

ANN ARBOR

TRANSPORTATION PLAN UPDATE

AATP

Bike

Pedestrian

Rail

Auto

Transit

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City Updates its Transportation Plan...

Recognizing the likely impacts of expected growth within the City of Ann Arbor, local leaders are updating the City's existing Transportation Plan, adopted in 1990.

This update acknowledges Ann Arbor's reputation as a progressive community of citizens with advanced ideology regarding transportation and land use issues. Therefore, discussion of future transportation system improvements will focus on ways to address traffic congestion, accessibility, and mobility issues for all citizens.

Of course, these issues are only a part of Ann Arbor's overall vision.

Improvements to the transportation system must go hand-in-hand with the City's desire to remain a desirable place to

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live and work, all while preserving the integrity of our environment. Recent changes in City policy as well as the local economy make the issue of transportation quite timely.

During the planning process, the City is studying ways to improve the efficiency of automobile travel that also improves access and safety for pedestrians, bicyclists and transit users. It seeks to provide a transportation system that improves the existing quality of life for its citizens by reducing costs, improving efficiency, and respecting our natural environment.

WHAT IS A TRANSPORTATION PLAN?

A Transportation Plan is a guide for investments to improve the city's transportation system (streets, sidewalks, bike lanes, transit, rail, etc.). The Plan will:

- **Establish policies** and options for all modes of travel that promote a safe and more efficient system.
- **Recommend proactive** solutions to support a system that matches the City's vision for the future.
- **Improve the quality of life** in Ann Arbor.
- Look at ways to **better manage** the existing system.
- **Identify** projects and **priorities**.
- **Anticipate** future travel needs.
- **Evaluate funding options** for the recommended improvements.



CITY OF ANN ARBOR

How is Ann Arbor Planning for the Future?

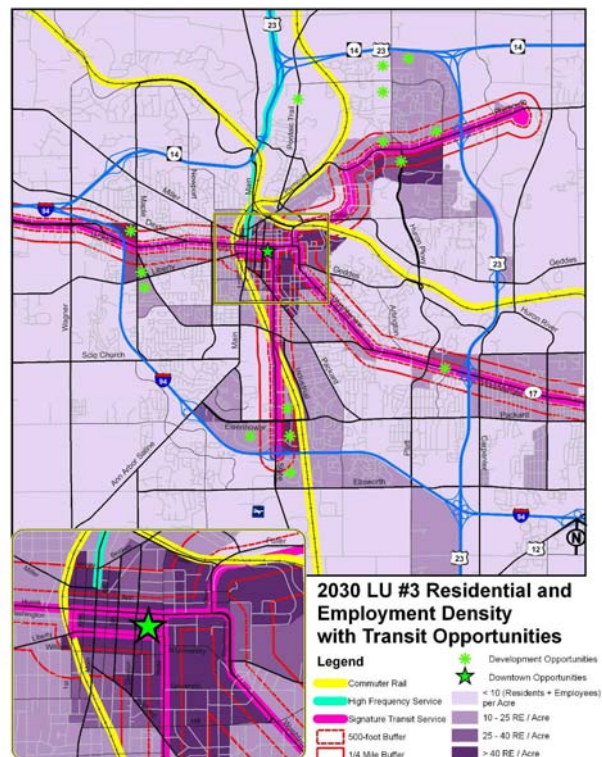
Three alternatives were studied ranging from status quo approaches to more aggressive ones intended to guide expected community growth to areas that can be served by multiple travel options. Essentially, each of the alternatives represent a step beyond the previous:

- **Alternative 1:** Implements only the transportation system improvements that are currently planned.
- **Alternative 2:** Includes alternative 1 improvements, but supports moderate land use changes that will help support improved bus service and pedestrian/ bicycle access.
- **Alternative 3:** Involves the most ambitious approach and continues the City's policy to support all forms of mobility. This approach includes support for providing additional capacity with new transit options like commuter rail, bus rapid transit and local streetcar service. It includes targeted recommendations for land use policy changes along the City's likely transit corridors of Plymouth Road and Washtenaw Avenue.

City leaders, consisting of representatives of the areas transportation, governmental, environmental and business sectors, determined that Alternative 3 was the most appropriate option for the City, not only because of the advanced attitude of Ann Arbor residents regarding issues such as walkability, sustainability and environmental stewardship, but also because it was one that leads to better traffic operations and accessibility, all while protecting the environment.

In short, the likely result of this Transportation Plan Update will be a combination of all of the above.

Once implemented, the recommendations should lead to a transportation system that supports the City's goals of maintaining a high quality of life and that values all users equally, from pedestrians to bicyclists, to automobiles to transit riders. It is expected that through more advanced transit options, the City will see improvements in traffic congestion, downtown activity and livability and the environment.



What Can My Family Do?

Each resident can make a difference, if we are all aware of our travel and buying habits. Small initiatives, when applied community-wide, can make a big difference. The next time you travel or go shopping, keep these ideas in mind:

- **Reduce Your Carbon Footprint.** One way to reduce your contribution to air pollution is to choose Active Travel options. Most of us drive to our destinations-let recent climate change and gas prices encourage you to ride your bike or walk. It is good for the environment, will save you money and make you healthier, too!
- **Park and Ride.** Biking and walking are great ways to reduce carbon emissions, but sometimes they're not easy to use when taking longer trips. Consider using Park and Ride lots to meet up with friends and carpool or use your bicycle to pedal to a nearby stop and catch the local bus into town. Modern-day buses are environmentally clean and safe - so use them to your advantage!!

TRANSPORTATION PLAN UPDATE

Transportation Planning Terms

The discussion of traffic and transportation is not often one that comes along in everyday conversation. Knowledge of “engineer speak” is important so you can best position yourself to advocate for the improvements you desire. Here, a few examples of typical words used in transportation planning are offered so you can understand what is being recommended for your City.

Mode: A transportation “mode” is, simply put, a type of travel. A mode can be a pedestrian, a bicycle, an auto, a bus, transit or any other means of transportation.

Density: Represents the number of dwelling units per area of land. A dwelling unit can be a house, apartment, townhome, or any other place that houses a single family. Density is most often represented in units per acre.

Traveler Choices: Is a method to disperse traffic so there is less of a “rush hour.” It involves coordination of working hours among larger businesses so employees arriving to or leaving work do not all occur at once.

Signature Corridor: Signature corridors are among the primary corridors considered in this study. They have the ability to accommodate increased growth and development and can be served by higher levels of public transit such as bus rapid transit or streetcars.

Congestion: Congestion occurs when the volume of traffic that travels along a road is more than the volume for which it was designed, resulting in slower speeds and longer travel times.

Pedestrian-Oriented Design: Includes development standards intended to support use of Active Transportation. Pedestrian-oriented development is designed to actually encourage pedestrian mobility through building arrangement, intensity and design, not just the inclusion of pedestrian amenities.

Transit-Oriented Design: Transit-oriented development includes community design, densities and amenities that support increased use of transit. This includes proximity of buildings, transit-supportive higher densities, interesting pedestrian-scale areas and well-placed and safe transit stops and local shops which make the area desirable for transit users.



Sustainability: Is a term used to describe a community that is in balance, be it economically or environmentally. A sustainable budget means revenues are balanced with expenses, while a sustainable environment means use of resources are not outpacing their replacement.

Sustainable Land Use & Higher Transit Service: Good for Ann Arbor?

Increased density is fundamental to accommodating forecasted growth in a fully developed, but maturing city like Ann Arbor. It is the means to provide healthy economic growth within targeted employment locations and corridors. Increased density will enable transit to effectively meet the needs of travelers and allow residents more travel choices. That is why increased density is being considered for Ann Arbor's signature corridors. Density is needed to support more frequent transit service which, in turn encourages people to use transit. Other reasons why transit (and density) should be supported are:

It's Good for our Environment. Use of public transit can reduce the need to use individual cars, thus reducing use of fossil fuels and carbon emissions, which improves overall air and water quality.

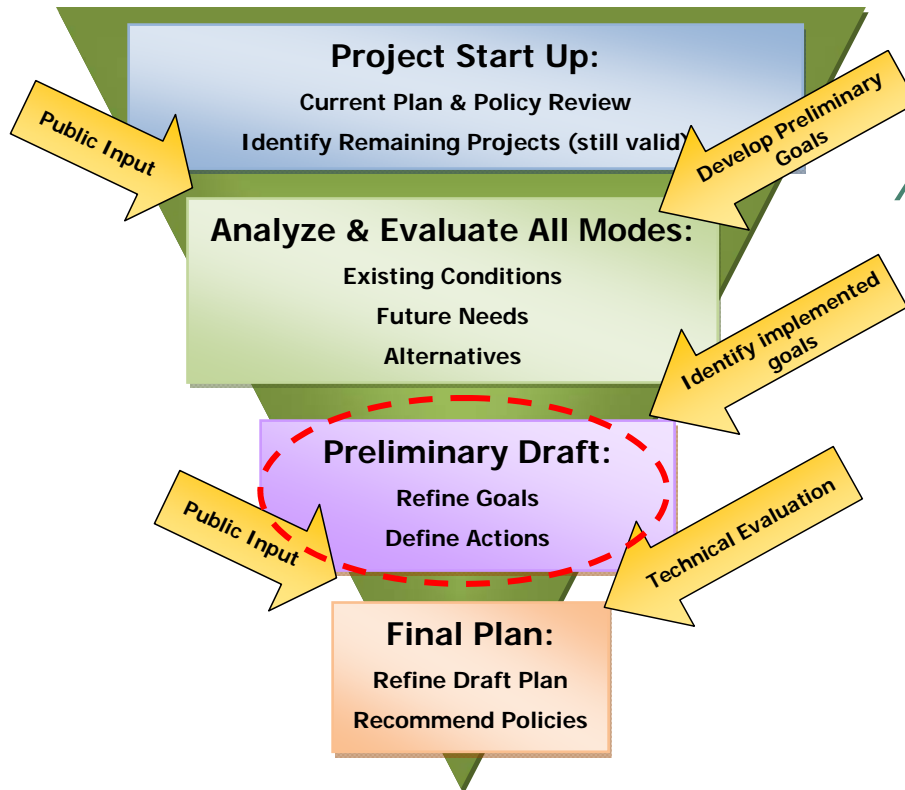
It's Good for your Health. When you walk or bike to a transit stop instead of driving, you're getting needed exercise that you wouldn't otherwise get. Mixed-use and transit-oriented developments reduce auto trips and result in more walking and biking.

It's Good for your Budget. One obvious way to save money is to use less gas. Less use of your car requires less costs, whether for gas, parking or maintenance, to use it. You're also reducing the amount of wear and tear on local roads, which are costly to repair and maintain.

It's Good for your Country. Lessening our dependence on foreign oil is best for our overall national security. In addition to reducing auto trips, transit is a more efficient use of fuel.

AATP GOAL

To provide an updated transportation plan for an integrated multi-modal system that will guide City policies and priorities and build upon the unique qualities of each part of the City.



AATP Process



Mark Your Calendar!!

Stay up-to-date with the project process at the project website:

<http://www.a2transportationplan.com/>

What: Final Public Open House

When: September 23, 2008, 4:30 p.m. to 8:00 p.m.
Presentations at 4:45 p.m. and 6:45 p.m.

Where: Ann Arbor City Council Chambers
100 N. Fifth Avenue, 2nd Floor

Comments are encouraged throughout the project for all areas of the City's transportation network. To submit comments, either e-mail to:

info@a2transportationplan.com,

or send written comments to:

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