CITY OF YPSILANTI
Planning Commission MEETING
Wednesday, March 17, 2021 @ 7:00 PM
Virtual Meeting - See Public Notice
One South Huron, Ypsilanti, MI 48197

Page

I. CALL TO ORDER

3 A. March 2021 Virtual Meeting Notice

II. ROLL CALL

Matt Dunwoodie, Chair
Jared Talaga, Vice-Chair
Eric Bettis
Mike Davis Jr.
Jessica Donnelly
Phil Hollifield
Michael Simmons

III. AGENDA APPROVAL

5 A. 01 - March 2021 Agenda

IV. APPROVAL OF MINUTES

7 - 10 A. 02 - February 2021 Minutes

V. AUDIENCE PARTICIPATION

VI. COMMITTEE REPORTS

11 - 12 A. Non-Motorized Advisory Committee Report
03 - NMAC Meeting Minutes March 2021

VII. PRESENTATIONS AND PUBLIC HEARING ITEMS

VIII. OLD BUSINESS

IX. NEW BUSINESS

13 - 58 A. Draft Non-Motorized Plan Update (Working Session)
04 - Draft Non-Motorized Transporation Plan Update

X. FUTURE BUSINESS DISCUSSIONS/UPDATES

59 - 63 A. Levels of Zoning Compliance Review
05 - Levels of Zoning Compliance Review Memo

65 B. Distribution of Draft Master Plan Update
06 - Draft PC Resolution - 2021-03-17

XI. ADJOURNMENT

PUBLIC NOTICE
CITY OF YPSILANTI
PLANNING COMMISSION MEETING – VIRTUAL MEETING

The Ypsilanti Planning Commission will hold a virtual meeting on Wednesday, March 17, 2021 at 7 p.m.

The Planning Commission meeting is being held virtually in order to prevent the spread of COVID-19.

The meeting can be attended through the below link, or through the below toll free numbers.

March 17, 2021 Planning Commission Meeting Virtual Access Link

https://us02web.zoom.us/j/83599259186?pwd=NVJVbkUybmZ1a0cwN2pyVFdGbmJnUT09

When prompted, enter **Passcode**: 447313

When prompted, enter **Meeting ID**: 835 9925 9186

March 17, 2021 Planning Commission Meeting Toll Free Phone Number Access

877 853 5257 US Toll-free
888 475 4499 US Toll-free

When prompted, enter the **Meeting ID**: 835 9925 9186, followed by the **Passcode:** 447313, followed by #, press # again to be connected.

The public will be able to make comment during *Audience Participation.* To address the Planning Commission, meeting participants will need to "raise their hand" to indicate they want to speak.

To raise your hand while participating online, click the "Raise Hand" icon at the bottom of the Zoom Screen or press *9 via phone. After you raise your hand you will be informed when it is your turn to speak, and your microphone will be unmuted at that time. Your microphone will be muted again when you have finished your comments or when your speaking time has expired.

Instructions for Persons with Disabilities

Persons with disabilities who need accommodations to effectively participate in the meeting should contact the City Clerk, Andrew Hellenga at ahellenga@cityofypsilanti.com by 5:00 p.m. on the day before the meeting to request assistance. Closed Captions will be provided during the meeting.

City Clerk's Office
One South Huron Street
Ypsilanti, Michigan 48197
(734) 483-1100

Andrew Hellenga
City Clerk
Posted: March 12, 2021

Agenda
Planning Commission - Virtual Meeting
Wednesday, March 17, 2021 – 7:00 P.M.

Please be advised that due to COVID-19, City Hall will not be open to the public. This meeting will be held electronically on a video conferencing application. The access code is posted in the Public Notice on www.cityofypsilanti.com and attached in the packet. The public may choose to participate during Audience Participation on the video conferencing application, or may submit e-mailed comments to aaamodt@cityofypsilanti.com by 4 pm, March 17.

I. Call to Order

II. Roll Call

Matt Dunwoodie, Chair	P	A
Jared Talaga, Vice-Chair	P	A
Eric Bettis	P	A
Mike Davis Jr.	P	A
Jessica Donnelly	P	A
Phil Hollifield	P	A
Michael Simmons	P	A

III. Approval of Minutes

- February 17, 2021 Meeting

IV. Audience Participation

Open for general public comment to Planning Commission on items for which a public hearing is not scheduled. Please limit to three minutes.

V. Committee Reports

- Non-motorized Advisory Committee

VI. Presentations and Public Hearing Items

VII. Old Business

VIII. New Business

- Draft Non-motorized Plan Update
    - Working Session

IX. Future Business Discussion / Updates

- Levels of Zoning Compliance Review
- Distribution of Draft Master Plan Update

X. Adjournment

MEETING MINUTES
Planning Commission - Virtual Meeting
Wednesday, February 17, 2021 – 7:00 P.M.

Please be advised that due to COVID-19, City Hall will not be open to the public. This meeting will be held electronically on a video conferencing application. The access code is posted in the Public Notice on www.cityofypsilanti.com and attached in the packet. The public may choose to participate during Audience Participation or during the Public Hearing, on the video conferencing application, or may submit e-mailed comments to aaamodt@cityofypsilanti.com by 4 pm, February 17.

I. Call to Order

II. Roll Call

Matt Dunwoodie, Chair	P
Jared Talaga, Vice-Chair	P
Eric Bettis	P
Mike Davis Jr.	P
Jessica Donnelly	P
Phil Hollifield	P
Michael Simmons	P

Motion to remove the 487 Owendale St rezoning case from the agenda at the applicant's request.
Offered By: Commissioner Donnelly; Seconded By: Commissioner Simmons
Approved: Yes – 7; No – 0; Absent – 0

Motion to approve the agenda as amended.
Offered By: Commissioner Talaga; Seconded By: Commissioner Simmons
Approved: Yes – 7; No – 0; Absent – 0

III. Approval of Minutes

- January 20, 2021 Meeting
  Motion to approve the January 20, 2021 minutes.
  Offered By: Commissioner Hollifield; Seconded By: Commissioner Talaga
  Approved: Yes – 7; No – 0; Absent – 0

IV. Audience Participation

Open for general public comment to Planning Commission on items for which a public hearing is not scheduled. Please limit to three minutes.

Council Member Steve Wilcoxen spoke to thank the Non-motorized Committee on the work that they have been doing to put the non-motorized plan together.

Motion to open audience participation.
Offered By: Commissioner Davis Jr.; Seconded By: Commissioner Donnelly
Approved: Yes – 7; No – 0; Absent – 0

Motion to close audience participation.
Offered By: Commissioner Donnelly; Seconded By: Commissioner Bettis
Approved: Yes – 7; No – 0; Absent – 0

V. Committee Reports

- Non-motorized Advisory Committee

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- The committee's goal is to have the Non-motorized Plan brought to the Planning Commission for comments at the March meeting.
- The committee will be conducting sidewalk curb cuts outreach to obtain comments from the community on where curb cuts need to be installed.
- There will be a Winter newsletter will be put out by the end of the month.
- The committee will be applying for the bike-friendly community award.

VI. Presentations and Public Hearing Items

- S Washington St to S Huron St, south of Buffalo St – Alley Vacation
  - *Staff Report — Andy Aamodt, City Planner*
    - Stewart Beal (the applicant), or the applicant's LLC, owns three of the properties; the fourth (406 S. Huron) is privately owned.
    - The alley vacation will permanently transfer ownership of the alley from the City of Ypsilanti to the property owners are a part of their private property.
    - There are overhead power lines that run through the alley.
    - Staff checked with YCUA to see if there are water or sewer lines underneath the alley and there appears to be none.
    - The presence of gas lines is unknown and the given the presence of power lines, staff recommends that a utility easement be reserved.
    - Staff recommends that 406 S. Huron is granted as easement for full access to the alley. It is their primary means of access and egress to their personal parking area.
    - Staff suggests that the alley vacation will help make traffic scenarios safer and will prevent fast-moving cars through the alley and potential traffic accidents, which was the main concern of the applicant.
    - This alley vacation meets the five alley vacation standards.
    - Staff recommends approval with conditions.
  - *Public Hearing*

Motion to open the public hearing.
Offered By: Commissioner Hollifield; Seconded By: Commissioner Davis Jr.
Approved: Yes – 7; No – 0; Absent – 0

No public comments were made.

Motion to close the public hearing.
Offered By: Commissioner Talaga; Seconded By: Commissioner Bettis
Approved: Yes – 7; No – 0; Absent – 0

Motion to recommend City Council approval of alley vacation between S Washington St and S Huron St, south of Buffalo St, with the following conditions:

1. *City and utility authorities shall retain and reserve within the entire former alley an easement for installation and maintenance of utilities.*
2. *To ensure no access is deterred, that properties at 406 S Huron, 408 S Huron, 109 Buffalo, and 113 Buffalo shall retain access to the former alley through a shared-use easement.*
3. *Access to the former alley shall not be restricted within 20 feet along the S Washington and S Huron frontage.*

Offered By: Commissioner Talaga; Seconded By: Commissioner Hollifield
Approved: Yes – 7; No – 0; Absent – 0

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- 1820 Washtenaw Ave – Special Use Permit and Site Plan Review for Provisioning Center/Marihuana Retailer
    - *Staff Report — Andy Aamodt, City Planner*
        - Former dental clinic will two dwelling units. The applicant is looking to use entire facility for a medical marijuana providing center/recreational marijuana retailer.
        - No substantial changes to site or building footprint.
        - Noteworthy change: demolition of outbuilding at the front and the installment of stormwater infrastructure.
        - A special use permit was approved in 2019, but a marijuana permit was never obtained which hindered the facility from opening.
        - The applicant is looking to apply for one of the three available social equity retailer and provisioning center permits.
        - The application is being brought to the Planning Commission again due to the added aspect of the recreational marijuana retailer.
        - There are traffic concerns and staff recommend closing the Whittier St. access to the property to prevent commercial traffic.
        - Parking and building layout expansions are not allowed due to the property being legal non-conforming.

    - *Public Hearing*

Motion to open the public hearing.
Offered By: Commissioner Davis Jr.; Seconded By: Commissioner Hollifield
Approved: Yes – 7; No – 0; Absent – 0

- There is concern that the building resides along Wittier St. within walking distance of a residential neighborhood. Fencing is strongly recommended.
- Overall support of the project as community concerns have been addressed. There is concern about deliveries and loading at the back of the building on Whittier Street.
- There is major concern about traffic on Washtenaw and parking availability.
- It was noted that the applicant(s) have made a lot of effort to address concerns from previous meetings. There is a concern about foot traffic and if the gate between the building at the northeast corner and edge of property will be secure.
- Adjacent neighbors are in favor of a high fence given that they have small children and noted that the applicants have put in a lot of effort to get their opinions on what would work best.
- Email comments:
    - Not in favor of a marijuana facility in the neighborhood. Also concerned about safety and traffic.

Motion to close the public hearing.
Offered By: Commissioner Hollifield; Seconded By: Commissioner Simmons
Approved: Yes – 7; No – 0; Absent – 0

- *Additional Discussion*
    - The property meets the minimum standards of its current zoning, General Corridor as related to volume of traffic.
    - It is recommended that the planting buffer be eliminated and required a six-foot fence.
    - It has been noted that the applicant cannot make changes to a nonconforming building.

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- It is recommended that a condition be added that includes street tree requirements.

Motion to approve the special use permit for provisioning center and marihuana retailer use at 1820 Washtenaw Ave with the following findings and conditions:
Finding: The application substantially complies with §122-324(b).
Condition: Special use permit approval shall be subject to approval of site plan.
Offered By: Commissioner Talaga; Seconded By: Commissioner Donnelly
Approved: Yes – 6; No – 1 (Davis Jr.); Absent – 0

Motion to approve the limited site plan for 1820 Washtenaw Ave with the following findings and conditions:
Finding: The application substantially complies with §122-311.
Conditions:

1. *Screening be provided along edges of parking lot in conformance with §122-684.*
2. *Sidewalk or surfacing materials should be added to delineate where pedestrians can safely access the building from the public sidewalk.*
3. *Any dumpster/waste collection area to conform with screening requirements of §122-608.*
4. *Applicant shall submit a lighting plan conforming with the provisions of §122-609.*
5. *Screening between property and residential properties to the east and west be screened with 6' high wall, fence, or buffer, with at least 80% opacity in conformance with §122-634.*
6. *Applicant shall provide five street trees: two on Washtenaw Ave and three on Whittier St. Whittier St trees may be waived with a fee-in-lieu.*
7. *Vehicle gate shall be provided at the Whittier St employee entrance in conformance with the traffic visibility requirements.*

Offered By: Commissioner Talaga; Seconded By: Commissioner Donnelly
Approved: Yes – 7; No – 0; Absent – 0

VII. Old Business

VIII. New Business

IX. Future Business Discussion / Updates

- Distribution of Draft Master Plan Update
  - City Council resolved to insert two of the housing affordability and accessibility recommendations regarding occupancy caps for families and revisiting how to define a family; and to require visitability for new developments.
- Councilmember Brian Jones-Chance is the liaison for the Planning Commission.

X. Adjournment

Motion to adjourn.
Offered By: Commissioner Hollifield; Seconded By: Commissioner Donnelly
Approved: Yes – 7; No – 0; Absent – 0

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Ypsilanti Non-Motorized Advisory Committee Meeting Minutes
Thursday, March 11, 2021 – Zoom Virtual Meeting

1. Call to order - The meeting was brought to order at 7:05pm by teleconference. Committee members attending were Jenny Connolly, Mike Davis Jr., Dylan Goings, Bob Krzewinski, and Helen Schulte (quorum met). Also attending were City Public Services Department Project Manager Bonnie Wessler, City Planner Andy Aamodt, and community member Jen Schlicht.

2. Introductions - Audience participation - Public input.
   There was no audience participation or public input in this portion of meeting.

3. General business
   a. Agenda approval - Offered By: Committee member Davis; Seconded By: Committee member Goings. Approved: Yes – 5; No – 0.
   b. Approval of February 2021 meeting minutes - Offered By: Committee member Connolly; Seconded By: Committee member Echols. Approved: Yes – 5; No – 0.
   c. Other – None.

4. Old & continuing business
   a. 2021 Committee priorities (Abbreviated List)
      1. City Non-Motorized Plan – Committee member Davis reviewed progress on the Plan update. Changes to the last draft based on reviewer input included renaming the goals and tightening language. The goals in Chapter 4 are: 1) Safety for non-motorized users, 2) Equity in non-motorized transportation, 3) Shift to non-motorized modes, and 4) Inventory and analysis. Chapter 10 will eventually include a matrix of the goals and strategies.

         Input was sought on Chapter 7 Build regarding how to present the location and type of build projects (e.g. pedestrian networks, bike lanes). The prior Plan utilized a table format and map(s) were proposed for the current Plan update. This was discussed and committee members noted that tables are more readable and accessible, and the scale of maps may be an issue in the Plan document. Committee member Davis will explore using a combination of maps and tables. Paper maps were also discussed, noting that projects in the next 5 years would make them quickly out of date. Public attendee Jen Schlicht noted that paper maps have been useful in helping people who move to Ypsilanti.

         The Committee agreed to send the draft Plan to the Planning Commission for review at their March 17th meeting. Committee members are encouraged to attend. The meeting packet will be publicly accessible in the Planning Commission meeting agenda packet and Committee member Krzewinski will notify community groups about the working document through social media.

         After the Planning Commission's review, the Plan will come back to the Committee for approval at the April 8th meeting. The goal is to send it back to the Planning Commission on May 19th for approval, followed by a period of public input and hearings, before going to City Council for approval in June/July.

      2. Sidewalk curb cut inventory & improvements – Committee member Krzewinski met by teleconference with Ron Akers and Bonnie Wessler at City Public Services on Feb. 26, 2021 to discuss items on the Committee priority list, namely curb cut improvements. The Committee will solicit input from the community between now and June about priorities for the next round of curb cuts (planned in 5 year increments). There was brief discussion about old vs new standards for curb cuts, noting more effective design around tactile indicators, angle relative to intersection, and grade in newer curb cuts.

      3. Bike Lanes
         - Spring repainting of existing bike lanes –Committee member Krzewinski reported that of the approx. eight areas with bike lanes, only three may need repainting: 1) W. Cross from the water tower to Wallace, 2) Cornell between the B2B and Huron River Dr., and

3) Forest St. between the bridge and Huron. Brief discussion about widening the bike lanes or adding buffers to account for increased B2B traffic. This list was sent to Bonnie Wessler and Ron Akers.

- Sharrows at beginning and end of bike lanes – may be included in the WATS demonstration projects.

4. Communication & Education
   - Publish quarterly Non-Motorized Committee newsletter - Committee member Krzewinski is working on the spring newsletter.

   - Invitation to EMU August 7th Bike Rodeo 10am – 2pm, Convocation Center - Committee member Krzewinski has materials from previous events and plans to attend.

5. Border To Border (B2B) Trail gap completion and enhancement.
   - Install "State Law – Give Way To Pedestrians In Crosswalk" signs at mid-block B2B Trail crossing of Cornell Street between Collegewood and Mayhew.

     Brief discussion about B2B connection between Frog Island and Riverside Park. The E. Cross bridge will be redone in the next 5 years, including a curb-cut and crossing at the street level. Before then, the Committee may consider safety strategies for mixed cyclist and pedestrian sections, such as signage encouraging cyclists to walk bikes across the tridge.

6. Bike & Walk Friendly Communities
   - Bike Friendly Community (BFC) award recertification (current BFC award expires in November 2021) – Committee member Krzewinski was able to get the 2016/17 application data to roll forward to the current application, due in August 2021. The new application will mostly be data updates obtained from City employees. Committee members interested in working on the application can contact Committee member Krzewinski.

7. New Business
   a. City Planning Department and Public Services Department updates
      - WATS traffic calming program – Bonnie Wessler provided a brief update on this and other projects, including ADA ramps, Oakwood repaving, water main work, and MDOT work on W. Cross.

   b. Other – Bike to Work week may be delayed to September due to the pandemic.

8. Other Items – The next Committee meeting will be April 8th, 2021, 7pm by Zoom teleconference.

   Bonnie Wessler shared information about a public hearing on a grant proposal for a Frog Island Trailhead project, details the city council meeting packet:
   https://cityofypsilanti.com/AgendaCenter/ViewFile/Agenda/_03162021-1559

   Committee member Echols noted City Council's approval for removing slip lanes on N. Huron and Hamilton, and upcoming public forums about recently released AAATA route changes (full service to return in August).

9. Adjournment – Offered by: Committee member Krzewinski; Seconded by: Committee member Schulte: Approved: Yes – 5; No – 0. Meeting adjourned at 8:05pm

City of Ypsilanti
Community & Economic Development Department

Memo

To: Planning Commissioners

From: Andy Aamodt, City Planner

Date: March 17, 2021

Subject: Non-Motorized Transportation Plan

Attached is the most recent working document of the Non-motorized Transportation Plan Update. The plan's text is approaching final, but there are a few tables and maps that need to be added. Non-motorized Advisory Committee wished to share the plan with you to facilitate discussion and see if you had any additional input at this point in their process.

Non-motorized Advisory Committee may approve the plan at their April meeting. If so, the plan will be routed to you for the May meeting. You may then wish to approve it and send it to City Council for adoption. This is a standalone plan that is not part of the current Master Plan Update.

Non-Motorized Transportation Master Plan - 2021 Update

City of Ypsilanti

Draft approved for distribution for comment on: LATER DATE

Adopted by the Planning Commission on: LATER DATE

DRAFT

CONTRIBUTORS

Anthony Bedogne
Martha Cleary
Bob Krzewinski
Gregg May
Jared Talaga
Sarah Walsh

Bob Krzewinski
Dylan Goings
Jenny Connoly
Renee Echols
Helen Schulte
Mike Davis, Jr.

PLAN PREPARATION

The plan was prepared by the Ypsilanti Non-Motorized Advisory Committee in collaboration with members of the City of Ypsilanti Planning & Development Department.

STAFF

Bonnie Wessler, City Project Manager, Public Services Department
Andrew Aamodt, City Planner, Planning & Development Department

ACKNOWLEDGMENTS

CITY COUNCIL

Lois Richardson, Mayor
Nicole Brown, Ward 1
Brian Jones-Chance, Ward 1
Steven Wilcoxen, Ward 2
Jennifer Symanns, Ward 2
Anthony Morgan, Ward 3
Annie Somerville, Ward 3

PLANNING COMMISSION

Matt Dunwoodie, Chair
Jared Talaga, Vice Chair
Eric Bettis
Mike Davis Jr.
Jessica Donnelly
Phil Hollifield
Heidi Jugenitz
Michael Simmons

NON-MOTORIZED ADVISORY COMMITTEE

Bob Krzewinski, Chair
Dylan Goings, Vice Chair
Jenny Connoly
Renee Echols
Helen Schulte
Mike Davis, Jr.

STAKEHOLDERS

TBD

Preface:
Executive Summary

Chapter 1:
Introduction

Chapter 2:
Demographics

Chapter 3:
Process

Chapter 4:
Vision and Goals

Chapter 5:
Policies and Administration

Chapter 6:
Maintenance

Chapter 7:
Build

Chapter 8:
Promote

Chapter 9:
Fund

Chapter 10:
Implement

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 in 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.
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Chapter 1: INTRODUCTION

1

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

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 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.

The Role of MultiModal 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.
- Improve access and mobility for not only the 9.6%3 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.

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 Ypsilanti.6
-

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. - SIDEBAR ITEM

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.7 - SIDEBAR ITEM

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 2010-2015. 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.

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.

Socio-Cultural Impetus

Ypsilanti benefits from its early history as a commercial center in southeast Michigan. The development of the city's core before automobile use became common gave rise to a dense grid pattern that encourages biking and walking to key destinations like parks, schools, and the central commercial areas of Downtown and Depot Town. Later, as automobiles became more popular, major streets shifted away from this pedestrian focus. Street improvements increased road capacity, allowing for more and quicker motor vehicle access to, from, and through Ypsilanti – in some cases even removing sidewalks in the process. In particular, the four major streets cutting through the center of the city, Washtenaw Avenue (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 new- growth communities.

This dense grid pattern also gives Ypsilanti another advantage: such a system is not only historic and easily navigable, but also less resource-intensive. A dense downtown requires less infrastructure per business or residents, and thus less maintenance despite often more intense use, than does a less-dense area.8 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 travel.[9]

Research is increasingly showing that households are willing to pay a premium to live in such compact, walkable, mixed- use areas, and sources ranging from the National Association of Realtors to the American Planning Association expect demand for small lot and multi-unit residential living to grow over the next few decades. The Center for Disease Control specifically addresses land use in their "Healthy Places" initiative, recommending, "Encourage mixed land use and greater land density … so people can walk or bike more easily." The most important land use decision, though, appears to be not "encouraging" but "permitting" – reviews of local zoning ordinances typically find that regulations push density downwards and restrict mixed use patterns.[10]

Ypsilanti already has the basic structure of "traditional" neighborhoods in place, due to its age. However, the last several decades of zoning amendments and enforcement have been generally in the direction of reduced residential density and increased separation of uses. Most of these actions have been in response to nuisance conditions perceived to be linked to dense, mixed-use patterns. This plan does not have space to thoroughly examine the goals and outcomes of those actions. However, any future zoning amendments should be carefully examined to ensure they do not reduce vital

transportation options, and the zoning ordinance should be further examined to determine how appropriate infill development, neighborhood-scaled businesses, and other land use options can be used to support non-motorized transportation.[11]

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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 coming years.[1] Unlike rapidly growing areas, the city does not need to plan for many new roads or systems to serve future population, but demographic characteristics can help the city focus its limited resources on improvement and extension of existing facilities. Several of these factors are detailed in this section, including overall population distribution, age, income level, and disability status.

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

Table 2.1 Completed Below

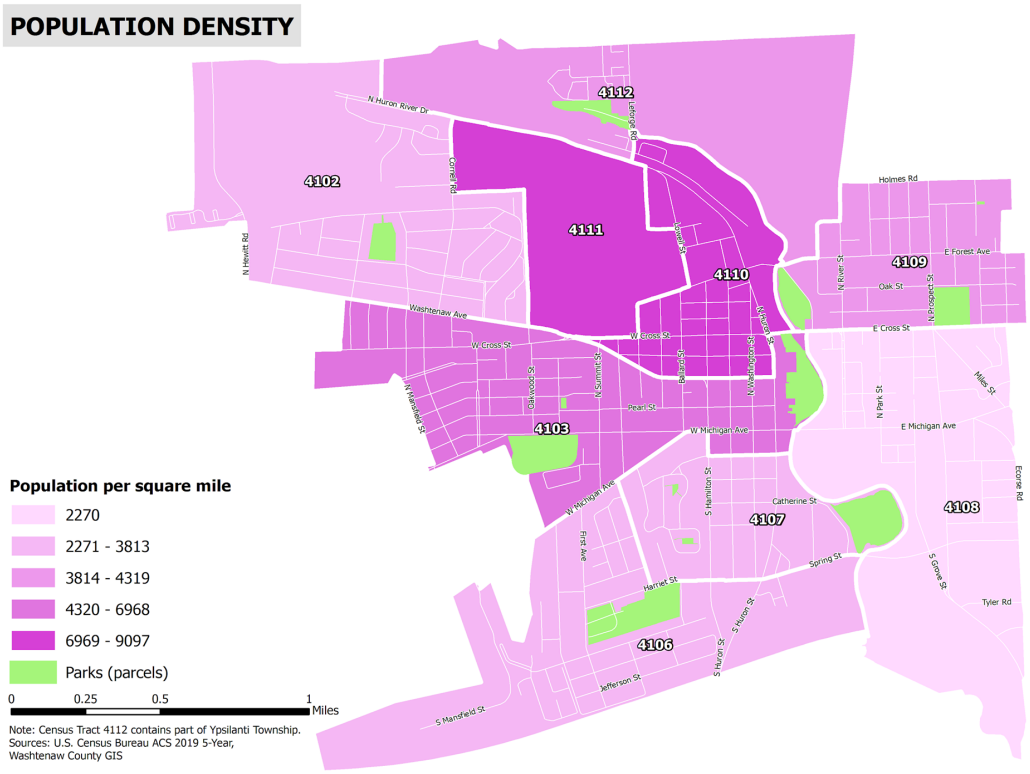
	Census 1970	Census 2010	ACS 2019 5-Year	SEMCOG 2045
Total Population	29,538	19,435	20,828	24,480
Households	7,519	8.026	7,743	9,176
Average Household Size	2.81	2.06	2.30	2.11
% of Population in Households	71.5	85.3	85.6	79.0

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

Figure 2.1: Population Density Map



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 2.2 Completed Below

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

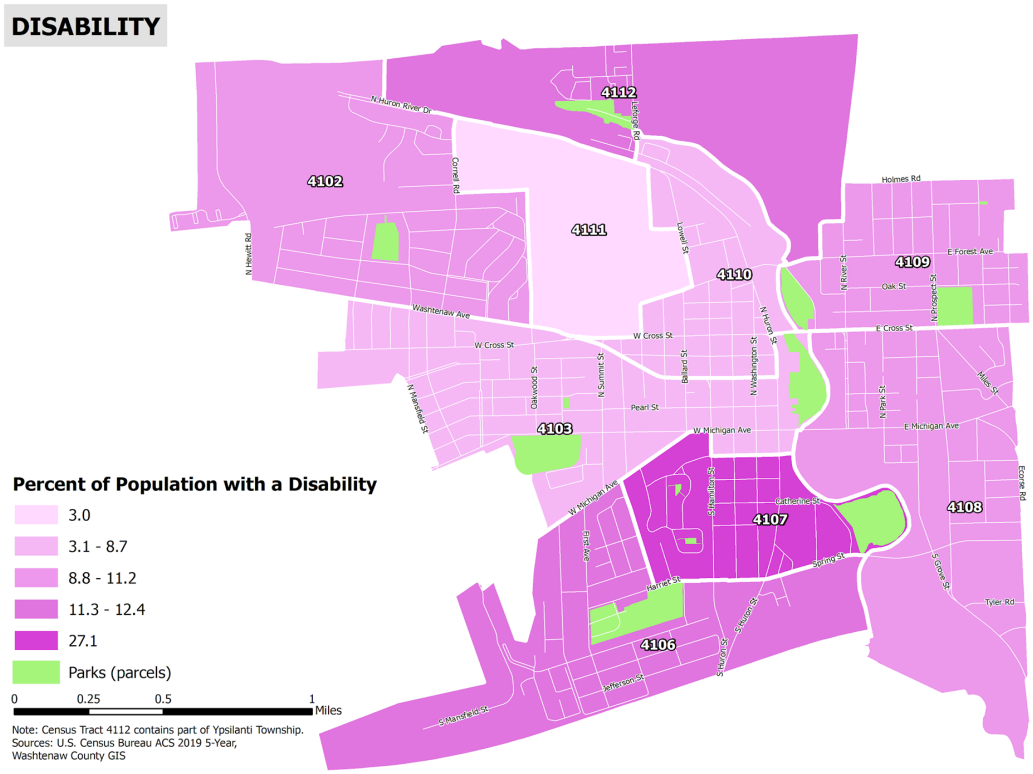
Persons with Disabilities

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 disabilities.[2]

As shown in Figure 2.2, 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 2.2: Residents with Disability Map



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 2.3, 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 2.3 Completed Below

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 numbers of children in poverty and the number of households that do not have access to a personal automobile. Both of these demographic measures indicate residents who have limited mobility, often relying upon inadequate non-motorized or transit options, and cannot easily access amenities that are further away. Figures 2.3 and 2.4 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 2.3: Children in Poverty Map

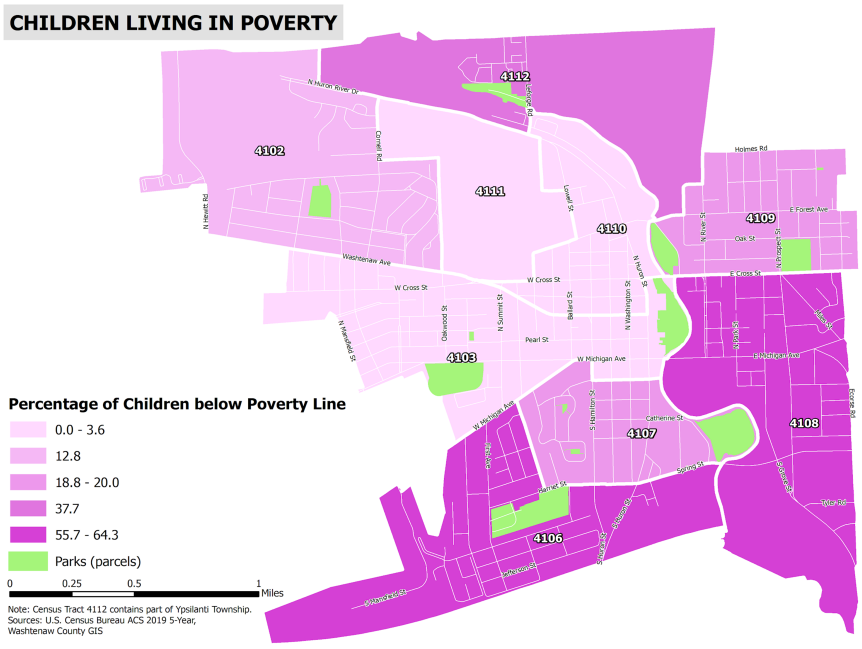
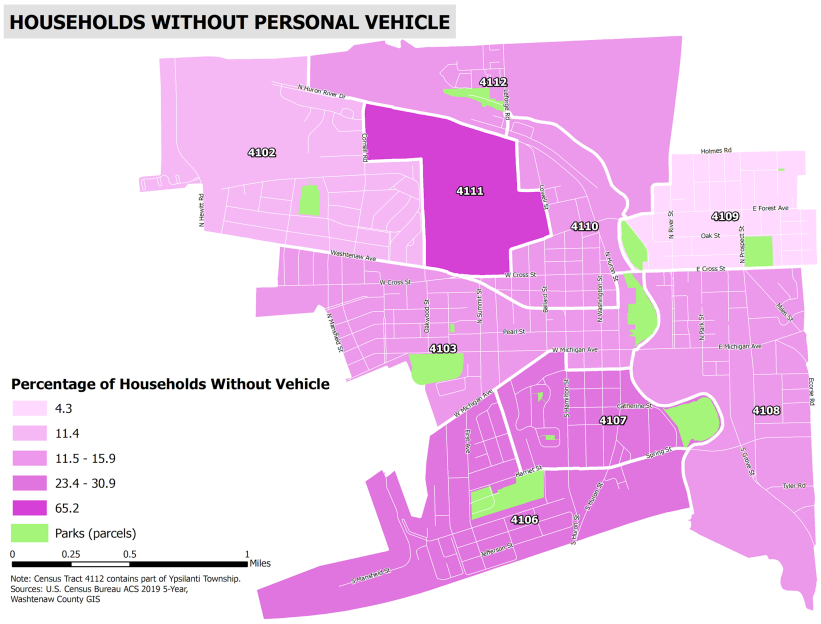


Figure 2.4: Without Personal Vehicle Map



Transportation

The City of Ypsilanti benefits from a location convenient to a major north/south highway (US-23) and a major east/west expressway (I-94), providing residents with easy access to amenities around the region and carrying visitors to Ypsilanti's various special events, though posing challenges to non-motorized travel by creating walls of fast-moving vehicle traffic to cross. Washtenaw Avenue (Business Route US-23/M-17) and Michigan Avenue (US-12) also run east and west through the heart of downtown. The traditional, easily-understood grid pattern generally followed by Ypsilanti's streets lends itself to both motorized and pedestrian traffic, and the AAATA serves to connect downtown Ypsilanti with its neighbors.

The city features approximately 98 miles of pedestrian infrastructure, 5.55 miles of off- road bike routes, 3.71 miles of bike lanes, and many bus transit stops. 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 2.5. 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 % respectively. There could be many hypotheses of this high percentage of Ypsilanti residents that walk to work but more survey 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 minutes.[5] 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 state.[6]

Figure 2.4: 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 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 prioritizes motorized speed and volume over provision of a good environment for bicycling or walking. At the southern end of Ypsilanti, Huron and Hamilton Streets cross over I-94, but this bridge has no pedestrian facilities, creating a barrier between Ypsilanti Township and the City of Ypsilanti that impedes non-motorized traffic both from the City and from the Township. The City and Township worked with WATS and the Michigan Department of Transportation in 2014 and are pursuing construction of preferred alternatives for a safe pedestrian crossing before 2023.

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

Mass Transit

The City of Ypsilanti currently has a purchase of service agreement with 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.

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.

Endnotes

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

Initial Analysis

Staff and volunteers reviewed the 2010 Non-Motorized Transportation Master Plan, noting both achievements and on-going 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.

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.

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 community and various advocacy organizations, named on page viii.

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

- the lack of bike lanes (66%);
- prevalence of broken concrete, potholes and crumbling sidewalks (48%);
- the lack of snow and ice removal (45%);
- the speed and volume of traffic through town (43%);
- and unsafe motorists (41%).

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

1. the Washtenaw corridor (1st); bike and pedestrian crossing at interstates – e.g Huron/Whittaker and
2. I-94 (2nd); and
3. biking and walking routes in commercial corridors such as Depot Town and Downtown (3rd).

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 (1st),
2. installation of an east-west bike route along Washtenaw between Hewitt and Hamilton (2nd - tie),
3. installation of a north-south bike route along Hamilton from Washtenaw to I-94 (2nd - tie).

Participants rated the following sidewalk projects as the most important:

1. a north-south pedestrian route along Huron from I-94 to Spring (1st),
2. an east-west pedestrian route along Washtenaw from Bellevue to Cornell (2nd).
3.
4.

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).

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 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.

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.

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.

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 (endnote 1).[1] 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-motorized users.[2] 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.).

[1] The City of Ypsilanti registered 8,369 total crashes and 200 pedestrian and bicycle crashes between 2010-2019.
[2] The City of Ypsilanti registered 7 fatal crashes and 3 pedestrian and bicycle fatal crashes between 2010-2019.

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.[3]
        - 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).[4]

Safety Sidebar:
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.

[3] Source: Michigan Traffic Crash Facts(https://bit.ly/2XVJPZz)
[4] Source: Michigan Traffic Crash Facts(https://bit.ly/2XVJPZz)

- 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).
   - 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.

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.[5]

   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

[5] Source: Washtenaw County Health Improvement Plan Survey

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.

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.).

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.).

EQUITY SIDEBAR STATEMENT
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."

Objectives:
OBJECTIVES SIDEBAR STATEMENT

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 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 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.
   - 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.
   - 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.

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.[6]
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.
   - 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.

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

[6] *Source*: Washtenaw County Health Improvement Plan Survey

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.[7]

    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.

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.[8]
    - Benchmark: 27.2% reported walking or biking for transportation in past week in 2015.[9]

    Strategies:

    - Create a Neighborhood Connector system composed of low-stress streets and pathways that connect residents to jobs, entertainment opportunities, and our park system.
    - Install additional permanent and seasonal bicycle parking in Downtown and Depot Town.

[7] *Source*: American Community Survey 5-year estimates
[8] Source: American Community Survey 5-year estimates
[9] Source: Washtenaw County Health Improvement Plan Survey

- 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.

3. Prioritize maintenance projects that improve and maintain critical links between the non-motorized network in order to further mode-shift.
4. Prioritize maintenance projects that bridge service or infrastructure gaps

Strategies:

- 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.

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 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.

Strategies:

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

Endnotes

1. Michigan Crash Facts. February 2021 <https://www.michigantrafficcrashfacts.org/querytool#q1;0;2019,2018,2017,2016,2015,2014,2013,2012,2011,2010;c8180;1,43:1|1,4:2,3>

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 (goal 1), 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 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.

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 an 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. This chapter aims to help clarify maintenance responsibilities, suggest methods to ensure maintenance is performed, and standards by which infrastructure conditions can be judged.

Condition Maintenance Audits

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

Chapter 7: BUILD

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. SIDEBAR STATEMENT

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 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.

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.

Create a Neighborhood Connector System

Neighborhood Connectors are streets with low volumes and speeds that are designated and, over time, designed to prioritize bicycle 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 X

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 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.

Build Pedestrian Network

Complete the pedestrian network in Ypsilanti. Table 8.1, below, is based on the 2006 Non-Motorized Plan for Washtenaw County list of pedestrian deficiencies in Ypsilanti. Cost is estimated at $200,000 per mile for new installation of a five-foot wide concrete sidewalk. 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 the Planning Department and the Non-Motorized Committee. Length is noted in feet, and price is shown in thousands of dollars.

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Build Bicycle Network

Complete the bicycle transportation network in Ypsilanti. Cost is estimated at $25,000 per mile for a standard bicycle lane. Priorities were determined based on location and severity of deficiency, as determined by conversations with stakeholders. Pavement markings indicating that motor vehicle operators should share the road with bicyclists, or sharrows, should be considered in areas too narrow to accommodate a full bike lane, as a temporary measure in areas where cost is prohibitive, or on roads where good visibility, low motor vehicle traffic speed, low motor vehicle traffic volume, or excellent motor vehicle driver habits do not implicate a need for a separate bike lane.

Sharrows are relatively inexpensive, and for the purposes of this plan, are estimated at approximately $100 per marking.[1] Likewise, “Share the Road” signage, approximately $200 per unit, should be placed at the beginning and ending of any bike lane and at all major entrances to the city.[2] Length is noted in feet, and price is shown in thousands of dollars.

(tables omitted from this document - edit on Google Sheets)

Endnotes

1. Sallaberry, Michael. “Shared Lane Markings.” Pedestrian and Bicycle Information Center. Web. 21 Aug 2015. <http:// www.bicyclinginfo.org/bikesafe/case_studies/casestudy. cfm?CS_NUM=711>

2. Meletiou, Mary Paul. “Share the Road Sign Initiative.” Pedestrian and Bicycle Information Center. Web. 21 Aug 2015. <http://www.bicyclinginfo.org/bikesafe/case_studies/ casestudy.cfm?CS_NUM=708>.

Chapter 8: PROMOTE

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. - SIDEBAR STATEMENT

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.

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
- 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).

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 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.

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 to extant regional authorities. A new regional authority could be formed with neighboring communities, or an existing regional authority could expand to seek a regional transportation revenue. This option would not likely provide a massive influx of money into Ypsilanti's transportation system, however, as the authority's spending would also be regional in scope. Such an authority would have greater benefits in terms of coordination of programming, construction, and maintenance than in direct spending.

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

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

Project Based

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 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

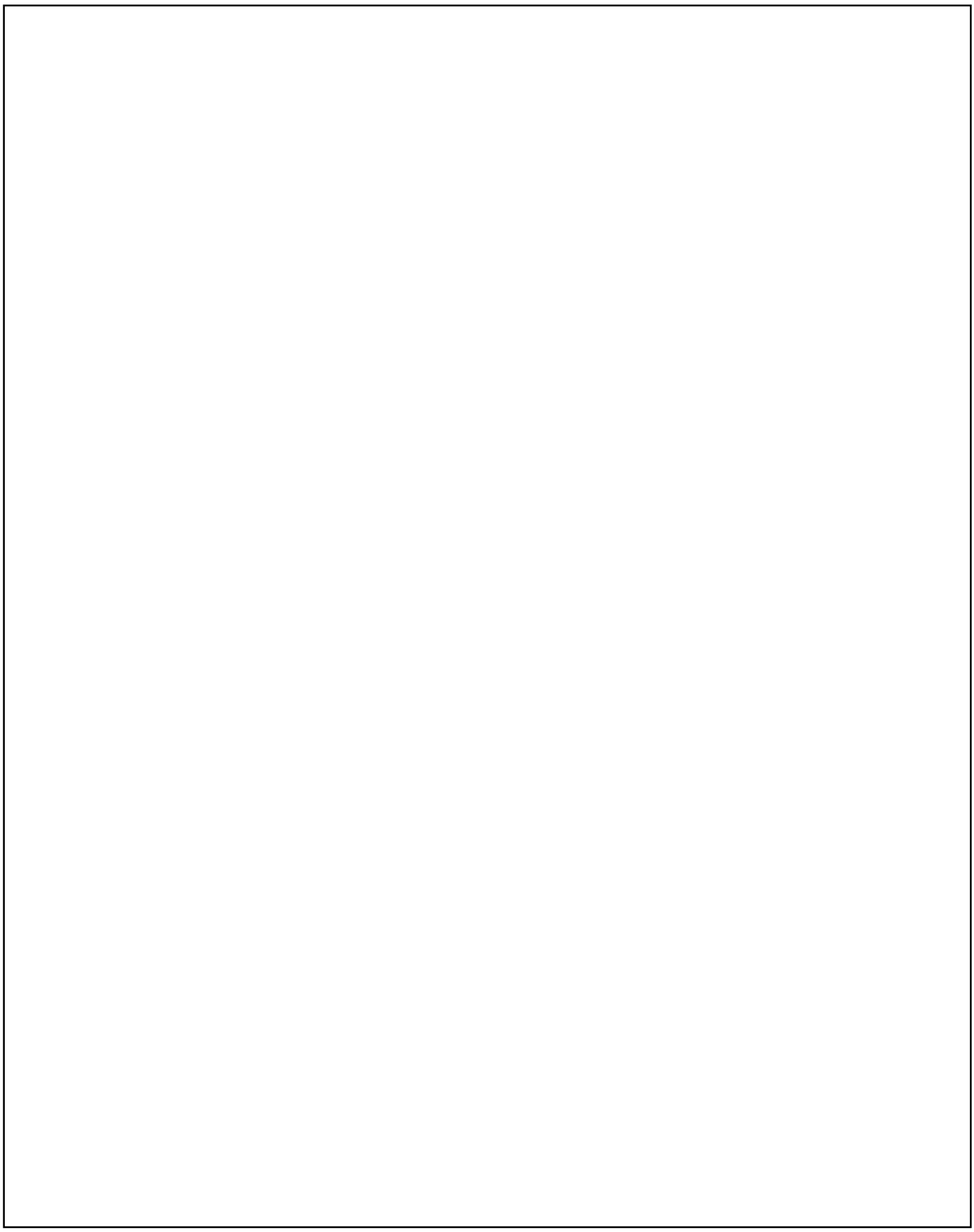
Businesses, corporations, private clubs, community organizations, and individuals will often contribute to programs to benefit the communities in which they are located. Private sector contributions may be in the form of monetary contributions, the donation of land, the provision of volunteer services, 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

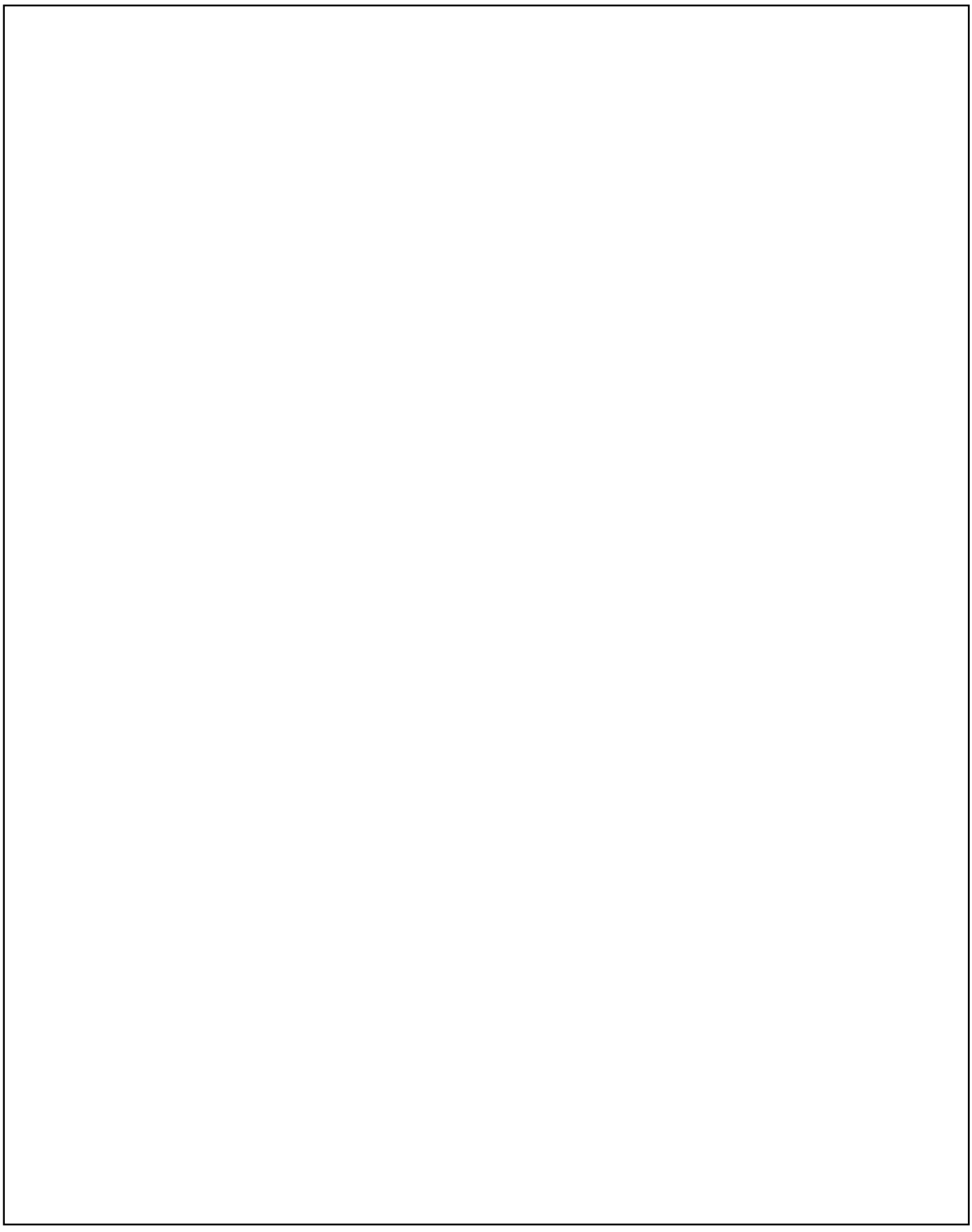
As development occurs near critical transportation elements, such as planned right-of-ways for the Border-to-Border Trail, stretches with un-built or under-built sidewalks and crossings, and catchments with no bicycle parking, work with the developers and private landowners to help provide for these 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.

(tables omitted from this document - edit on Google Sheets)



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.
(tables omitted from this document - edit on Google Sheets)

City of Ypsilanti
Community & Economic Development Department

Memo

To: Planning Commissioners

From: Andy Aamodt, City Planner

Date: March 17, 2021

Subject: Levels of Zoning Compliance Review

BACKGROUND

At an earlier meeting, Planning Commission discussed the importance of knowing the differences between levels of review for developments. Different levels of review may range from a Sketch Plan Review to a Limited Site Plan Review to a Site Plan Review needing Detailed Engineering Review.

ORDINANCE TEXT

Sec. 122-307. Levels of Review.

(a) Review is required for the activities or uses as listed in the table below. Applications submitted for review may be required to submit a sketch or site plan, as well as additional documentation. The City Planner may defer approval of any application to the Planning Commission. The Planning Commission or City Council shall have the authority to review and to approve, approve with conditions, or deny applications as provided in this Ordinance, when an "X" is in the table below. Any decision made by the City Council shall be based upon recommendation by the Planning Commission.

(b) Planning Commission review. The Planning Commission in its entirety may review and approve site plans, or the Planning Commission may designate a subcommittee of no less than three of its members to review and/or approve site plans.

(c) Levels of Review Table				
Activities or uses	**Type of plan required**	**City Planner**	**Planning Commission**	**City Council**
(1) New Construction				
Single or two-family dwelling on individual lot	Sketch	X		
Accessory dwelling unit or accessory building to single or two-family use	Sketch	X		

(c) Levels of Review Table				
Activities or uses	**Type of plan required**	**City Planner**	**Planning Commission**	**City Council**
Essential services, electrical substations, private utilities and similar uses	Site	X		
Non-residential	Site	Review & recommend to PC	X	
Special Land Use or Limited Building Type	Site or Limited Site, at Planner discretion	Review & recommend to PC	X	
Subdivisions (both site condominiums & plats)	Site	Review & recommend to PC	Review & Recommend to City Council	X
Rezonings, including conditional rezonings	Site	Review & recommend to PC	Review & Recommend to City Council	X
Planned Unit Development (PUDs)	Site	Review & recommend to PC	Review & Recommend to City Council	X
(2) Expansion/Modification to Existing Buildings				
Single or two family dwelling on individual lot	Sketch	X		
Accessory dwelling unit	Sketch	X		
Where no requests for exceptions as allowed by this Chapter are made, and the proposed expansion/modification does not exceed 25% of the existing total gross floor area of the building (up to a maximum of 5,000 square feet), or 500 square feet, whichever is greater.	Site	X		
Where a building encroaches into the required setback from a planned easement; or area of expansion exceeds the threshold permitted for administrative review; or when waivers are requested.	Site	Review & recommend to PC	X	
Expansion or intensification of a Special Land Use	Site	Review & recommend to PC	X	

(c) Levels of Review Table				
Activities or uses	**Type of plan required**	**City Planner**	**Planning Commission**	**City Council**
(3) Change in Use				
Temporary uses, buildings & structures	Sketch	X		
Change in use to a new Special Land Use with *no* requests for waivers as provided in this chapter and no proposed changes to the site or building footprint	Limited Site	Review & recommend to PC	X	
Change to an equally or less intense use, as determined by the City Planner, that does not involve substantial change in parking, traffic flow, hours of operation, public services, effluent discharge, or substantial alteration of the physical character of the site	Sketch	X		
Change to a more intense use, as determined by the City Planner, that may involve substantial change in parking, traffic flow, hours of operation, public services, effluent discharge, or substantial alteration of the physical character of the site	Site	Review & recommend to PC	X	
(4) Accessory Structures & Site Improvements				
Accessory buildings, structures, and off-street parking for single and two-family dwelling units on individual lots	Sketch	X		
Accessory buildings less than 250 square feet	Sketch	X		
Accessory buildings, except when accessory to single and two-family dwellings, 250 square feet or more	Site	X		
New parking lot and/or garage, except when accessory to single and two-family dwellings, with no requests for waivers allowed in this Chapter	Site	X		

(c) Levels of Review Table				
Activities or uses	**Type of plan required**	**City Planner**	**Planning Commission**	**City Council**
Expand or modify an existing parking lot that results in drainage alterations, changes in circulation patterns or access, or addition or replacement of base or subgrade, with no requests for waivers allowed in this Chapter	Site	X		
New parking lot and/or garage, or expand/modify existing parking lot, with requests for waivers allowed in this Chapter	Site	Review & recommend to PC	X	
(5) Other uses or site improvements				
Community garden as principal use	Sketch	X		
Infrastructure and paving improvements including sidewalks, bicycle facilities, and pathways on private property in excess of 500 sq ft, excluding parking areas and driveways; with no requests for waivers allowed in this chapter	Sketch	X		
Construction, relocation or erection of structures including signs, screening walls, trash receptacles, fences, walls, lights, poles, cooling/heating or other mechanical equipment	Sketch	X		
Swimming pools	Sketch	X		

(Sec. 122-309. Site Plans.)

(t) In cases when a Special Use permit is being applied for, the City Planner may grant waivers of the standard site plan data requirements when specific data is deemed unnecessary in determining compliance of a site plan with the regulations or standards of this chapter. In no case shall less information be required for this Limited Site Plan than for a Sketch Plan. The submitted drawings shall be referred to as a Limited Site Plan.

STAFF INTERPRETATION

Sketch Plan Review and Limited Site Plan Review

Staff has generally been flexible in allowing a Special Land Use application to attach a Sketch Plan or Limited Site Plan to the review if the applicant is not proposing any changes to the building's footprint nor any substantial changes to the site. Sketch Plan Review or Limited Site Plan Review allow an applicant to continue to use a site in a similar way to the way it had been used in the past, without expecting to perform thorough construction and engineering work to the site.

Substantial changes to the site might entail the following but not limited to: increase in impervious surface (parking surface, drives, curb-cuts, etc.), added utilities or stormwater infrastructure, added accessory buildings or outdoor space involving an outdoor use or an outdoor storage area. If the applicant is proposing any of these substantial changes to the site, the development will likely be moved to the form of Site Plan Review.

According to §122-309(t) noted above, a Limited Site Plan does not need to include any more information than what is required for a Sketch Plan. For commercial uses, such as marijuana uses you have seen in the past for example, I encourage the applicant to submit a Limited Site Plan rather than a Sketch Plan.

Planning Commission may choose to install conditions, especially in the case of a Special Land Use, that require additional improvements to the Plan. It is my opinion that if you are not satisfied with the level of detail of in a Sketch Plan or a Limited Site Plan, you may table the application to get more detail or receive a revised application in the form of a Site Plan Review.

Site Plan Review

Site Plan Review cases are the most detailed and require a full review of the zoning ordinance. There is still the possibility that some items, not pertinent to the scope of work proposed, may be deemed "legal nonconforming" and not be expected to change. However Planning Commission may determine otherwise and expect changes in accordance with §122-311. Site Plan Review cases almost always go through Detailed Engineering Review in which our consultant engineer (OHM) reviews the plans prior to construction.

Resolution No. 2021 -
March 17, 2021

RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF YPSILANTI:

WHEREAS, the Planning Commission drafted an update to the Shape Ypsilanti Master Plan;

WHEREAS, the draft update to the Master Plan was distributed for public review and comment, with the review and comment period expiring March 18, 2021;

WHEREAS, City staff is not satisfied with the amount of participation via written public comments and recommends Planning Commission extend the public review and comment period;

WHEREAS, an extension to the public review and comment period will allow City staff to better publicize the update through more descriptive postings, including on social media;

NOW THEREFORE BE IT RESOLVED, that the Planning Commission extend the Master Plan update's public review and comment period for an additional 25 days through April 12, 2021;

OFFERED BY: _____

SUPPORTED BY: _____

YES: NO: ABSENT: VOTE: