

Non-Motorized Transportation Master Plan - 2021 Update

City of Ypsilanti

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PLAN

PREPARATION

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Ypsilanti Downtown Development Authority
Ypsilanti Township
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Executive Summary

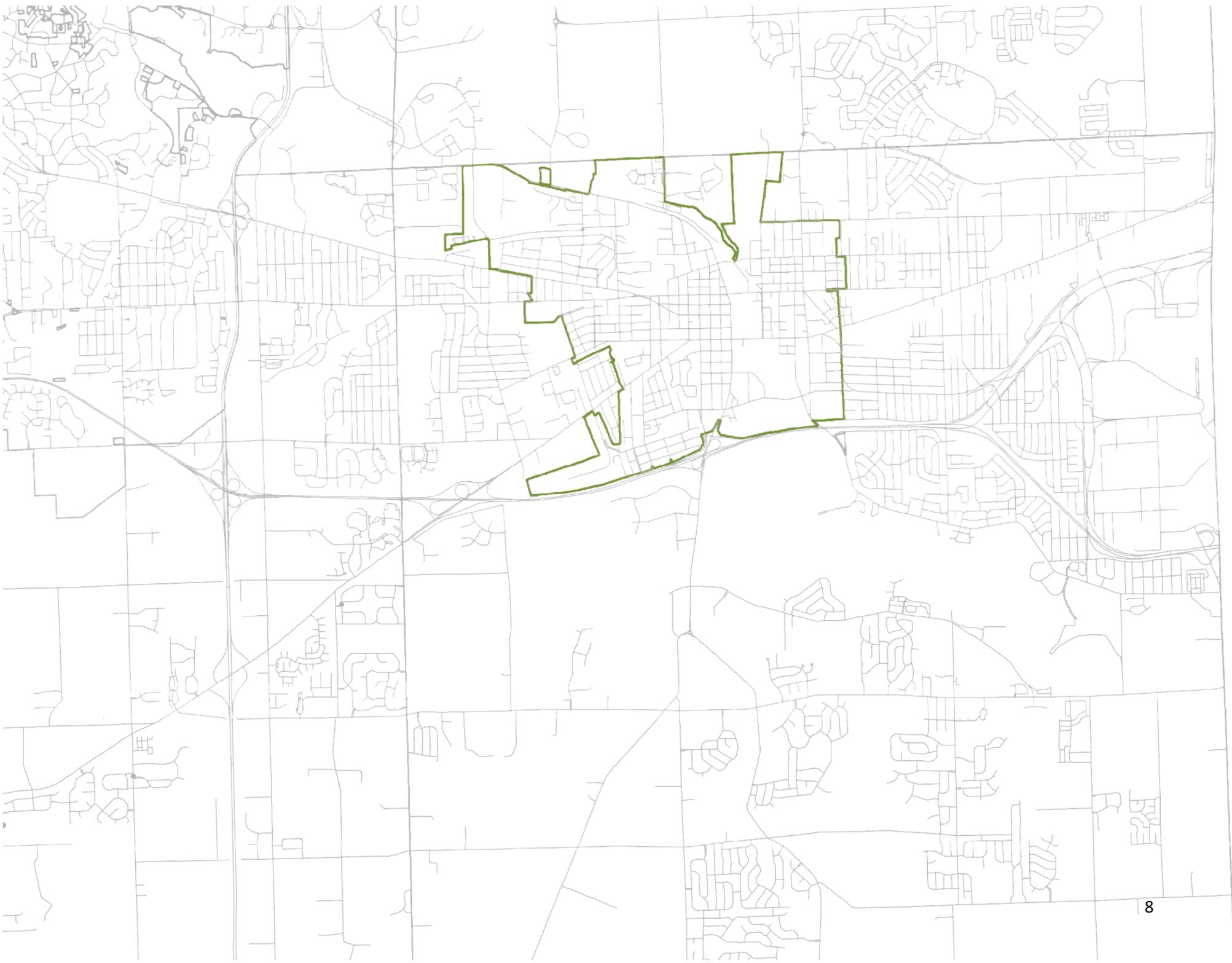
This plan is a policy document, identifying the goals and strategies to establish a built and cultural environment that supports and encourages safe, accessible, comfortable, and convenient non-motorized and multimodal transportation options for both people and goods throughout the city and into the surrounding communities. Ypsilanti's future 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. The goals and strategies of this plan outline policies, programs, and initiatives that will lead to a safer and more equitable transportation system, a more environmentally sustainable city, an increased quality of life of residents and visitors, and neighborhoods and business districts that are more walkable and bikeable.

Volunteers of the Non-Motorized Advisory Committee and City of Ypsilanti Planning & Development staff, with aid and input from stakeholders and after careful review of demographic data, developed this plan from 2015 to 2020. From that planning process came many goals that were ultimately distilled into three primary goals:

- **Safety** for non-motorized users
- **Equity** in delivering a transportation system to all users of the road
- **Shifting Modes** to provide alternative transportation options.

A fourth goal is to perform an inventory analysis to better document and understand the status of the city's infrastructure. 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.

- **City administration and policies:** consisting of modifications and new policies that will help ensure that future investments and planning efforts increase safety and equity for those who walk and bike, results in equitable transportation investments, and minimizes adverse impacts on accessibility;
- **Maintenance:** ensuring that responsibilities are clear, consistent, and enforced;
- **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.



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, equitable, 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

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 8.5%¹ of the Ypsilanti households that do not have access to a personal 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.

A well-implemented transportation system will:

Increase Transportation Options

- Provide transportation alternatives for all individuals who are capable of independent travel.

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 and more equitable transportation system, a more environmentally sustainable city, an increased quality of life of residents and visitors, and neighborhoods and business districts that are more bikeable and walkable.

- Improve access and mobility for not only 9.6%² of Ypsilanti residents who have a disability but also Ypsilanti's aging population.
- Support public transportation, such as buses and trains.
- Provide transportation choices beyond the personal automobile.

Improve Health, Safety, And Equity

- Create a more equitable transportation system for all.
- 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.
- Reduce the number of traffic crashes and fatalities.

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.

Building Upon Past Work

This project gathers the work of recent Ypsilanti transportation-related initiatives into one whole. Past work has included the 2006 Washtenaw Area Transportation Study (WATS) 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 2020-2025 Parks & Recreation Plan and to great extent, the Ypsilanti Non-Motorized Transportation Master Plan 2010-

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.
- 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 Ypsilanti³.

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.

2015. This plan addresses, consolidates, and builds upon this work.

The 2006 WATS 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's Downtown Development Authority (DDA) 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.

AAA estimates the cost of owning the average automobile at \$8,698/year, which includes fuel, maintenance, tires, insurance, license and registration fees, taxes, and depreciation for a sedan driving 15,000 miles annually.

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

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 Downtown Development Authority (DDA) 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.

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 (M-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 newer 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 area⁵. 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 existing non-motorized infrastructure provides an excellent framework for future improvements.

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 travel⁶.

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 patterns⁷.

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 transportation⁸



Chapter 2: DEMOGRAPHICS

Population

After a few decades of decline from its peak in the 1970s, Ypsilanti's total population is expected to remain fairly constant in the coming years⁹. Unlike rapidly growing areas, the city neither needs nor has room to plan for many new roads or systems to serve a 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 detailed in this section, including overall population distribution, age, income level, and disability status.

Ypsilanti's population trends are analogous to general demographic trends seen across the United States. As Table 1 shows, Ypsilanti's average household size has dropped in recent decades and is predicted to remain level at just above two persons per household from a peak of almost three in 1970. The City of Ann Arbor and surrounding Townships have also experienced this shrinking household size, as have communities around the state and nation.

Table 1 Population and Households in Ypsilanti

	Census 1970	Census 2010	ACS 2019 5-Year	SEMCOG 2045
Total Population	29,538	19,435	20,828	24,480
Households	7,519	8,026	7,743	9,176
Average Household Size	2.81	2.06	2.30	2.11
% of Population in Households	71.5	85.3	85.6	79.0

Source: US Census Bureau, 2019 ACS 5-Year Estimates, SEMCOG

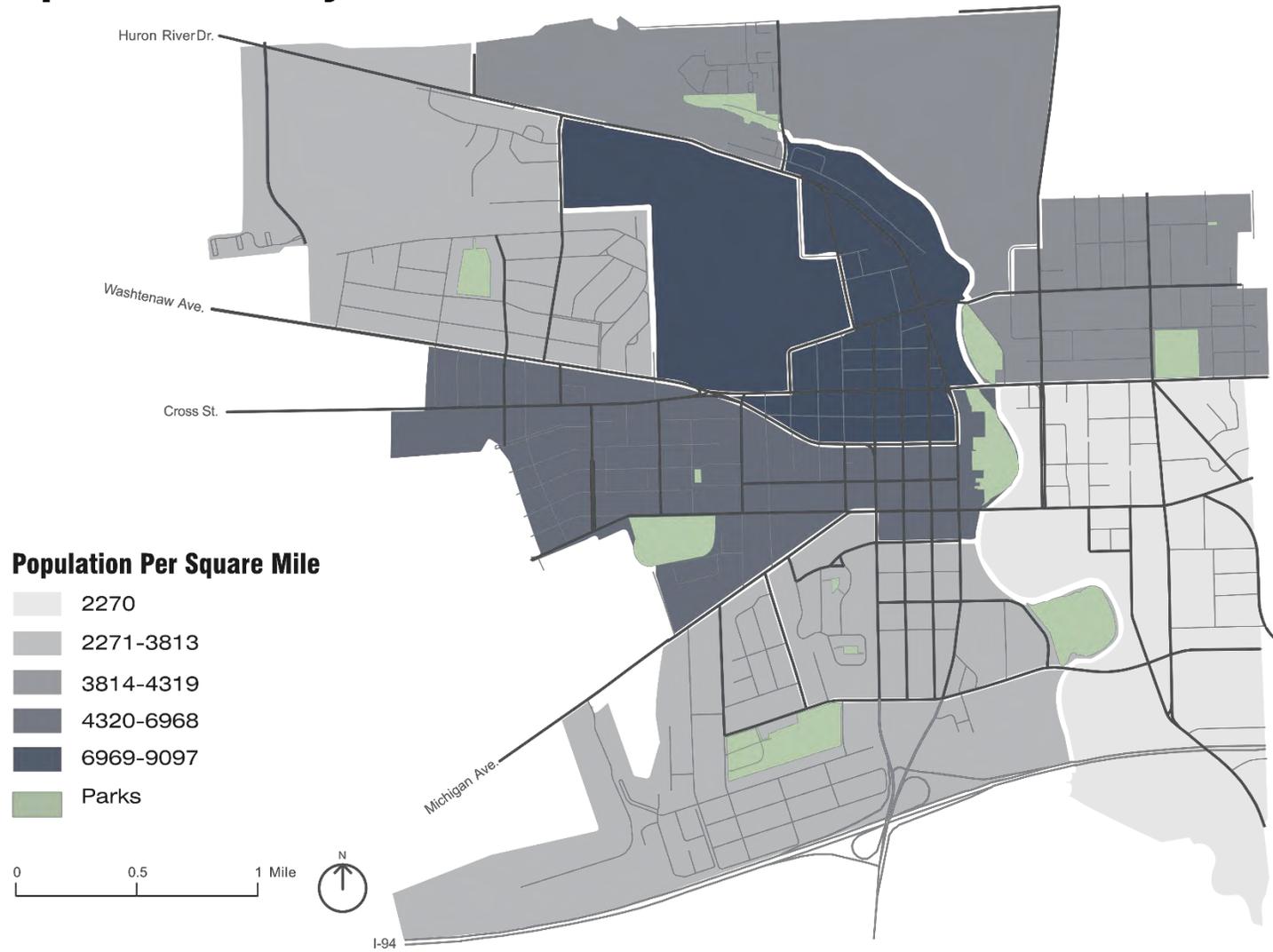
Population Distribution

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 1 shows population per mile throughout the city, divided by Census tract.

Figure 1 Population Density Map¹⁰

Population Density



The lower density shown in the southwestern and southeastern-most tracts 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.

Aging Population

Like many communities across the country, Ypsilanti has an aging population.

Table 2 Age Demographics of Ypsilanti Residents

Age Group	ACS 2015-2019	SEMCOG 2045	% Change
Under 5	1,070	839	-22
5-17	1,965	2,016	+3
18-24	8,094	8,513	+5
25-54	6,649	7,275	+9
55-64	1,465	1,937	+32
65 and older	1,585	3,900	+146

Source: 2019 ACS 5-Year Estimates, SEMCOG

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 perform care for one's self, go outside the home, or maintain employment. According to the most recent American Community Survey (ACS) data from 2015-2019, about 9.6% of Ypsilanti residents experienced some disability by this definition.

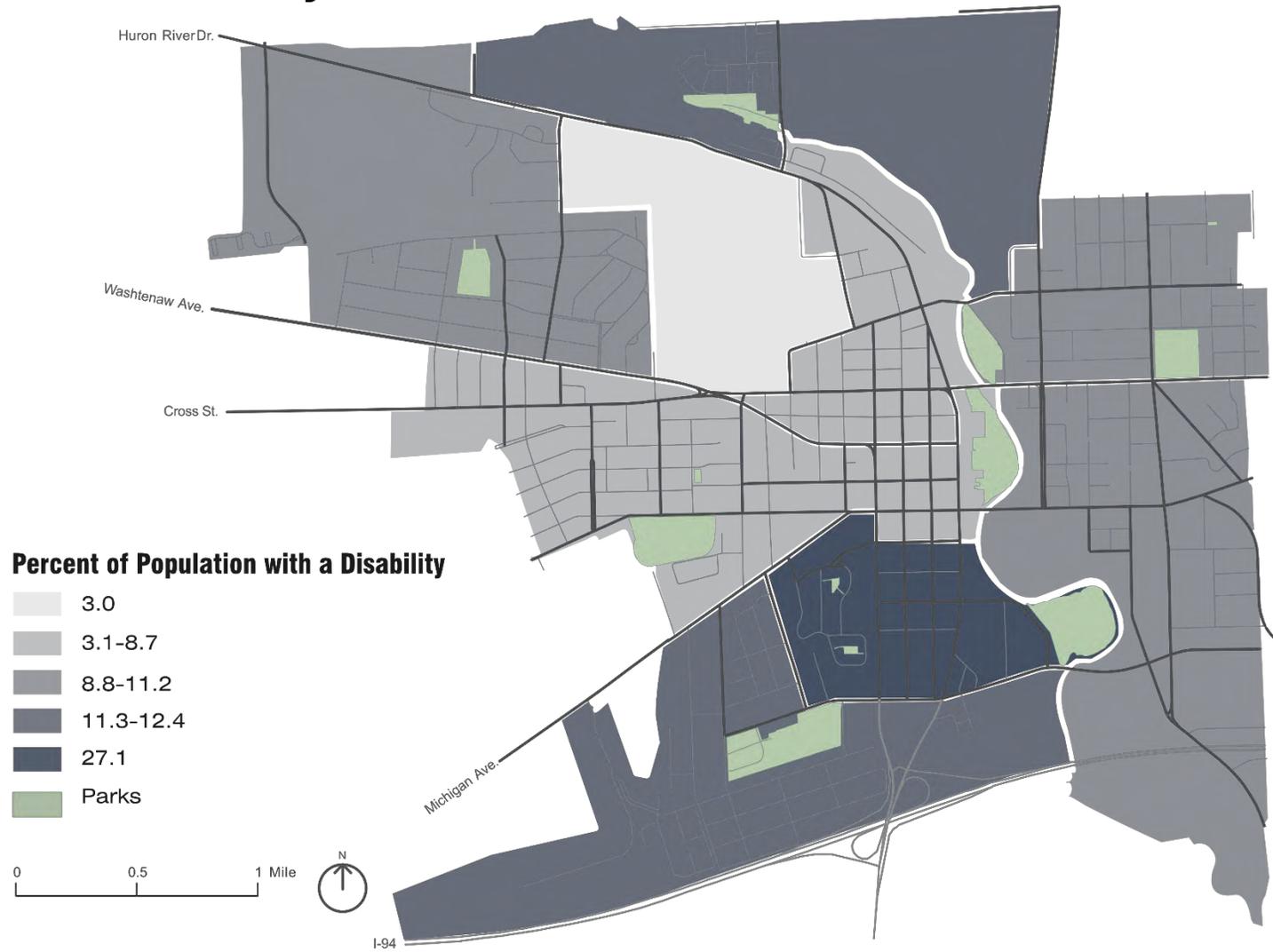
This data, when taken together with ever-lengthening life expectancies, emphasizes the importance of putting in place measures that encourage

accessibility for and independent mobility of both older adults and people with disabilities¹¹.

As shown in Figure 2, the southwest portion of the city had the highest percentage of residents who had some sort of disability; the 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.

Figure 2 Ypsilanti Residents with Reported Disabilities¹²

Percent Disability



Employment and Income

The City of Ypsilanti has a lower median income and higher rates of poverty than many communities in the area. As shown in Table 3, the 2015-2019 ACS reported the median income of Ypsilanti households as \$39,332, 69% of the

State-wide median of \$57,144 and 63% of the nation-wide median of \$62,843. The 2015-2019 ACS estimated nearly 32% of Ypsilanti’s population below the poverty level.

Table 3 Income Characteristics of Ypsilanti Residents

Indicator	City of Ypsilanti	Washtenaw County	Michigan
Median Household Income (\$)	\$39,332	\$72,586	\$57,144
Per Capita Income (\$)	\$25,458	\$41,399	\$31,713
Families below Poverty Level (%)	24.3%	6.4%	9.9%
Children below Poverty Level (%)	38.1%	12%	19.9%

Source: 2019 ACS 5-Year Estimates, SEMCOG

Two particular income-related measures important to transportation planning are the number of children in poverty and the number of households that do not have access to a personal automobile. Both of these demographic measures indicate residents who have limited mobility, often relying upon inadequate non-motorized or transit options, and cannot easily access

amenities that are further away. Figures 3 and 4 show concentrations of these demographic groups using ACS 2015-2019 5-year estimates. Both metrics showed a large concentration in the southwest portion of the city. The northern part of the city also had above-average concentrations of these populations.

Figure 3 Children in Poverty¹³

Children Living in Poverty

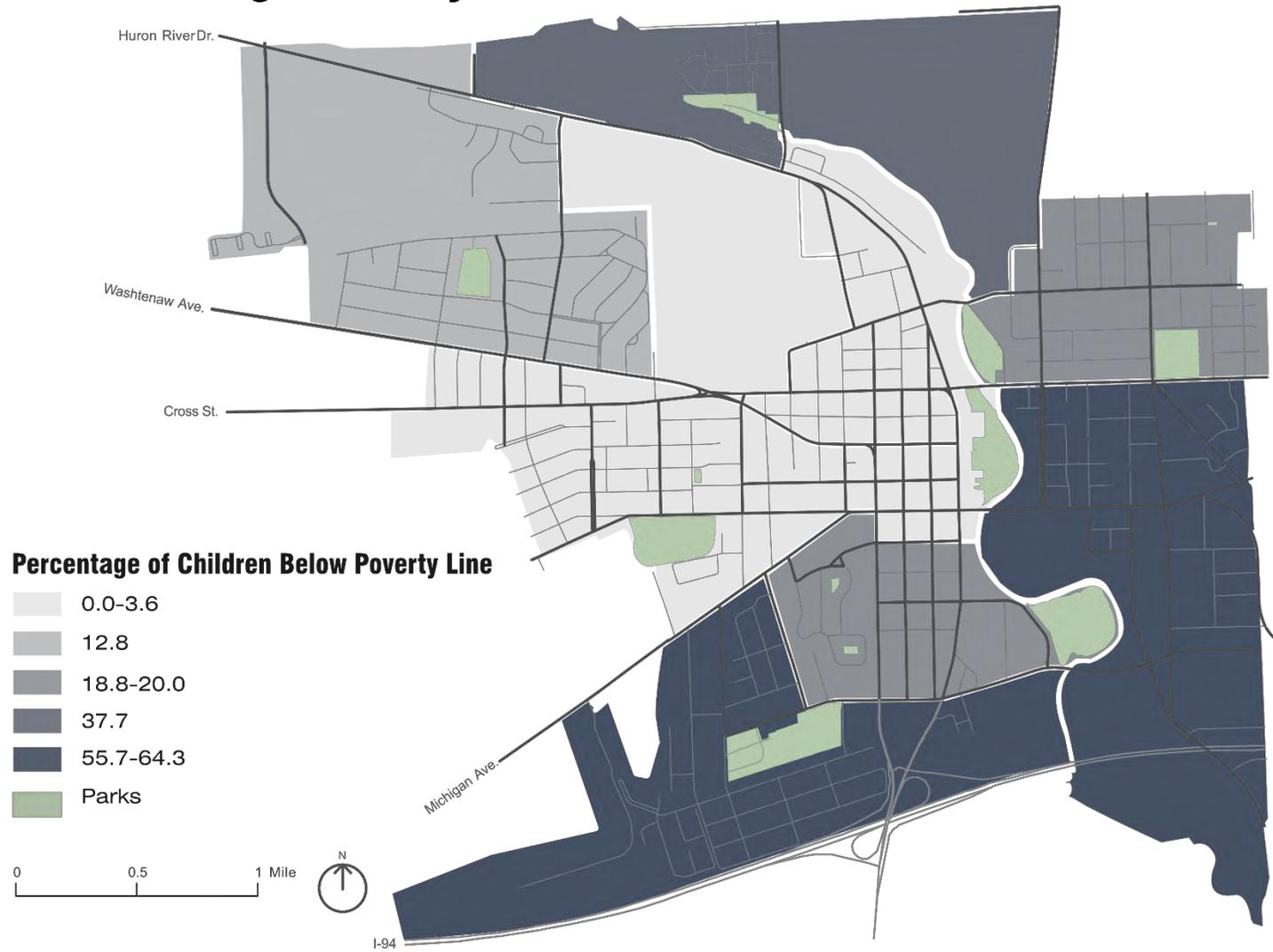
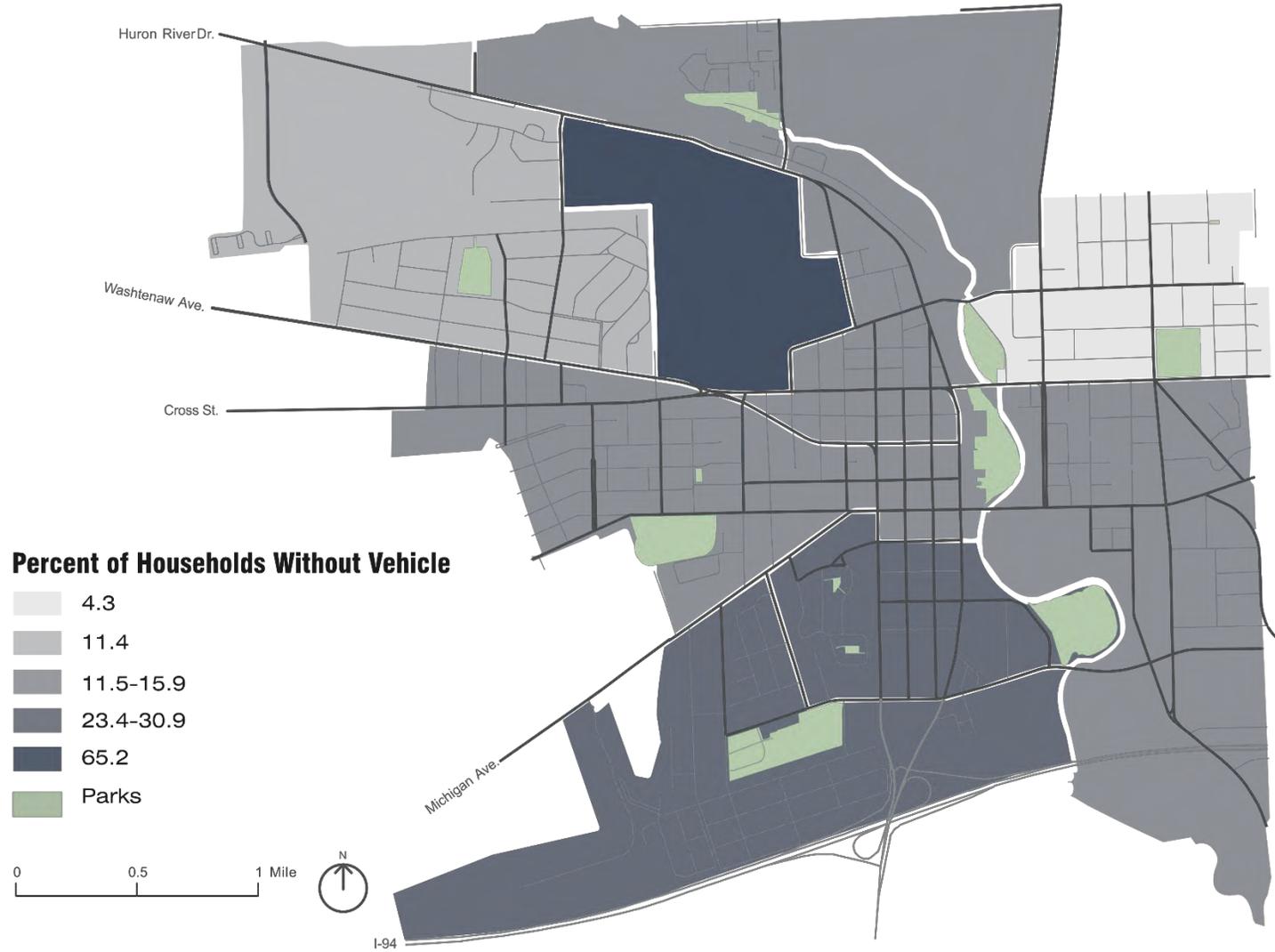


Figure 4 Households Without a Personal Vehicle¹⁴

Households Without a Personal Vehicle



Transportation

The City of Ypsilanti benefits from a location convenient to a major north/south freeway (US-23) and a major east/west freeway (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 (M-17) and Michigan Avenue (US-12 Business Route) 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 AAATA serves to connect downtown Ypsilanti with its neighbors.

The city features approximately 98 miles of pedestrian infrastructure, 5.5 miles of off-road bike routes, 3.7 miles of bike lanes, and many bus transit stops.

Those who live in the City of Ypsilanti get to work through many means, but the majority, 65% according to the 2018 ACS estimates, drive alone. Public transit and walking are in second and third place as seen in Figure 5. The percentage of Ypsilanti residents that walk to and from work is very high compared to the State of Michigan averages, 12.3 and 2.2 percent respectively. There could be many hypotheses of this high percentage of Ypsilanti residents that walk to work but more surveys and analysis should be done to determine the reasoning behind this commuting method. Among those who commuted to work via personal car, it took them on average 20.0 minutes to get to work, less than the national average of 26.1 minutes¹⁵. Among those who commuted to work via public transit it took them on average 60 or more minutes to get to work. This is similar to the statewide average for public transit commuters and reflects the wider state of public transit investments and network found in the state¹⁶.

Figure 5 Share of Ypsilanti Residents who ride Public Transit, Walk, or Bicycle to work

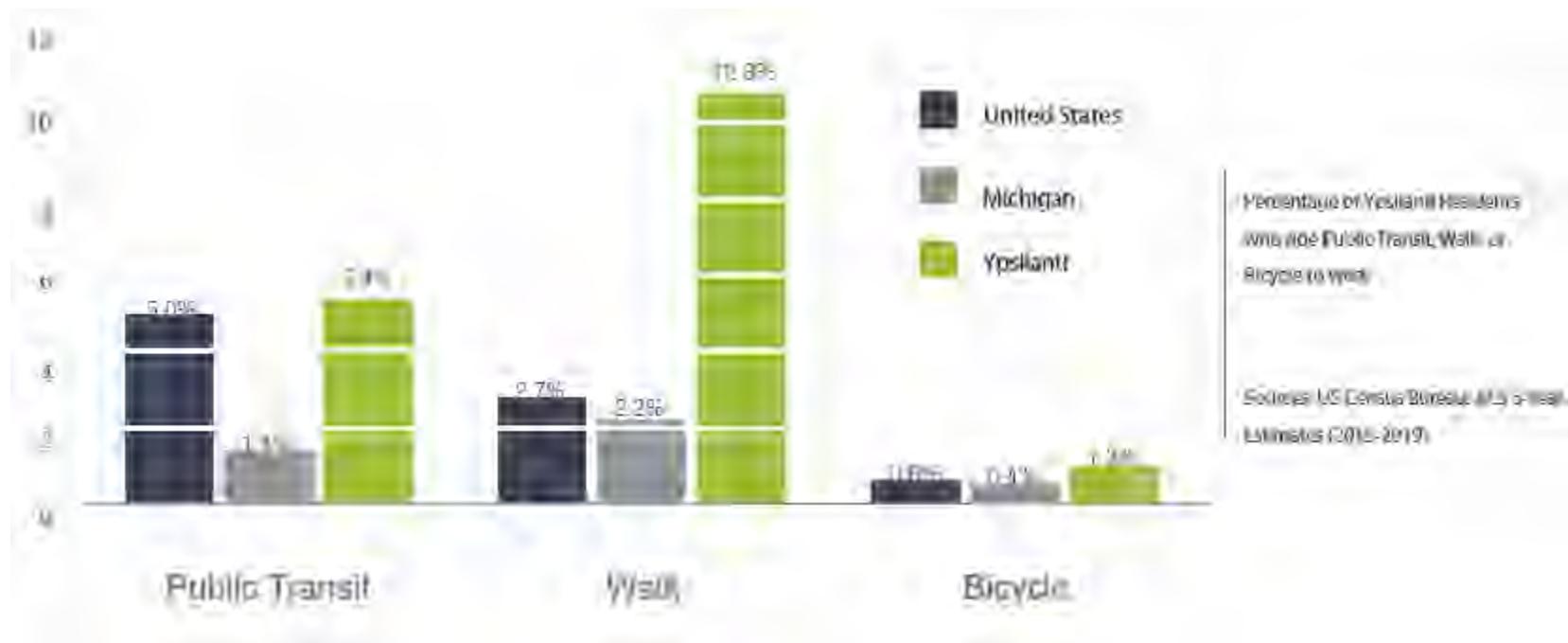


Table 4 Most Common Method of Travel

Method of travel for work	Share of surveyed workers
Drove Alone	65.32%
Carpooled	7.52%
Public Transit	9.46%
Taxi	0.00%

Motorcycle	0.00%
Bicycle	1.31%
Walked	12.35%
Other	0.29%
Worked At Home	3.74%

Non-Motorized Access

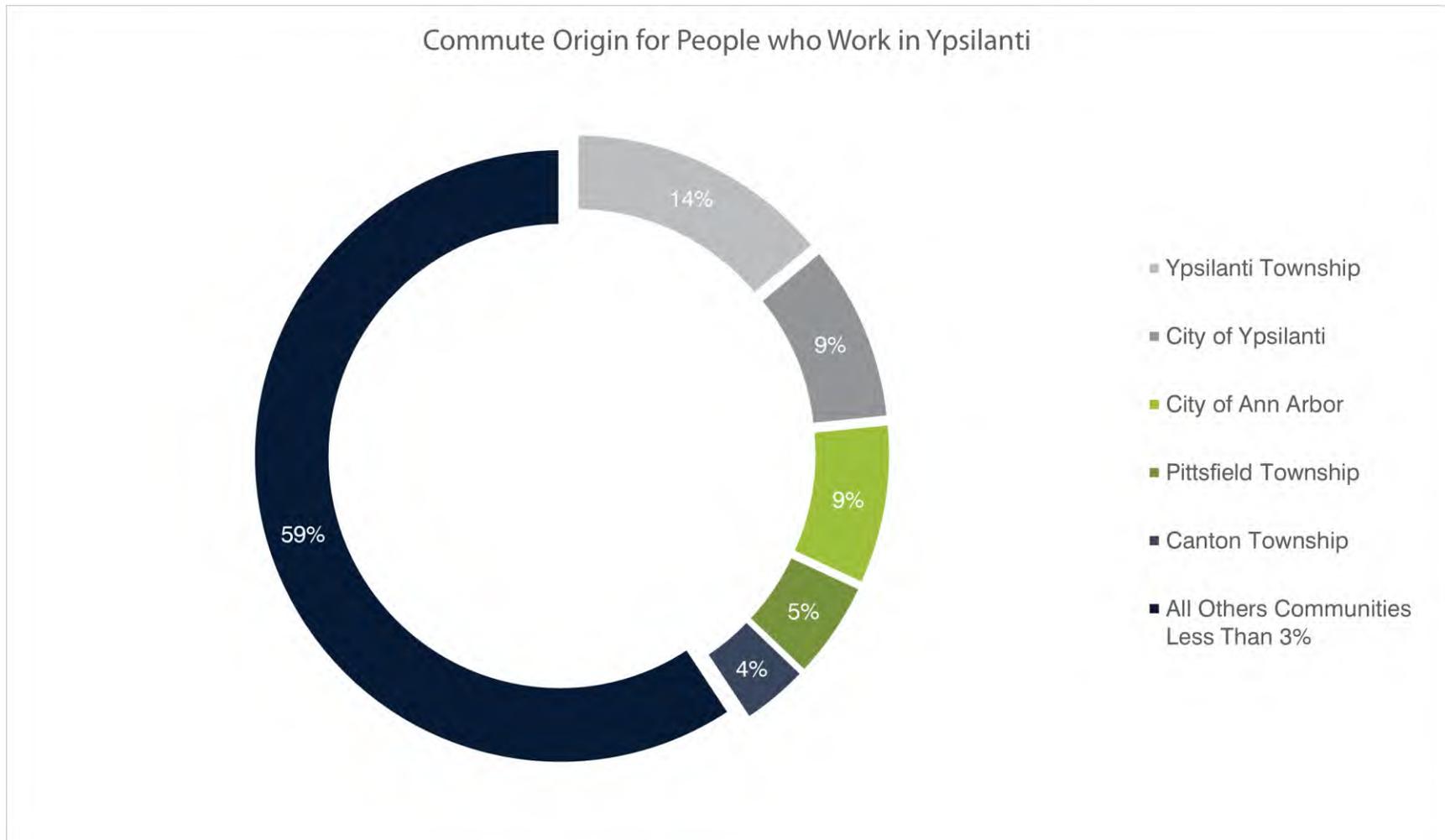
As much of Ypsilanti was platted and developed before the widespread use of the automobile, the overall layout of the city is friendly to bicycle and pedestrian traffic. The grid layout of streets, the predominantly complete sidewalk network, the compactness of neighborhoods and business districts, and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

In pleasant conditions, biking and walking may be by itself a recreational activity, not merely a method of transport. The Border-to-Border Trail 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 prioritize motorized speed and volume over the 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 2014 and are pursuing construction of preferred alternatives for a safe pedestrian crossing before 2023.

There are also neighborhoods that do not easily lend themselves to a connected pedestrian network. These areas, generally built out after the 1950s, tend to follow a more conventional, isolated, suburban design. These neighborhoods include the Gerganoff subdivision, off Huron River Drive south of Superior Road, and the majority of the large apartment complexes off of Huron River Drive and LeForge. The apartment complexes, in particular, were constructed largely to be complete unto themselves, and serving an automobile-owning, able-bodied college student population; as such, they lack pedestrian connectivity to surrounding sidewalks and outdoor recreation areas that are appealing and useful to people of all ages.

Figure 6 US Census Bureau: On The Map, Area Profile for Ypsilanti, MI 2018

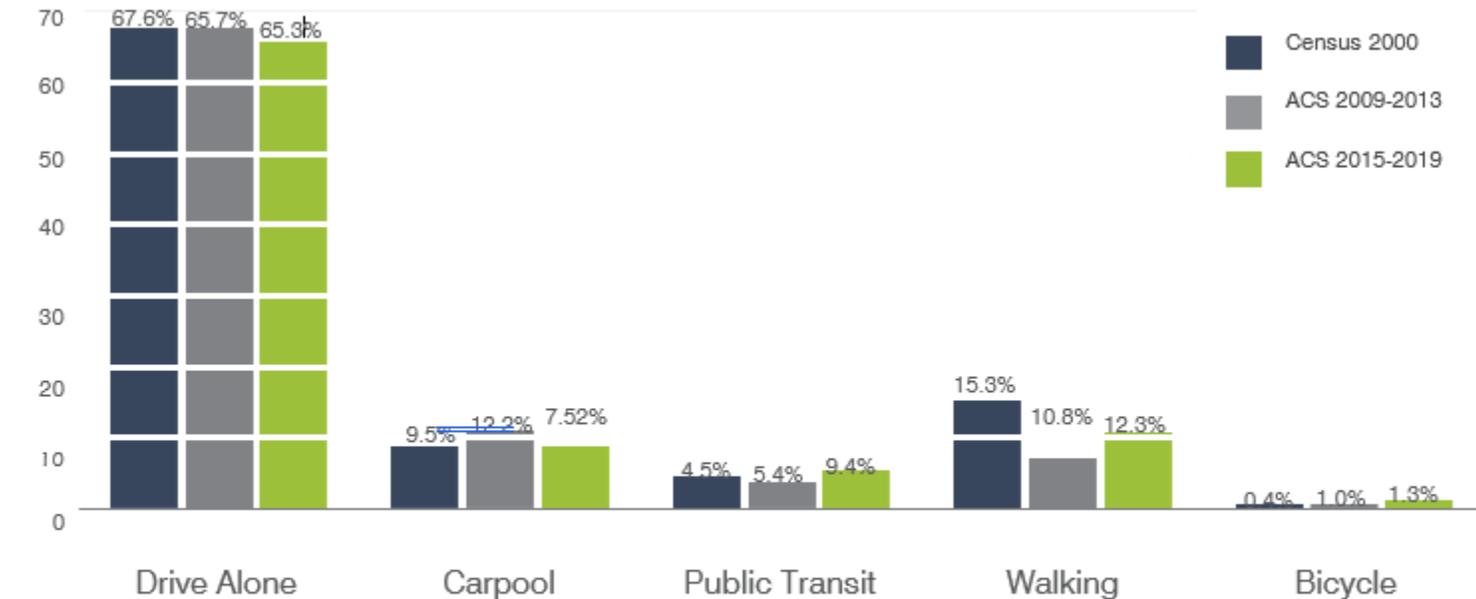


Mass Transit

Historically, Ypsilanti has had a healthy public transportation option in commuter rail, interurban transport, and lately, the AAATA bus system. The interurban service and commuter rail have long since been discontinued, but the Regional Transit Authority has pursued a rebirth of commuter rail, or similar regional transit, in southeastern Michigan.

The City of Ypsilanti is currently served by the Ann Arbor Area Transit Authority (AAATA) 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, with voters approving a 2014 tax millage that increased routes, frequency, and hours of service. Door-to-door on-demand services are available through AAATA's A-Ride service for people with disabilities. There are several full-rate taxi services available as well. This tax millage was renewed in 2018 and will be levied through 2024

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Ypsilanti Commute Trends Sources:
US Census Bureau: Census 2000, ACS 5-year Estimate (2009-2013), ACS 5-year Estimate (2015-2019)

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. 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



George Thomas

Chapter 3: PROCESS

In 2010, Ypsilanti adopted its first Non-Motorized Transportation Master Plan. This original plan was prepared by the City of Ypsilanti Planning & Development staff and stakeholders, including representatives from the city's Planning Commission and Parks and Recreation Commission. Beginning in

Initial Analysis

Staff and volunteers reviewed the 2010 Non-Motorized Transportation Master Plan, noting both achievements and ongoing priorities. Additionally, the team reviewed currently adopted and draft versions (where available) of the City of Ypsilanti Master Plan, City of Ypsilanti Capital Improvement Plan, Transit Plan for Washtenaw County, Non-Motorized Transportation Plan for Washtenaw County, and the Parks & Recreation Master Plan.

Stakeholder and Public Input

Stakeholder representatives from throughout the City and neighboring communities were invited to take part in the planning process, as were members of the community and various advocacy organizations.

In September and October 2015, the Non-Motorized Advisory Committee

- Lack of bike lanes | 66%
- Prevalence of broken concrete, potholes, and crumbling sidewalks | 48%
- Lack of snow and ice removal | 45%

2015 and energized in 2018 and 2020, the City of Ypsilanti Planning & Development staff and members of the Ypsilanti Non-Motorized Advisory Committee worked to prepare this updated plan.

Based on this background information and input from stakeholders, a vision and four overarching 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.

conducted a survey of Ypsilanti community members. Paper copies of the survey were distributed at the Depot Town Farmers Market and at the First Friday Art and Culture Walk. The survey was also disseminated electronically to various Facebook groups related to Ypsilanti. In all, forty-four people completed the survey.

Survey respondents identified the most common barriers to walking, biking, and using wheelchairs in Ypsilanti as:

- Speed and volume of traffic through town | 43%
- Unsafe motorists | 41%

Additionally, the respondents identified their top priorities for this plan as walking and biking routes along

1. The Washtenaw Ave, Hamilton Ave, and Huron St corridor
2. Interstate 94
3. Depot Town and Downtown

Additionally, a Community Forum was held at the Ypsilanti Freight House in June 2017. Approximately 30 people were in attendance. This forum included a brief presentation on the draft Non-Motorized Transportation

Master Plan and opportunities for the public to provide feedback on priorities and identify additional areas of concern. Participants rated the following bike lane projects as the most important:

1. Installation of an east-west bike route in southern Ypsilanti along Harriet/Spring/Factory/Maus between First and Emerick
2. Installation of an east-west bike route along Washtenaw between Hewitt and Hamilton
3. Installation of a north-south bike route along Hamilton from Washtenaw to I-94

Participants rated the following sidewalk projects as the most important:

1. A north-south pedestrian route along Huron from I-94 to Spring
2. An east-west pedestrian route along Washtenaw from Bellevue to Cornell

Public Review and Adoption

The draft plan was made available for public comment on (date). Within the city, printed copies of the draft were made available at City Hall. The plan was available as a PDF for download from the City’s website, and a notice of the downloadable copy was shared with community groups via email and social

media. Copies of the plan were provided to City Council members and the Planning Commission.

On (date), 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. [Insert discussion of revisions made as a result of this process as applicable]

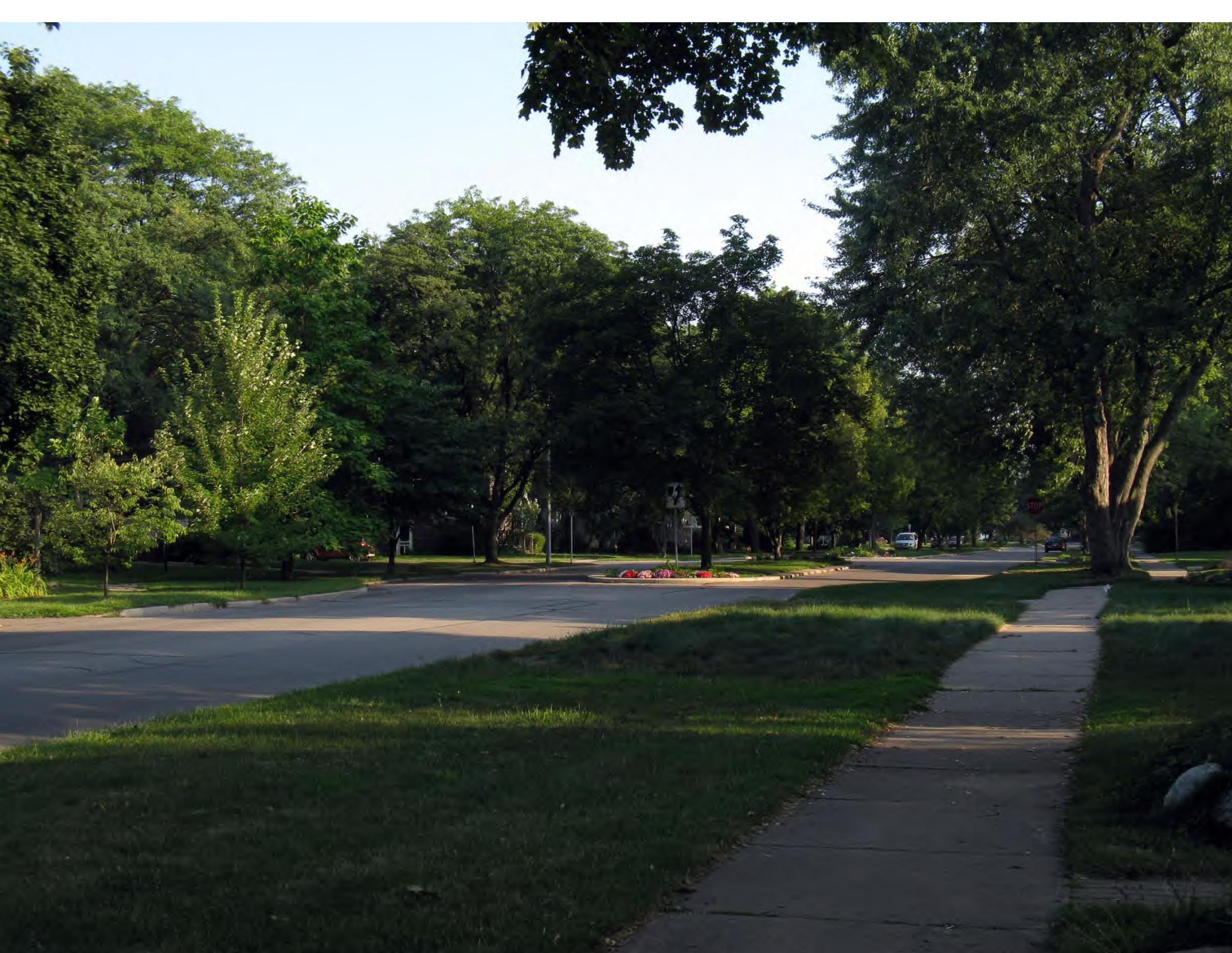
The City Council adopted the plan on (date).



JACKSON HEWITT
TAX SERVICE

look in the attic

US Bank



Chapter 4: VISION & GOALS

Vision

This plan envisions a healthy, vibrant, sustainable future for Ypsilanti. Ypsilanti will have a built and cultural environment that supports and encourages safe, accessible, comfortable, and convenient transportation options for the movement of people and goods throughout the city and into surrounding communities. Ypsilanti residents and visitors will enthusiastically choose to walk, bicycle, and take public transit over using a personal

Goals

The three primary goals for this non-motorized plan are: Safety for non-motorized users, Equity in delivering a transportation system to all users of the road, and Shifting Modes to provide alternative transportation options. A fourth goal is to perform an inventory analysis to better document and understand the status of the city's infrastructure.

SAFETY FOR NON-MOTORIZED USERS (Goal 1)

Improving the safety of Ypsilanti's transportation system for the most vulnerable users, people who walk or bike is the first goal of this plan. Pedestrians and bicyclists in Ypsilanti have averaged 20 crashes per year over the past ten years. That represents 2.3% of all crashes, but pedestrians and bicyclists account for 42% of all fatal crashes.¹⁷ Given the relatively small number of fatal crashes occurring in the city, this plan suggests the city consider adopting a vision zero approach to increasing safety for non-

automobile. Ypsilanti will be an environmentally sustainable city with a safe transportation system, attractive neighborhoods and business districts, and a fantastic quality of life for residents.

We recognize that the infrastructure improvements outlined in this plan are necessary – but not alone enough – to achieve a safe, accessible community that supports the physical activity and transportation needs of all residents.

These goals reflect the Guiding Values identified by the 2013 City Master Plan for a Safe, Diverse, Sustainable city. Objectives and strategies identified in the plan seek to achieve the three primary goals, but may overlap with other goals and should be seen as first steps to implement this plan. Specific projects and policy concepts detailed in the subsequent chapters of this plan were selected to advance the goals of this plan.

motorized users.¹⁸ A vision zero approach is the stated goal to reduce the number of traffic-related fatalities and serious injuries to zero. At its core, this goal is inspired by the belief that traffic collisions are preventable, and even one fatality is too many (City of Boulder, n.d.).

Why?

As stated in the City of Ann Arbor's forthcoming *Comprehensive Transportation Plan*, "Vision Zero puts forward a new vision for safety that differs significantly from traditional approaches and recognizes that: 1. safe mobility is a basic right, 2. traffic crashes are preventable, 2. humans make

mistakes, and 4. safety is a shared responsibility” (City of Ann Arbor, Final Draft, October 2020, 14). This plan asserts that Ypsilanti should strive to be a

community that has a safe transportation system for all users regardless of their mode of transportation.

Objectives:

1. Eliminate all traffic fatalities and serious injuries in Ypsilanti by 2025.
 - Benchmark:
 - 2 total fatalities between 2015 and 2019, and 54 suspected serious injuries crashes between 2015 and 2019.¹⁹
 - 1 bicyclist fatality between 2015 and 2019, and 3 bicyclist and 12 pedestrian suspected serious injury crashes between 2015 and 2019 (note this is a subset of total crashes).²⁰

According to the Federal Highway Administration, Safety Countermeasures are defined as: “An action taken to counteract a danger or threat. In the context of safety – a safety countermeasure is an action designed to counteract a threat to safety.

Example: after examining traffic crash history, roadway geometry, and other factors, the construction of a modern roundabout was selected as the appropriate countermeasure to address identified safety issues.”

Strategies:

- Pass a City Council resolution that affirms Ypsilanti’s official goal to have zero traffic-related fatalities by 2025.
- Identify and review high-crash or reported near-miss locations to develop safety improvement measures.
- Develop a “quick-build” safety program that will quickly implement safety changes similar to the recently developed program in Ann Arbor.
- Implement safety countermeasures at locations with crash trends.
- Coordinate safety improvements with other planned projects and construction work in the city.
- Incorporate multimodal planning in all, new capital improvement projects.
- Promote public participation in identifying recurring excessive speeding areas using Ypsilanti Connect or future tools and connect this promotion to the newly created Responsive Traffic Safety Improvement Policy (ReTSIP).
- Monitor the transportation system using crash and speed data, Ypsilanti Connect complaints, as well as other tools which may become available, to identify and mitigate safety problems.
- Review best practices literature to develop staffing expertise on bicycle and pedestrian safety planning and countermeasures.

2. Develop and implement a pedestrian safe crosswalk stop law.

Strategies:

- Grant pedestrians the right-of-way when using street crossings without a stop sign or traffic or pedestrian signal for oncoming traffic, also known as unsignalized crossings.

3. Construct robust unsignalized pedestrian crossings at key locations throughout the City.

Strategies:

- Explore creating new and improving existing unsignalized crossings at areas with high pedestrian volume (e.g. Ferris Street and Hamilton St), link senior housing to downtown amenities, or where high-density residential developments sit across the street from neighborhood retail (e.g. Courtland St and Washtenaw Ave).
- Continue strong connection of Non-Motorized Advisory Committee (NMAC) and the Department of Public Services to ensure goals and objectives of this plan are implemented in consultation with community members.
- Continue practice of performing a complete streets review aligned with the Complete Streets ordinance during the design phase, if not earlier, when performing significant maintenance or reconstruction projects on roadways, to ensure that pedestrians and bicyclists may use the public right of way with as much ease as a motorist and that motorists are encouraged to travel at safe speeds.

4. Increase the proportion of residents who feel safe walking in their neighborhood to 90% by 2025.

- Benchmark: 85.4% of residents reported feeling safe walking in 2015.²¹

Strategies:

- Review current ordinances regarding landscaping and fencing to ensure that pedestrians and wheelchair users are visible to vehicles at potential points of conflict, such as crosswalks, alleys, and driveways.
- Ensure the planned non-motorized pathway on Huron Street over I-94 is completed.
- Improve the existing non-motorized crossing on Grove Road over I-94.
- Create a Neighborhood Connector system, composed of low-stress streets and pathways that connect residents to jobs, entertainment opportunities, and our park system.
- Create ongoing partnership and dialogue with the Michigan Department of Transportation (MDOT) to review state-owned routes within the city limits and align Vision Zero framework with MDOT projects and maintenance. Furthermore, important items such as signal timings, pedestrian and bicycle infrastructure, speed limits, left-turns, turning radii, and the Master Plan goal of one-way streets realignment should be part of ongoing discussions.
- Continue partnership with Washtenaw County and the Reimagine Washtenaw initiative on Reimagine Washtenaw plan implementation.

- Work with both MDOT and the Charter Township of Ypsilanti on implementation of Ypsilanti Townships' planned streetscape improvements to Ecorse Road.

2015-2019 Pedestrian and Bicycle Crashes

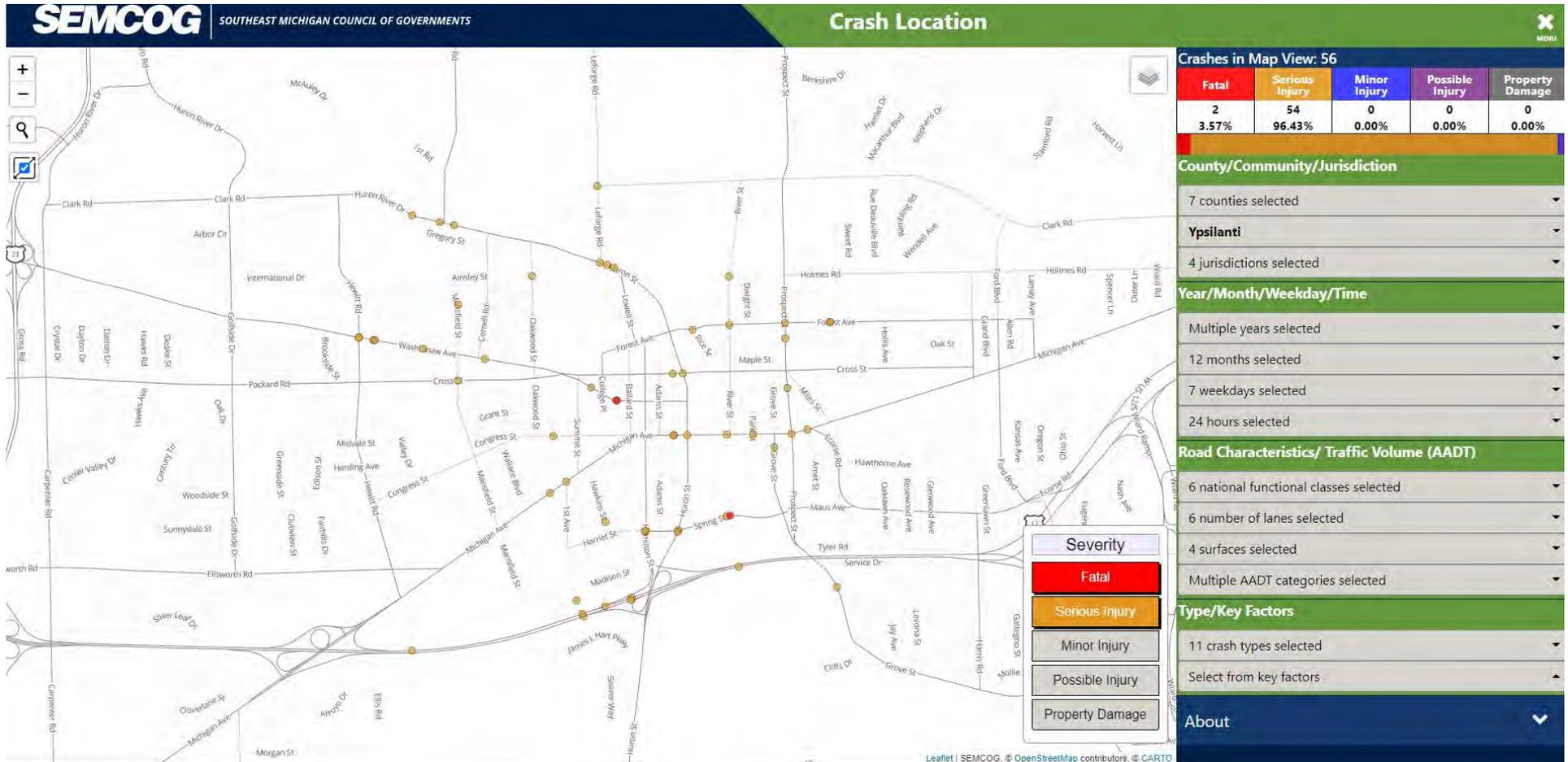


Figure 8 Locations of Fatal and Serious Injury Crashes. Sources: SEMCOG

EQUITY IN NON-MOTORIZED TRANSPORTATION (Goal 2)

According to the report *At The Intersection of Active Transportation and Equity* published by the Safe Routes to School Partnership, “transportation is the linchpin that allows us to function in our daily lives. Whether we move by foot, bicycle, car, bus, skateboard, or wheelchair, we all need to travel to meet everyday needs. But our society suffers from considerable inequity, and transportation is no exception.” Low-income people, people of color, and people with disabilities “face transportation hurdles that can mean that just accessing basic needs is time-consuming, dangerous, and sometimes almost impossible. Instead of travel time allowing people to safely and conveniently get the physical activity they need while accomplishing daily objectives, travel is instead a source of stress that undermines health” (Safe Routes to School Partnership et al., n.d.).

FROM THE SAFE ROUTES TO SCHOOL PARTNERSHIP

“What do we mean by equity? Equity addresses the effects of power imbalances and the social, economic, and political differences that generate disparate outcomes for people in arenas like health, education, and employment. Equity recognizes that different people have different barriers to living healthy, fulfilled lives. In order to allow people to get to the same outcome, we need to understand the different barriers and opportunities that affect different groups, and craft our approaches, policies, and programs with those various challenges and needs in mind.”

Despite the challenges that exist for some in our City and Country there is work communities can do to increase equity, and this plan seeks to encourage our city to do just that. Investing in alternative forms of transportation and establishing policies and activities that support equitable solutions help create a more equitable city, accomplishing multiple goals of this plan. As the Safe Routes to School Partnership report states, “Our transportation system can be one that supports our local economies, prioritizes our local streets as a community resource, lets children breathe clean air, and allows neighbors to meet and chat without the menace of nearby high-speed traffic – but we will need to work together to achieve that vision” (Safe Routes to School Partnership et al., n.d.).

Objectives:

Achieving equity will not be a one-time accomplishment. Instead, achieving an equitable transportation system should be considered in a 3C approach: continuing, comprehensive, and collaborative analysis of the plan objectives and strategies.

1. Make Ypsilanti Accessible to All.

Strategies:

- Review and/or develop an Americans with Disability Act Transition Plan.
- Assess the existing pedestrian network, especially intersections, for ADA compliance.
 - Benchmark: NMAC should work with city staff following inventory analysis completion to determine a benchmark.
- Following ADA compliance assessment, develop a work plan to increase ADA compliance of the pedestrian network.
- Work with city staff to ensure current Ypsilanti Connect software allows appropriate long-term responses to complaints of inaccessible bicycle, pedestrian, and wheelchair user routes.
- Implement proactive measures to eliminate barriers in accessibility to key public destinations within the city.
 - Benchmark: 1. NMAC and/or city staff should work with local disability advocates to identify key public destinations. 2. Develop a list of measures that achieve this strategy.
- Ensure that pedestrian crossings in high-traffic areas, such as those within the central business district and within a half-mile radius of transit centers, are handicap-accessible.
- Review and revise the current sidewalk occupancy standards and permit process to ensure a successful balance between accessibility and business space.

2. Invest transportation dollars in neighborhoods equitably.

Strategies:

- Consider developing and instituting a new, or strengthening existing, neighborhood-based transportation planning processes that coordinates future transportation investments with community members to provide publicly desired, appropriate, and meaningful transportation, both motorized and non-motorized, investments.

- Benchmark: Consider developing neighborhood-based implementation/action plans that serve to inform transportation investment decisions.
 - Prioritize Capital Improvement projects, both new and maintenance, that improve or create equity in the transportation system.
 - Continue strong connection of Non-Motorized Advisory Committee (NMAC) and the Department of Public Services to ensure goals and objectives of this plan are implemented in consultation with community members.
 - Promote residents to participate in the sidewalk pavement maintenance-code enforcement process using Ypsilanti Connect or future tools.
 - Promote resources available to residents that assist sidewalk maintenance and replacement.
 - Promote the Non-Motorized Advisory Committee openings to neighborhood groups to grow membership that is more representative of the community.
 - Monitor our proposed road projects while reviewing WATS' Long-Range Plan and the County Opportunity Index to help ensure transportation dollars are being spent where they are needed.

3. Make Ypsilanti a physically active community.

Strategies:

- Create a Neighborhood Connector system, composed of low-stress streets and pathways that connect residents to jobs, entertainment opportunities, and our park system.
- Review and seek to improve connections between Ypsilanti parks and surrounding neighborhoods.
- Link the Border-to-Border Trail with Ypsilanti's parks system.
 - Benchmark: Increase the proportion of residents who engage in any leisure-time physical activity to 85% by 2025. 71.7% of residents participated in physical activity in 2015.²²

4. Make transportation code enforcement equitable in Ypsilanti.

Strategies:

- Enforce snow removal standards on private non-motorized facilities, such as sidewalks, in order to maintain accessibility during winter.
- Work with Ypsilanti Police Department to enforce traffic ordinances at identified high-crash locations (See Vision Zero objectives) in a manner that improves safety for all users and is equitable to Ypsilanti residents.
 - Benchmark: Develop a list of traffic violations that serve to increase driver awareness of bicyclists, pedestrians, and wheelchair users.

- Promote citizen-action to maintain snow removal standards on non-motorized facilities, such as driveways, sidewalks, and curbs in order to maintain accessibility during winter. This includes the promotion of Ypsilanti Connect or future tools to report code enforcement tools.
- Promote residents to participate in the public right-of-way vegetation maintenance code enforcement process using available tools
- Support efforts by the Ypsi Bike Co-Op in its work to offer free or low-cost bicycle repairs as well as teaching bicyclists how to perform simple repairs themselves.



Winter Stroll - Sara Kennedy

SHIFT TO NON-MOTORIZED MODES (Goal 3)

Shifting transportation users towards non-motorized modes (walking and bicycling) and away from single-occupant vehicles (automobiles) is commonly referred to as mode-shift.

Mode-shift is a change between one mode (type) of transportation to another. In the context of this plan, mode-shift is a change from a motor vehicle mode to transit, walking, or bicycling mode. This plan asserts that the City of Ypsilanti will pursue and align transportation investments that provide complete networks for each mode based upon a complete streets framework. Furthermore, these networks will provide safe and convenient connections

between modes and provide connections between the city, county, and state systems (City of Boulder, n.d.).

Why?

Creating a transportation network that allows people to shift between modes will benefit all Ypsilanti residents in a multitude of ways. Some examples include reductions in air pollution and carbon emissions, reduced traffic congestion, increased foot-traffic for local businesses, and increased positive health outcomes for local residents (C40 Knowledge Hub, n.d.).

Objectives:

1. Increase the proportion of residents who take public transit to work to 20% by 2025.

- Benchmark: 8.6% public transportation in 2012-2016.²³

Strategies:

- Monitor the transportation system using partner transit ridership and mode-split data to assist in new capital project identification within the City or AAATA jurisdictions.
- Coordinate site plan review with the AAATA on sites that are adjacent to a major bus route.
- Engage with AAATA, local community organizations, and local businesses to improve the accessibility, usability, and attractiveness of bus stops.
- Work with current property owners and businesses, and prospective property owners and businesses to bridge gaps and complete the “last mile” of non-motorized network-building.
- Support increased capacity for the Ypsilanti Transit Center.

2. Increase the proportion of residents who walk or bike to work to 20% and/or increase the proportion of residents who walk or bike for transportation to 40% by 2025.

- Benchmark: 11.9% walk and 1.2% bike in 2012-2016.²⁴
- Benchmark: 27.2% reported walking or biking for transportation in the past week in 2015.²⁵

Strategies:

- Create a Neighborhood Connector system composed of low-stress streets and pathways that connect residents to jobs, entertainment opportunities, and our park system.
 - Work with Planning Commission to plan for land uses that support grocery stores and similar necessities along the Neighborhood Connector System, or at important nodes of said system.
 - Install additional permanent and seasonal bicycle parking in W Cross, Downtown and Depot Town.
 - Partner with Eastern Michigan University, Bike Ypsi, the Ypsi Bike Co-Op, Program to Educate All Cyclists (PEAC), and the Ypsilanti District Library to provide periodic non-motorized education sessions and public service bulletins.
 - Pursue, and maintain, national/regional/state certification such as the League of American Bicyclists' "Bike Friendly Community/Business/University" awards, America Walks "Walk Friendly Community" award, and the Road Runners Club of America "Runner Friendly Community" award.
 - Support signage and connection improvements along B2B Trail.
3. Prioritize maintenance projects that improve and maintain critical links between the non-motorized network in order to further mode-shift.
 - Coordinate future micro-mobility infrastructure with the transit network/infrastructure.
 4. Prioritize maintenance projects that bridge service or infrastructure gaps.

Strategies:

- Continue strong connection of Non-Motorized Advisory Committee (NMAC) and the Department of Public Services to ensure goals and objectives of this plan are implemented in consultation with community members.

INVENTORY AND ANALYSIS (Goal 4)

A local analysis that identifies the existing infrastructure within the city limits should be undertaken and include components that make up the bicycle, pedestrian, and regional trail networks. Although some inventory currently exists like a partial sidewalk inventory and ADA-compliant curb-ramps, a full inventory should be undertaken that includes a review of previous inventory efforts. Following inventory efforts, a full analysis of the existing non-

motorized network should be completed. Preferably this analysis should focus on connectivity and accessibility as well as examine gaps in infrastructure and obstacles that prevent residents from undertaking non-motorized travel. This plan should not be considered a scope of work, but a beginning suggestion of the work task.

Objectives:

1. Complete a non-motorized inventory and analysis of the current non-motorized environment that will include, but not be limited to the bicycle, pedestrian, and transit networks and associated accessibility needs and gaps.
2. Develop future walking and biking network maps and tables that at least identify and prioritize a connected system of bike lanes on major streets and State routes as well as where bike lanes may not be feasible in the near to mid-term (5-10 years) and identify a low-stress alternative.

Strategies:

- Hire a consultant or student group to perform an inventory and analysis.
- Add future network maps and tables to NAMC annual work-plan; if needed find resources to assist the committee to complete this task.



North Washington Street after Rain- Sara Kennedy

CHAPTER 5: POLICIES AND ADMINISTRATION

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 policy and programs work to achieve the goals and objectives of this plan and minimize adverse impacts on non-motorized transportation users.

Grant pedestrians the right-of-way

As noted in this plan's safety goal, the city should adopt an ordinance(s) that 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 could become safer and more commonly used and could bring average speeds on these streets back in line with posted speed limits.

Additionally, the city should explore the creation of more signalized pedestrian crossings at areas with high pedestrian volume utilizing either rapid-flashing-pedestrian-beacon (RRFB) or pedestrian hybrid beacon (HAWK) technologies. Nationally recognized guidance should be used to determine placement and crossing thresholds. Examples of high-volume crossing locations are 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 or the

Michigan Ave corridor where residential and commercial land-uses intermix and signalized crossings are infrequently spaced.

Invest transportation dollars equitably

As communities around the nation further their efforts to rectify past transportation disinvestment and inequities in communities and neighborhoods of color, this plan expects Ypsilanti will do the same introspection and reflection. From this, the city and wider community should develop new policies and action plans to address inequities in the transportation system especially in the realm of active transportation. Breaking the cycle of active transportation projects and displacement and gentrification must be an active goal of new non-motorized investments.

To this end, the city should consider developing and instituting a new, or strengthening existing, neighborhood-based transportation planning processes that coordinates future transportation investments with community members to provide publicly desired, appropriate, and meaningful transportation, both motorized and non-motorized, investments throughout the community. Furthering the connection between the city's transportation budget and plans and communities of color can lead to projects and improvements that are desired by the local community and can improve residents' lives while also creating value to the larger transportation network and achieving the goals of this plan while preventing displacement and gentrification.

New Project Prioritization

As more competition for limited funding continues to limit new transformational projects, a greater proportion of local transportation projects will be maintenance projects. As these projects are identified and selected, projects that improve and maintain critical links between the non-motorized network, reduce service or infrastructure gaps, and improve or create equity in the transportation system should be prioritized. An example would be supporting B2B projects, especially improvements to signage and connection of existing segments.

Enforce traffic laws and ordinances equitably

Enforcing traffic laws and ordinances while ensuring equity in the transportation system is a difficult task that many communities are attempting to solve. This plan promotes and envisions a Ypsilanti where all users of the transportation system receive equitable treatment without prejudice. Rather than simply suggesting increased police enforcement this plan recommends city staff, council, and residents work with the Ypsilanti Police Department to enforce traffic ordinances in a manner that improves safety for all users and is equitable to Ypsilanti residents.

Chapter 6: MAINTENANCE

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.

Condition Maintenance Audits

Detailed examinations of the area immediately around key non-motorized facilities and transit hubs can identify and address issues from sidewalk conditions 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 identify future projects.

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.

Winter and Snow Maintenance

Continue to coordinate and 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 that 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.

Transit Hubs

Provide special attention to the area within a half-mile radius of the potential Amtrak 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.

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.



Snow Day - Sara Kennedy

Chapter 7: BUILD & INFILL

Components of Ypsilanti's transportation are currently incomplete. Several of these deficiencies have been called out in the Washtenaw Area Traffic Study (WATS) Non-Motorized Plan for Washtenaw County and in other studies. This

Survey respondents and public participants overwhelmingly indicated that they wanted a safe route over I-94 at Huron, as well as a safer crossing over I-94 at Grove.

Safe Pedestrian Crossings

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, Leforge at Huron River Drive and Washtenaw at Courtland. These crossings would require the cooperation of MDOT. 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.

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.

Create a Neighborhood Connector System

Neighborhood Connectors are streets with low volumes and speeds that are designated and, over time, designed to prioritize bicycle and walking travel. A Neighborhood Connector system in Ypsilanti should provide a connected network of safe and low-stress streets and pathways that connect residents to jobs, entertainment opportunities, Ypsilanti's park system, and the Border to Border system. Although the Neighborhood Connector system should prioritize bicycle travel and relevant infrastructure investments, the system should also work for residents that choose to walk as well and a well-balanced system should be developed. The wider goal of the Neighborhood Connector system is to attract a broad population of people (ages 8 to 80) as confident and comfortable pedestrians and cyclists. An initial map has been developed with a small stakeholder group and can be found in figure 9. The following link allows access to a live map:

https://www.google.com/maps/d/viewer?mid=18-_2nSj-R_T2qoLtaSWfzF6Alyza1yv7&usp=sharing

Figure 9 Proposed Neighborhood Connectors Routes



Connect Freeway Bridges

Provide a non-motorized crossing on Huron Street at I-94. A study completed in 2014 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. This connection is a currently programmed project in detailed design and scheduled for 2022 construction.

Improve the existing non-motorized crossing over I-94 on Grove Road. Completing the sidewalk network at the crossing over I-94 at Grove Road Examination of the gaps in the pedestrian network in Ypsilanti should be undertaken. The NAMC should begin work with appropriate City departments to develop an action plan for feasibility analysis and ultimate construction to fill network gaps. Table 5, below, is based on the 2010 Ypsilanti Non-Motorized Plan list of pedestrian deficiencies in Ypsilanti. Cost is estimated at \$200,000 per mile

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. Construction was completed in 2020 extending the Border-to-Border Trail south to the freeway bridge. A current project to widen the minimal sidewalk on the bridge is programmed for construction in 2021.

Examine Pedestrian Network Gaps

for new installation of a five-foot wide concrete sidewalk. Curb cuts 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 appropriate City departments and the Non-Motorized Committee.

Table 5 Sidewalk Network Gaps

Priority	Road Name	Limits	Estimated Cost	Jurisdiction	Road Type	Notes
1	Huron Street	I-94 north to Spring – 1200' both sides		MDOT	Arterial	Non-motorized crossing of I-94
1	S. Hamilton	Harriet south to I-94 – 1000' both sides		MDOT	Arterial	Non-motorized crossing of I-94
1	Washtenaw	Bellevue to Cornell – north side of street		MDOT	Arterial	Relmage Washtenaw
1	Washtenaw	West limit to Anna – south side of street		MDOT	Arterial	Relmage Washtenaw
1	Rice	Forest to Market Place – one side only	\$42,000.00	City of Ypsilanti	Subdivision, Local	Connects Forest to Cross. Access to Frog Island Park, Farmers Market, Freighthouse. B2B Trail tie-in
1	Huron Street	Jarvis to Lowell – west side of street	\$143,000.00	City of Ypsilanti	Collector	Well used route by pedestrians. B2B Trail tie-in
1	Oak	Voght to Charles		City of Ypsilanti		prospect park & YIES
2	Huron River Drive	Lowell to Cornell – north side	\$141,000.00	City of Ypsilanti	Collector	
2	Chidister	Catherine to Spring 1500' – both sides	\$114,000.00	City of Ypsilanti	Subdivision, Local	Adjacent to public housing. Connection to Waterworks Park
2	Spring	Bell east to Catherine 1600' – south side of street	\$61,000.00	City of Ypsilanti	Collector	Adjacent to Waterworks Park, would improve non-motorized mobility on south side of City. B2B Trail tie-in
2	Catherine	Spring to Huron - both sides (or with safe crossings, as ROW dictates)	\$72,000.00	City of Ypsilanti	Collector	Improve access to Waterworks Park

2	Mansfield	Congress to Westmoreland – east side of street	\$65,000.00	City of Ypsilanti	Collector	Many gaps. Adjacent to schools.
2	Cornell	Collegewood north to B2B trail - 200' east side of street		City of Ypsilanti	Collector	
2	Cornell	B2B north to Huron River Drive – 1100' east side of street		Eastern Michigan University	Collector	B2B. Portions complete; crossings/grade challenging at Mayhew.
2	Maple	River west to end of Maple – 300' – South side of Maple only.	\$23,000.00	City of Ypsilanti	Subdivision, Local	Would provide safe pedestrian access from parking lot to Depot Town. Future train stop access.
3	Woods	Linden to Pleasant – 1500' north side of street	\$28,000.00	City of Ypsilanti	Subdivision, Local	Recreation Park
3	Huron River Drive	Cornell to EMU Campus – north side	\$66,000.00	City of Ypsilanti	Collector	
3	Congress	Wallace to N. Congress – 500' north side of street	\$22,000.00	City of Ypsilanti	Collector	
3	Anna	Cross to Washtenaw – 700' west side of street	\$22,000.00	City of Ypsilanti	Collector	
3	Charles	Cross north to just north of Oak – west side of street	\$15,000.00	City of Ypsilanti	Subdivision, Local	Adjacent to Prospect Park and school
3	Casler	Huron to Spring – 1000' both sides	\$76,000.00	City of Ypsilanti	Subdivision, Local	
3	Courtland	Washtenaw to Cross – 800' both sides	\$45,000.00	City of Ypsilanti	Subdivision, Local	Non-motorized connection between Washtenaw and nearby neighborhoods
3	Douglas	Washtenaw to Cross – 600' both sides		City of Ypsilanti		

3	Lincoln	Michigan north to Ferrier – 800' both sides	\$61,000.00	City of Ypsilanti	Subdivision, Local	
3	Marion	Washtenaw to Cross – 600' both sides	\$45,000.00	City of Ypsilanti	Subdivision, Local	
3	Martin Place	Prospect to Miles – 1200' both sides	\$91,000.00	City of Ypsilanti	Subdivision, Local	
3	Whittier	From Bellevue east 600' – south side	\$23,000.00	City of Ypsilanti	Subdivision, Local	
3	Virginia Place	Charles east to end – 1400' both sides	\$106,000.00	City of Ypsilanti	Subdivision, Local	
3	Brooks	Watling to Jefferson – 900' west side of street	\$15,000.00	City of Ypsilanti	Subdivision, Local	
3	St. Johns	Lowell east to Jenness – 400' both sides	\$30,000.00	City of Ypsilanti	Subdivision, Local	Would connect Lowell to Jarvis, connect student overlay residential to EMU
3	Park	Just north of High south to rails – 300' west side of street	\$27,000.00	City of Ypsilanti	Subdivision, Local	
3	Bell	Harriet south to end of Bell – 600' west side of street	\$23,000.00	City of Ypsilanti	Subdivision, Local	
3	Bell	North from Spring to Casler – 500' both sides	\$38,000.00	City of Ypsilanti	Subdivision, Local	
3	Briggs	Bell to Kramer – 300' both sides	\$23,000.00	City of Ypsilanti	Subdivision, Local	no curbs
3	Collegewood	Bellevue west to end of Collegewood – 200' both sides	\$15,000.00	City of Ypsilanti	Subdivision, Local	also east of Bellevue on north side
3	Emerick	Ecorse north to end – 600' both sides	\$45,000.00	City of Ypsilanti	Subdivision, Local	
4	Ferrier	Lincoln west to end - \$400 both sides	\$30,000.00	City of Ypsilanti	Subdivision, Local	ROW constraints

3	Kramer	Huron to end of Kramer – 400' both sides	\$30,000.00	City of Ypsilanti	Subdivision, Local	
3	Norris	West curve to River – 600' both sides	\$45,000.00	City of Ypsilanti	Subdivision, Local	
3	Railroad	LeForge to end – 1100' north side	\$42,000.00	City of Ypsilanti	Subdivision, Local	Rights-Of-Way constraints; adjacent railroad
3	S. Mansfield	Michigan south to end of road – 1600' both sides	\$136,000.00	City of Ypsilanti	Subdivision, Local	
3	Helen	Charles to Osband		City of Ypsilanti		
3	Grove	Spring south to Grove – 500' east side of street	\$39,000.00	City of Ypsilanti	Collector	Improve access at major intersection



Recreation Park in Snow - Sara Kennedy

Chapter 8: 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.

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.

Promotion to Future Residents and Employers

Work with Ypsi Real (Convention & Visitors Bureau), the Downtown Development Authority, Depot Town Association, Downtown Association of Ypsilanti, First Fridays, local businesses, and Eastern Michigan University to encourage and promote safe non-motorized transportation and recreation for residents and visitors.

Create wayfinding signage for non-motorized users.

Promote and support such programs as Safe Routes to School, a 'getDowntown' program similar to that of Ann Arbor, a "guaranteed ride home", and car-sharing.

Obtain, continue and improve national certifications such as the League of American Bicyclist's "Bike-Friendly City" award (Ypsilanti received in 2017 at a bronze level) and America Walks Bike Friendly Community award (Ypsilanti received an honorable mention in 2017).

Promotion to Current Residents

Promote citizen-action to maintain snow removal standards on non-motorized facilities, such as driveways, sidewalks, and curbs in order to maintain accessibility during winter.

Promote residents to participate in the snow removal code enforcement process using Ypsilanti Connect or future tools.

Promote residents to participate in the sidewalk pavement maintenance code enforcement process using Ypsilanti Connect or future tools.

Promote resources available to residents that assist sidewalk maintenance and replacement.

Promote residents to participate in the public right-of-way vegetation maintenance code enforcement process using available tools

General Public Education Strategies

Partner with WEMU, Bike Ypsi, the Washtenaw Bicycling & Walking Coalition, Eastern Michigan University, the Ypsi Bike Co-Op, Program to Educate All Cyclists (PEAC), 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, Ypsi Bike Co-Op, and Program to Educate All Cyclists (PEAC), to offer courses on how to operate and maintain 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.

Work with the AAATA on outreach to bus system users, including providing area maps and directional signage at bus stops.

Partner with EMU to distribute information about opportunities for walking, biking, and taking transit within Ypsilanti as part of welcome events, student

Promote residents to participate in identifying recurring excessive speeding areas using Ypsilanti Connect of future tools and connect this promotion to the newly created Responsive Traffic Safety Improvement Policy (ReTSIP).

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.

May is National Bike Month, along with Bike To Work Week (also known as Bike-Bus-Walk Week) and Bike To Work Day (third Friday of May). During May encourage people to bicycle for work, school, errands, and recreation. Also, encourage walking and public transit during May. Provide special information and news of alternative transportation events via press releases, social media, and the City's website on transit, carpooling, biking, and walking options.

Work with Ypsilanti local businesses, and the Convention and Visitor's Bureau, to raise awareness in visitors to the City.

Participate in the Michigan Fitness Foundation's "Promoting Active Communities" assessment which can help identify deficiencies in non-motorized infrastructure, policy, and procedures, as well as serve as a publicity tool.

Distribute press releases and engage local social media when significant non-motorized transportation and accessibility achievements are made.

Promote local Walk To School and Bike To School day activities.

Reestablish a local Bike Friendly Business program administered by the Non-Motorized Advisory Committee encouraging local businesses to welcome bicyclists.



Tridge in Riverside Park - Shop Ypsi

Chapter 9: FUNDING

As the City of Ypsilanti's budget has tightened over 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

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, semi-public institutional uses, and other non-profit, non-property-tax paying 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 extant regional authorities. A new regional authority could be formed with neighboring communities, or an existing regional authority could expand to seek 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.

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 change in

State policy 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 fluctuated over the past decade, as shown in Figure 10.1, however, over the last five years, the City has spent approximately 9.5% of Act 51 dollars received on non-motorized transportation projects. This suggests that

Ypsilanti is well-able to set 5% aside or more a year. 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.

Traffic Bureau & Parking Bureau

Dedicated revenues for traffic enforcement can come from traffic enforcement. Such revenues, however, are unpredictable; if there is perfect driving, then there are no enforcement revenues. Alternately, if there is no or little enforcement due to staff shortages and reprioritization, there will also be no revenue. The City could consider a specialized traffic enforcement bureau, similar to the existing parking bureau, which would potentially remedy the staff shortage issue but not the issue of unpredictable revenue, and now that revenue would in part go to staff. Another alternative would be to implement some sort of automated enforcement such as speed camera or red light

cameras in high-risk locations, such as near schools or commercial districts; however, automated enforcement is not permitted in the state of Michigan. The parking system generates revenue both from fees, which can be predicted, and fines, which are more variable. Some revenues from the parking bureau could be devoted to improving bicycle parking as well as pedestrian infrastructure as it relates to parking; after all, all drivers are pedestrians at some point in their trip.

Project-Based

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.

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 on non-motorized projects over time. This amounts to

\$400,000 per year. In recent years, few non-motorized improvements have been submitted 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.

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 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.

Community Development Block Grant (CDBG)

Ypsilanti is part of the Washtenaw Urban County Partnership and is 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 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.

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 DDA 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

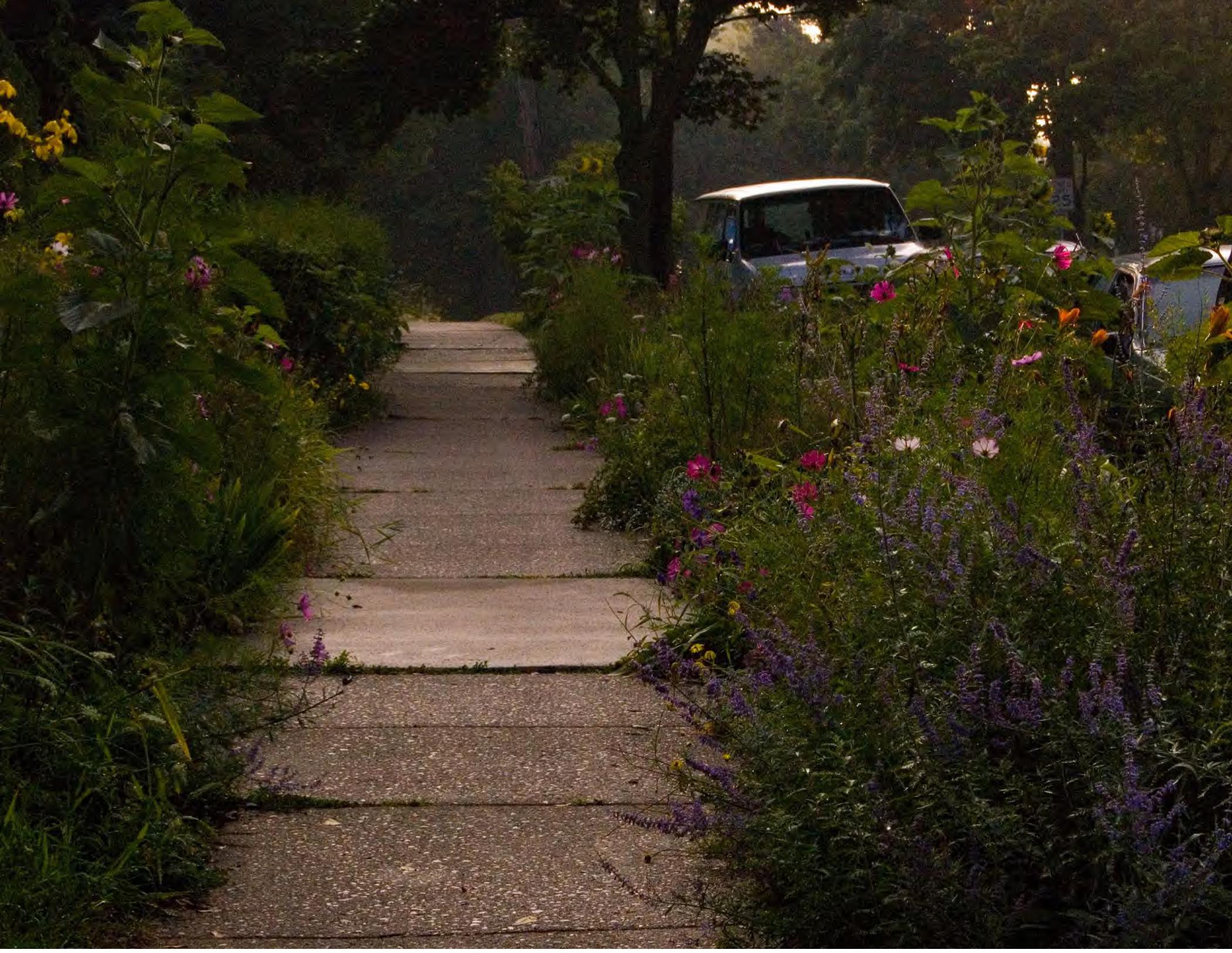
A special assessment is a special kind of tax on a subset of a community. Special assessments are placed on those adjacent landowners who will receive the greatest benefit from a project to be funded using a special assessment. In areas with significant non-motorized deficiencies, special assessments 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.



Chapter 10: IMPLEMENTATION

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.

Goal		Benchmark(s)
SAFETY FOR NON-MOTORIZED USERS		
Objective	Strategies	Benchmark(s)
Eliminate all traffic fatalities and serious injuries in Ypsilanti by 2025.	Pass a City Council resolution that affirms Ypsilanti’s official goal to have zero traffic-related fatalities by 2025.	2 total fatalities between 2015 and 2019, and 54 suspected serious injuries crashes between 2015 and 2019. 1 bicyclist fatality between 2015 and 2019, and 3 bicyclist and 12 pedestrian suspected serious injury crashes between 2015 and 2019 (note this is a subset of total crashes).
	Identify and review high-crash or reported near-miss locations to develop safety improvement measures.	
	Develop a “quick-build” safety program that will quickly implement safety changes similar to the recently developed program in Ann Arbor.	
	Implement safety countermeasures at locations with crash trends.	
	Coordinate safety improvements with other planned projects and construction work in the City.	

	<p>Incorporate multimodal planning in all new capital improvement projects.</p> <p>Promote public participation in identifying recurring excessive speeding areas using Ypsilanti Connect or future tools and connect this promotion to the newly created Responsive Traffic Safety Improvement Policy (ReTSIP).</p> <p>Monitor the transportation system using crash and speed data, Ypsilanti Connect complaints, as well as other tools which may become available, to identify and mitigate safety problems.</p> <p>Review best practices literature to develop staffing expertise on bicycle and pedestrian safety planning and countermeasures.</p>
Objective	Strategies
Develop and implement a pedestrian safe crosswalk stop law.	-
	<p>Grant pedestrians the right-of-way when using street crossings without a stop sign or traffic or pedestrian signal for oncoming traffic, also known as unsignalized crossings.</p>
Objective	Strategies
Construct robust unsignalized pedestrian crossings at key locations throughout the City.	-
	<p>Explore creating new and improving existing unsignalized crossings at areas with high pedestrian volume (e.g. Ferris Street and Hamilton St), link senior housing to downtown amenities, or where high density residential developments sit across the street from neighborhood retail (e.g. Courtland St and Washtenaw Ave).</p>

Objective	Strategies	Benchmark(s)
Increase the proportion of residents who feel safe walking in their neighborhood to 90% by 2025.	-	85.4% of residents reported feeling safe walking in 2015.

	Review current ordinances regarding landscaping and fencing to ensure that pedestrians and wheelchair users are visible to vehicles at potential points of conflict, such as crosswalks, alleys and driveways.	
	Ensure the planned non-motorized pathway on Huron Street over I-94 is completed.	
	Improve the existing non-motorized crossing on Grove Road over I-94. Create a Neighborhood Connector system, composed of low-stress streets and pathways that connect residents to jobs, entertainment opportunities, and our park system.	
	Create ongoing partnership and dialogue with the Michigan Department of Transportation (MDOT) to review state-owned routes within the City limits and align Vision Zero framework with MDOT projects and maintenance. Furthermore, important items such as signal timings, pedestrian and bicycle infrastructure, speed limits, left-turns, turning radii, and the Master Plan goal of one-way streets realignment should be part of ongoing discussions.	
	Continue partnership with Washtenaw County and the Reimagine Washtenaw initiative on Reimagine Washtenaw plan implementation. Work with both MDOT and the Charter Township of Ypsilanti on implementation of Ypsilanti Townships' planned streetscape improvements to Ecorse Road.	

Goal

EQUITY IN NON-MOTORIZED TRANSPORTATION

Objective	Strategies	Benchmark(s)
Make Ypsilanti Accessible to All	<p>Review and/or develop an Americans with Disability Act Transition Plan. Assess the existing pedestrian network, especially intersections, for ADA compliance.</p> <p>Work with City staff to ensure current Ypsilanti Connect software allows appropriate long-term responses to complaints of inaccessible bicycle, pedestrian, and wheelchair user routes.</p>	<p>1. NMAC and/or City staff should work with local disability advocates to identify key public destinations. 2. Develop a list of measures that achieve strategy.</p>
	<p>Implement proactive measures to eliminate barriers in accessibility to key public destinations within the city.</p> <p>Ensure that pedestrian crossings in high-traffic areas, such as those within the central business district and within a half mile radius of transit centers, are handicap-accessible.</p> <p>Review and revise the current sidewalk occupancy standards and permit process to ensure successful balance between accessibility and business space.</p>	

Objective	Strategies	Benchmark(s)
Invest transportation dollars in neighborhoods equitably.	<p>Consider developing and instituting a new, or strengthening existing, neighborhood-based transportation planning processes that coordinates future transportation investments with community members to provide</p>	<p>Consider developing neighborhood-based implementation/action plans that serve to inform transportation investment decisions.</p>

publicly desired, appropriate, and meaningful transportation, both motorized and non-motorized, investments.

	<p>Prioritize Capital Improvement projects, both new and maintenance, that improve or create equity in the transportation system.</p> <p>Strengthen connection of Non-Motorized Advisory Committee (NMAC) and the Department of Public Services to ensure goals and objectives of this plan are implemented in consultation with community members.</p> <p>Promote residents to participate in the sidewalk pavement maintenance code enforcement process using Ypsilanti Connect or future tools.</p> <p>Promote resources available to residents that assist sidewalk maintenance and replacement.</p> <p>Promote the Non-Motorized Advisory Committee openings to neighborhood groups to grow membership that is more representative of the community.</p>	
Objective	Strategies	Benchmark(s)
Make Ypsilanti a physically active community.		
	<p>Create a Neighborhood Connector system, composed of low-stress streets and pathways that connect residents to jobs, entertainment opportunities, and our park system.</p> <p>Review and seek to improve connections between Ypsilanti parks and surrounding neighborhoods.</p>	
Objective	Strategies	Benchmark(s)
	Link the Border-to-Border Trail with Ypsilanti's parks system.	Increase the proportion of residents who engage in any leisure time physical activity to 85% by 2025. 71.7% of residents participated in physical activity in 2015.

Make transportation code enforcement equitable in Ypsilanti.

Enforce snow removal standards on private non-motorized facilities, such as sidewalks, in order to maintain accessibility during winter.

Work with Ypsilanti Police Department to enforce traffic ordinances at identified high-crash locations (See Vision Zero objectives) in a manner that improves safety for all users and is equitable to Ypsilanti residents.

Develop a list of traffic violations that serve to increase driver awareness of bicyclists, pedestrians, and wheelchair users.

Promote citizen-action to maintain snow removal standards on non-motorized facilities, such as driveways, sidewalks, and curbs in order to maintain accessibility during winter.

Promote residents to participate in the snow removal code enforcement process using Ypsilanti Connect or future tools.

Promote residents to participate in the public right-of-way vegetation maintenance code enforcement process using available tools

Support efforts by the Ypsi Bike Co-Op in its work to offer free or low-cost bicycle repairs as well as teaching bicyclists how to perform simple repairs themselves.

Goal

SHIFT TO NON-MOTORIZED MODES

Objective

Strategies

Benchmark(s)

Increase the proportion of residents who take public transit to work to 20% by 2025.

8.6% public transportation in 2012-2016.

	<p>Monitor the transportation system using partner transit ridership and mode-split data to assist in new capital project identification within the City or AAATA jurisdictions.</p> <p>Coordinate site plan review with the AAATA on sites that are adjacent to a major bus route.</p> <p>Engage with AAATA, local community organizations, and local businesses to improve the accessibility, usability, and attractiveness of bus stops.</p> <p>Work with current property owners and businesses, and prospective property owners and businesses to bridge gaps and complete the “last mile” of non-motorized network-building.</p>	
Objective	Strategies	Benchmark(s)
<p>Increase the proportion of residents who walk or bike to work to 20% and/or increase the proportion of residents who walk or bike for transportation to 40% by 2025.</p>	<p>Create a Neighborhood Connector system composed of low-stress streets and pathways that connect residents to jobs, entertainment opportunities, and our park system.</p> <p>Install additional permanent and seasonal bicycle parking in Downtown and Depot Town.</p> <p>Partner with Eastern Michigan University, Bike Ypsi, the Ypsi Bike Co-Op, Program to Educate All Cyclists (PEAC), and the Ypsilanti District Library to provide periodic non-motorized education sessions and public service bulletins.</p> <p>Pursue, and maintain, national/regional/state certification such as the League of American Bicyclists’ “Bike Friendly Community/Business/University” awards, America Walks “Walk Friendly Community” award, and the Road Runners Club of America “Runner Friendly Community” award.</p>	<p>11.9% walk and 1.2% bike in 2012-2016.</p> <p>27.2% reported walking or biking for transportation in past week in 2015.</p>

Objective

Strategies

Prioritize maintenance projects that improve and maintain critical links between the non-motorized network in order to further mode-shift.

Prioritize maintenance projects that bridge service or infrastructure gaps

Strengthen connection of Non-Motorized Advisory Committee (NMAC) and the Department of Public Services to ensure goals and objectives of this plan are implemented in consultation with community members.

Goal

INVENTORY AND ANALYSIS

Objective

Strategies

Complete a non-motorized inventory and analysis of the current non-motorized environment that will include, but not be limited to the bicycle, pedestrian, and transit networks and associated accessibility needs and gaps.

Hire consultant or student group to perform an inventory and analysis.



Chapter 11: COMPLETED PROJECTS

The goal of chapter 11 is to show the projects completed since the creation of the 2010 plan. The tables below show the completed administrative, maintenance, coordination, building and promotion projects and goals achieved by the City of Ypsilanti and its partners.

Project	Status	Chapter (2010)
Adopt a "Complete Streets" ordinance	Complete	Administer
Review requirements for loading zones in commercially zoned areas.	Partial	Administer
Amend the language of the bicycle registration ordinance to remove the mandatory registration clause.	Complete	Administer
Incorporate bicycle parking into zoning & development guidelines.: Update the general parking and loading requirements to require bicycle parking and to distinguish it from motor vehicle parking	Complete	Administer
Incorporate bicycle parking into zoning & development guidelines: Institute design standards for bicycle parking	Partial	Administer
Incorporate bicycle parking into zoning & development guidelines: Update current parking quantity requirements to ensure bicycle parking and motorized vehicle parking levels are appropriate.	Complete	Administer
Incorporate bicycle parking into zoning & development guidelines: Review the "fee in lieu of parking" ordinance	Partial	Administer
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.	Ongoing	Administer
Review snow and ice removal ordinances and policies for clarity, consistency, and adequacy to ensure that mobility and accessibility are preserved.	Complete	Administer
Empower residents and businesses to participate in transportation network-building, such as provision of public bicycle parking and public benches for pedestrians.	Ongoing; DDA has formal program	Administer
Review and revise the current sidewalk occupancy standards and permit process.	Complete	Administer
Create standards for openings and fixtures in sidewalks, such as vaults and utility accesses	Complete	Administer
Provide accurate and complete guidelines for working with the Department of Public Services for trees planted in the lawn extension.	Ongoing	Administer
Consider compact, higher-density, mixed-use land use designations during land use planning decisions, such as the Master Planning process.	Ongoing	Administer

Review the intent and application of the existing Student Overlay district, the Residential-Commercial Overlay district, and Entryway Overlay district.	Complete	Administer
Reword B4 zoning Section 122-411 "Description & Purpose."	Complete	Administer
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.	Complete	Coordinate
Support the establishment and improvement of critical multimodal transportation linkages between jurisdictions throughout the County	ongoing	Coordinate
Preserve current and planned rights-of-way for the transportation system.	ongoing	Coordinate
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	ongoing	Coordinate
Work with MDOT to revise light timings, locate pedestrian crossing buttons, and adjust traffic light sensors	ongoing	Coordinate
Coordinate public parking in the central business district through the YDDA. ongoing	Ongoing	Coordinate



Water tower during Winter - Sara Kennedy

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¹⁷ The City of Ypsilanti registered 8,369 total crashes and 200 pedestrian and bicycle crashes between 2010-2019.

¹⁸ The City of Ypsilanti registered 7 fatal crashes and 3 pedestrian and bicycle fatal crashes between 2010-2019.

¹⁹ Michigan Traffic Crash Facts(<https://bit.ly/2XVJPZz>)

²⁰ Michigan Traffic Crash Facts(<https://bit.ly/2XVJPZz>)

²¹ Washtenaw County Health Improvement Plan Survey

²² Washtenaw County Health Improvement Plan Survey

²³ American Community Survey 5-year estimates

²⁴ American Community Survey 5-year estimates

²⁵ Washtenaw County Health Improvement Plan Survey



Resolution No. 2021-131
July 13, 2021

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

WHEREAS, the Planning Commission chartered the Non-Motorized Transportation Advisory Committee to work to enact recommendations of the original Non-Motorized Transportation Master Plan, adopted in 2010;

WHEREAS, in 2020 the Non-Motorized Transportation Advisory Committee determined an update to the Non-Motorized Transportation Plan was necessary;

WHEREAS, the Planning Commission distributed the Plan Update for public comment;

WHEREAS, the Non-Motorized Transportation Advisory Committee supports this Plan Update;

WHEREAS, the Ypsilanti Planning Commission recommended City Council adopt the Plan Update;

NOW THEREFORE BE IT RESOLVED, that the Ypsilanti City Council adopt the drafted Non-Motorized Transportation Plan update.

OFFERED BY: Council Member Wilcoxon

SUPPORTED BY: Mr. Brian Jones-Chance

YES: 7 NO: 0 ABSENT: 0 VOTE: CARRIED

I do hereby certify that the above resolution is a true and correct copy of Resolution 2021-131 as passed by the Ypsilanti City Council, at their meeting held on July 13, 2021.


Chelsea Thomas, Deputy Clerk