



Chapter 1: Executive Summary

The City of Ann Arbor Transportation Plan Update serves as a guide for improvements to the City's system of roads, sidewalks, paths, bike lanes, and public transit for the next twenty years. The Plan addresses and reflects the City's continued emphasis and expansion of existing transportation policy, which was adopted in the 1990 Transportation Plan. The policy was to manage the system and the demands on it. The new policy is to acknowledge that growth is occurring and to accommodate that positive growth, which includes development and redevelopment. This must be handled in a manner that achieves the City's vision for transportation and includes all forms of mobility. New demand will be captured relying on a variety of modes (autos, transit, and active travel systems). All of the travel options will contribute to a healthy, vibrant community with safe and efficient travel choices for its residents, workers, and visitors. The City's vision is to become more transit-oriented, bike-friendly, and pedestrian-friendly, and less reliant on fuel consumptive forms of motorized travel.

Long ago the City realized that the land use in Ann Arbor precludes widening the streets. Ann Arbor does not desire to tie up scarce and valuable land resources in streets and surface parking in the key activity areas. The City reinforces, encourages, and supports the full gamut of travel options. There are real environmental benefits which accrue to communities with multiple travel options, compared to those that rely on an automobile dominated system. The automobile is not the most preferred option to accommodate future demand. The City embraces policy and programs to broaden the options as well as increase the reliance on "Green Transportation".

Ann Arbor is a city with a transit system that allows residents and visitors to leave their vehicles and use public transit, or walk and bike safely and comfortably. Ann Arbor is the place that has a civic-minded, creative populous that embraces their community, seeks to lessen their impact on the environment, and protects and enhances its resources for future generations.

This Plan intends to continue the movement of the City into the future with this long-range vision in mind. It is expected to evolve over time, with the short-, mid- and long-range recommendations summarized herein to be implemented over the course of the next 20 years. It is the long-term possibility of public transit in the form of both bus and rail, that when coupled with smart land use policies and urban design, will synthesize into an urban, pedestrian environment and an improved quality of life, both ecologically and economically.

The expected result of any transportation plan is a list of recommendations to meet existing and future transportation needs. This plan provides recommendations over the next twenty years, including what department should lead, when the recommendation should be implemented, and why the recommendation was made.

Plan Goals

"An integrated multi-modal system that will build upon the unique qualities of each part of the city" is the City of Ann Arbor's vision for its transportation system. To achieve this vision, the transportation plan is focused on meeting the needs of all transportation users: pedestrians, bicyclists, transit users, commercial trucking, and motorists.

The City of Ann Arbor is highly active in transportation planning, both locally and within the region. They participate in the Washtenaw Area Transportation Study (WATS) and Southeast Michigan Council of Governments (SEMCOG), as well as support the Ann Arbor Transportation Authority (AATA). As part of this comprehensive plan update, all of the existing land use and transportation plans were reviewed at the beginning of the planning process, and key elements have been incorporated into this draft Plan.

These plans, along with input from the public, city staff, officials and the Steering and Advisory Committees, were the basis of the Plan goals. These goals were presented at public workshops and refined throughout the process. The goals are to:

1. Provide appropriate access and mobility for people and goods, with minimal negative impacts for all.
2. Protect and enhance the natural environment and energy resources, and the human and built environment.
3. Promote a safe and secure transportation system.
4. Invest in transportation infrastructure in a manner consistent with other goals, and within the financial constraints of public/private resources.
5. Promote cooperation between the City of Ann Arbor and other governmental entities, particularly the surrounding townships and municipalities and the University of Michigan, in a manner consistent with the other goals.
6. Ensure that meaningful public involvement will be part of any transportation project in the City of Ann Arbor.
7. Promote a transportation system supportive of and integrated with land use decisions.
8. Promote green transportation improvements to reduce vehicle emissions.

These goals have been synthesized into the recommendations.

Previous and Existing Plan Recommendations

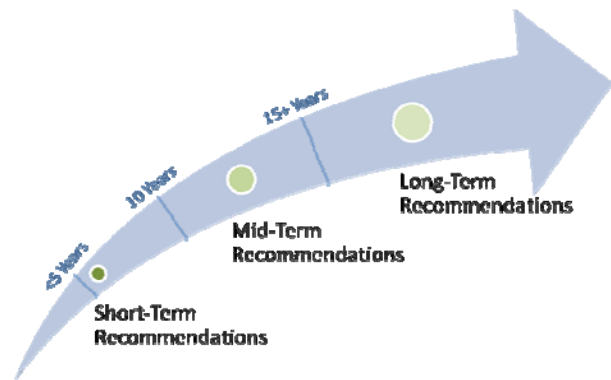
Vital to updating the Ann Arbor Transportation Plan was a review of recommendations from previous and existing plans. Included in this review were the City of Ann Arbor 1990 Transportation Plan, the Washtenaw Area Transportation Study 2030 Regional Transportation Plan, the City Non-Motorized Plan, the Northeast Area Transportation Plan, the AATA Transit Service Design Report, and other plans. These were key plans for review and development of the Transportation Plan Update.

Recommendations by Time Frame

Based on the previous and existing plan recommendations and the analysis of new data an updated transportation plan was created. Recommendations are prioritized by short-, mid-, and long-term timeframe, reflecting the goals and vision supported by city policies for transportation in Ann Arbor as identified in Chapter 2. This prioritization is essential to guiding the city's capital budget decisions to assign resources for implementation, especially when resources for transportation projects are scarce. As more of these recommendations are implemented over the next 20 years, Ann Arbor's vision for an integrated multi-modal transportation system will be increasingly evident. However, some priorities may need to be shifted over time as traffic data are updated, new development changes transportation needs, or funding becomes available for specific initiatives.

The short-, mid-, and long-term time periods also reflect the existing and proposed future land use plans for Ann Arbor. Since transportation investments influence land use (and vice-versa), transportation and land use recommendations are inextricably tied in charting the course of the city's development. The plan carefully examines the current and future land use patterns and development design along corridors identified for enhanced transit service to ensure sustainable, effective transportation investment. As reflected in the recommendations, developing corridors will include pedestrian-, bicycle-, and transit-oriented design and development. Coordinated with multi-modal transportation investment, these changes will act as economic development catalysts, and facilitate public and private improvements to support a shift away from single-occupancy automobile trips.

Figure 1-1: Recommendations Time-Frame



Chapter 3 provides short-, mid-, and long-term recommendations that have been identified as a result of this study. A short description of each suggested improvement is given, as well as the location and estimated cost. A lead agency that would be responsible for the coordinating and encouraging the implementation of each recommendation is also identified here. The recommendations made in this chapter should not be implemented without a coordinated effort between stakeholders, citizens, and government agencies.

A more detailed description of each recommendation, as well as the analysis that support them is available in Chapter 6. The methodology followed for this analysis is also available in Appendix D.

Short-term (<5 Years) Recommendations

The short-term time period reflects existing land use in Ann Arbor and anticipated land use changes over the next five years. This change will occur with both new development as well as increasing redevelopment. Recommendations for this period include the completion of projects that have already been planned and programmed, including those listed in the transportation improvement program (TIP), such as the Washtenaw Avenue off-road path. They also include the implementation of new projects that can be executed with relative ease, such as the addition of bicycle lanes to some city streets.

It should be noted that land use is dynamic and will change even in the short-term. Short-term land use and transportation decisions affect the ability to implement the longer term recommendations that will achieve the city's vision for transportation.

Mid-Term (5-10 Years) Recommendations

Mid-term recommendations represent the time period from five to ten years in the future. During this time period, it is expected that the land use density in Ann Arbor will continue to change and the density and diversity of development is increased in strategic locations, the need for alternative means of transportation will become even more vital. The recommendations found here will continue to develop the diversification of Ann Arbor's transportation system by emphasizing non-motorized and transit modes while also maintaining efficiency in the roadway network.

Long Term (>10 Years) Recommendations

The long-term time period represents the time period of more than ten years in the future. There will be additional land use changes in the community. Thus, the transportation recommendations in this section are made with a future land use in mind.

During this future time period the densification of downtown and the channelization of development along designated corridors will result in a more balanced transportation system. Transit, bicycle, and pedestrian users will be on balance with auto users within the city. Recommendations within this section are made with the idea of all users being able to use any of the corridors within the city for their transportation needs.

A full set of recommendations were made for each time frame and then combined into a full set of recommendations. The highlights of these recommendations are shown in Table 1-1 and on Figure 1-2.

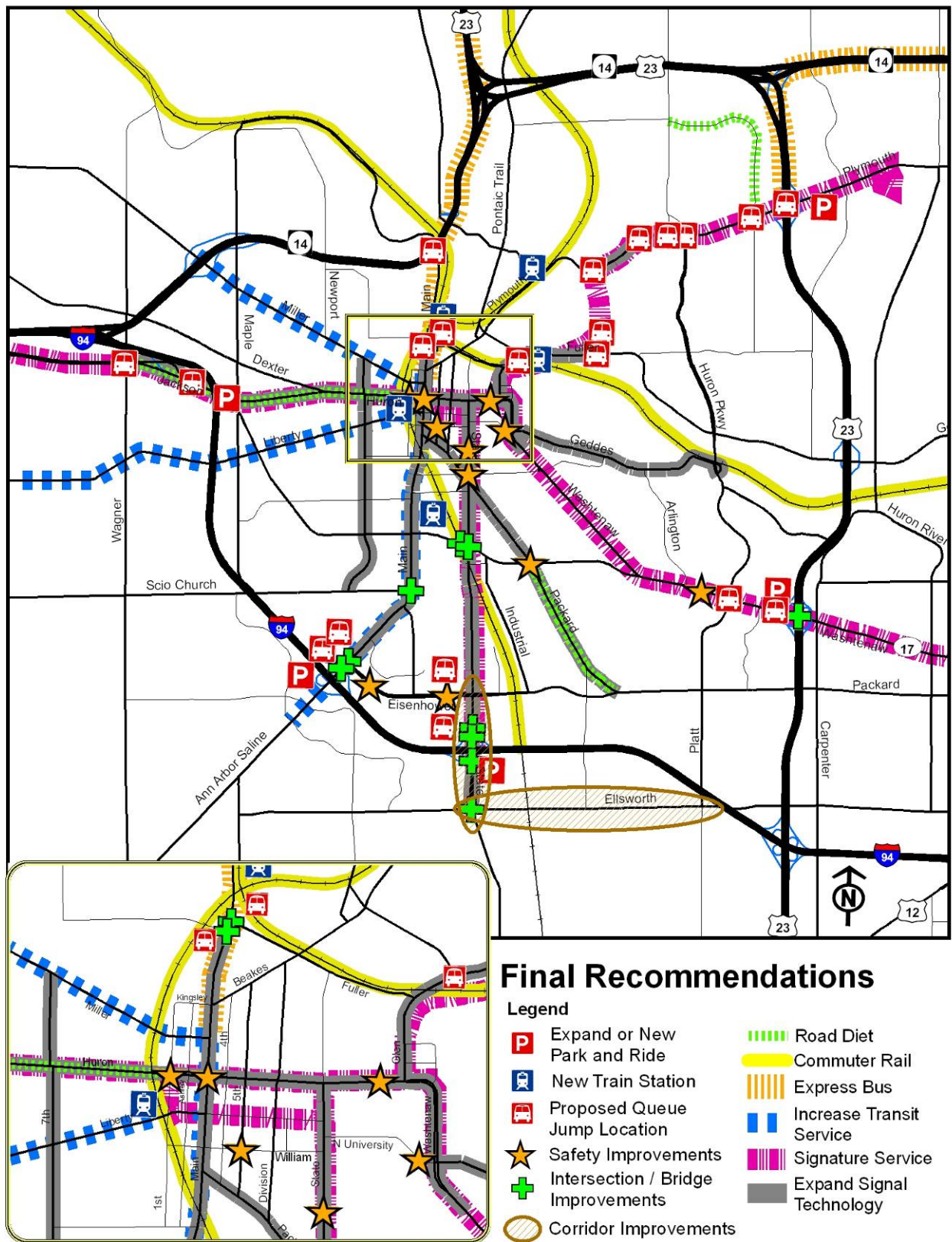
Table 1-1: Ann Arbor Transportation Update Recommendations

INTERSECTION AND ROAD IMPROVEMENTS
<ul style="list-style-type: none"> • Conduct Road Diet feasibility studies and implement recommendations for the Jackson, Green, Packard, Maple, Platt, and Seventh corridors • Conduct/Construct corridor study improvement along Ellsworth Road between State to east of Platt Road • Expand Signal Technology/SCOOT along Geddes, Packard, Seventh, State Road, S. Main-Ann Arbor-Saline-N. Main, and Huron-Jackson • Re-time and coordinate traffic signals (Huron Street between 7th and Glen; Washtenaw between NB US-23 Off-ramp and Carpenter; Packard/Hill/Stadium/Arbor; Main/Depot; Main/Summit; WB I-94 Off-ramp/State; and EB I-94 Off-ramp/State) • Intersection improvements at Ann Arbor-Saline at Eisenhower/I-94; N. Main at Depot; I-94 EB Off-ramp at State Street; Platt and Washtenaw; and Scio-Church at S. Main • Stadium Boulevard Bridges (over State and Ann Arbor Railroad) • Corridor Study as part of safety recommendation for State between Hill and Huron • Signal Warrant Analysis recommended as part of Safety Recommendations (Church Street/N. University; Northbrook Place/Eisenhower Parkway; Plaza Drive/Eisenhower Parkway; Platt/Washtenaw; and State/S. University) • Evaluate/Design/Construct State Road Improvements from Eisenhower to Ellsworth (signalize and coordinate NB State Street/Victors Way and SB State Street/Hilton with adjacent signals, as well as interchange redesign at State Road/I-94) • Assess interchange redesign at US-23 and Washtenaw Avenue
TRANSIT
<ul style="list-style-type: none"> • Study and implement improved service opportunities for high-quality transit on signature corridors identified (Plymouth-Fuller, State, Washtenaw, and Jackson) • Evaluate and install Signal Priority Equipment on AATA fleet of busses • Evaluate and construct queue-jumping lanes (Washtenaw between I-94 and Platt; Ann Arbor-Saline at I-94 and Eisenhower; Maiden Lane/Fuller/Geddes; Plymouth and I-94; Plymouth/Murfin • Implement AATA's recommended service for more frequent service along Ann Arbor-Saline, Jackson/Dexter, Miller/Liberty; and Washtenaw • Improve AATA stop amenities along Routes 4, 9, 16, 18, and 36 • Construct Park and Ride / Interceptor Lots • Support the expansion of Commuter Express Bus Program to/from western Wayne County from/to Ann Arbor and to/from northern Washtenaw/Livingston County from/to Ann Arbor • Study relocation of Amtrak Station from Depot Street to Fuller Road and new train station at football stadium • Implement regional service from Park & Ride lots to downtown • Coordinate and construct stations for WALLY & Ann Arbor to Detroit commuter rail projects

Table 1-1: Ann Arbor Transportation Update Recommendations Continued

ACTIVE TRANSPORTATION (NON-MOTORIZED)
<ul style="list-style-type: none"> • Continue to implement recommendations from City’s Non-Motorized Plan • Complete Washtenaw Shared Use Path • Implement pilot projects for new road designs and concepts • Implement minimum levels of service for bike & pedestrian • Review and update City’s Non-Motorized Plan • Implement 2010 Campaign Investments
SYSTEM MANAGEMENT
<ul style="list-style-type: none"> • Adopt access management standards in City Zoning Ordinance • Amend City code to require transportation impact studies for larger developments to evaluate impacts on all modes – travel reduction program • Expand to hire and support a Citywide Travel Choices Coordinator • Review and revise as warranted the City’s traffic impact study ordinance • Include access management improvements and continue to implement • Deploy new “intelligent transportation” as part of road improvement and transit projects • Support technology upgrades that enable citizens to receive early information on road congestion, construction/special event delays, parking options, etc. using equipment in their vehicle or on their personal digital assistant (PDA), as a way to reduce emissions
LAND USE
<ul style="list-style-type: none"> • Create Design Plan Guidelines and/or Land Use practices to support a transit-oriented development overlay-type district • Amend city ordinance to require Transportation Impact Analysis for rezoning and developments including trip reduction factors for certain criteria in site design • Increase density along enhanced transit corridors development reviews and updates of planning documents • Update Land Use Plan • Evaluate and/or develop a Form-Based type code for the Downtown to more strictly regulate form and character to support transportation improvements citywide that connect into downtown • Continue support for transit-oriented uses, densities and design • Coordinate with County and Regional Planning

Figure 1-2: Ann Arbor Transportation Plan Update Recommendations



Final Recommendations

Legend

- Expand or New Park and Ride
- New Train Station
- Proposed Queue Jump Location
- Safety Improvements
- Intersection / Bridge Improvements
- Corridor Improvements
- Road Diet
- Commuter Rail
- Express Bus
- Increase Transit Service
- Signature Service
- Expand Signal Technology

*Implement bike lane recommendations from the non-motorized plan.

Cost Estimation

Given these recommendations, a preliminary cost estimate was determined for those recommendations that would require significant funding by time frame. The costs were conceptual and do not include right-of-way acquisition. Chapter 3 provides the estimated costs for each improvement by time frame. A number of additional planning studies would be required to determine the scope of the improvements that will best suit the needs of Ann Arbor and the various travel corridors, as well as the timing of their implementation. The cost estimates have many undefined variables, the biggest of which is the type of transit technology (bus or rail) for the proposed Signature Transit corridors. Another unknown concerning these costs, however, is the future cost of the materials and labor that will be required to bring them to completion. Table 1-2 below summarizes the cost by time frame as well as agency. It should be noted that the cost to build or operate any of the Signature Transit corridors is not included in the tabulation below.

Table 1-2: Cost Estimate by Time Frame*

Time Frame	City of Ann Arbor	AATA**	MDOT	Total Cost
Short-Term (2008-2013)	\$14,055,000	\$14,319,500	\$30,000	\$28,404,500
Mid-Term (2013-2023)	\$59,565,000	\$29,221,000	\$1,843,000	\$90,629,000
Long-Term (2023-2030)	\$28,268,000	\$11,165,000	\$10,000,000	\$49,433,000
Total Cost	\$101,888,000	\$54,705,500	\$11,873,000	\$168,466,500

*All Costs are in 2007 dollars

**Costs do not include Signature Transit Capital and Operating Costs

Funding

Table 1-2 outlines potential funding sources for transportation improvements in Ann Arbor. More detailed description of the background, funding sources, and eligible uses for the following funding sources related to Federal, State, and Local Programs can be found in Appendix D.

Table 1-2: Potential Funding Sources

FEDERAL PROGRAMS	
<ul style="list-style-type: none"> • Federal Highway Trust Fund • National Highway System • Surface Transportation Program • Transportation, Community and System Preservation Program • Congestion Mitigation and Air Quality Improvement Program • Highway Safety Improvement Program (HSIP) • New Starts, Small Starts, Very Small Starts • Rail and Fixed Guideway Modernization • Bus and Bus Facilities 	<ul style="list-style-type: none"> • Transportation for Elderly Persons and Persons with Disabilities • Job Access and Reverse Commute Program • New Freedom Program • Alternatives Analysis • Safe Routes to School • Transportation Enhancement Program • Intelligent Transportation Systems Program • Railroad Rehabilitation & Improvement Financing • Federal High Priority Funds • The Energy Efficiency and Conservation Block Grant (EECBG)
STATE OF MICHIGAN PROGRAMS	
<ul style="list-style-type: none"> • Michigan Transportation Fund • State Trunkline Fund 	<ul style="list-style-type: none"> • Transportation Economic Development Fund • Local Bridge Program
LOCAL PROGRAMS	
<ul style="list-style-type: none"> • Dedicated Transportation Millages • Special Assessments 	<ul style="list-style-type: none"> • Downtown Development Authority • Corridor Improvement Authority
FINANCING	
<ul style="list-style-type: none"> • Grant Anticipation Revenue Vehicles (GARVEES) • Transportation Infrastructure Finance and Innovation Act of 1998 	<ul style="list-style-type: none"> • State Infrastructure Bank Program • Local Road/Railroad Grade Separation Loan Program • Bonds
COST REDUCTION	
<ul style="list-style-type: none"> • Advance construction 	<ul style="list-style-type: none"> • Public/Private/Partnerships

For signature transit improvements, further study – perhaps as part of the alternatives analysis process – will be needed to identify a funding strategy. It is assumed that the State of Michigan would supply a portion of the operating cost as it does now for inter-city Amtrak costs. Additionally, because several of the proposed signature transit corridors would overlap with service provided by University of Michigan Parking and Transportation Services (UM PTS), operating costs for a signature transit service may potentially seek out funding from UM PTS as a replacement for current shuttle service. However, it is beyond the scope of this document to suggest that the signature transit service would replace the current shuttle service.

Therefore, it is unknown what combination of local, state and Federal sources would be needed for signature transit service. The issue should be addressed in finer detail during the Alternatives Analysis process.

Conclusion

Ann Arbor is a city that is approximately five square miles and does not exist in isolation. This Transportation Plan is one element that will help Southeast Michigan develop a more comprehensive regional transportation plan. Since 75% of the City of Ann Arbor workers live outside Ann Arbor, all of the visitors come from outside the city. This Transportation Plan is conducted with an understanding that the City will commit itself to working with nearby communities to build road, transit, pedestrian, and bike networks that support all users.

The eight goals guiding the development of this transportation plan update range from providing access and mobility to all people, protecting the environment, safety, public involvement, and incorporating land use into the transportation decision process. The eight goals guided the development of all the recommendations presented in this Plan and none of these recommendations contradict the goals presented in this Plan.