

Ann Arbor Bicycle League



the Highway Safety
Bonding Proposition

WE ALL BENEFIT FROM A 'YES' ON PROPOSAL B IN APRIL

On April 2nd, Ann Arbor citizens will be asked to approve the Highway Safety Bonding Proposition. This bond will provide funds to build wheelchair ramps in downtown Ann Arbor, safety sidewalks, a pedestrian overpass across Interstate 94 at Stone School Road, 91 miles of bike path network, and money to make needed repairs on the Stadium and Broadway bridges.

The cost of this bond issue will be .26 mills in 1973, decreasing to .11 mills in 1993 when it is retired. This means that for every \$1,000 of assessed property, the owner will pay an additional 26¢ in taxes. The average Ann Arbor family, whose house is valued at \$28,000 — assessed at \$14,000 — will pay an additional \$3.64, or a penny a day.

WHO ARE THE ANN ARBOR BICYCLE RIDERS?

The bicycle rider in Ann Arbor is an elusive character. The bike and the bike rider are much smaller than the motorist and his car. The cyclist is likely to be overlooked by the motorist. (And, unfortunately, the cyclist who is likely to be noticed is the one who is not obeying the rules of the road.)

The cyclist is also elusive in the sense that there is no "average" type of bike rider. Studies indicate that the bike riding population in Ann Arbor is composed of nearly equal numbers of children of pre-driving age, college age young people, and adults over 24. These bicyclists come from all parts of the city. According to the *Ann Arbor Bicycle Path Study* of 1972, a "most significant finding is the relatively large number of bicyclists older than college-age in virtually every district of the city." The number of bicycles per capita is about .35, and there is an active bicycle riding population of 35,000 — 40,000 based on licensing and the licensing factor of .3. One out of every three people in Ann Arbor is an active bicycle user.

The Highway Safety Bonding Proposition, which will be on the April 2 ballot will provide the city with many needed safety-related facilities.

The Stadium bridges are now closed to heavy traffic. City officials, as well as independent outside consultants say that within another year the bridges will be closed to all traffic unless repairs are made. The Stone School Road overpass will provide a safe way for pedestrians to move across Interstate 94. Currently the parts of the city north and south of the expressway are isolated from each other for anyone without motorized transportation. Safety sidewalks will provide safety for children who now are walking to school along dangerous, busy roads. Multi-purpose ramps will be a boon, not only for those in wheelchairs, but for anyone with shopping carts, baby buggies, strollers, and the like, who tries to cross downtown streets.

The bike network will provide increased safety for both the bicyclist and motorist, since there will be less mixing of the two kinds of vehicles.

While there are many people in this city who seem to be getting along fairly well on their bikes, many of these people would appreciate the added convenience of the safety of a bike network. There are also people in the town who would ride their bikes if they felt it was safer than it is now. A bike network is not just for the convenience of those who now ride bikes, but is to encourage the use of bikes by others as well.

To encourage bicycling is for the benefit of all. Parents will not have to chauffeur their children as they do now. Bikes enable children to travel safely around town on their own. Bicycling can make our city a quieter, less polluted and more enjoyable place to live. As more people ride their bicycles, the downtown congestion caused by the auto will be relieved. Shopping in the downtown will become more enjoyable as parking and traffic noise become less of a problem. As more and more people get out of their cars and onto their bikes, perhaps we will begin to notice that there are other people on our streets, rather than just cars. Transportation can be pleasurable rather than a nerve-wracking experience.

There are alternatives to the auto. As we see the problems of pollution, congestion and urban decay that have been caused by the car, we should use and encourage the alternatives. To this end, we urge a 'yes' vote on proposal B, April 2.

HIGHWAY SAFETY BONDING PROPOSITION

YES  NO 

Shall the City of Ann Arbor, County of Washtenaw, Michigan, borrow the principal sum of not to exceed \$1,790,000.00 and issue its general obligation unlimited tax bonds therefor, for the purpose of paying the cost of highway improvements and related safety facilities consisting of reconstructing bridges, constructing sidewalks, a pedestrian overpass and bicycle paths to increase the safety of pedestrians and cyclists and constructing curb ramps and cuts for handicapped persons?

WHAT'S IN THE BICYCLE NETWORK?

Ann Arbor's bicycle network will be about 91 miles long, and will include four kinds of paths.

Bicycle Pathways are separate, 8-foot wide paths established for the use of bicyclists.

Where a separate pathway is not feasible, street bikeways or street bikelanes will be used. —

Street Bikeways use existing roads and are identified by signs alone. They will be used only on lightly traveled roads, as car and bicycle traffic will intermix.

Street Bikelanes are marked lanes in the street which are reserved for bicycles. They are used where traffic is too heavy for street bikeways to be established.

Sidewalk Bikeways are used where no other alternatives exist. They use existing pedestrian sidewalks, with curb ramps to allow the bicyclist to ride from street level up onto the sidewalk and down again at the other end of the block.

THE ANN ARBOR BICYCLE LEAGUE

On October 10, 1970, Enact sponsored a Bicycle Parade, "Recycle Your Waist," to promote the use of the bike as a non-polluting alternative to the automobile. From that initial demonstration of interest in pedal power grew the Ann Arbor Bicycle League.

All members of A.A.B.L., whether they pedal or not, support the use of bicycles for daily transportation. A.A.B.L.'s first project was to urge the establishment of a few demonstrator bikeways on some key streets. These first bikeways were less than successful: for economy reasons, curbcuts were narrowed and sides were too steep. All routes utilized sidewalks and on some streets the bikeway crossed from one side to the other. Only the Miller route and the 7th Street route connected with each other. Thus the commuter trying to get somewhere quickly and safely was slowed rather than speeded on his way, and negotiating narrow curbcuts distracted the cyclist from attention to traffic.

A.A.B.L. members then lobbied for the consideration of bikeways whenever the city was building new streets or doing major road-sidewalk repair. City council adopted this policy long before the state transportation bill incorporated it. Since its adoption, new curbcuts have been widened for

much safer street crossing for bicycles as well as baby carriages and wheelchairs. The University of Michigan has also built many sidewalk ramps at corners.

Last summer, the Ann Arbor Bicycle League expanded into recreational bike hikes which were exploratory as well as fun—we toured many city and county roads on breakfast rides and investigated Toledo's metro-park bikeway. The annual Bike-a-thon raises money for the Ecology Center, and the A.A.B.L. cooperates with community and school groups to promote bike inspection and safety programs.

Our efforts have culminated in the Highway Safety Bonding Proposition, which will provide funds for bikepaths, safety sidewalks, sidewalk ramps for the handicapped, and bridge repair! —

It will appear on the April 2 ballot. The total amount of the bond is small compared to costs of highway and parking construction for cars; for an investment of \$3.64 per family per year, Ann Arbor can create a comprehensive network of bikeways. Both the League and the City have learned a lot about the requirements of the bicycle and its driver; the routes proposed will include separate paths as well as shared road and sidewalk bikeways. By combining several types of bikeways, the city can establish a bicycle route network that will encourage more and more citizens to travel on two wheels.

With the passage of the bonding issue, A.A.B.L. will have achieved one of its primary goals, but it will still work for safe bicycle use through vehicle inspection and driver education.

COMPARATIVE CONSTRUCTION COSTS



TYPICAL URBAN PARKWAY - \$ 660,000 / MILE



5-LANE THOROUGHFARE - \$ 475,000 / MILE



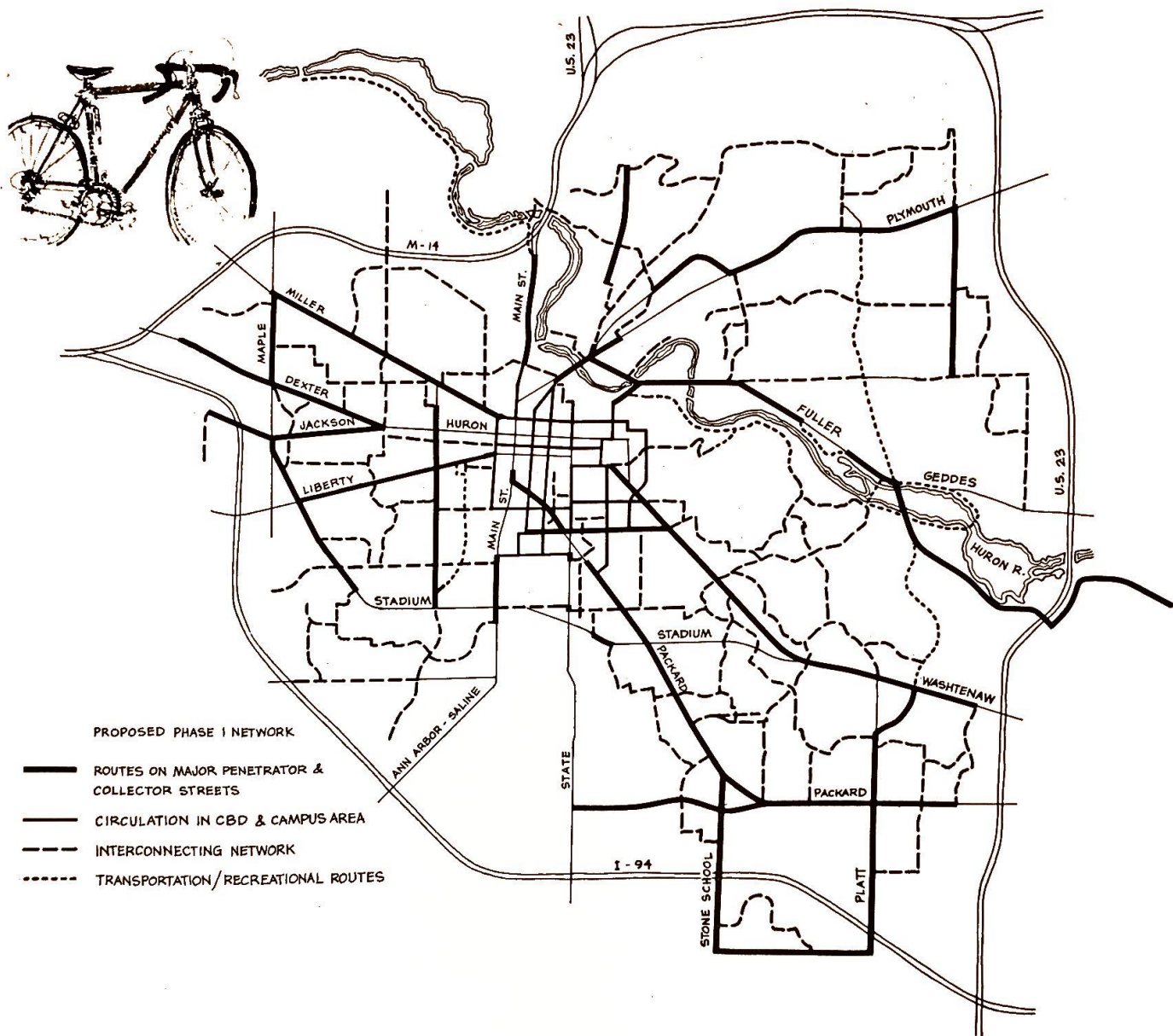
4-LANE ROADWAY - \$ 396,000 / MILE



RESIDENTIAL STREET - \$ 370,000 / MILE



BIKEWAY - \$ 6,472 / MILE



CITY COUNCIL HAS BEEN INVOLVED WITH BIKES

In August of 1971, the Ann Arbor City Council passed a resolution requiring the Community Management and Planning Program to develop bicycle path standards. The *Ann Arbor Bicycle Path Study*, prepared by Haldon Smith, was the result of this resolution. This study includes bike path construction standards, planning and route selection standards, an analysis of bicycle ownership in Ann Arbor, and a discussion of the distinctions between bicycles, automobiles, and pedestrians. One of the recommendations of this study was that the city establish a Bicycle

Coordinating Committee. The basic purpose of this committee is to coordinate the development of a bicycle path network and to provide a focal point for all bicycle-related matters of public concern. This committee has been established, and is now working.

The City Council, in 1972, commissioned Haldon Smith to develop a Bicycle Network Plan. The results of questionnaires asking bicyclists where they wanted to go by bike was used in drawing up the preliminary Bicycle Network. This preliminary plan was presented to Council in February, 1973 and is the map used in this brochure, although it is still subject to change by citizen input.