



## Future Improvements

### Purpose of the Non-Motorized Plan

The Non-Motorized Plan for Washtenaw County is a countywide plan that can be consulted as local communities, developers and transportation agencies develop non-motorized facilities throughout the county.

The Plan identifies the transportation system's existing non-motorized facilities, establishes a future conceptual network with a map and list of improvements, and identifies resources to help fund future additions to the non-motorized transportation network. The Plan also includes six policies to help guide non-motorized facility development.

### Plan Policies

**Non-Motorized Facility Policy** — All paved shoulder, on road and side path facilities for roads whose National Functional Classification (NFC) is collector or above, shall where technically or economically feasible be constructed in accordance with prevailing American Association of State Highway and Transportation Officials (AASHTO) standards.

**Pedestrian Facility Policy** — All sidewalks and sidewalk ramps shall comply with the prevailing Americans with Disabilities Act Accessibility Guidelines.

**Provision of Non-Motorized Facilities Policy** — All new development site plans shall, regardless of land use shall provide direct and convenient access including non-motorized facilities useable by pedestrians and bicyclists with appropriate crossing locations that are ADA compliant.

**Provision of Facilities During Construction or reconstruction of Public Roads and Bridges Policy** — Road agencies in Washtenaw County shall provide for pedestrian and bike movements with appropriate crossings as part of all urbanized area road reconstructions.

**Provision of Facilities Outside the Urban Area** — it is reasonable to consider a paved rural road shoulder, which meets ADA requirements for pedestrian walkways to the maximum extent possible, as both a bicycle and pedestrian facility as part of the non-motorized network in census defined non-urban areas.

**Maintenance of Non-Motorized Facilities** — Before a non-motorized facility is constructed, a maintenance agreement shall be established for the facility.

# Non-Motorized Plan For Washtenaw County Summary



## Washtenaw Area Transportation Study Policy Committee

Approved September 20, 2006

## Washtenaw Area Transportation Study (WATS)

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## Benefits of Non-Motorized Transportation

- Cost Savings
- Improves Air Quality
- Reduces Congestion
- Economic Vitality
- Supports Transit
- Improves Health
- Provides Transportation Options

## Non-Motorized Facility Inventory

An inventory of existing non-motorized facilities was initiated through meetings with local government and agency staffs and supplemented through the use of aerial photos, existing GIS layers and public comments.

WATS collected data on the following:

**Sidewalks** – Facilities that are designed for use by pedestrians only, although some bicyclists may choose to use them.

**Sidewalk Ramps** – Data was collected on sidewalk ramps, however, this data was only available for the Cities of Chelsea, Saline and the Villages of Dexter and Manchester.

**Bike lanes** - On road lanes that have been striped and are reserved for use by bicyclists only.

**Paved shoulders** –An unmarked paved shoulder of more than three feet that is considered a bicycle facility for this plan.

**Off Road Facilities** – Both paved and unpaved paths outside the road Right of Way (ROW) that serve a transportation purpose. Loop paths and paths not serving as a transportation corridor have not been included in the total. Also included are existing portions of the Border to Border trail and the Saline Linear Park Path.

This information was used along with the plan deficiency criteria and Plan policies to identify future improvements in the county to complete a County-wide non-motorized network.

## Deficiencies

WATS identified deficiencies for three categories; bike, pedestrian and connectivity.

WATS also used data on the accessibility of major generators and the existing facilities data along with public input to identify non-motorized deficiencies. The deficiency criteria is listed below.

### Bike

- Paved shoulders of less than 4 feet in width that are outside of the urban boundary whose National Functional Classification (NFC) is collector or above.
- A bike facility that stops abruptly
- Lack of a paved facility to a major destination such as a park, middle or high school, restaurant, park & ride, or shopping center along a non NFC road.
- Lack of bike facility ramps
- Lack of wide paved shoulder or bike lane in rural area

### Pedestrian

- Sidewalks that do not have ramps at intersections and mid-block crossings
- Areas where sidewalks are only located on one side of the street
- A pedestrian facility the stops abruptly
- Lack of sidewalks in Urban locations or lack of wide paved shoulder in rural areas.
- Lack of pedestrian facility ramps

### Connectivity

- Bridges that don't have non-motorized facilities
- Locations where facilities terminate at jurisdictional and county boundaries
- No marked crossings near destination
- Lack of non-motorized facility along or to transit routes

## Funding

There are several sources of federal funds available to address non-motorized facility deficiencies. Eligibility and required match vary depending on the type of improvement and the funding source. Listed below are some Federal, State and local funding options available for non-motorized improvements.

- Surface Transportation Program Urban and Rural Funds
- Transportation Enhancement Funds
- Congestion Mitigation / Air Quality (CMAQ)
- Safe Routes to School
- Michigan Transportation Fund (Act 51)
- Millage
- Special Assessment
- General Funds
- Private

## Next Steps

### 2035 Transportation Plan

In the spring of 2008, WATS will initiate the development of the 2035 Long Range Transportation Plan for Washtenaw County. The plan will encompass travel modes used to identify candidate improvements for federal, state, and local funding. The 2035 plan will include prioritization of the recommended improvements proposed in the Non-motorized Plan. Additionally WATS has added an item to its Unified Work Program to implement the Non-Motorized Plan.

### Implementation by Communities

The Non-Motorized Plan for Washtenaw County includes Community Master Plan Reference and Adoption Language. This sample text can be used by communities to either adopt the Non-Motorized Plan for Washtenaw County by reference or include specific language from the plan in their own Master Plans.