

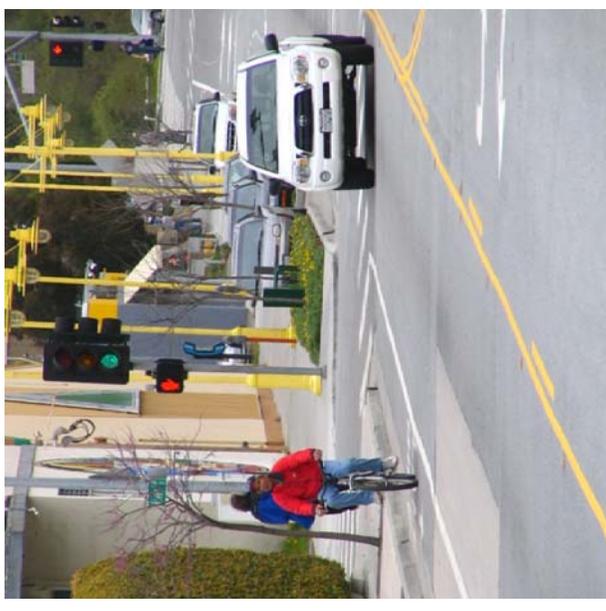
Chapter 5: Administer

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.



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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.



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.

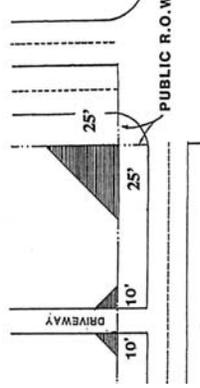
Current language: Chapter 122, Article XIII, Sec. 122-841: Fee in lieu of providing off-street parking.

“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.

An overwhelming majority of walkability- and accessibility-related comments noted that snow and ice accumulation were significant barriers to walking, biking, or otherwise using a form of non-motorized or alternative transportation during the winter.



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.

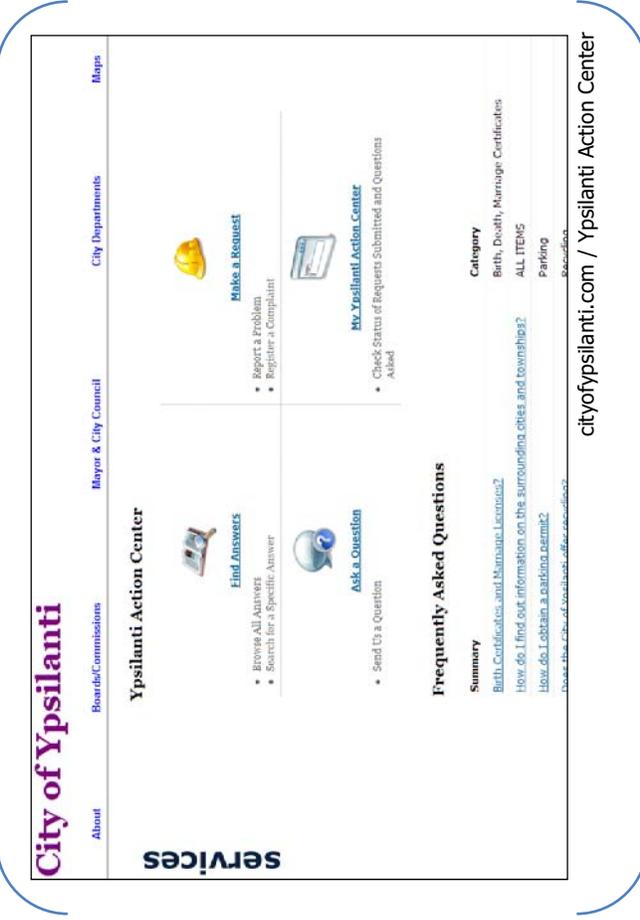
Chapter 6: Maintain

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.

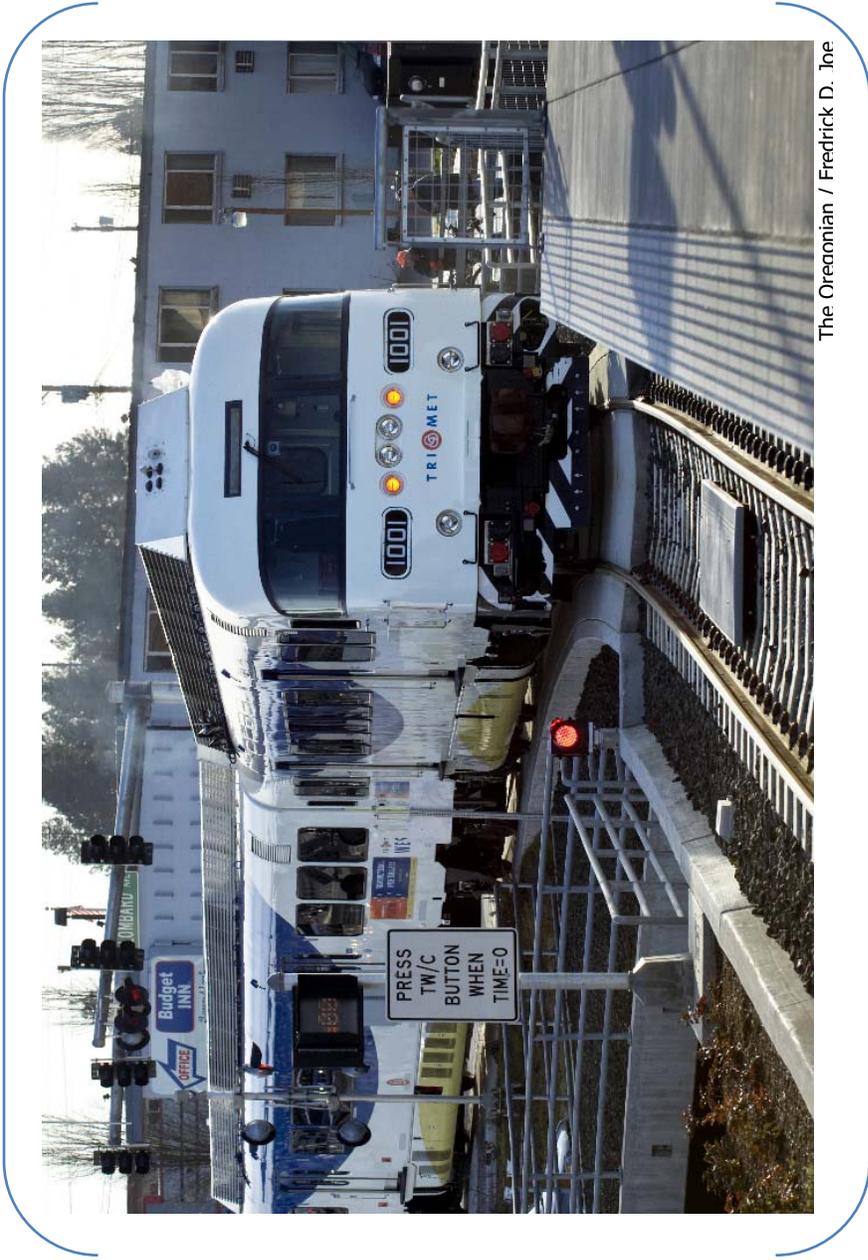


Empower residents to participate in the code enforcement process. To reduce the frustration and powerlessness often felt by residents who encounter a deficiency in the transportation system, publicize the Ypsilanti Action Center, an existing online problem-reporting interface for residents, and an easy 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 Oreaonian / 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.



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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 85th-percentile

speeds¹⁷ 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.

¹⁷ *Speed Zoning Information*. 2008. Institute of Transportation Engineers, Web. 1 Sep 2009. <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 about 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.**

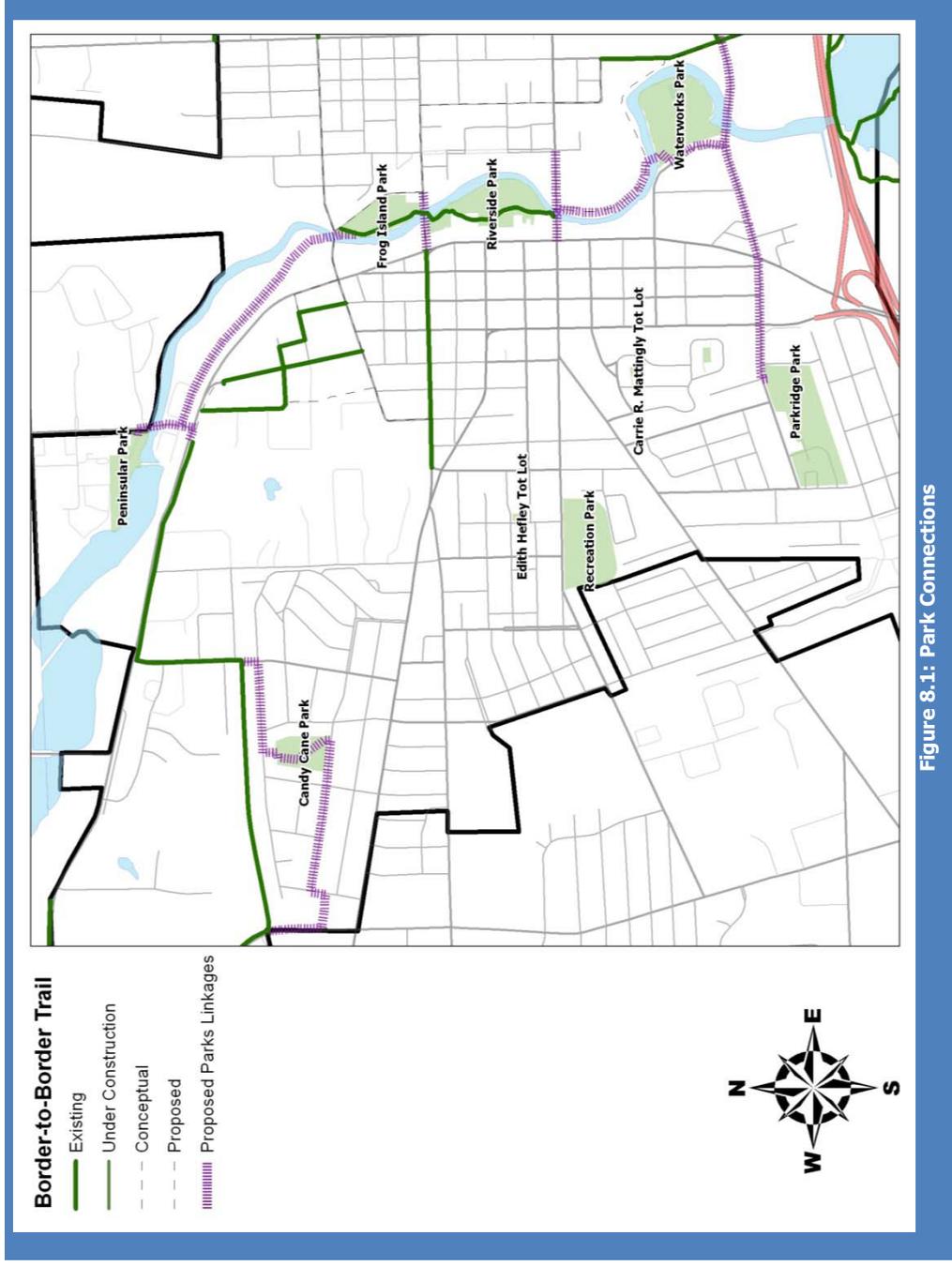


Figure 8.1: Park Connections

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.¹⁸ 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.¹⁹

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



Ballard News Tribune / Dean Wong

Table 8.2: BICYCLE DEFICIENCIES (bike lanes only)

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

¹⁸ 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>.

¹⁹ Meletiou, 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>.

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.