

2. Community Involvement Process (CIP)

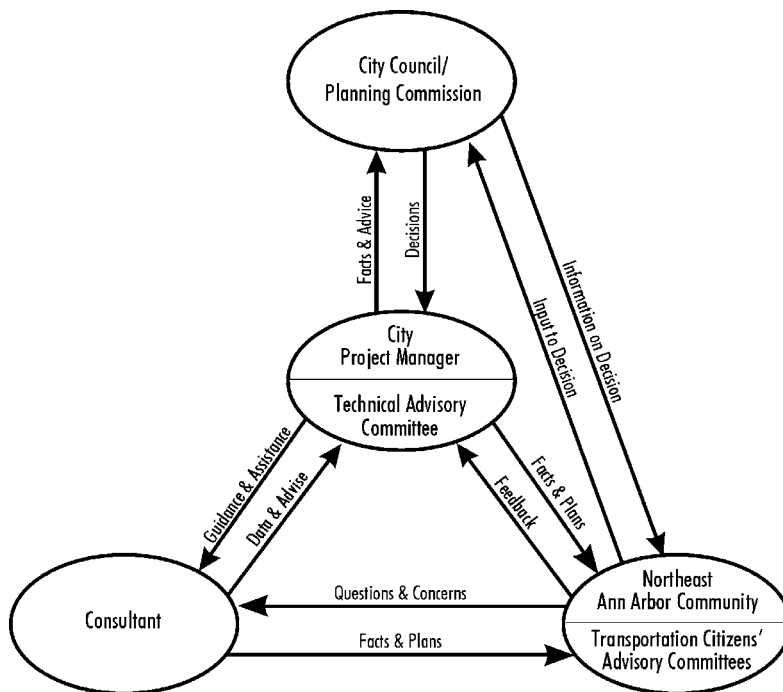
The Community Involvement Process (CIP) of the Northeast Ann Arbor Transportation Plan involved communicating with the City; with project-related Technical and Citizens' Advisory Committees; with key stakeholders affected by the project; and, just as important, communicating with the public at large. A Web site on which all project documentation was available, as well as a telephone hotline, allowed continued public input to the project.

2.1 CIP Structure

Perhaps the single, most significant step toward successful completion of this study is the decision-making process. Figure 2-1 identifies the structure used on the NEATP. Four key "players" are depicted: the City, the Technical Advisory Committee (TAC); the community, including the Transportation Citizens' Advisory Committee (TCAC); and, the consultant. The makeup of each group is presented first, followed by the role of each.

The Technical Advisory Committee (TAC) is a standing group of representatives of various agencies with specific technical expertise in areas like university planning, roadway engineering, traffic engineering, non-motorized use/planning, environmental analysis, and the like. In addition, representatives of adjoining jurisdictions and the Citizens Advisory Committee participated in the TAC. The TAC membership is shown in Table 2-1.

Figure 2-1
Organization for Decision Making



**Table 2-1
Northeast Ann Arbor Transportation Plan
Membership of the Technical Advisory Committee (TAC)**

Organization	Name	Category of Representation
Ann Arbor Charter Township	Mike Moran	Committee Member
Ann Arbor Transportation Authority	Chris White	Committee Member
City of Ann Arbor – Environmental Services	Matt Naud	Resource Person
City of Ann Arbor – Parks	Amy Kuras	Resource Person
City of Ann Arbor – Planning	Jeff Kahan	Resource Person
City of Ann Arbor – Planning	Wendy Rampson	Project Manager
City of Ann Arbor – Planning	Matt Kowalski	Resource Person
City of Ann Arbor – Project Management	Les Sipowski	Committee Member
City of Ann Arbor – Project Management	Homayoon Pirooz	Resource Person
City of Ann Arbor – Safety Services	Brad Hill	Committee Member
City Planning Commission	James D’Amour	Committee Member
Environmental Protection Agency	Mark Coryell	Committee Member
Federal Highway Administration	Ron Krauss ¹	Committee Member
Michigan Department of Transportation – TSC	Kelby Wallace ²	Committee Member
Michigan Department of Transportation – University	Kari Andrewes	Committee Member
MDOT Planning	Todd Kaufman	Committee Member
NEAP Citizens Advisory Committee	Kate Pepin	Committee Member
NEAP Citizens Advisory Committee	Lynne Wolff	Committee Member
Southeast Michigan Council of Governments	Sharon Rose	Committee Member
University of Michigan	Sue Gott ³	Committee Member
University of Michigan	Joe Grengs ⁴	Committee Member
Village of Barton Hills	Cheryl Mackrell	Committee Member
Washtenaw Area Transportation Study	Terri Blackmore	Committee Member
Washtenaw County Road Commission	Roy Townsend	Committee Member
Washtenaw County Road Commission	Ken Reiter	Resource Person
Washtenaw County Road Commission	Steve Puuri	Resource Person

¹Replaced Ron Hatcher
²Replaced Brenda O’Brien
³Replaced Fred Mayer
⁴Replaced Jonathon Levine

The Transportation Citizens’ Advisory Committee (TCAC) was formed specifically for the Northeast Ann Arbor Area Transportation Plan. Membership was open to anyone who chose to be involved. More than 100 people eventually enlisted in the TCAC (Table 2-2). And the group determined a facilitator was needed to ensure a balanced discussion. Susan Kornfield, an attorney specializing in mediation, was chosen as the facilitator following interviews by the TCAC. She served the TCAC at every one of its meetings for the next three years.

**Table 2-2
Northeast Ann Arbor Transportation Plan
Membership of the Transportation Citizens' Advisory Committee (TCAC)**

Name	Notes
Jean Carlberg	City Council
Tobi Hanna-Davies	City Council
Bob Johnson	City Council
Joan Lowenstein	City Council
Mike Reid	City Council
Joe Upton	City Council
Sandy Arlinghaus	City Planning Commission
Braxton Blake	City Planning Commission
James D'Amour	City Planning Commission
Bill Hanson	City Planning Commission
Kevin McDonald	City Planning Commission
Ethel Potts	City Planning Commission
Evan Pratt	City Planning Commission
Steve Thorp	City Planning Commission
Donna Tope	City Planning Commission
Barry Johnson	Northeast Area Plan CAC
Kate Pepin	Northeast Area Plan CAC
Phares Whinney	Northeast Area Plan CAC
Lynne Wolff	Northeast Area Plan CAC
Parma Yarkin	Northeast Area Plan CAC
Jan Adams-Watson	Citizen
David Ballard	Citizen
Brad Bates	Citizen
Astrid Beck	Citizen
Bruce Benz	Citizen
Tina Bowen	Citizen
Rachelle Bradfield	Citizen
Carolyn Brink	Citizen
Ed Bruening	Citizen
Jennifer Burris	Citizen
Susan Butterwick	Citizen
Ray Caleca	Citizen
Sheila Calhoun	Citizen
Linda Carr	Citizen
Clark Charnetski	Citizen
Ken Clark	Citizen
Jeffrey Colton	Citizen
Karen Cooper	Citizen
Laura Crane	Citizen
Connie Cronenwett	Citizen
Jeff Dec	Citizen
Mary DeVries	Citizen
Linda Dintenfass	Citizen
Karen Donahue	Citizen
Helen Dorsey	Citizen
Joyce Dwiggins	Citizen

Name	Notes
Laurel Erickson	Citizen
Brian Etter	Citizen
Linda Etter	Citizen
Marcia Feingold	Citizen
Patricia Fischer	Citizen
Chris Fraleigh	Citizen
Amalia Gobetti	Citizen
Jack Gobetti	Citizen
Paul Greeno	Citizen
Bill Hanson	Citizen
Freda Herseth	Citizen
Dan Hill	Citizen
Phyllis Hill	Citizen
Fred Hoxie	Citizen
George Jacobi	Citizen
Fritz Kaenzig	Citizen
Ralph Katz	Citizen
Donna Kelly	Citizen
Elaine Kerr	Citizen
Paul Kopper	Citizen
Kenneth Koral	Citizen
Sharon Liu	Citizen
Ann Lund	Citizen
Laura MacKay	Citizen
Cheryl Mackrell	Citizen
John MacKrell	Citizen
Jerry Malloy	Citizen
Amy Marcinkowski	Citizen
Ed Miller	Citizen
James Mitchell	Citizen
Tom Nicely	Citizen
Tove Nielsen	Citizen
Kevin Novak	Citizen
Arthur Nusbaum	Citizen
Sheryl Olson	Citizen
Bruce Oshaben	Citizen
Roberta Palmer	Citizen
John Pastula	Citizen
Randolph Perry	Citizen
Betty Peters	Citizen
Cloyd Peters	Citizen
Denise Plaisier	Citizen
Michael Prozinski	Citizen
Gene Ragland	Citizen
Marge Ragland	Citizen

Table 2-2 (continued)
Northeast Ann Arbor Transportation Plan
Membership of the Transportation Citizens' Advisory Committee (TCAC)

Name	Notes
Susan Rezniceck	Citizen
James Rice	Citizen
Sandra Rice	Citizen
Jean Robinson	Citizen
Stephani Schupbach	Citizen
Melanie Shell-Weiss	Citizen
Bryan Skib	Citizen
Michael Spaly	Citizen
David Sponseller	Citizen
Tom Taylor	Citizen
Carolyle Towers	Citizen
Stan Towers	Citizen
Caroline Tustian	Citizen
Helmut Unger	Citizen

Name	Notes
Dan Walters	Citizen
Ross Ward	Citizen
Kate Warner	Citizen
Laura Weingartner	Citizen
Carlos Weiss	Citizen
Kim Whitaker	Citizen
Jim Wilkes	Citizen
James Wines	Citizen
Beverly Wood	Citizen
Fran Wright	Citizen
Barton Yeary	Citizen
Peter Zeman	Citizen
Deborah Zimperle	Citizen

The Ann Arbor City Council, under advisement by the City Planning Commission, has the responsibility to make decisions on transportation alternatives to be implemented in northeast Ann Arbor. In the case of improvements to state and federal roads, the Michigan Department of Transportation has a role once a recommendation is made by the City Council.

The City's project manager and the TAC were responsible for overseeing the actions of the consultant and providing leadership for all activities and the dialogue among the various publics and agencies affected by the project.

The consultant supported the CIP and conducted much of the technical work. It assisted the City and the TCAC in conducting all meetings. The consultant developed and executed the evaluation of all options, and assisted in preparing the draft and final recommendations of elements to be included in "layers" of the plan.

Two citizens' groups were engaged in the study process: the Northeast Area Plan Citizens Advisory Committee and the Northeast Area Transportation Plan Citizens Advisory Committee. Because the CACs are comprised of citizens from throughout the study area, they were in a unique position to have guided the development and evaluation of alternatives and the final selection of the format and content of all public discussions.

The community was engaged in eight rounds of public meetings (Table 2-3).

**Table 2-3
 Northeast Ann Arbor Transportation Plan
 Meetings of Technical Advisory Committee (TAC)
 Transportation Citizens Advisory Committee (TCAC)
 and Public¹**

Year	Month	TAC Meeting	TCAC Meeting	Public Workshops
2001	July	July 12: Project "Kickoff"		
2001	August	August 8: Study Progress		
2001	September	September 14: Study Progress		September 5: Project "Kickoff"
				September 25: M-14/Barton Drive Issues
2001	October	October 17: Review Public Meeting Input	October 17: Project "Kickoff"	October 10: M-14/Barton Drive Issues
2001	November	November 8: M-14/Barton Drive Workshop		
2001	December	December 12: Preliminary List of M-14/Barton Drive Alternatives	December 12: List of M-14/Barton Drive Alternatives	

Year	Month	TAC Meeting	TCAC Meeting	Public Workshops
2002	January	January 3: Review of Upcoming Public Meeting	Review of TCAC Operating Procedures	
		January 17: Study Progress	January 16: Review of Evaluation of M-14/Barton Drive Preliminary Alternatives	
2002	February	February 7: Review Public Meeting Input	February 13: Review of Public Meeting Input	February 7: M-14/Barton Drive Evaluation of Preliminary Alternatives
		February 21: Review Public Meeting Input	February 21: Develop Goals and Objectives	
2002	March	March 28: Study Progress		
2002	April	April 18: Study Progress	April 24: Develop Goals and Objectives	
2002	May	May 16: M-14/Barton Drive Evaluation of Practical Alternatives	May 15: Develop Goals and Objectives	
			May 29: Develop Goals and Objectives	
2002	June	June 26: Take Action on M-14/Barton Drive Recommendation	June 26: Take Action on M-14/Barton Drive Alternatives	June 19: Evaluation of M-14/Barton Drive Final Alternatives
2002	October	October 1: Study Progress	October 30: Review Non-motorized Plan Concepts	
		October 29: Study Progress		
2002	November			November 20: Transit Planning Workshop

Table 2-3 (continued)
Northeast Ann Arbor Transportation Plan
Meetings of Technical Advisory Committee (TAC)
Transportation Citizens Advisory Committee (TCAC)
and Public¹

Year	Month	TAC Meeting	TCAC Meeting	Public Workshops
2003	September	September 18: Review Non-motorized Plan Concepts	September 24: Review Upcoming Public Meeting on Non-motorized Plan Concepts	
2003	October			October 30: Preliminary Review of Non-motorized Transportation Recommendations

Year	Month	TAC Meeting	TCAC Meeting	Public Workshops
2004	February	February 18: Review Land Use Implications	February 18: Review of Land Use Implications	
2004	June	June 23: Review of Transit and Roadway Analyses	June 23: Review of Preliminary Transit and Roadway Results	
2004	September			September 30: Preliminary Transit Improvement Concepts and Roadway Modification Proposals
2004	December	December 2: Prepare for Upcoming Public Meeting on All Components of NEATP	December 2: Prepare for Upcoming Public Meeting on All Components of NEATP	December 15: Review of All Components of Transportation Plan

Year	Month	TAC Meeting	TCAC Meeting	Public Workshops
2005	March	March 23: Review and Approval of Draft Final Report	March 23: Review and Approval of Draft Final Report	

¹Notes are included in Appendices A, B and C, respectively.
 Source: The Corradino Group of Michigan, Inc.

2.1.1 Meeting 1: Introduce Project

The City/consultant team introduced the project’s work program/schedule and presented an overview of transportation issues (like Level of Service and use of non-motorized transportation) on September 5, 2001. (Notes of each meeting are included in Appendix A.) Goals and objectives were reviewed and a preliminary list of evaluation factors was discussed.



2.1.2 Meeting 2: Define Interchange Alternatives

The public discussed the alternatives for addressing the safety and neighborhood impacts associated with the Barton Drive/M-14 interchange on September 25 and October 10, 2001. The

ideas generated at this meeting is led to the development of illustrative alternatives to be tested for their ability to provide access to the northeast area.

2.1.3 Meeting 3: Evaluate Preliminary Interchange Alternatives

The results of the consultant's data analysis of 16 illustrative alternatives of the Barton Drive/M-14 interchange were discussed with the public on February 7, 2002. This input was used to select the practical alternatives to be evaluated.

2.1.4 Meeting 4: Evaluate Final Interchange Alternatives

The results of the consultant's data analysis of the practical alternatives to change the Barton Drive/M-14 interchange were reviewed with the public on June 19, 2002. The public meeting was followed by meetings on June 26, 2002 of the TAC and the TCAC, at which a recommendation selecting one alternative was approved (Table 2-1).

2.1.5 Meeting 5: Present Northeast Non-motorized Transportation Concepts

The results of the consultant's evaluation and the preliminary recommendations of the non-motorized component of the plan were presented for public comment on October 30, 2003.

2.1.6 Meeting 6: Present Preliminary Transit Improvement Concepts and Roadway Modification Recommendations

The results of the preliminary transit improvement and roadway modification proposals were presented to the public on September 30, 2004.

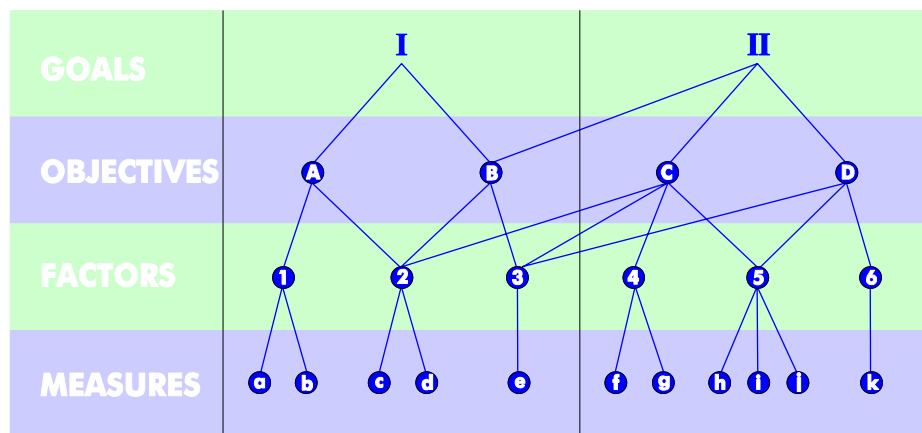
2.1.7 Meeting 7: Present All Components of the Transportation Plan

The public was involved in a review of all components of the proposed NEATP on December 15, 2004.

2.2 Goals, Objectives and Evaluation Factors

A community-based study process typically begins with defining goals and objectives, evaluation factors, and performance measures. The inter-relationship among these elements is shown on Figure 2-2. Defining these items was the primary subject of four meetings of the TCAC (refer to Table 2-3). The result of that work is the set of Goals outlined below. Tables 2-4 through 2-9 show Goals and Objectives and their linkage to evaluation factor(s) related to each goal. The definition of each evaluation factor is included in Appendix D.

Figure 2-2
Conceptual Relationship Among Goals, Objectives, Evaluation Factors, and Performance Measures



2.2.1 Northeast Area Transportation Goals

The project’s Citizens Advisory Committee developed a set of goals by which all proposed transportation improvements were measured. The goals are:

- First Goal:** Provide appropriate access and mobility, with minimal negative impacts, for all people and goods.
- Second Goal:** Protect and enhance the natural environment and the human, residential and built environment.
- Third Goal:** Promote a safe and secure transportation system.
- Fourth Goal:** Invest in transportation infrastructure in a manner consistent with other goals.
- Fifth Goal:** Promote cooperation among 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.
- Sixth Goal:** Meaningful public input and involvement will be required of any transportation project in the northeast area.

**Table 2-4
Linkage of First Goal of NEATP to Evaluation Factors**

First Goal:	<p>Provide appropriate access and mobility, with minimal negative impacts, for all people and goods.</p> <p>Objective A: Minimize vehicle miles and vehicle hours spent traveling.</p> <p>Objective B: Increase the occupancy rate for motorized modes.</p> <p>Objective C: Reduce barriers to the use of the transportation system, especially its non-motorized components by facilitating pedestrian and bicycle access on public rights-of-way.</p> <p>Objective D: Improve bicycle access on public roads.</p> <p>Objective E: Increase the number of bus centers and commuter lots and improve their distribution and efficiency throughout the SEMCOG region.</p> <p>Objective F: Increase the contiguity among public transportation services and non-motorized transportation modes.</p> <p>Objective G: Implement travel demand management plans to reduce commuter traffic and congestion.</p> <p>Objective H: Increase mode choices and their coordination for the movement of goods and people.</p> <p>Objective I: Encourage the development of commuter rail services, particularly the Detroit/Ann Arbor/Lansing proposal, on the Norfolk Southern and Ann Arbor Railroads.</p> <p>Objective J: Provide direct and safe connections for pedestrians, bicyclists and motorists between adjoining neighborhoods and between neighborhoods and the primary road system to reinforce a sense of “connectedness” and better distribute traffic.</p>
<p>Applicable Evaluation Factors:</p> <ul style="list-style-type: none"> • Community Cohesion • Connectivity/Time of Travel • Mode Choice • Level of Service 	

Source: The Corradino Group of Michigan, Inc.

**Table 2-5
Linkage of Second Goal of NEATP to Evaluation Factors**

<p>Second Goal:</p> <p>Objective A:</p> <p>Objective B:</p> <p>Objective C:</p> <ul style="list-style-type: none"> • Agricultural, open space and recreational resources • Historic sites and districts • Wetlands and natural habitats • Households and neighborhoods • Commercial and industrial facilities <p>Objective D:</p> <p>Objective E:</p> <p>Objective F:</p> <p>Objective G:</p> <p>Objective H:</p>	<p>Protect and enhance the natural environment and the human, residential and built environment.</p> <p>Produce short-term and long-term reductions in air, water and noise pollution.</p> <p>Produce long-term reductions in energy consumption and greenhouse gas emissions.</p> <p>Reduce transportation support for urban sprawl, and reduce negative effects of the transportation system on Ann Arbor, including the impacts on:</p> <p>Preserve and enhance the aesthetic, natural and cultural qualities of the region, especially parks and open spaces.</p> <p>Increase the use of public transportation and ridesharing.</p> <p>Reduce the risks associated with the transportation of hazardous materials.</p> <p>Encourage the development and use of non-motorized as well as less-polluting motorized facilities and programs.</p> <p>Preserve and enhance the integrity of local neighborhoods, including greenspace, pedestrian walkways and playgrounds.</p>
<p>Applicable Evaluation Factors:</p> <ul style="list-style-type: none"> <li style="width: 50%;">• Air Quality <li style="width: 50%;">• Water Quality <li style="width: 50%;">• Community Cohesion <li style="width: 50%;">• Wetlands <li style="width: 50%;">• Connectivity/Time of Travel <li style="width: 50%;">• Noise <li style="width: 50%;">• Land Acquisition/Displacements <li style="width: 50%;">• Open Space <li style="width: 50%;">• Noise <li style="width: 50%;">• Environmental Justice <li style="width: 50%;">• Mode Choice 	

Source: The Corradino Group of Michigan, Inc.

**Table 2-6
Linkage of Third Goal of NEATP to Evaluation Factors**

<p>Third Goal:</p>	<p>Promote a safe and secure transportation system.</p> <p>Objective A: Reduce the number and severity of traffic crashes.</p> <p>Objective B: Increase the safety and security of the transportation system, both motorized and non-motorized and its users.</p> <p>Objective C: Reduce conflicts between rail, auto, transit and non-motorized modes.</p> <p>Objective D: Ensure traffic arteries are friendly to non-motorized transportation.</p> <p>Objective E: Improve pedestrian and bicycle connections between commercial centers and surrounding neighborhoods, between local neighborhoods, and within business/commercial centers.</p> <p>Objective F: Improve accurate collecting and reporting of all transportation system conflicts.</p>
<p>Applicable Evaluation Factors:</p> <ul style="list-style-type: none"> • Level of Service by Mode 	

**Table 2-7
Linkage of Fourth Goal of NEATP to Evaluation Factors**

<p>Fourth Goal:</p>	<p>Invest in transportation infrastructure in a manner consistent with other goals.</p> <p>Objective A: Give priority to preservation and maintenance of the existing road system, as opposed to constructing new roads and widening existing roads.</p> <p>Objective B: Develop a financially responsible plan that allocates available resources.</p> <p>Objective C: Encourage creative public and private partnerships in the transportation system.</p> <p>Objective D: Develop a cost-effective transportation system that improves the city's quality of life economically, socially and environmentally.</p> <p>Objective E: Ensure that our transportation system does not prioritize non-residents over residents.</p> <p>Objective F: Improve public transportation and non-motorized facilities, including pedestrian access to public transportation.</p>
<p>Applicable Evaluation Factors:</p> <ul style="list-style-type: none"> • This goal will be met once the draft plan has been refined. At that point in the planning process, the plan's cost and financing plan will be developed for review and refinement. 	

Source: The Corradino Group of Michigan, Inc.

**Table 2-8
Linkage of Fifth Goal of NEATP to Evaluation Factors**

Fifth Goal:	<p>Promote cooperation among 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.</p> <p>Objective A: Encourage increased cooperation between the City of Ann Arbor and major employers to reduce commuter traffic and congestion.</p>
<p>Applicable Evaluation Factors:</p> <ul style="list-style-type: none"> This goal will be met in the plan’s implementation process. 	

**Table 2-9
Linkage of Sixth Goal of NEATP to Evaluation Factors**

Sixth Goal:	<p>Meaningful public input and involvement will be required of any transportation project in the Northeast Area.</p> <p>Objective A: Open-membership citizen advisory committee will be required of any transportation project within the Northeast Area having a budget cost of \$500,000 or more in 2002 dollars.</p>
<p>Applicable Evaluation Factors:</p> <ul style="list-style-type: none"> This goal will be met in the plan’s development and later in the implementation process. 	

Source: The Corradino Group of Michigan, Inc.