BICYCLE NETWORK

What was reviewed

The existing conditions and proposed bicycle network in the 2021 Moving Together Towards Vision Zero Transportation Plan.

What was learned

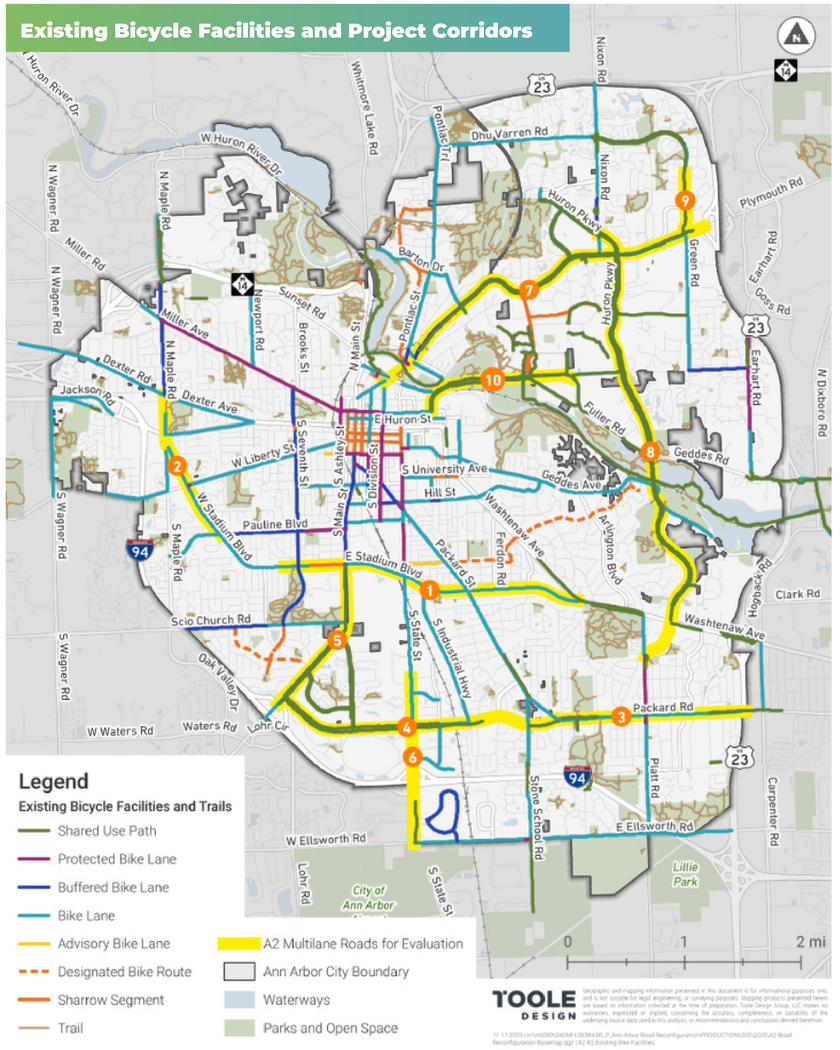
- Existing bicycle levels of stress on the corridors varies considerably, with some corridors completely lacking bicycle infrastructure, and others having bicycle lanes or shared use paths.
- All of the A2R2 Corridors will have role in the Ann Arbor bicycle network, there is often no direct alternative bicycle route.

Why is this important

- There is significant potential for people to shift to bicycle transportation for shorter trips, but that will only happen if there is a bicycle network that is comfortable, direct and connected.
- Roads with bicycle facilities are safer for all.
- Comfortable bicycle facilities for less confident bicyclists require more separation from car lanes, whether on the road or sidewalk-level.

Did you know that the number of people bicycling on Division Street more than doubled after protected bicycle lanes were added?

Existing Bicycle Facilities and Project Corridors



Legend

Existing Bicycle Facilities and Trails

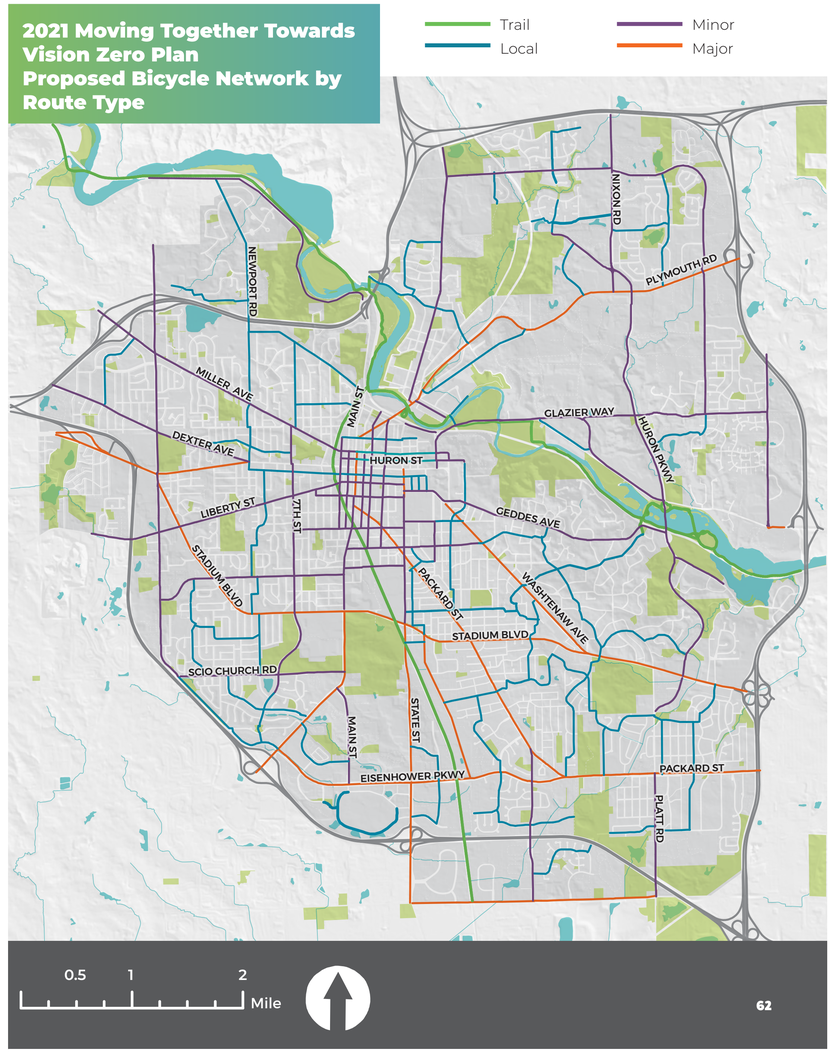
- Shared Use Path
- Protected Bike Lane
- Buffered Bike Lane
- Bike Lane
- Advisory Bike Lane
- Designated Bike Route
- Sharrow Segment
- Trail
- A2 Multilane Roads for Evaluation
- Ann Arbor City Boundary
- Waterways
- Parks and Open Space

TOOLE DESIGN

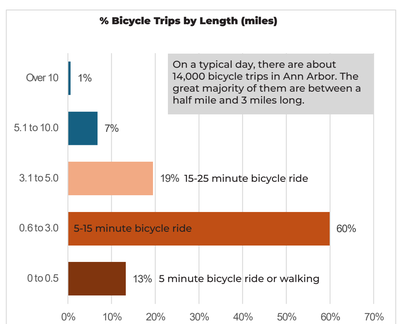
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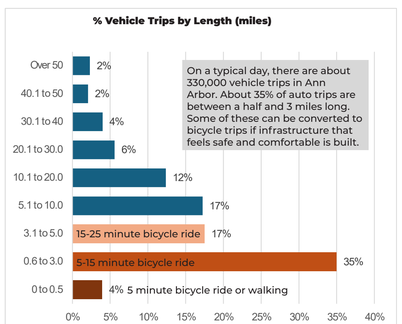
11.11.2025 | H:\HO\0030\04CM-1\00384.00_P_Ann Arbor Road Reconfiguration\PRODUCTION\GIS\QGIS\A2 Road Reconfiguration Basemap.qgz | A2 R2 Existing Bike Facilities

2021 Moving Together Towards Vision Zero Plan
Proposed Bicycle Network by Route Type



Some car trips could be made by bicycling if infrastructure that feels safe and comfortable was built





2021 Moving Together Towards Vision Zero Plan Goal:
Building out a safe and comfortable bicycle network for people of all ages and abilities



Comfort Typology of Bicyclists				
Design User Profile	**Non-Bicyclist**	**Interested but Concerned**	**Somewhat Confident**	**Highly Confident**
Bicycling Preferences	Uncomfortable bicycling in any condition, have no interest in bicycling, or are physically unable to bicycle.	Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separate bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.	Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.	Comfortable riding with traffic, will use roads without bike lanes.
% of General Public	**31-37%**	**51-56%**	**5-9%**	**4-7%**

Major Bicycle Route Facility Types



Protected Bicycle Lane



Shared Use Path