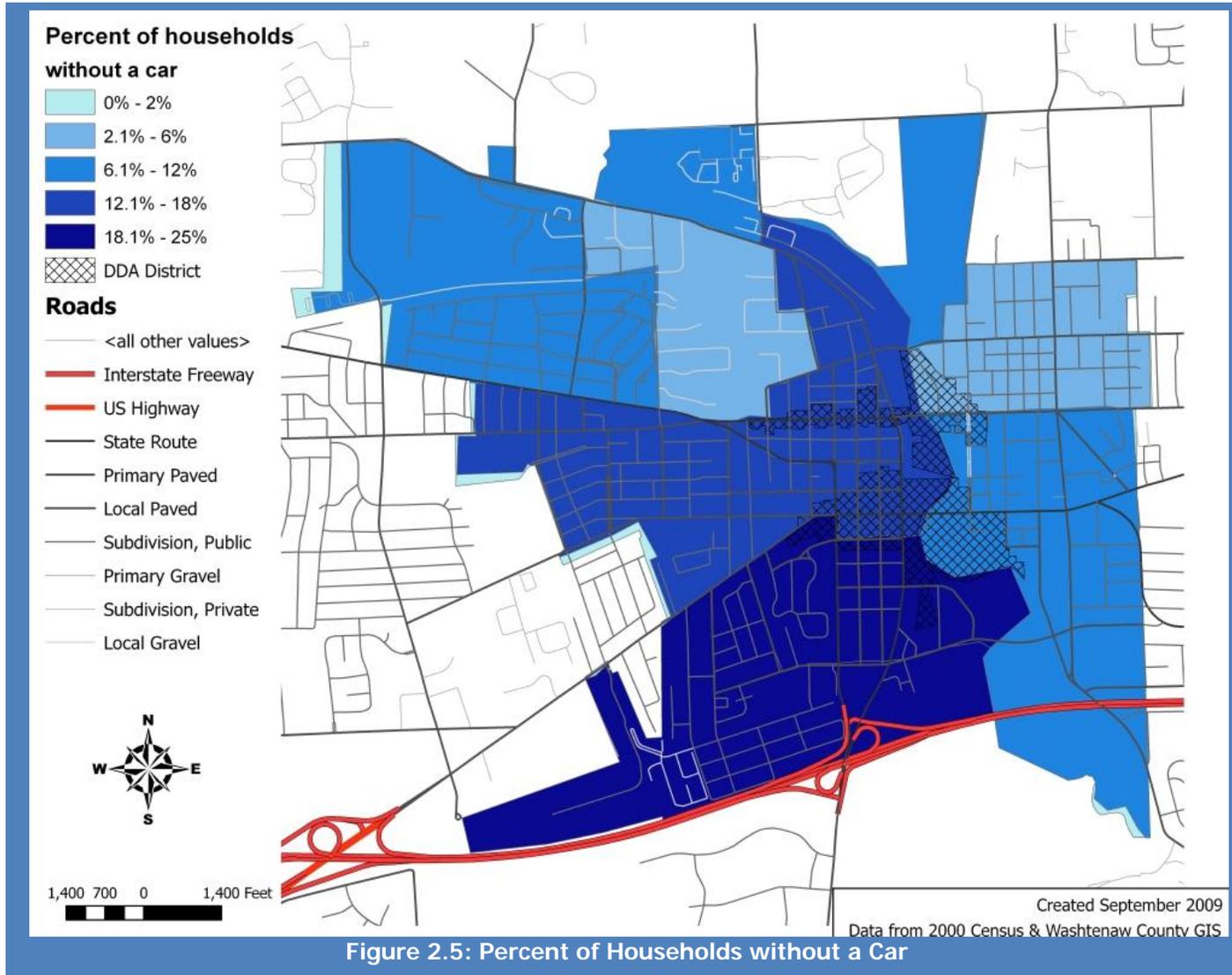
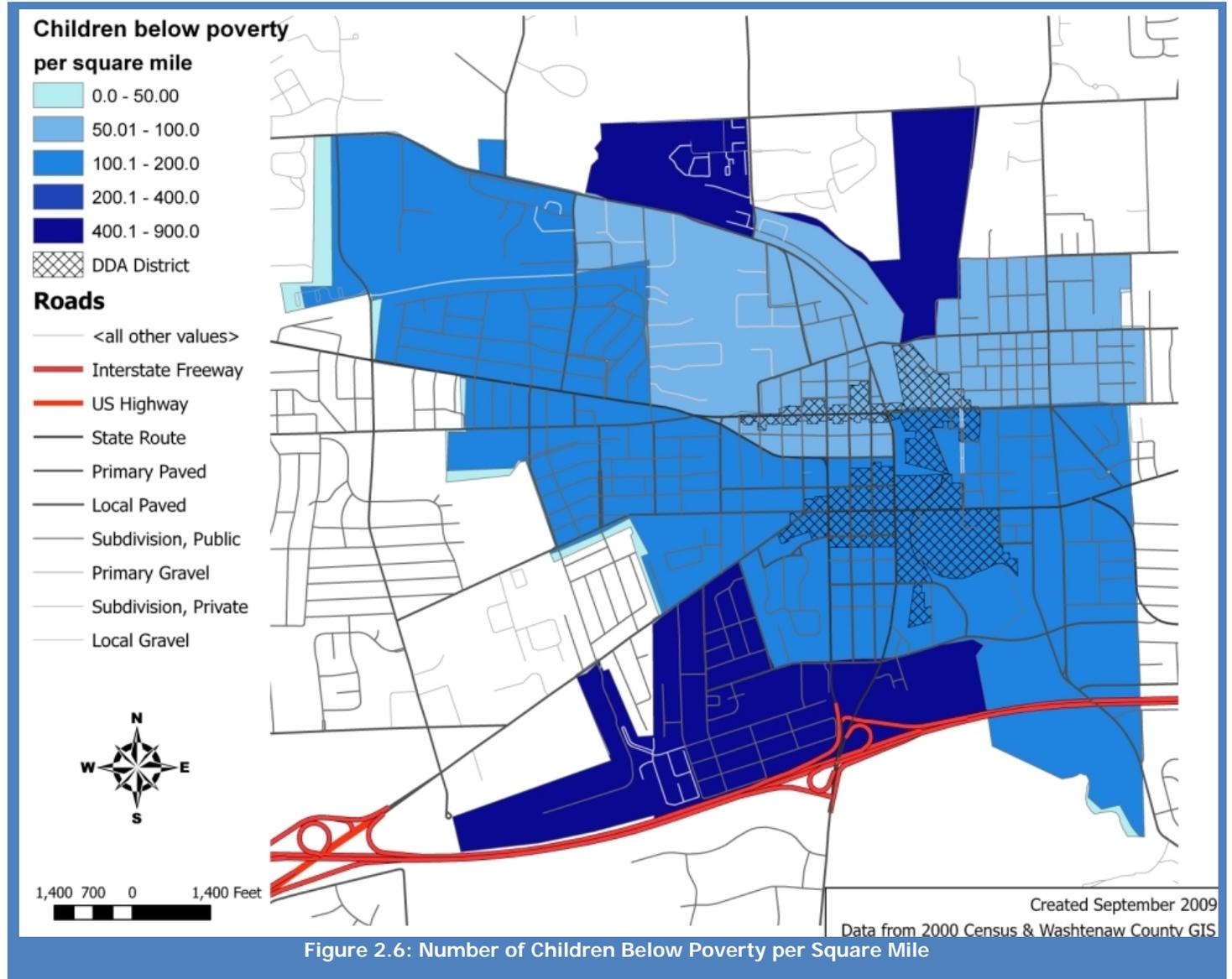


Figure 2.5: Percent of Households without a Car

residents who have limited mobility, often relying upon inadequate non-motorized or transit options, and cannot easily access amenities that are further away. **Figures 2.6 and 2.7** show concentrations of these demographic groups by Census tract as of the 2000 Census. Both metrics showed the greatest concentration in the southwest portion of the City. The northern part of the City also had above-average concentrations of these populations.



## Transportation

The City of Ypsilanti benefits from a location convenient to a major north/south highway (US-23) and a major east/west expressway (I-94), providing residents with easy access to amenities around the region and carrying visitors to Ypsilanti's

various special events, though posing challenges to non-motorized travel by creating walls of fast-moving vehicle traffic to cross. Washtenaw Avenue (Business Route US-23) and Michigan Avenue (Business Route US-12) also run east and west through the heart of downtown. The traditional, easily-understood grid pattern generally followed by Ypsilanti's streets lends itself to both motorized and pedestrian traffic, and the AATA serves to connect downtown Ypsilanti with its neighbors. The city features approximately 98 miles of pedestrian infrastructure, 5.55 miles of off-road bike routes, 3.71 miles of bike lanes, and many bus transit stops.

**Commute Source of Over-16 Workers**  
(Census 2000)

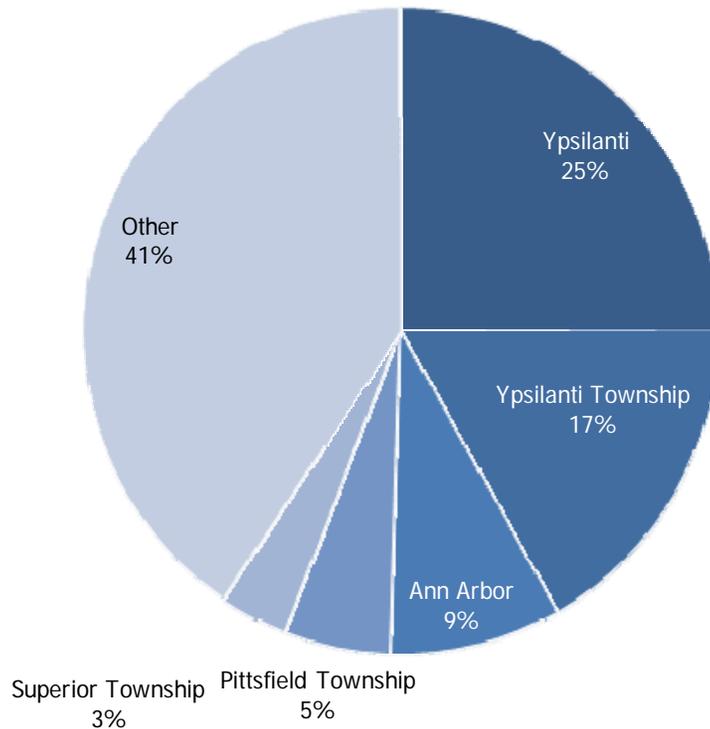
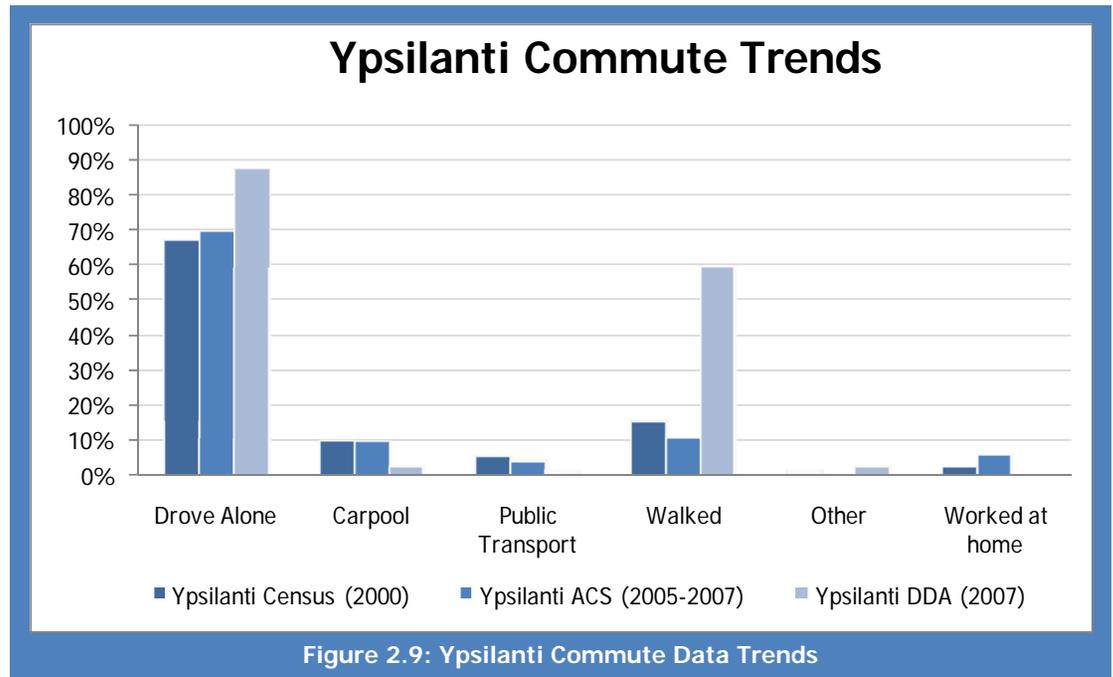
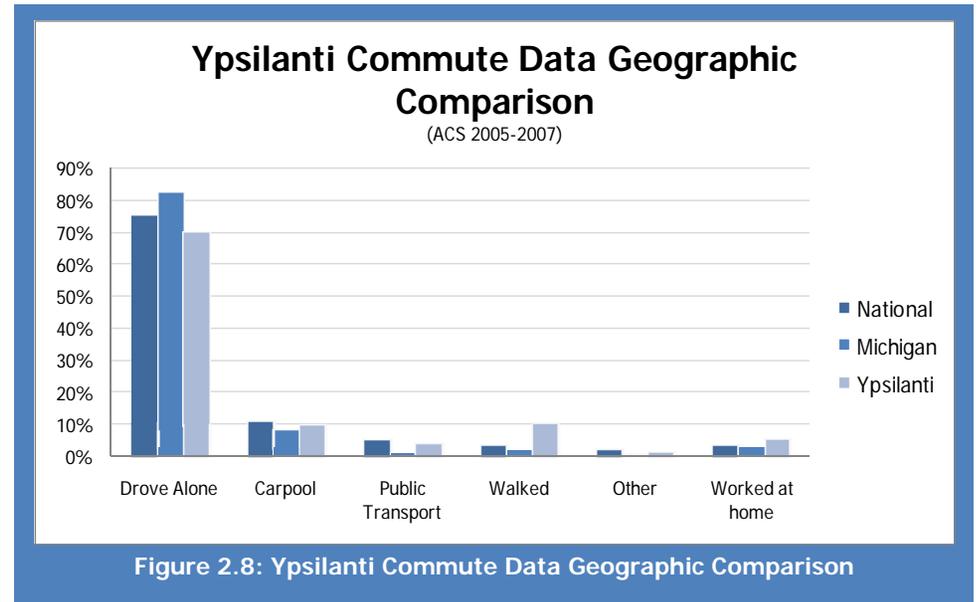


Figure 2.7: Commute Source of Over-16 Workers

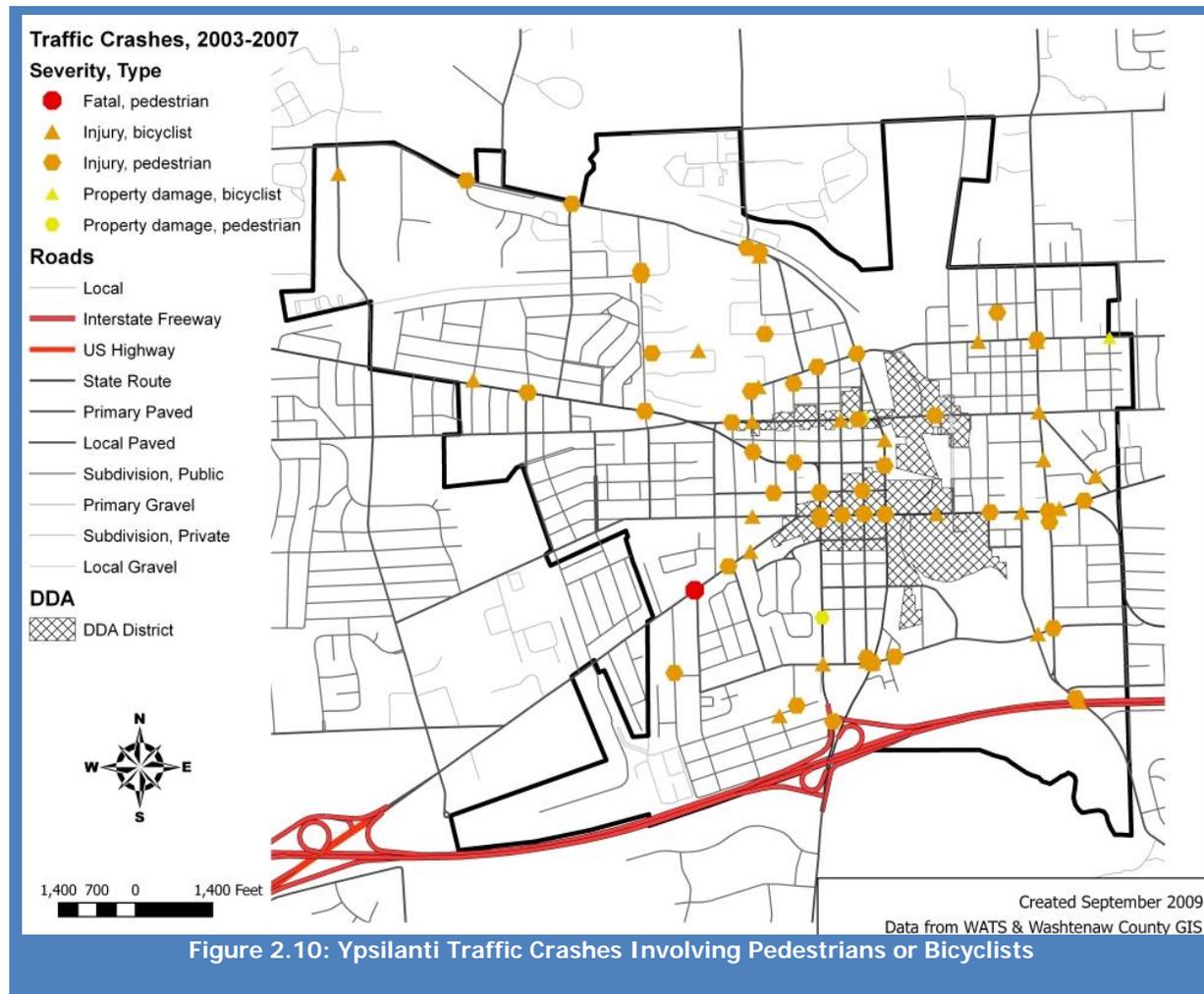
Those who work in the City of Ypsilanti get here through many means, but the majority drive alone. Carpooling and walking are in second and third place, with those who bring their work to them bringing up fourth. The number of those who walk to and from work is very high compared to national and state averages, indicating that Ypsilanti’s pedestrian network is above-average as well. However, the fairly low percentage of people who take public transit show room for improvement in that area. Among those who commuted to work, it took them on average 19.7 minutes to get to work, less than the national average of 25.1 minutes.<sup>16</sup>

**Non-motorized access**

As much of Ypsilanti was platted and developed before widespread use of the automobile, the overall layout of the City is friendly to bicycle and pedestrian traffic. The grid layout of streets, the predominantly complete sidewalk network, the compactness of neighborhoods and business districts, and the distribution of parks throughout the community all contribute to this by putting people close to amenities and providing direct routes to essential destinations.



<sup>16</sup> United States Census. *American Community Survey: 2008 Data Release*. Web. 1 Sep 2009. <<http://www.census.gov/acs/www/Products/index.html>>.



In pleasant conditions, biking and walking may be by itself a recreational activity, not merely a method of transport, as automotive commuting is generally regarded. The Border-to-Border Trail (see **Appendix X**) aims to build on and expand non-motorized access to parks, to serve the recreational needs of residents who walk and bike for recreation, and to connect communities throughout Washtenaw County.

Bicyclists and pedestrians still encounter barriers to reaching critical destinations, however. The major streets which provide motor vehicle access to, from, and through Ypsilanti are often hostile to bicyclists and pedestrians due to the quantity and speed of traffic, amongst other concerns. Many of these major routes

are predominantly one-way streets, which both prioritizes motorized speed and volume over provision of a good environment for bicycling or walking. At the southern end of Ypsilanti, Huron and Hamilton Streets cross over I-94, but this bridge has no pedestrian facilities, creating a barrier between Ypsilanti Township and the City of Ypsilanti that impedes non-motorized traffic both from the City and from the Township. The City and Township worked with WATS and the Michigan Department of Transportation in 2005 (see **Appendix IV**) to study options for a safe pedestrian crossing.

The perception of unsafe or unpleasant environmental factors can reduce willingness to walk or bike. Recently, local and regional efforts have assessed the environmental and psychological environment for non-motorized travel in Ypsilanti. The *2006 Non-Motorized Plan for Washtenaw County* inventoried existing sidewalk and bicycling routes and provided a list of capital improvements needed to complete these networks. The goals of that plan are presented at left, and the infrastructure deficiencies are extensively referenced in later chapters. The plan encourages thinking of non-motorized transportation options not only on their own but also in the context of a “complete streets” view of roadways as multi-modal transportation systems.

### ***Non-Motorized Plan for Washtenaw County Goals (WATS)***

1. Create a countywide, non-motorized vision to provide complete sidewalk and bike facility networks and to support public transit service.
2. Increase awareness of non-motorized funding opportunities.
3. Institutionalize road agency and local community thinking regarding incorporation of non-motorized improvements as part of all transportation improvements.
4. Expand and enhance the non-motorized portions of the 2030 Long Range Transportation plan for Washtenaw County and the Washtenaw County Comprehensive Plan.
5. Improve safety for bicyclists and pedestrians.
6. Identify inter-county non-motorized connections.

The 2007 YDDA survey of downtown workers showed a strong relationship between distance to work and likelihood of walking or biking to work. No such relationship existed for carpooling or using public transit.

## Mass Transit

Historically, Ypsilanti has had a healthy public transportation option in commuter rail, the interurban transport, and lately, the AATA bus system. The interurban service and commuter rail have long since been discontinued, but, commuter rail looks to be making a comeback in some form by late 2010. AATA bus service, however, is at risk due to funding difficulties.

The City of Ypsilanti currently has a purchase of service agreement with the Ann Arbor Transit Authority (AATA) to provide bus service to and from Ann Arbor, to and from the surrounding townships, and within the City of Ypsilanti itself. Four routes connect the cities, many currently terminating at the transit center on Pearl Street. The bus system runs seven days a week, but has limited service on weekends and during the evening hours. Door-to-door on-demand services are available through AATA's A-Ride service for people with disabilities, and through Northfield Human Services' People's Express system for those who meet income guidelines. There are several full-rate taxi services available as well.

### *Transit Plan for Washtenaw County Goals (WATS)*

1. Recommend public transit service to promote economic vitality & quality of life in Washtenaw County.
2. Increase quantity and improve quality of transit service.
3. Improve mobility and access for residents using transit.
4. Develop education and advocacy program for transit plan.
5. Increase awareness of transit funding opportunities and identify opportunities for implementation of the plan.

These transit services provide access to crucial resources around the Ann Arbor and Ypsilanti area, such as Eastern Michigan University, Saint Joseph Mercy Hospital, the Veterans' Administration Ann Arbor Healthcare System, the University of Michigan, and Washtenaw Community College. As AATA service within Ypsilanti is supported through a contractual payment from the City, however, the City's financial situation has raised questions about how support for this service can be continued in the future, with discussion including a dedicated millage, fare increases, and long-term efforts at building regional support. The *2008 Transit Plan for Washtenaw County* by WATS, the goals of which are presented above, looks to broaden support for and access to transit service through the County.

## Chapter 3: Process

This plan was developed from March 2009 to December 2009 by City of Ypsilanti Planning & Development staff and stakeholders, including representatives from the City's Planning Commission and Parks and Recreation Commission. During this period, the stakeholder group typically met once a month, holding a working session devoted to some aspect of the plan.

### Initial Analysis

Staff reviewed the *2006 City of Ypsilanti Master Plan*, the *2006 Non-Motorized Transportation Plan for Washtenaw County* and *2007 Transit Plan for Washtenaw County*, and the *2008-2012 Parks & Recreation Master Plan*. Staff also reviewed other related City and regional plans, including the *2008 Ypsilanti Downtown Blueprint*, the *2004 Eastern Michigan University Master Plan*, prior Promoting Active Communities self-assessments, and various student projects, project studies, and other data.

Based on this background information and input from stakeholders, a vision and four primary goals were formulated for the plan, presented in **Chapter 4: Vision & Goals**. Recognizing the importance of maintaining and building upon the efforts of other entities, those goals place the City's role in the transportation system as providing an efficient, safe, and welcoming network in cooperation with non-profits, neighboring communities, and regional entities.

### Stakeholder Input

Stakeholder representatives from throughout the City and neighboring communities were invited to take part in the planning process, as were members of community and advocacy organizations. These stakeholders included neighborhood associations, planning professionals, Eastern Michigan University employees, bicycling and walking enthusiasts, and disabled persons, for a total of thirty-seven stakeholder representatives, named on **page viii**. Six group meetings were held with these stakeholders, as well as many one-on-one conversations.

Agendas from these meetings are included in **Appendix II**.

## Public Input Surveys

Over the course of July and August, the staff surveyed users of the transportation system. The surveys were designed to gather information about common non-motorized routes through Ypsilanti, as well as to collect feedback about barriers to walking, biking, and taking public transit. The surveys were available to participants interactively online, as a printable PDF, and on paper. The surveys were distributed through email to each neighborhood association as well as members of the public; through Ypsilanti Community Policing Action Council (CoPAC), an association of neighborhood associations; at City Hall; on the City’s website; and at the July 28<sup>th</sup> Farmers’ Market.



July Public Meeting / City of Ypsilanti

In total, seventeen bikeability and nineteen walkability/accessibility surveys were returned. Future outreach efforts could include distribution at local business, through local schools (when in session), door-to-door surveys, or coordination with non-profit organizations that work with Ypsilanti’s residents. During implementation of major plan elements, such as those outlined in **Chapter 8: Build**, additional work should be performed to identify and engage stakeholders. The complete survey forms and results are provided in **Appendix II**. Results are also referenced throughout the plan.

## Farmers’ Market Input

Staff had a booth at the Downtown Ypsilanti Farmers’ Market on July 28<sup>th</sup>, 2009. Surveys were distributed, as were maps, magnets, and other transportation-related “freebies” from the Ypsilanti DDA, the AATA, and the League of Michigan Bicyclists. The public meeting two days hence was advertised. Three large sheets of paper and markers were provided for interested passerby to answer the prompts “I like biking/walking in Ypsi because...”, “I don’t like walking/biking in Ypsi because...”, and “Fantastic Ideas.” A wide variety of feedback was recorded. This feedback is included in its entirety in **Appendix II**, and is referenced in throughout this plan.

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## Public Meeting Input

A public meeting was held on July 30<sup>th</sup>. This drew a diverse audience of seventeen members, including residents who use wheelchairs and live in low-income housing, planners from neighboring communities, and bicycling and walking advocates. Participants were divided into groups of three to six participants per table, each with a set of Ypsilanti maps, markers, and scratch paper. They were asked to mark on the map current deficiencies and desired improvements. Primary biking and pedestrian routes, as well as critical inter-neighborhood connections, were identified as part of this process. Participants placed heavy emphasis on snow removal and accessibility as well. Written record of this feedback is presented in **Appendix II**, and is referred to throughout this plan.

## Action Plan Generation

From the assessment of current conditions, Vision & Goals, public input process, and community physical and demographic factors, staff and stakeholders generated recommendations for the City's multimodal transportation system and prioritized those recommendations into the action plan presented in **Section III**.

## Public Review and Adoption

The draft plan was made available for public comment on 15 December, 2009. Within the City, copies of the draft were placed at City Hall. The plan was available as a PDF for download from the City's website, and a notice of the downloadable copy sent via email to community groups. Copies of the plan were provided to City Council members, the Planning Commission, and the Recreation Commission.

The plan was also sent to a number of regional entities for review, including the Washtenaw County Planning and Environment Department, Public Health Department, and Parks and Recreation Commission; the Ypsilanti Public School District; Eastern Michigan University; Washtenaw Area Transportation Study; the Ann Arbor Transit Authority; local utilities and railroads; Washtenaw County Road Commission; Michigan Department of Transportation; and the Planning Departments of Ypsilanti and Superior Charter Townships. A notice including information on the public hearing was placed in the Ypsilanti Courier, the paper of record, on 04 March, 2010.

On 17 March, 2010, the Planning Commission held a public hearing on the draft plan. Comments were heard from community members, and a summary of written comments received was provided to the Commission and the community

members in attendance. As a result of comments received on the draft plan, the Commission recommended adoption. The Commission adopted the plan on 10 March 2010. The notices, resolutions, and minutes for the meetings mentioned above are included in **Appendix VIII** for reference.

## Chapter 4: Vision & Goals

### Vision

This plan envisions a future in which Ypsilanti has a built and cultural environment that supports and encourages safe, accessible, comfortable and convenient transportation options for people and goods throughout the City and into surrounding communities. Residents and visitors enthusiastically choose to walk, bicycle, and take public transit over using a personal automobile. These choices lead to a safe transportation system, an environmentally sustainable City, a fantastic quality of life for residents, and neighborhoods and business districts that are stunningly attractive.

### Goals

1. Cultivate and maintain an accessible, equitable, and practical multi-modal transportation system that provides for the effective movement of people and goods not only within the City, but also to neighboring jurisdictions. The success of this goal will be measured by an increase in lineal bicycle lane miles, an increase in lineal sidewalk feet, an increase in the number of sharrows and Share the Road signage, and an increase in the number of ADA-compliant curb ramps.
2. Provide a safe transportation system for both motorized and non-motorized users. The success of this goal will be measured by a decrease in traffic citations given, a decrease in the number of traffic crashes involving pedestrians and bicyclists, and a decrease in snow removal complaints.
3. Protect the environment, including the significant historic, natural, and scenic resources of the City of Ypsilanti.
4. Increase awareness of the ways all users can integrate motorized and non-motorized modes of transportation.

The following chapters address these goals through administrative and legislative means, by setting maintenance standards, and through strategies for building infrastructure and capacity.





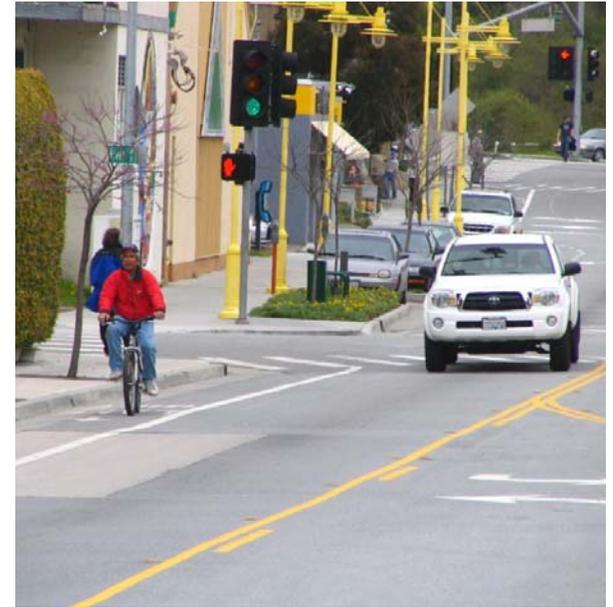
## Chapter 5: Administer

During the public process, changes to City policies, regulations, and ordinances that would foster a robust multimodal transportation network were identified. In this chapter are recommendations borne of that process that will help ensure that future development minimizes adverse impacts on accessibility, instead promoting design that reduces the need for and use of single-occupant automobiles by removing barriers to the use of alternate means of transportation.

**Adopt a “Complete Streets” ordinance.** “Complete Streets” refers to streets that safely accommodate bicyclists, pedestrians, public transportation passengers, and users of all ages and abilities. The promotion of capital improvements that are planned, designed, and constructed to encourage walking, bicycling, and transit use increases the general safety and welfare all users of Ypsilanti’s transportation network. Complete streets guidelines encourage compliance with ordinances and speed limits through physical design standards. Furthermore, many roads are currently overbuilt, meaning they are built as though they were intended for a high volume of high-speed traffic, but are not currently required to handle either. Examples include Hamilton and Huron south of Michigan Avenue, which due to the currently high speed of traffic and scarcity of pedestrian crossings, discourage non-motorized connectivity and encourage disregard of the posted speed limit.

Passage of this ordinance is particularly important due to the current lack of a comprehensive capital improvements plan. Due to this lack, the Planning Commission is currently reviewing capital improvements projects on a case-by-case basis. The recent Michigan Planning Enabling Act (Act 33 of 2008) requires Planning Commission review of a comprehensive capital improvements plan, however. Having such a document available for review would enable the Planning Commission to check not only for the “completeness” of projects, but compliance with this non-motorized plan and the Master Plan.

**Suggested language:** Appendix I, 5.1, Complete Streets.



[www.pedbikeimages.org](http://www.pedbikeimages.org) / Dan Burden

Surveys conducted as part of the Blueprints process indicated both visitors and business owners believed that walkability, traffic circulation, and parking were important issues to address in downtown Ypsilanti.

**Review requirements for loading zones in commercially zoned areas.** The presence of specially designated loading zones discourages use of sidewalks, bike lanes, and other inappropriate spaces for loading and unloading vehicles. Currently, B3-zoned areas, which comprise the majority of the central business district, are exempted from the zoning ordinance’s on-site loading space requirement. Loading space requirements in other districts are seemingly geared towards allowing space for tractor-trailer deliveries. Revise these requirements so that loading spaces for vehicles such as delivery vans are included in commercial, mixed-use, and high-density residential zones; lower minimum space requirements for tractor-trailer delivery spaces, as the need for these spaces is highly variable, depending on the business therein.

**Current language:** Chapter 122, Article XIII, Section 122-839: Off-street loading space requirements.



Streetswiki

**Grant pedestrians the right-of-way when using street crossings without a stop sign or traffic light for oncoming traffic, known as unsignalized crossings.** An example would be those at Cross between Oakwood and Summit, or at Pearl and North Huron. The high speed and volume of traffic at many existing unsignalized crossings is dangerous and generally discourages would-be pedestrians from using them. By granting, signing, and enforcing pedestrian right-of-way, these crossings may become safer and more commonly used, as well as bringing average speeds on these streets back in line with posted speed limits. Additionally, the City might explore creation of more unsignalized crossings at areas with high pedestrian volume, such as Ferris Street and Hamilton, linking senior housing to downtown amenities, or at Courtland and Washtenaw, where two multifamily developments sit directly across the street from neighborhood retail.

**Suggested language:** Appendix I, 5.3, Unsignalized Crossings.

**Amend the language of the bicycle registration ordinance to remove the mandatory registration clause.** Currently, users and owners of bicycles are required to register their bicycles with the Ypsilanti Police Department, and pay a fee to do so. The intent of this program is to aid in the recovery of stolen bicycles, but due to low levels of compliance, recovery rates are likewise low. Stakeholders have expressed concern that due to low resident awareness of this ordinance, enforcement could discourage nascent bicyclists from purchasing and using bicycles within the city. Amending this language would re-frame the ordinance as a tool for residents, not a threat.

**Suggested language:** Appendix I, 5.4, Bicycle Registration.



Rolling Meadows, Illinois

**Incorporate bicycle parking into zoning & development guidelines.** Bicycle parking, much like automobile parking, is crucial for users of those vehicles. However, unlike automobile parking, there are currently no standards, let alone consistent standards, for construction of these spaces. By requiring bicycle parking be provided during development, and providing standards for this parking, we help to allow practical bicycle access while providing developers and businesses with clear and legible guidelines. Furthermore, re-assessing current required levels of motor vehicle parking may allow these requirements to be reduced, which can not only aid non-motorized transportation but also encourage use of the City's limited real estate for economically active uses.

**Current language:** Chapter 122, Article XIII.



YDDA survey respondents indicated that they would be more likely to bike to work if there were more bicycle facilities available.



**i. Update the general parking and loading requirements to require bicycle parking and to distinguish it from motor vehicle parking.**

Currently, the general parking and loading requirements do not address bicycle parking at all, nor do they distinguish between types of vehicle parking or types of motor vehicles. Bicycle parking should be incorporated as distinct from motor vehicle parking; it may also be advisable to consider incorporating requirements for motorcycle or motor scooter parking, as these vehicles seem to be locally popular.

**Suggested language:** Appendix I, 5.5i, Distinguish Bicycle Parking from Motor Vehicle Parking.

**ii. Institute design standards for bicycle parking.** By adopting standards similar to those already in use by Ypsilanti’s neighbors in Southeast Michigan, such as Ann Arbor, we provide clarity and a predictable experience for both developers and users.

**Suggested language:** Appendix I, 5.5ii, Bicycle Parking Facilities.

**iii. Update current parking quantity requirements to ensure bicycle parking and motorized vehicle parking levels are appropriate.** The parking ratio table should also be brought in line with current use definitions in the zoning ordinance for usability.

**Current language:** Chapter 122, Article XIII, Sec. 122-836: Table of required number of parking spaces.

**iv. Review the “fee in lieu of parking” ordinance.** The current ordinance only provides for public parking in place of private parking, but could be leveraged to provide for non-motorized transportation in place of motor vehicle parking. Consider modifying this ordinance to allow for public provision of bicycle parking facilities, substantial pedestrian improvements, or transit facilities, and consider expanding this ordinance’s application beyond the central business district.

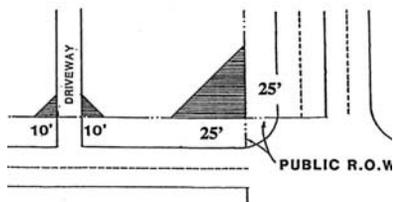
**Current language:** Chapter 122, Article XIII, Sec. 122-841: Fee in lieu of providing off-street parking.

“Cities can also give developers the option to reduce the demand for [motor vehicle] parking rather than increase the supply, and this modest reform will create substantial benefits for all parties:

1. The reduced demand for parking can shift land from parking spaces to activities that employ more workers and yield higher tax revenue.
2. By reducing the number and size of parking lots, reducing the demand for parking improves urban design.
3. Employers use their savings from providing less parking to offer new fringe benefits—[transit passes] or parking cash out—for commuters. This new fringe benefit resembles a wage increase that helps recruit and retain new workers.
4. Commuters gain new fringe benefits—free public transit or cash payments—beyond the usual offer of free parking t work.
5. Developers and property owners save money. They can replace a high capital cost for parking with a low annual cost for public transit, parking cash out, or car sharing. Fewer vehicle trips reduce a project’s environmental impact and can help developers satisfy traffic mitigation requirements.
6. Supply-side capital subsidies for required parking are converted into demand-side subsidies for public transit, and the increased transit ridership enables transit agencies to improve service.
7. Fewer vehicle trips reduce traffic congestions, air pollution, and energy consumption.

[...] The low cost of reducing the demand for parking compared with the high cost of increasing the supply shows that [transit passes] and parking cash out are cost-effective strategies... [that] can probably achieve good results in other cities.”

Shoup, Donald. *The High Cost of Free Parking*. American Planning Association, 2005. Print.



Ordinance 122-649, fig 1

**Review current ordinances regarding landscaping and fencing to ensure that pedestrians are visible to vehicles at potential points of conflict, such as crosswalks, alleys, and driveways.** Motor vehicle drivers may unknowingly block the path of pedestrians or bicyclists when they pull out of a parking lot, driveway, alley, or around a corner. By ensuring that drivers of these vehicles can see those who may be on the sidewalk or in the bike lane, and those using the sidewalk or bike lane can see motor vehicles, we reduce potential conflicts.

**Suggested language:** Appendix I, 5.6i Parking Area Landscaping, 5.6ii: Front Greenbelts, 5.6iii: Front Fencing, 5.6iv: Parking Lot Screening.

**Review snow and ice removal ordinances and policies for clarity, consistency, and adequacy to ensure that mobility and accessibility are preserved.** Currently, confusion exists amongst residents and property owners regarding snow removal on sidewalks; specific and vociferous confusion exists regarding the accumulation at which snow removal is required and who is responsible for the removal. This results in inconsistent snow removal throughout the city, from central business districts to residential areas. Conversations with stakeholders indicate that accumulation of greater than one inch of snow is too much for motorized wheelchair users to overcome, and accumulations of greater than four inches is too much for all but the most dedicated of healthy, able-bodied pedestrians to overcome. Thus, setting a threshold of removal of less than one inch is prudent.

**Current language:** Chapter 94, Article V, “Snow removal.”

**Consider re-instating the “Adopt-a-Street” program.** Encouraging neighborhood associations and community organizations to adopt a street, bike lane, or sidewalk would help maintain these facilities as well as help build a sense of ownership and community around them. This process could be similar to the existing Adopt-a-Park program.

**Cities with active Adopt-A-Street programs:** Seattle, Washington; Greensboro, North Carolina.



**Empower residents and businesses to participate in transportation network-building, such as provision of public bicycle parking and public benches for pedestrians.** This participation will not only provide facilities to users of the non-motorized network, but will also invest neighboring properties in network completion and help reduce direct costs to the City. Businesses and property owners have expressed interest in this issue previously, even collaborating with the DDA to install several bike racks in the DDA districts; however, clarity about who bears the cost of the structure, the installation and long-term maintenance has prevented several businesses from taking part in this project.

**Suggested language:** Appendix I, 5.9: Donations to the City to be Placed in the Right-of-Way.



**Review and revise the current sidewalk occupancy standards and permit process.** Ensure that businesses and festivals, when conducting business or placing signage on the public right-of-way or sidewalk, allow for a clear path of travel. Currently, the section of City of Ypsilanti code governing outdoor businesses, including those in the right-of-way, is part of the zoning code. It limits its purview to sidewalk occupation by adjacent food service businesses only, not vendor carts or adjacent retailers. Sidewalk occupation ordinances could be revised to include provision for vendor carts or tables, advertising signs such as sandwich boards, or sidewalk sales. Furthermore, it would likely enhance the clarity of such ordinances to separate provisions for outdoor cafes in the right-of-way, vendor carts, and other forms of sidewalk occupation from Chapter 122, “Zoning,” to Chapter 94, “Streets, Sidewalks and Certain Other Public Places.” Cooperation with the YDDA during this revision is strongly recommended.

**Recommended changes:** Appendix I, 5.10: Sidewalk & Right-Of-Way Occupation.

**Create standards for openings and fixtures in sidewalks, such as vaults and utility accesses.** Standards are currently in place regarding direct work on or under the streets and sidewalks, as well as temporary patches and fixes, but do not provide for long-term installations in the right-of-way.

**Suggested language:** Appendix I, 5.10: Openings and Fixtures in Sidewalks.

**Update sidewalk construction standards to allow use of permeable pavements, such as brick, concrete pavers, permeable concrete, recycled rubber pavers, and other materials.** Currently, the sidewalk standards call for sidewalks to be constructed using only Portland cement, unless other materials are approved by the Historic District Commission, thus limiting the use of alternate materials to the historic district. Advances in paving materials, however, have made such a specific requirement obsolete. Furthermore, the Border-to-Border Trail construction is generally of asphalt, in accordance with American Association of State Highway and Transportation Officials' standards, and as completion of the Border-to-Border Trail is desired, allowing the use of such materials in certain circumstances might be desirable. By updating and publicizing sidewalk construction standards, we enable the construction and completion of a functional, environmentally-sensitive, and historically appropriate sidewalk network.

**Current language:** Chapter 94, Article VII, Divisions 2 & 3.

**Provide accurate and complete guidelines for working with the Department of Public Services for trees planted in the lawn extension.** Such provision will enable and encourage property owners to help maintain and create tree-lined streetscapes. Current confusion regarding responsibility for upkeep and replacement prevents proactive property owners from attempting to engage in these tasks.

**Current language:** Chapter 110, Article II.

**Consider compact, higher-density, mixed-use land use designations during land use planning decisions, such as the Master Planning process.** These land use designations contribute to both the historic and natural environment of Ypsilanti. Historically, Ypsilanti has been relatively dense, and so ensuring that density can be built would maintain the historic character. As denser development requires fewer resources in the long-term, it is also more ecologically sensitive.

**Review the intent and application of the existing Student Overlay district, the Residential-Commercial Overlay**

**district, and Entryway Overlay district.** The intent of the Student Overlay district is to allow for denser development and more pedestrian-focused infrastructure, but motor vehicle parking requirements are still high relative to this intent, and bicycle parking is not mentioned. Furthermore, as the intent of this overlay district as stated is to be *less* restrictive than the underlying zoning, this plan advises considering making this overlay district into a regular zoning district.

As the intent of the Residential Commercial Overlay and the Entryway Overlay appear to be similar, and frequently overlap, this plan recommends reviewing the intents, specific regulations, and geographic bounds of these districts to reduce confusion, increase clarity of purpose, and maximize opportunities for multimodal transportation. This could include increased density, more pedestrian and bicycle accommodation requirements, or more highly visible pedestrian and bicycle accommodations.

**Current language:** Chapter 122, Article VII, Division 3, “S Student Overlay District,” Division 4, “RCO Residential-Commercial Overlay District,” and Division 5, “Entryway Overlay District.”

**Reword B4 zoning Section 122-411 “Description & Purpose.”** The extant wording begins “The B4 general business district is designed to provide for a variety of commercial uses, including more intensive commercial uses not permitted in the B1, B2, and B3 districts and *which can be incompatible with pedestrian movement.*” More intensive uses are not necessarily incompatible with pedestrian or non-motorized transportation, and as the B4 zones are currently served by public transit, need to also be served by non-motorized infrastructure. Removal of the clause “...which can be incompatible with pedestrian movement” would clarify this and perhaps help address resistance to non-motorized system development seen in developers in the past. Consider replacing this clause with “...due to this intensity of use, may require special attention to developing and maintaining safe and accessible pedestrian access.”

**Suggested language:** Appendix I, 5.15: B4 Zoning Description.



## Chapter 6: Maintain

Even the best-built sidewalk, bench, bike rack, or curb cut needs to be maintained for it to remain useful. By ensuring that maintenance responsibilities are clear, consistent, and enforced, we can ensure that Ypsilanti's infrastructure contributes to a welcoming atmosphere and has a long, useful life. This chapter aims to help clarify maintenance responsibilities, suggest methods to ensure maintenance is performed, and standards by which infrastructure condition can be judged.

**Adopt and publish prevailing American Association of State Highway and Transportation Officials (AASHTO) construction standards for non-motorized facilities, per the recommendation of the 2006 *WATS Non-Motorized Transportation Plan*.** Currently, those who wish to construct or repair sidewalks or curbscuts must seek out verbal guidance from the Department of Public Services. Adopting nationally recognized standards and publishing them would reduce the demand for staff time on this routine matter and, in conjunction with Americans with Disabilities Act standards, enable uniform construction throughout the City.

**Ensure that each intersection has visible and consistent street signs to aid navigability.** Residents and visitors to Ypsilanti frequently mention the difficulty of navigating Ypsilanti as a barrier to visiting its commercial areas by any means of transportation. By adequately signing Ypsilanti's streets and central business district, we can reduce this barrier.

**Monitor the transportation system using crash, speed, snow complaint, mode-split, transit ridership, and sight distance data, as well as other tools which may become available, to identify and mitigate safety problems.** Monitoring the whole transportation system is important to ensure that it is functioning well and that safety issues are not barriers to use; if not, to identify physical deficiencies, enforcement issues, and public education opportunities that need to be addressed, the timeframe they need to be addressed in, and with what level of urgency.



**Empower residents to participate in the code enforcement process.** To reduce the frustration and powerlessness often felt by residents who encounter a deficiency in the transportation system, publicize the Ypsilanti Action Center, an existing online problem-reporting interface for residents, and an easy administrative means of recording, reporting, and responding to code enforcement and other issues. Ensure that City staff are utilizing this process as well and giving feedback to citizens when issues are being addressed.

**Prioritize maintenance projects that bridge service or infrastructure gaps, improve and maintain critical links**

**between both modes and locations, and attend to equity issues.** See **Chapter 10: Prioritize** for a series of questions that may help rank projects.

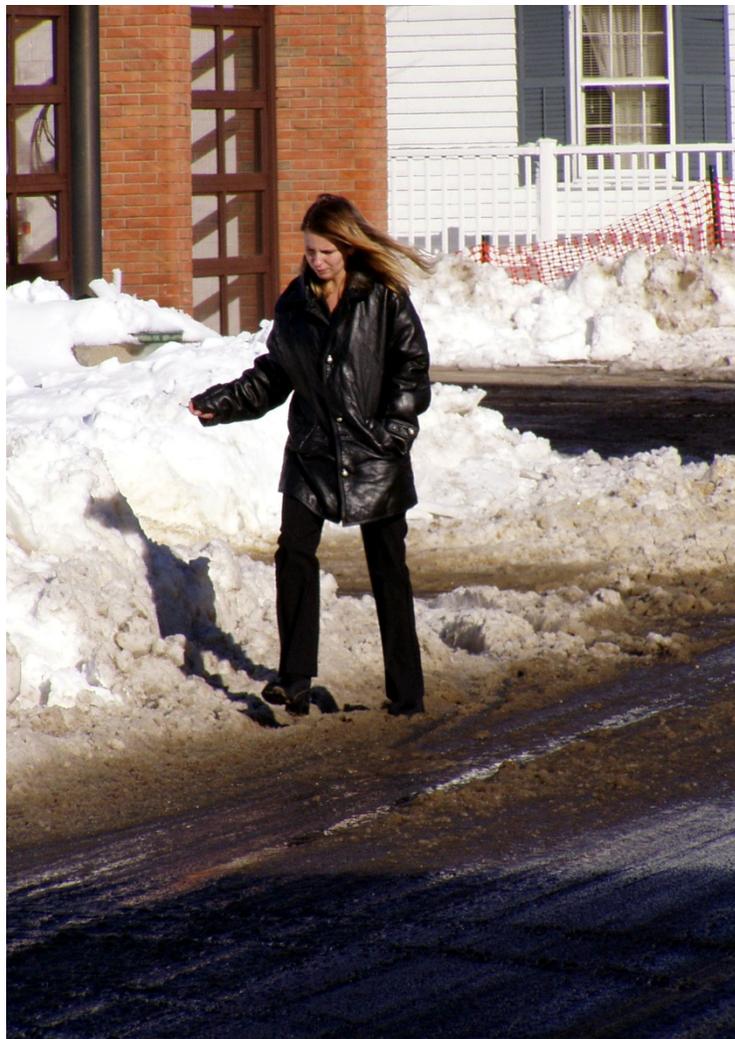
**Institute a system of proactive, targeted maintenance enforcement on major routes and intersections.** Detailed examinations of the area immediately around these facilities can identify and address issues from sidewalk condition to motor vehicle traffic, providing a basis for improving the safety and enjoyment of biking or walking. Walkability audits would be most appropriate within a one to two block radius, while a bikeability audit could be community-wide. These audits could be performed as neighborhood groups, schools, or other partners were interested in participating. Although scattered non-motorized evaluations have been made in recent years, including 2004 and 2008 walking audits of downtown and a 2009 walkability audit of Depot Town, a more coordinated and widespread evaluation program would help prioritize future projects.

**Provide special attention to the area within a half-mile radius of the planned Ann Arbor to Detroit commuter rail stop in Depot Town.** The Federal Highway Administration identifies one half-mile as a reasonable outer bound for walking trips to access commuter rail. All of Depot Town, as well as parts of downtown and Eastern Michigan University, are within this distance. Thus, this area has a high potential to become an entry point and locus of activity for non-motorized users. Ensuring that maintenance, signage, and facilities are consistent and excellent throughout this area will help facilitate their movement.



The Oregonian / Fredrick D. Ine

**Provide special attention to the area within a three-block radius of the Ypsilanti Transit Center.** The bus system is crucial in the transportation of many Ypsilanti residents and visitors, and has the potential to become more heavily-utilized with the construction of the commuter rail stop. Maintaining facilities and signage in this area will help to ensure that using this service is a positive experience for all who use it.



[www.pedbikeimages.org](http://www.pedbikeimages.org) / Dan Burden

**Aggressively enforce snow removal standards on non-motorized facilities such as bike lanes and sidewalks.**

There exist no provisions to ensure that on-street bicycle lanes or non-motorized pathways are kept clear of snow and ice. Motor vehicle snow routes are generally limited to the state trunklines, many of which have significant non-motorized deficiencies, thus rendering snow removal there of little use to those who do not drive a personal automobile. These trunklines include part or all of Michigan Avenue, South Hamilton, South Huron, West Cross, North Huron, Ecorse, Washtenaw, and North Hamilton.

High-priority routes which should be included in snow removal enforcement include those linking residential areas to Eastern Michigan University; grade schools; the central business district; lifeline resources such as pharmacies, doctors' offices, and City services; and roads with bus stops.

**Enforce traffic ordinances, such as turn signal use, encroachment on crosswalks, speed limits, bicycle use, and pedestrian right-of-ways.** Both law enforcement officials and other stakeholders spoke of the importance of enforcement, both from a public safety perspective as well as a public awareness and education standpoint. By periodically targeting enforcement, Ypsilanti can better manage budget impacts.

## Chapter 7: Coordinate

Road agencies such as the Washtenaw County Road Commission, Michigan Department of Transportation, Ypsilanti Community Utility Authority and the City of Ypsilanti own and are responsible for maintaining various pieces of the City's road network. Land use within Ypsilanti is generally the responsibility of the City, with the exception of the land controlled by EMU, Ypsilanti Public Schools, and other government agencies. As a result of this patchwork control, there is often a disconnect between land use and transportation that creates situations where improvements are not continuous or where responsibility is ill-defined. All stakeholders need to be involved when transportation decisions are made, so that improvements can be similar, continuous, and based on a regional vision. Ypsilanti can leverage the connections it makes as part of the Washtenaw Metro Alliance, Greenways Advisory Committee, Washtenaw Area Transportation Study, and the Southeast Michigan Council of Governments to ensure that this coordination takes place.

**Create a Non-Motorized Transportation Advisory Committee that includes members of the Planning Commission, the Parks & Recreation Commission, the YDDA Board of Directors, and other stakeholders.** This group would ensure that mobility and accessibility needs and goals put forth in this plan are met by championing implementation of its recommendations.



**Support the establishment and improvement of critical multimodal transportation linkages between jurisdictions throughout the County.** These linkages can include park-and-ride lots, the Border-to-Border Trail, and transit stations.

**Preserve current and planned rights-of-way for the transportation system.** One such planned right-of-way is adjacent to the Huron River; such a right-of-way would serve conservation, recreation, and transportation needs.

**Work with the Michigan Department of Transportation and Washtenaw County Road Commission to review the appropriateness of one-way streets, speed limits, left turns, and turning radii throughout the City.** In the long run, this may include: restoring two-way traffic to Huron, Hamilton, Cross, and Washtenaw; working to lower 85<sup>th</sup>-percentile

speeds<sup>17</sup> on selected streets; and building pedestrian bump-outs in areas with potential or realized high volumes of non-motorized traffic. Especial consideration should be given to restoring two-way traffic on Cross and Washtenaw, as well as on North Huron and Lowell, due to the potentially high number of train commuters seeking access to Depot Town.

**Work with MDOT to revise light timings, locate pedestrian crossing buttons, and adjust traffic light sensors.**

Pedestrian surveyed noted that crosswalk lights did not consistently allow adequate time to cross the streets, and that non-functional or confusing crossing buttons often caused more frustration than intersections without buttons, where pedestrian crossing was simply part of the light cycle. This frustration can lead to noncompliance, which can be extremely dangerous, especially at high-volume or limited-visibility crosswalks. Bicyclists surveyed noted that traffic lights that require activation, rather than relying upon timing, were impossible to activate by bicyclists. This forced either very long waits at the light or noncompliance, both of which can be dangerous.

**Coordinate public parking in the central business district through the YDDA.** By coordinating public parking supply in these high-demand and high-traffic areas through a single entity, we can ensure not only a steady supply of uniform parking for all users, but also legible and consistent wayfinding, design, multimodal connections, and pricing. The YDDA would need to recapture the operating costs of the parking as well as set aside some portion for long-term maintenance and capital improvements of the lots, but some portion of the revenue should go to the City general funds to ensure that the lots are well-integrated with a highly functional citywide transportation network.

**Coordinate site plan review with the AATA on sites that are adjacent to a major bus route.** Currently, the AATA coordinates site plan review with the City of Ann Arbor and surrounding townships. By coordinating site plan review with the AATA, the City will ensure integration with the AATA’s mass transit system.



**Work with AATA, local community organizations, and local businesses to improve the accessibility, usability, and attractiveness of bus stops.** Publicize and encourage the AATA’s “Adopt-A-Stop” program, which recognizes and supports those who volunteer their time and effort to keep bus stops tidy and accessible.

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<sup>17</sup> *Speed Zoning Information*. 2008. Institute of Transportation Engineers, Web. 1 Sep 2009. <[http://www.ite.org/standards/speed\\_zoning.pdf](http://www.ite.org/standards/speed_zoning.pdf)>.





## Chapter 8: Build

Components of Ypsilanti's transportation are currently incomplete. Several of these deficiencies have been called out in the *Non-Motorized Plan for Washtenaw County* and in other studies. This chapter calls particular attention to several critical disjunctions and prioritized the remedying of deficiencies. Approximate costs are given, but as these are only rough approximations, it is not recommended that these be included in a budgeting process or as an indication of final cost.

Survey respondents and public participants overwhelmingly indicated that they wanted a safe non-motorized route over I-94 at Huron, as well as a safer crossing over I-94 at Grove. At Huron, those who lived in the City wanted easier access to the shopping center and main library branch; those who lived in the Township wanted easier access to downtown, Depot Town, farmer's markets, and jobs. At Grove, City residents expressed concern over the extra distance necessary to travel to the pedestrian bridge, a significant detour that many mentioned was impossible for those who used battery-powered wheelchairs (power chairs) or had personal mobility challenges.

**Provide a non-motorized crossing on Huron Street at I-94.** A study completed in 2005 provides background for this recommendation, as well as several options and recommendations for such a non-motorized crossing. The final preferred option includes the connection to the existing sidewalk systems, modifications to vehicle travel lanes, revised intersection configurations, and potential signage and signalization configurations. It is included in **Appendix IV**.

**Improve the existing non-motorized crossing on Huron and Grove/Ecorse.** Extensive residential areas, a shopping center, and an elementary school sit to the south of I-94 at Grove, and employment centers, a middle school, dense residential, and government services sit to the north of I-94. Completing the sidewalk network at the crossing over I-94 at Grove Road would complement the pedestrian route to the east in the residential area, and enable employees, residents, and visitors in these areas to move more freely between these concentrations of assets. This crossing is part of the Border-to-Border Trail network, and has the potential to attract a high number of recreational users, in addition to satisfying the latent demand of neighboring residents. This area also had a relatively high concentration of traffic accidents involving pedestrians and bicyclists, which indicates not only that this is an area of high non-motorized use, but also that non-motorized facilities that currently exist do not adequately provide for safe movement.



**Ensure that pedestrian crossings in high-traffic areas, such as those within the central business district and within one-half mile radius of transit centers, are handicap-accessible.** A sidewalk which terminates at the road without a ramp can be an impossible barrier for a person in a wheelchair or walker to navigate, and dangerous for those with even relatively slight motor or sensory impairments. In order to ensure Ypsilanti is accessible to all its visitors and residents, the City should inventory current curbcuts in these areas and develop a prioritized improvement plan. As the sidewalks and curbcuts are the responsibility of the adjacent property owner, the financial responsibility and ultimate benefits of these upgrades pass to them.



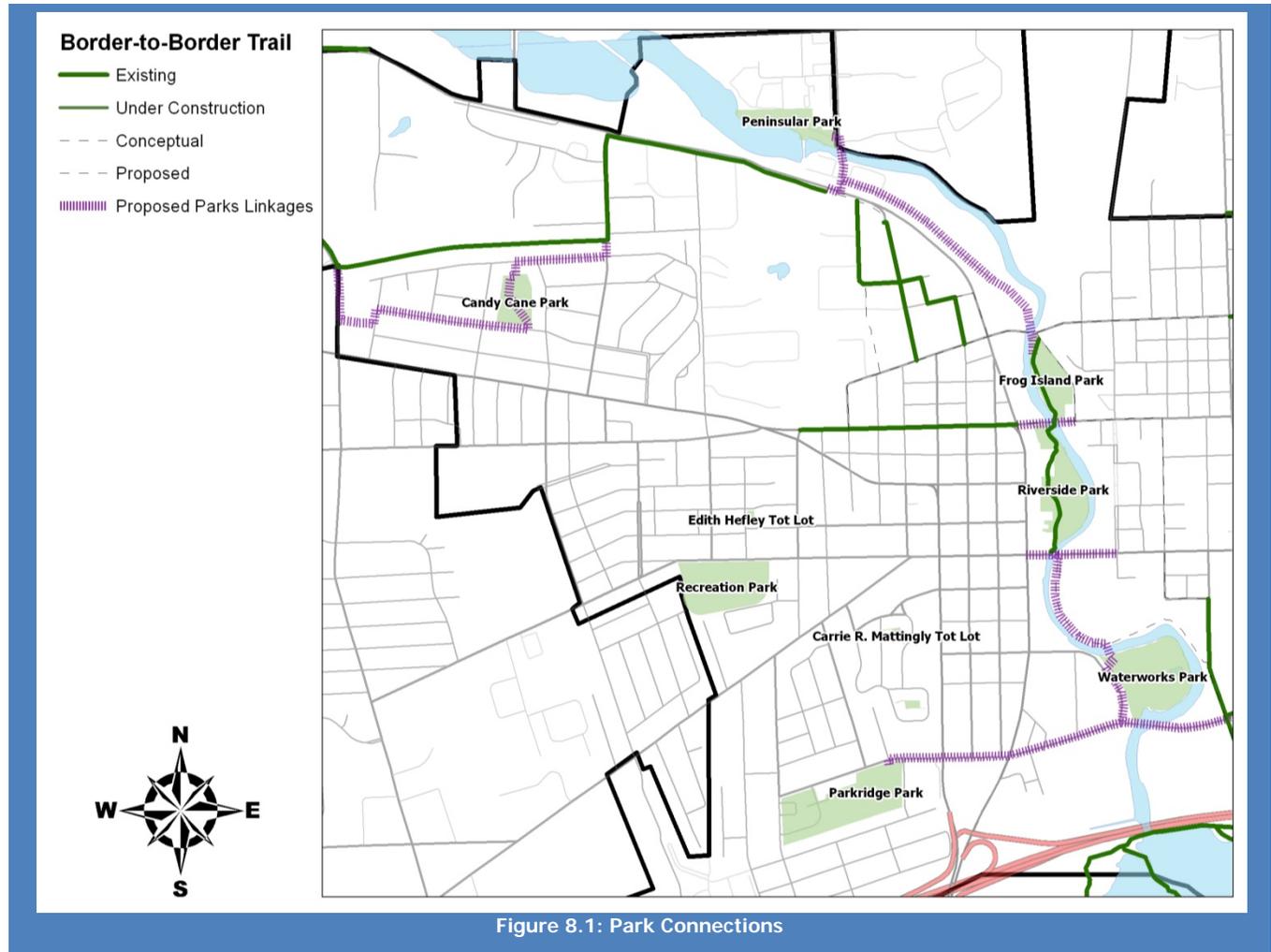
**Consider installing blue light emergency telephones strategically throughout the City.** Due to Ypsilanti’s proximity to Ford Lake and the Huron River, as well as its ownership of many large parks, there are areas in town with low public visibility, such as Spring Street between Huron and Prospect. Installation of blue light emergency telephones in these areas should be considered to maintain public safety and encourage people to use what otherwise may feel like unsafe or remote areas. Installation of blue light emergency telephones along the Border-to-Border Trail should also be considered. Cooperation with EMU in ordering and installing these systems should be sought out, as EMU not only has an extensive system of such devices, but also is adjacent to many portions of the Border-to-Border Trail.

Public input identified main walking and biking routes as all or parts of Michigan Avenue, Hamilton and Huron, East and West Cross, Huron River Drive, and Washtenaw.

**Construct robust unsignalized pedestrian crossings at key locations throughout the City.** Several crossings identified by stakeholders as unsafe or currently popular “jaywalking” locations include Hamilton at Ferris, Hamilton at Pearl, Huron at Pearl, Washtenaw at Courtland. These crossings would require the cooperation of MDOT or the WCRC. At these and existing unsignalized pedestrian crossings, pedestrian refuges should be upgraded or built, signage should be upgraded or installed, and traffic light installation should be considered in the long-term.

**Link the Border-to-Border Trail with Ypsilanti’s parks system.** Creation of a continuous non-motorized pathway linking Ypsilanti’s parks with each other, and also linking to the Border to Border trail at the north and south points, would have integrate the parks system with the trail. Furthermore, robust connections between the parks and Ypsilanti’s transportation network would provide for easy access to and through the City by both visitors and residents. As many of Ypsilanti’s parks abut the scenic Huron River, creating a non-motorized pathway is a logical step, both recreationally and for north-south non-motorized transportation circulation.

The City could utilize current easements and rights-of-way along the Huron River and assemble future easements on private shoreline during the redevelopment process. The Ypsilanti Public School District bus garage facility on Railroad Street is likely the next low-hanging fruit during this process, but potential shoreline easements at the recently vacated Ford plant and the former Motor Wheel on Norris Street site warrant consideration as well. See **Figure 8.1.**



**Complete the pedestrian network in Ypsilanti.** Table 8.1, below, is based on the *2006 Non-Motorized Plan for Washtenaw County* list of pedestrian deficiencies in Ypsilanti. Cost is estimated at \$200,000 per mile for new installation of a five-foot wide concrete sidewalk. Curbcuts were not inventoried as part of this process. Priorities were determined based on location and severity of deficiency, as determined by conversations with stakeholders, but should be reviewed periodically by the Planning Department and the Non-Motorized Task Force. Length is noted in feet, and price is shown in thousands of dollars.

Table 8.1: PEDESTRIAN DEFICIENCIES							
Priority	Road Name	Limits	Length	Price	Jurisdiction	Road Type	Notes
1	Huron	I-94 north to Spring 1200' both sides.	--	--	City of Ypsilanti	State Route	Non-motorized crossing of I-94; Appendix IV contains study
1	Huron River Drive	Lowell to Cornell north side	3,725	\$141	City of Ypsilanti	Primary Paved	ROW constraints in Appendix V
1	S. Hamilton	Harriet south to I-94 1000' both sides.	--	--	City of Ypsilanti	State Route	Non-motorized crossing of I-94; Appendix IV contains study
1	Washtenaw	Bellevue to Cornell north side of street.	3,013	\$114	City of Ypsilanti	State Route	Gaps exist; major east-west corridor
1	Washtenaw	West limit to Ann south side of street.	1,999	\$76	City of Ypsilanti	State Route	Gaps exist; major east-west corridor
1	Woods	Linden to Pleasant 1500' north side of street.	743	\$28	City of Ypsilanti	Subdivision, Public	Recreation Park
1	Roosevelt	Courtland to Mansfield at Candy Cane Park 500' north side of street.	868	\$33	City of Ypsilanti	Subdivision, Public	Candy Cane Park
1	Huron River Drive	Cornell to Westwood both sides	3,281	\$66	City of Ypsilanti	Primary Paved	Would become part of B2B trail
2	Grove	Spring south to Grove 500' east side of street.	1,040	\$39	City of Ypsilanti	Primary Paved	Improve access at major interchange
2	Congress	Wallace to N. Congress 500' north side of street.	570	\$22	City of Ypsilanti	Primary Paved	

Table 8.1: PEDESTRIAN DEFICIENCIES

Priority	Road Name	Limits	Length	Price	Jurisdiction	Road Type	Notes
2	Cornell	Collegewood north to Huron River Drive 1800' east side of street.	891	\$34	City of Ypsilanti	Primary Paved	
2	Anna	Cross to Washtenaw 700' west side of street.	589	\$22	City of Ypsilanti	Primary Paved	
2	Catherine	Spring to Huron both sides.	1,912	\$72	City of Ypsilanti	Primary Paved	Improve access to Waterworks Park
2	Cornell	Gregory to Ainsley 800' west side of street.	818	\$31	City of Ypsilanti	Primary Paved	Adjacent to Autism Center, high-density housing; connects Huron River Drive to Washtenaw
2	Mansfield	Congress to Westmoorland east side of street	1,707	\$65	City of Ypsilanti	Primary Paved	Many gaps. Adjacent to elementary and middle schools.
2	Rice	Forest to Market Pl both sides.	1,100	\$42	City of Ypsilanti	Subdivision, Public	Connects Forest St to Cross; provides non-motorized access from Forest to Frog Island, recycling center, Freighthouse, Farmers' Market, Depot Town.
2	Charles	Oak south 400' east side of street.	400	\$15	City of Ypsilanti	Subdivision, Public	Adjacent to Prospect Park and Adams Elementary
2	Chidester	Catherine to Spring 1500' both sides.	3,000	\$114	City of Ypsilanti	Subdivision, Public	Adjacent to public housing, would connect public housing to Waterworks Park
2	Spring	Bell east to Catherine 1600' south side of street.	1,600	\$61	City of Ypsilanti	Primary Paved	Adjacent to Waterworks Park, would improve lateral non-motorized mobility significantly on southern side of City; potential future tie-in to B2B
3	Ainsley	Cornell west to end of Ainsley 800'.	800	\$30	City of Ypsilanti	Subdivision, Public	Spur of the B2B trail; low-traffic dead-end to motorized traffic; adjacent to Autism Center
3	Casler	Huron to Spring 1000 both sides'.	2,000	\$76	City of Ypsilanti	Subdivision, Public	Adjacent to public housing
3	Courtland	Washtenaw to Cross 600' both sides.	1,200	\$45	City of Ypsilanti	Subdivision, Public	Non-motorized connection between Washtenaw commercial area and surrounding neighborhood

**Table 8.1: PEDESTRIAN DEFICIENCIES**

Priority	Road Name	Limits	Length	Price	Jurisdiction	Road Type	Notes
3	Holmes	Prospect west to Dwight 600' both sides.	1,200	\$45	City of Ypsilanti & Ypsilanti Township	Subdivision, Public	
3	Lincoln	Michigan north to Ferrier 800' both sides.	1,600	\$61	City of Ypsilanti	Subdivision, Public	
3	Maple	River west to end maple 300' south side of street.	600	\$23	City of Ypsilanti	Subdivision, Public	Would provide safe pedestrian access from parking area to Depot Town
3	Marion	Washtenaw to Cross 600' both sides.	1,200	\$45	City of Ypsilanti	Subdivision, Public	
3	Martin Place	Prospect to Miles 1200' both sides.	2,400	\$91	City of Ypsilanti	Subdivision, Public	
3	Whittier	Bellevue east 600' south side.	600	\$23	City of Ypsilanti	Subdivision, Public	
3	Westmoorland	West from Mansfield to end.	253	\$10	City of Ypsilanti	Subdivision, Public	Would provide winter access from Mansfield/Westmoorland to West/Estabrook schools
4	Virginia Place	Charles east to end 1400' both sides.	2,800	\$106	City of Ypsilanti	Subdivision, Public	
4	Brooks	Watling to Jefferson 400' west side of street.	400	\$15	City of Ypsilanti	Subdivision, Public	
4	Huron	Jarvis to Lowell both sides.	1,882	\$143	City of Ypsilanti	Primary Paved	ROW constraints in Appendix V
4	St. Johns	Lowell east to end of street 400' both sides.	800	\$30	City of Ypsilanti	Subdivision, Public	Would connect Lowell to Jarvis; connect student overlay residential to EMU
4	Park	Cross south to rails 700' west side of street.	700	\$27	City of Ypsilanti	Subdivision, Public	Could become good north/south pedestrian route
5	Bell	Harriet south to end of Bell 600' west side.	600	\$23	City of Ypsilanti	Subdivision, Public	
5	Bell	North from Spring to Casler 500' both sides.	1,000	\$38	City of Ypsilanti	Subdivision, Public	

Table 8.1: PEDESTRIAN DEFICIENCIES

Priority	Road Name	Limits	Length	Price	Jurisdiction	Road Type	Notes
5	Bellevue	Whittier north to Collegewood 800 west side of street.	800	\$30	City of Ypsilanti	Subdivision, Public	
5	Briggs	Bell to Kramer 300' both sides.	600	\$23	City of Ypsilanti	Subdivision, Public	
5	Cherry Court	River east to end of street 300' both sides.	600	\$23	City of Ypsilanti	Subdivision, Public	
5	Collegewood	Bellevue west to end of Collegewood 200' both sides.	400	\$15	City of Ypsilanti	Subdivision, Public	
5	Emerick	Ecorse north to end 600' both sides.	1,200	\$45	City of Ypsilanti	Subdivision, Public	
5	Ferrier	Lincoln west to end 400' both sides.	800	\$30	City of Ypsilanti	Subdivision, Public	
5	Kramer	Huron to end of Kramer 400' both sides.	800	\$30	City of Ypsilanti	Subdivision, Public	
5	Norris	West curve to River 600' both sides.	1,200	\$45	City of Ypsilanti	Subdivision, Public	
5	Photo	Ninde to River 300' both sides.	600	\$23	City of Ypsilanti	Subdivision, Public	
5	Railroad	LeForge to end 1100' north side.	1,100	\$42	City of Ypsilanti	Subdivision, Public	ROW constraints (railroad- adjacent); duplication of B2B/rec trail effort
5	S. Mansfield	Michigan to end of Mansfield 1800' both sides.	3,600	\$136	City of Ypsilanti	Subdivision, Public	
5	Warner	Michigan north to end of street 1000' both sides.	2,000	\$76	City of Ypsilanti	Subdivision, Public	

**Complete the bicycle transportation network in Ypsilanti. Table 8.2,**

below, is based on the WATS Non-motorized Plan for Washtenaw County list of bicycle deficiencies in Ypsilanti. Cost is estimated at \$25,000 per mile for a standard bicycle lane. Priorities were determined based on location and severity of deficiency, as determined by conversations with stakeholders. Pavement markings indicating that motor vehicle operators should share the road with bicyclists, or sharrows, should be considered in areas too narrow to accommodate a full bike lane, as a temporary measure in areas where cost is prohibitive, or on roads where good visibility, low motor vehicle traffic speed, low motor vehicle traffic volume, or excellent motor vehicle driver habits do not implicate a need for a separate bike lane. Sharrows are relatively inexpensive, and for the purposes of this plan, are estimated at approximately \$100 per marking.<sup>18</sup> Likewise, “Share the Road” signage, approximately \$200 per unit, should be placed at the beginning and ending of any bike lane and at all major entrances to the City.<sup>19</sup>

Bike lane length is noted in feet, and price is shown in thousands of dollars.



Ballard News Tribune / Dean Wong

Priority	Road Name	Limits	Length	Price	Jurisdiction	Road Type	Notes
1	Hamilton	Washtenaw to I-94	4,744	--	City of Ypsilanti	State Route	Non-motorized crossing of I-94, Appendix IV contains study; entrance to Ypsilanti
1	Huron River Drive	Hewitt to Huron Street	8,218	\$78	City of Ypsilanti/Superior Township (Hewitt to Superior); City of Ypsilanti/Ypsilanti Township (Superior to Cornell); City of Ypsilanti (Cornell to N Huron St)	Primary Paved	B2B Trail tie-in; entrance to Ypsilanti
1	N Huron Street	Huron River Drive to Cross	3,698	\$35	City of Ypsilanti	Primary Paved	B2B Trail tie-in; entrance to Ypsilanti

<sup>18</sup> Sallaberry, Michael. "Shared Lane Markings." *Pedestrian and Bicycle Information Center*. Web. 1 Sep 2009. <[http://www.bicyclinginfo.org/bikesafe/case\\_studies/casestudy.cfm?CS\\_NUM=711](http://www.bicyclinginfo.org/bikesafe/case_studies/casestudy.cfm?CS_NUM=711)>.

<sup>19</sup> Meleti, Mary Paul. "Share the Road Sign Initiative." *Pedestrian and Bicycle Information Center*. Web. 1 Sep 2009. <[http://www.bicyclinginfo.org/bikesafe/case\\_studies/casestudy.cfm?CS\\_NUM=708](http://www.bicyclinginfo.org/bikesafe/case_studies/casestudy.cfm?CS_NUM=708)>.

Table 8.2: BICYCLE DEFICIENCIES (bike lanes only)

Priority	Road Name	Limits	Length	Price	Jurisdiction	Road Type	Notes
1	N Huron Street	Cross to MI Ave	2,009	\$19	City of Ypsilanti	State Route	B2B Trail tie-in; entrance to Ypsilanti
1	S Huron St	Michigan Ave to I-94	4,616	\$44	City of Ypsilanti	State Route	Entrance to Ypsilanti
1	Michigan Avenue	Warner to Hamilton	3,757	\$36	City of Ypsilanti	Primary Paved	Entrance to Ypsilanti
1	Michigan Avenue	Hamilton to eastern boundary of City	5,478	\$52	City of Ypsilanti	State Route	Entrance to Ypsilanti
1	Washtenaw	Hewitt to Hamilton	8,407	\$80	Ypsilanti Township (Hewitt to Berkley); City of Ypsilanti (Berkley onwards)	State Route	B2B trail tie-in; entrance to Ypsilanti
1	West Cross St.	Western boundary of City to Washtenaw	4,379	\$41	City of Ypsilanti	Primary Paved	Adjacent to Ypsilanti High School; entrance to Ypsilanti
1	West Cross St.	Washtenaw to Normal Street	819	\$8	City of Ypsilanti	State Route	High-visibility; university-adjacent
2	Hamilton	Forest to Washtenaw	1,754	\$17	City of Ypsilanti	Primary Paved	B2B Trail tie-in
2	Harriet / Spring / Factory / Maus	First to Emerick	7,917	\$75	City of Ypsilanti	Primary Paved	East-west connector; access to Waterworks Park
2	Leforge	Clark to Huron	2,172	\$21	City of Ypsilanti (Huron River Dr to the Huron River); mixed Ypsilanti Township and City of Ypsilanti (the Huron River to Clark)	Primary Paved	High-density residential; access to Peninsular Park; entrance to Ypsilanti
2	Forest	College Place to Prospect	5,336	\$51	City of Ypsilanti	Primary Paved	East-west north side connector; eventually connects Border to Border trail to Prospect Park

**Table 8.2: BICYCLE DEFICIENCIES (bike lanes only)**

Priority	Road Name	Limits	Length	Price	Jurisdiction	Road Type	Notes
3	Washtenaw	Hamilton to Huron	1,192	\$11	City of Ypsilanti	Primary Paved	
3	Catherine	Hamilton to Spring St	3,105	\$29	City of Ypsilanti	Primary Paved	East-west connector
3	Congress	Michigan Ave. to Mansfield	4,675	\$44	City of Ypsilanti	Primary Paved	
3	Prospect	Grove to Holmes	7,709	\$73	City of Ypsilanti	Primary Paved	High-volume north-south connector on eastern side of city
5	Michigan Avenue	Mansfield to Warner	1,998	\$19	Ypsilanti Township/City of Ypsilanti	Primary Paved	Entrance to Ypsilanti
5	Hewitt	Huron River Drive to Washtenaw	4,203	\$40	City of Ypsilanti (Huron River Drive to Stadium View); City of Ypsilanti/Ypsilanti Township (Stadium View to Washtenaw)	Primary Paved	
5	Oakwood	Huron River Drive to Congress	3,866	\$37	City of Ypsilanti	Subdivision, Public	Border of EMU; possible B2B Trail tie-in
5	Park St.	Michigan Ave. to Cross	1,789	\$17	City of Ypsilanti	Subdivision, Public	

## Chapter 9: Promote

A built-out and well-maintained fully multimodal transportation network will likely be under-utilized if residents and visitors are unaware of it, and experienced users may become frustrated by an influx of new users unfamiliar with the norms and laws regarding its use. By educating current and potential users about Ypsilanti’s transportation network, non-motorized traffic can be increased while minimizing potential conflicts between users and motorized traffic or new and continuing users. Many of these promotion strategies should be launched or re-intensified at the change of the seasons, as people often see these as opportunities to change habits.

### General Public Education Strategies

- Include information about walking, biking, and taking transit within Ypsilanti in City mailings, such as property tax bills, water bills, and Department of Public Services announcements.
- Partner with Community Television Network, WEMU, and the Ypsilanti District Library to provide periodic non-motorized education sessions and public service bulletins.
- Create educational posters for display at high-traffic areas such as Ypsilanti District Library branches and local grocery and convenience stores.
- Work with local organizations, such as Bike Ypsi and Program to Educate All Cyclists (PEAC), to offer courses on how to operate a bicycle safely.
- Work with local landlords to distribute information to residents each fall and spring. Due to the high number of students who rent, fall is a common move-in time in Ypsilanti.
- Create a “Transportation in Ypsilanti” webpage that encapsulates relevant ordinances, transit routes, and safety tips. Include links to this website on all promotional materials and maps distributed.

The most common issue cited by drivers, bikers, and pedestrians on surveys, at the Farmers’ Market, and at the public meeting was that parties involved in traffic conflicts seemed to be unaware of the law. These participants repeatedly recommended further education about traffic laws.

- Work with the AATA on outreach to bus system users, including providing area maps and directional signage at bus stops.
- Work with Wireless Ypsi, local businesses, and the Convention and Visitor’s Bureau to raise awareness in visitors to the City.
- Partner with EMU to distribute information about opportunities for walking, biking, and taking transit within Ypsilanti as part of welcome events, student orientations, and other special events.
- Work with the Ypsilanti High School and drivers’ education providers to educate new drivers about interactions with bicyclists and pedestrians.
- Promote May as “Commuter Challenge Month,” and provide special information via press releases, community listservs, and the City’s website on transit, carpooling, biking, and walking options.

**Promotion to Future Residents and Employers**

- Promote and support such programs as Safe Routes to School, toDowntown, Guaranteed Ride Home, and car-sharing.
- Pursue national certifications, such as the League of American Bicyclist’s “Bike-Friendly City” award.
- Participate in the State of Michigan’s “Promoting Active Communities” assessment each year that it is offered. The Promoting Active Communities assessment can help identify deficiencies in non-motorized infrastructure, policy, and procedures, as well as serve as a publicity tool.
- Distribute press releases when significant non-motorized transportation and accessibility achievements are made.

## Chapter 10: Prioritize

As Ypsilanti prepares to address the deficiencies identified by this plan, it will need to prioritize. The questionnaire in **Table 10.1** may be useful in determining where to begin work. Projects which garner more points with “yes” answers are likely to have a more significant positive impact than those projects which garner fewer points with “no” answers. This questionnaire may also be useful when revisiting and revising this plan at the proscribed five-year intervals.

The language in this questionnaire is designed to address not only financially or physically large gaps in infrastructure, but also to address issues of socioeconomic disparity, as problems in non-motorized infrastructure often affect those who have a physical handicap or no personal motor vehicle disproportionately.

Table 10.1: PRIORITIZATION QUESTIONNAIRE	
Criteria	Points Awarded
Is the project located in an area with an above-average concentration of...	
those living below the poverty level	5
the elderly	5
disabled persons	5
households with children	5
Would it connect areas with above-average concentrations of households with children, elderly, &/or disabled to...	
health care	10
lifeline retail	7
transit stop(s)	10
a park, natural area, or recreational area	5
a school	7
government service(s)	7
employment center(s)	7
historic/cultural site(s)	3
Is the project within 1/8, 1/4, 1/2, or 1 mile of...	
health care	10/7/7/6
lifeline retail	7/4/4/3
transit stop(s)	10/7/4/3
a park, natural area, or recreational area	5/3/1/1
a school	7/4/4/4
government service(s)	7/4/4/4
employment center(s)	7/4/2/2
historic/cultural site(s)	3/2/1/1
Does the project fill a gap in the existing non-motorized network?	7
Does the project remedy an issue that presents a significant barrier to personal mobility? (ex, curb cuts)	7
Does the project remedy a potential safety issue?	5
Has there been an incident(s) resulting in injury or property damage resulting from a deficiency in this project site, and would this project remedy that deficiency?	10



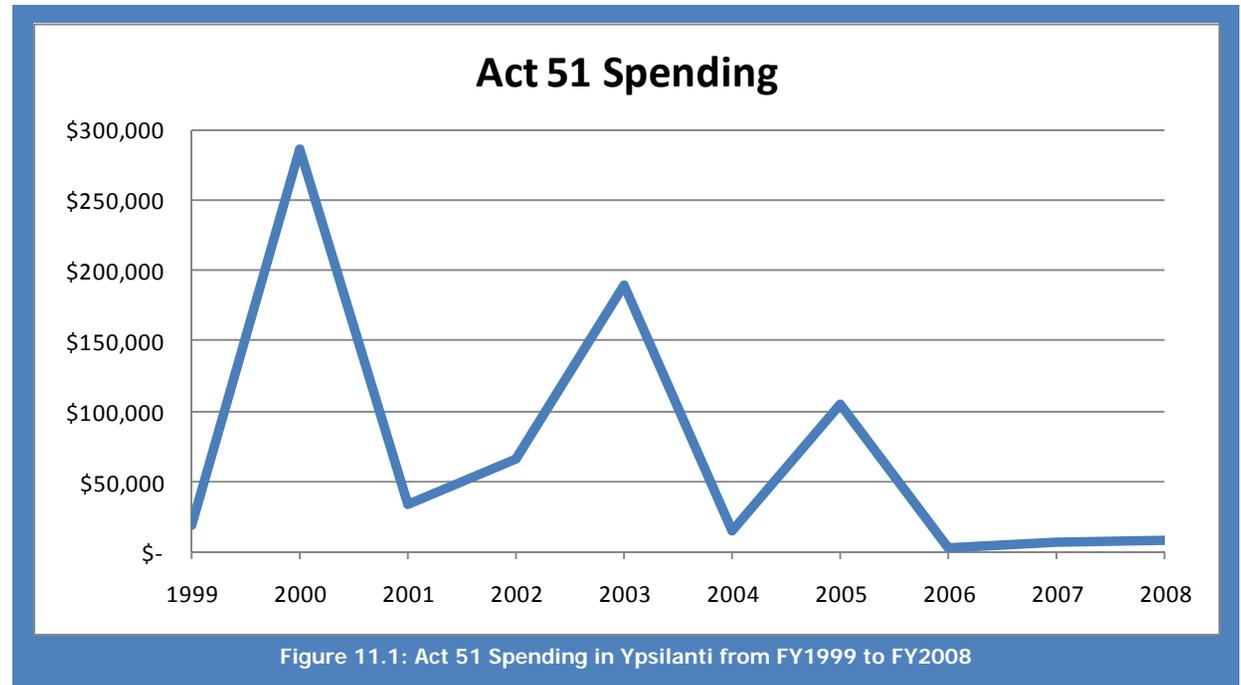
## Chapter 11: Fund

As the City of Ypsilanti's budget has tightened over the past several years, general fund expenditures on transportation system improvements and operations have been significantly reduced. Sustainable financing mechanisms for multimodal transportation policy development, policy implementation, construction and maintenance of facilities, education, and other needs are listed below. Although many of these have been used by the City at some point in the past, some would require action by voters, in cooperation with another agency, or by a higher level of government.

### Ongoing

- **Michigan Transportation Fund (Act 51)**

Revenues from the Michigan Transportation fund are generated from state gas and value taxes. The funding is divided among the Michigan Department of Transportation, road commissions, cities and villages. Each Act 51 agency is required by law to spend a minimum average of 1% of their Act 51 dollars on non-motorized improvements during a rolling ten-year period. A recent change in State legislation eliminated the ability to use this money on maintenance projects, such as street sweeping, in an effort to increase the number of improvements constructed. This funding may be used to provide the match for federal funds. WATS encourages agencies to spend more than this minimum allotment wherever possible. Ann Arbor has



recently increased their set-aside to 5%. Ypsilanti's spending on non-motorized projects from Act 51 funds has been decreasing over the past decade, as shown in **Figure 11.1**, but still constitutes approximately 5.7% of dollars received. This suggests that Ypsilanti is well-able to set 5% aside. It is also possible that by creating an internal mandate to spend 5% of these funds on non-motorized transport, spending on these projects may stabilize, guaranteeing future funding. In the past three years, Ypsilanti has spent less than 1% of Act 51 funds annually on non-motorized transportation, a process which, if continued into the future, will jeopardize all future Act 51 funds.

- **Local, Regional, or County Dedicated Millage**

As the majority of Ypsilanti's budget is drawn from property taxes, the amount of land area occupied by public, semipublic institutional uses, and other non-profit, non-property-taxpaying uses has a significant impact upon Ypsilanti's financial wellbeing. Although EMU accounts for a significant share of this area, Ypsilanti also hosts long-established institutional uses such as schools, cemeteries, non-profits, and churches that serve both residents of Ypsilanti and residents of surrounding areas. Such service is not only in terms of literal service, but also in terms of employment. As such, capturing regional monies to support regional access to these services makes sense. This option is available to the County and to extant regional authorities. A new regional authority could be formed with neighboring communities, or an existing regional authority could expand to seek a regional transportation revenue. This option would not likely provide a massive influx of money into Ypsilanti's transportation system, however, as the authority's spending would also be regional in scope. Such an authority would have greater benefits in terms of coordination of programming, construction, and maintenance than in direct spending.

- **Traffic bureau**

Establishing a police traffic bureau would normalize funding for traffic enforcement and education. Having a dedicated force for traffic enforcement would also enable Ypsilanti to attract additional future grant funding.

## Project-Based

- **Surface Transportation Program – Urban Funds (STP-U)**

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

- **Transportation Enhancement Funds**

Enhancement funding is awarded to local road agencies through a competitive process managed by MDOT. The State of Michigan receives approximately \$20-25 million annually to be spent on enhancement projects. A rolling application period allows agencies to submit projects at any time, and awards are made up to three times per year. This funding requires a minimum twenty percent match, with over-matching given additional consideration. Enhancement awards can be used for: provision of non-motorized facilities; provision of safety and educational activities for pedestrians and bicyclists; preservation of abandoned railway corridors (including the conversion and use for non-motorized trails); streetscape and landscape improvements; and environmental mitigation to address water pollution due to highway runoff or reduce vehicle caused wildlife mortality while maintaining habitat continuity.

- **Congestion Mitigation / Air Quality (CMAQ)**

CMAQ funding is provided to areas that are not in compliance or are in a maintenance area for air quality standards; as Washtenaw County is a

**Fig. 1 Bicycle/Pedestrian Funding Opportunities**

	NHS	STP	HSIP	SRT
Bicycle and pedestrian plan		*		
Bicycle lanes on roadway	*	*	*	*
Paved Shoulders	*	*	*	*
Signed bike route	*	*		*
Shared use path/trail	*	*		*
Single track hike/bike trail				
Spot improvement program		*	*	*
Maps		*		*
Bike racks on buses		*		
Bicycle parking facilities		*		*
Trail/bike/bus intersection	*	*	*	*

An easy-to-understand federal funding eligibility matrix is available on the website of the Federal Highway Administration.

designated non-compliance area, the City of Ypsilanti is eligible, and has been able to use these funds in the past for signal upgrades on Michigan Avenue. CMAQ funds are awarded on a competitive basis by MDOT and SEMCOG and must demonstrate that they reduce emissions to be eligible. Washtenaw County CMAQ projects are prioritized by WATS Committees. This funding requires a minimum twenty percent match. Approximately \$8 million is available in the Southeast Michigan region for CMAQ non-transit improvements.

### **Federal Funding Limitations**

In general, MDOT will not approve federal funding for new non-motorized facilities categorized as "sidewalks" as part of an adjacent road reconstruction, unless this project disturbs an existing sidewalk. However, MDOT allows a metropolitan planning organization (MPO), to adopt a policy that allows for the spending of federal funds on the construction of new sidewalks; WATS has done so, which allows Ypsilanti to spend MDOT funding new sidewalk construction.

- **Safe Routes to School**

The federal Safe Accountable Flexible Efficient Transportation Equity Act, A Legacy For Users (SAFETEA-LU), passed in 2005, made Safe Routes to School programs eligible for transportation enhancement funding. Michigan received approximately \$19 million during fiscal years 2006-2009, during which time three Ypsilanti Public Schools (Adams, Erikson, and Chappelle) took advantage of the program to complete Safe Routes to School action plans. To date, however, these schools have not yet applied for federal funds to execute these plans. The data collected by WATS on the accessibility of schools by non-motorized means may be used by any school or agency interested in pursuing Safe Routes to School funding. Funding is for 100% of the cost, and no local match is required.

- **Community Development Block Grant (CDBG)**

Ypsilanti is part of the Washtenaw Urban County Partnership, and thus considered an entitlement community. The Urban County, a partnership between the Washtenaw County Board of Commissioners and the elected officials of Ypsilanti and other area jurisdictions, receives direct federal allocations together, rather than applying for competitive funds separately,

in order to meet their individual community and economic development goals. The Office of Community Development (OCD) administers CDBG and HOME Investment Partnership Program (HOME) funds collectively for member jurisdictions. The annual allocation to jurisdictions is takes into account the total population, low-income population, and housing issues for each jurisdiction. Portions of this funding are often used for transportation and accessibility projects, such as curb cuts and bike lanes, and could be used for future infrastructure development.

- **Other Federal Grants**

*Energy Efficiency and Conservation Block Grant (EECBG) Program*<sup>20</sup>: makes grants to develop and implement projects to improve energy efficiency and reduce energy use and fossil fuel emissions in communities.

*Transportation, Community, and System Preservation Pilot (TCSP)*<sup>21</sup>: makes grants to plan and implement strategies which improve the efficiency of the transportation system, reduce environmental impacts of transportation, reduce the need for costly future public infrastructure investments, ensure efficient access to jobs, services and centers of trade, and examine development patterns and identify strategies to encourage private sector development patterns which achieve these goals.

- **Washtenaw County Connecting Communities Initiative**

Washtenaw County's Parks and Recreation Commission established the Connecting Communities initiative in 2009 to fund construction of non-motorized trail projects that are not part of the County's Border-to-Border trail. The intent of the Connecting Communities initiative is to work in partnership with other communities and organizations, providing funds to supplement those of the partner organization. Approximately twenty percent of the County's development millage, up to \$600,000 per year, will be made available 2010 through 2014 for eligible projects. Development of a County-wide non-motorized trail network requires a multi-agency and multi-organization effort. Funding will be available only for construction, not for planning or design development. Eligible projects will be those that accomplish the Commission's primary goal of providing valuable, non-motorized connections between communities and activity centers thus offering a healthy alternative for recreation, transportation, fitness and energy conservation.

<sup>20</sup> United States Department of Energy Efficiency and Renewable Energy. *Energy Efficiency and Conservation Block Grant Program Home Page*. , 2009. Web. 1 Sep 2009. <<http://www.eecbg.energy.gov/>>.

<sup>21</sup> United States Department of Transportation Federal Highway Administration. *Transportation, Community, and System Preservation Program Home Page*. , 2009. Web. 1 Sep 2009. <<http://www.fhwa.dot.gov/tcsp/>>.

The City of Ypsilanti, due to its placement along the Border-to-Border trail and the Huron River corridor, is in a position to take advantage of either or both the Connecting Communities fund and Border-to-Border trail funding, which the City has used in such recent projects as the Forest Avenue bike lane striping.

- **Downtown Development Authority**

In recent years, the Ypsilanti DDA has taken the initiative in helping create bicycle and pedestrian amenities, including bicycle parking, medians, and pedestrian refuges. The YDDA may be willing to engage in future efforts to complete the non-motorized network, such as cost-sharing for bicycle parking, cost-sharing for bus passes, or partnerships with car-sharing organizations, such as ZipCar.

- **Donations and Foundation Grants**

Businesses, corporations, private clubs, community organizations, and individuals will often contribute to programs to benefit the communities in which they are located. Private sector contributions may be in the form of monetary contributions, the donation of land, the provision of volunteer services, or the contribution of equipment or facilities. Four such grantors that may be interested in funding Ypsilanti's transportation system improvements due to their strong interest in promoting public health and the health of the environment, are the Charles Stewart Mott Foundation, the Kresge Foundation, the Bikes Belong Coalition, and the Robert Wood Johnson Foundation.

- **Special assessments**

A special assessment is a special kind of tax on a subset of a community. Special assessments are placed on those adjacent landowners who will receive the greatest benefit from a project to be funded using a special assessment. In areas with significant non-motorized deficiencies, special assessments may be used to pay for the improvements. As sidewalks and are currently the maintenance responsibility of the adjacent property owner, in cases of deficiency, the City may elect to remedy the deficiency and assess the property owner for the work performed.

- **Leverage Private Development**

As development occurs near critical transportation elements, such as planned right-of-ways for the Border-to-Border Trail, stretches with un-built or under-built sidewalks and crossings, and catchments with no bicycle parking, work with the developers and private landowners to help provide for these public goods (see also **Chapter 7: Cooperation**).

## Chapter 12: Implement

The goal of implementation is to introduce changes, upgrades, and new facilities into the network with the least amount of disruption and the highest level of interoperability. The table below presents the recommended improvements, relative cost, relative impact, and an approximate timeframe for implementation or completion of the projects presented by this plan. Of course, projects may take more or less time depending on funding availability and coordination with other capital improvement projects. This table, as with all other elements of this plan, should be reviewed after five years for progress and updated as necessary.

Project	Progress Metric	Initiating Agency	Cost \$ (low) to \$\$\$ (high)	Impact + (low) to +++ (high)	Time to complete			
					1-3 years	3-5 years	5+ years	ongoing
Adopt a "Complete Streets" ordinance. (p 27)	Ordinance adoption	Planning Commission	\$	++	✓			
Review requirements for "loading zones" in commercially zoned areas. (p 28)	Ordinance revision	Planning Commission	\$	++	✓			
Grant pedestrians the right-of-way when using street crossings without a stop sign or traffic light for oncoming traffic, known as unsignalized crossings. (p 28)	Ordinance adoption	Planning Commission	\$	++	✓			
Amend the language of the bicycle registration ordinance to remove the mandatory registration clause. (p 29)	Ordinance adoption	Planning Commission	\$	+	✓			
Incorporate bicycle parking into zoning & development guidelines.	-	-	-	-				
Update the general parking and loading requirements to require bicycle parking and distinguish bicycle parking from motor vehicle parking. (p 30)	Ordinance revision	Planning Commission	\$	++	✓			
Institute design standards for bicycle parking. (p 30)	Ordinance adoption	Planning Commission	\$	++		✓		

**Table 12.1: ADMINISTRATE**

Project	Progress Metric	Initiating Agency	Cost \$ (low) to \$\$\$ (high)	Impact + (low) to +++ (high)	Time to complete			
					1-3 years	3-5 years	5+ years	ongoing
Update current parking quantity requirements to ensure bicycle parking and motorized vehicle parking levels are sufficient. (p 30)	Ordinance adoption	Planning Commission	\$	+++		✓		
Review the “fee in lieu of parking” ordinance. (p 31)	Ordinance adoption	Planning Commission	\$	++	✓			
Review current ordinances regarding landscaping and fencing to ensure that pedestrians are visible to vehicles at potential points of conflict, such as crosswalks, alleys, and driveways. (p 32)	Ordinance revision	Planning Commission	\$\$	++		✓		
Review snow and ice removal ordinances and policies for clarity, consistency, and adequacy to ensure that mobility and accessibility are preserved. (p 32)	Factsheet created	Department of Public Services	\$	+++	✓			
Consider reinstating the “Adopt-a-Street” program. (p 32)	Documentation of factors which would affect reinstatement	Department of Public Services & Recreation Commission	\$	++	✓			
Empower residents and businesses to participate in transportation network-building, such as provision of public bicycle parking and public benches for pedestrians. (p 33)	Ordinance adoption, resolution of DDA support	Department of Public Services	\$	+	✓			
Review and revise the current sidewalk occupancy standards and permit process. (p 33)	Ordinance adoption, resolution of DDA support	Department of Public Services	\$\$	++	✓			
Create standards for openings and fixtures in sidewalks, such as vaults and utility accesses. (p 34)	Ordinance adoption, resolution of DDA support	Department of Public Services	\$	++	✓			
Update sidewalk construction standards to allow use of permeable pavements, such as brick, concrete pavers, permeable concrete, recycled rubber pavers, and other materials. (p 34)	Ordinance adoption, published factsheet	Department of Public Services	\$	+	✓			

Table 12.1: ADMINISTRATE								
Project	Progress Metric	Initiating Agency	Cost \$ (low) to \$\$\$ (high)	Impact + (low) to +++ (high)	Time to complete			
					1-3 years	3-5 years	5+ years	ongoing
Provide accurate and complete guidelines for working with the Department of Public Services for trees planted in the lawn extension. (p 34)	Ordinance adoption, published factsheet	Department of Public Services	\$	++	✓			
Consider compact, higher-density, mixed-use land use designations during land use planning decisions, such as the Master Planning process. (p 34)		Planning Commission	\$	+++				✓
Review the intent and application of the existing Student Overlay district, the Residential-Commercial Overlay district, and Entryway Overlay district. (p 35)		Planning Commission	\$\$	+++		✓		
Reword B4 zoning Section 122-411 "Description & Purpose." (p 35)	Ordinance revision	Planning Commission	\$	+	✓			

**Table 12.2: MAINTAIN**

Project	Progress Metric	Initiating Agency	Cost \$ (low) to \$\$\$ (high)	Impact + (low) to +++ (high)	Time to complete			
					1-3 years	3-5 years	5+ years	ongoing
Adopt and publish AASHTO construction standards for non-motorized facilities. (p 37)	Adoption and Publication	Department of Public Services	\$	++	✓			
Ensure that each intersection has visible and consistent street signs to aid navigability. (p 37)	Creation and implementation of a sign audit and repair schedule	Department of Public Services	\$\$	++				✓
Monitor the transportation system to identify and mitigate safety problems. (p 37)	Creation and implementation of a audit cycle	Planning Department	\$\$	++				✓
Empower residents to participate in the code enforcement process. (p 38)	Factsheet distribution	Building Department, Department of Public Services	\$	+++				✓
Prioritize maintenance projects that bridge service or infrastructure gaps, improve and maintain critical links between both modes and locations, and attend to equity issues. (p 38)	Potential projects scored as part of Planning Commission review	Planning Commission	project-dependent	+++				✓
Institute a system of proactive, targeted maintenance enforcement on major routes and intersections. (p 38)	Creation and implementation of an infrastructure audit cycle	Building Department	\$\$\$	+++				✓
Provide special attention to the area within a half-mile radius of the planned Ann Arbor to Detroit commuter rail stop in Depot Town. (p 39)	Creation and implementation of an infrastructure audit cycle	Planning Commission, YDDA	\$\$	+++				✓
Provide special attention to the area within a three-block radius of the Ypsilanti Transit Center. (p 39)	Creation and implementation of an infrastructure audit cycle	Planning Commission, YDDA	\$\$	+++				✓

Table 12.2: MAINTAIN								
Project	Progress Metric	Initiating Agency	Cost \$ (low) to \$\$\$ (high)	Impact + (low) to +++ (high)	Time to complete			
					1-3 years	3-5 years	5+ years	ongoing
Aggressively enforce snow removal standards on non-motorized facilities such as bike lanes and sidewalks. (p 40)	Number of snow-related complaints received	Building Department	\$\$	+++				✓
Strategically enforce traffic ordinances, such as turn signal use, encroachment on crosswalks, speed limits, bicycle use, and pedestrian right-of-ways. (p 40)	Number of traffic crashes involving a pedestrian or bicyclist	YPD	\$	++				✓

**Table 12.3: COORDINATE**

Project	Progress Metric	Initiating Agency	Cost \$ (low) to \$\$\$ (high)	Impact + (low) to +++ (high)	Time to complete			
					1-3 years	3-5 years	5+ years	ongoing
Create a transportation commission that includes members of the Planning Commission, the Parks & Recreation Commission, the YDDA Board of Directors, and other stakeholders. (p 41)		Planning Commission	\$	++	✓			
Support the establishment and improvement of critical multimodal transportation linkages between jurisdictions throughout the County. (p 41)	Resolutions of support	Planning Commission	project-dependent	+++				✓
Preserve current and planned rights-of-way for the transportation system. (p 41)		Planning Commission	\$	+++				✓
Work with the Michigan Department of Transportation and Washtenaw County Road Commission to review the appropriateness of one-way streets, speed limits, left turns, and turning radii throughout the City. (p 41)		Department of Public Services	\$\$\$	+++				✓
Work with MDOT to revise light timings and adjust traffic light sensors. (p 42)		Department of Public Services	\$\$	++				✓
Coordinate public parking in the central business district through the YDDA. (p 42)	Contract with the YDDA	YDDA	\$\$	+++		✓		
Coordinate site plan review with the AATA on sites that are adjacent to a major bus route. (p 42)		Planning Commission	\$	+++				✓
Work with AATA, local community organizations, and local businesses to improve the accessibility, usability, and attractiveness of bus stops. (p 42)	Percent of Ypsilanti stops adopted	AATA	\$	++				✓
Work with current property owners, current business, and prospective property owners and businesses to bridge gaps and complete the "last mile" of network-building. (p 43)		Planning Department YDDA	\$	+++				✓

Table 12.4: BUILD								
Project	Progress Metric	Initiating Agency	Cost \$ (low) to \$\$\$ (high)	Impact + (low) to +++ (high)	Time to complete			
					1-3 years	3-5 years	5+ years	ongoing
Provide a non-motorized crossing on Hamilton/Huron at I-94. (p 45)	% of non-motorized crossing build process complete	Planning Commission , Department of Public Services	\$\$\$	+++			✓	
Improve the existing non-motorized crossing on Huron and Grove/Ecorse. (p 45)	% complete	Department of Public Services	\$\$\$	+++		✓		
Ensure that pedestrian crossings in high-traffic areas, such as those within the central business district and within one-half mile radius of transit centers, are handicap-accessible. (p 46)	% of eligible ramps complete	Department of Public Services	\$\$	+++				✓
Install blue light emergency telephones strategically throughout the City. (p 46)	need assessment completed; cost estimates procured	Planning Department	\$\$\$	++			✓	
Construct unsignalized pedestrian crossings at key locations throughout the City. (p 46)	% of identified key locations with improved unsignalized crossings built	Planning Department	\$\$	++		✓		
Link the Border-to-Border Trail with Ypsilanti's parks system. (p 47)	% completed	Planning Department	\$\$\$	+++			✓	
Complete the pedestrian network in Ypsilanti. (Priority 1 items from Table 8.1, minus projects elsewhere in this table.) (p 48-51)	% completed	Planning Department	\$\$\$	+++		✓		
Install sharrows and "Share the Road" signage in prominent places throughout the City. (p 52)	% completed	Planning Department	\$\$	+++		✓		

**Table 12.4: BUILD**

Project	Progress Metric	Initiating Agency	Cost \$ (low) to \$\$\$ (high)	Impact + (low) to +++ (high)	Time to complete			
					1-3 years	3-5 years	5+ years	ongoing
Complete the pedestrian network in Ypsilanti. (Priority 2 items from Table 8.1) (p 48-51)	% completed	Planning Department	\$\$	++			✓	
Complete the bicycle transportation network in Ypsilanti. (Priority 1 items from Table 8.2) (p 52-54)	% completed	Planning Department	\$\$	+++		✓		
Complete the pedestrian network in Ypsilanti. (Priority 3 items from Table 8.1) (p 48-51)	% completed	Planning Department	\$\$	++			✓	
Complete the bicycle transportation network in Ypsilanti. (Priority 2 items from Table 8.2) (p 52-54)	% completed	Planning Department	\$\$	++			✓	
Complete the pedestrian network in Ypsilanti. (Priority 4 items from Table 8.1) (p 48-51)	% completed	Planning Department	\$\$	++			✓	
Complete the bicycle transportation network in Ypsilanti. (Priority 3 items from Table 8.2) (p 52-54)	% completed	Planning Department	\$\$	++			✓	
Complete the bicycle transportation network in Ypsilanti. (Priority 4 items from Table 8.2) (p 52-54)	% completed	Planning Department	\$\$	++			✓	
Complete the pedestrian network in Ypsilanti. (Priority 5 items from Table 8.1) (p 48-51)	% completed	Planning Department	\$\$	+			✓	
Complete the bicycle transportation network in Ypsilanti. (Priority 5 items from Table 8.2) (p 52-54)	% completed	Planning Department	\$\$	++			✓	

Table 12.5: PROMOTE

Project	Cost \$ (low) to \$\$\$ (high)	Impact + (low) to +++ (high)	Time to complete			
			1-3 years	3-5 years	5+ years	ongoing
<b>General Public Education Strategies</b>						
Include information about walking, biking, and taking transit within Ypsilanti in City mailings, such as property tax bills, water bills, and Department of Public Services announcements. (p 55)	\$	+++				✓
Partner with Community Television Network, WEMU, and the Ypsilanti District Library to provide periodic non-motorized education sessions and public service bulletins. (p 55)	\$	+				✓
Create educational posters for display at high-traffic areas such as Ypsilanti District Library branches and local grocery and convenience stores. (p 55)	\$	+				✓
Work with local organizations to offer courses on how to operate a bicycle safely. (p 55)	\$\$	++				✓
Work with local landlords to distribute information to residents each fall and spring. (p 55)	\$\$	+++				✓
Create and promote a "Transportation in Ypsilanti" webpage that encapsulates relevant ordinances, transit routes, and safety tips. (p 55)	\$	++				✓
Work with the AATA on outreach to bus system users, including providing area maps at bus stops. (p 56)	\$\$	+++				✓
Work with Wireless Ypsi, local businesses, and the Convention and Visitor's Bureau to raise awareness in visitors to the City. (p 56)	\$	++				✓
Partner with EMU to distribute information about opportunities for walking, biking, and taking transit within Ypsilanti as part of welcome events, student orientations, and other special events. (p 56)	\$	++				✓
Work with the Ypsilanti High School and Drivers' Education providers to educate new drivers about interactions with bicyclists and pedestrians. (p 56)	\$\$	+++				✓

**Table 12.5: PROMOTE**

Project	Cost \$ (low) to \$\$\$ (high)	Impact + (low) to +++ (high)	Time to complete			
			1-3 years	3-5 years	5+ years	ongoing
<b>Promotion to Future Residents and Employers</b>						
Promote and support such programs as Safe Routes to School, toDowntown, Guaranteed Ride Home, and car-sharing. (p 56)	\$\$	+++				✓
Pursue national certifications, such as the League of American Bicyclist's "Bike-Friendly City" award. (p 56)	\$	++				✓
Participate in the State of Michigan's "Promoting Active Communities" assessment each year that it is offered. (p 56)	\$	++				✓
Distribute press releases when significant non-motorized transportation and accessibility achievements are made. (p 56)	\$	++				✓