

7. Implementation

A program to implement the proposals, presented earlier, is influenced by the Transportation Citizens Advisory Committee's position that roadway widening be postponed until after all other proposals are acted upon. The extended timeframe to complete the NEATP (two-plus years behind the original schedule) has caused it to merge into additional studies that will affect implementing the NEATP recommendations. For example, the Ann Arbor Transit Authority has commissioned studies to examine possible changes to its basic bus service and the development of park-and-ride services. AATA has already decided to implement subscription service. Also, the City of Ann Arbor has commissioned a study to update its citywide transportation plan, which will include the northeast area.

Nevertheless, a framework for implementing the recommendations of the non-motorized, transit and roadway improvements is provided next.

7.1 Non-motorized Improvements

Immediate attention is being given and must continue to implement the near-term non-motorized component of the NEATP. This includes along:

- 1) Plymouth Road – Lower Town to Barton Drive: A bike lane on the north side.
- 2) Plymouth Road – Parc Pointe Apartments to Huron Parkway: Bike lanes on both sides of the road.
- 3) Washtenaw Avenue from Hill Street to just east of Toumy Road to Tappan Crosswalk: Convert the four-lane road to three lanes and providing two four-foot bike lanes, one on each side of the street.
- 4) Washtenaw Avenue from Tappan Crosswalk to Stadium Boulevard: Provide bike lane on each side of the road.
- 5) Washtenaw Avenue from Stadium to Platt Road: Provide a bike lane and sidewalk on the north side of the road and utilize the existing shared-use path on the south.
- 6) Washtenaw Avenue from Platt Road to Huron Parkway: Provide bike lanes on the north side of the road and widen south outer curb lane.
- 7) Washtenaw Avenue from Huron Parkway to Arborland: Provide two six-foot bike lanes on Washtenaw from Arborland to Carpenter. Construct facilities recommended in MDOT's U.S. 23/Washtenaw Non-motorized Crossing Study (2004).
- 8) Fuller Road from Bonisteel to Glazier Way: Provide bike lanes in the roadway by narrowing the outer lanes to sub-11 feet.
- 9) Fuller Road from Glazier Way to Fuller Court: Provide a "raised" bikeway on the outside edge of the shared-use path, leaving a 4.5-foot minimum buffer for utility posts and signs. The bikeway portion of the path should be marked with a "shared-use" arrow to indicate position of the bikes.

- 10) Fuller Road from Fuller Court (East End) to Huron Parkway: Pave the shoulders and narrowing the roadway lane to facilitate bikes in the roadway.
- 11) Stadium Boulevard from Ferndon Road to Washtenaw Avenue: Provide two bike lanes by narrowing the outside travel lane to sub-11 feet.

It is important to recognize projects 3 through 7 require MDOT authorization.

All of these improvements, plus those listed next, are proposed for implementation between 2005 and 2010.

- Conduct an analysis of pedestrian and bicycle crash data annually to identify problem areas and potential corrective actions.
- Provide crosswalks and pedestrian signals at main entrance to the Arborland Mall.
- Improve the crosswalk where the Huron River Path crosses Wall Street and Maiden Lane.
- Improve the crosswalk at the entrance to Gallup Park from Fuller Road restricting overflow parking as necessary.
- Eliminate all pedestrian activated crosswalk signals in the Lower Town area and integrate the walk phase into standard signal phasing.

The long-term non-motorized proposals presented in Section 4 are to be considered for implementation when the roadways to which they relate are reconstructed or widened.

7.2 Transit

The AATA will implement subscription service in 2005. And, studies to possibly modify its basic bus service should be focused in the next five years on: 1) adding between three and ten neighborhood circulator routes; 2) installing up to five park-and-ride lots; 3) providing more direct service between park-and-ride facilities and employment centers like Pfizer, that does not go through downtown; and, 4) reducing the time between buses on the routes shown on Table 7-1 in the priority shown. AATA should also cooperate with the Ann Arbor City Council, Chamber of Commerce and the Downtown Development Authority to examine the increase in parking costs in the core of Ann Arbor or to otherwise manage the downtown parking supply. The NEATP analysis illustrates that a 20 percent increase in parking cost can increase bus use by ten to 25 percent, depending on other transit improvements made. As much as \$2.5 million in new revenues could be generated. And, if some or all of this could be dedicated to transit it could generate more federal funding through the traditional federal/local matching programs. Additionally, a coordinated public-private (including U of M) parking management program should be pursued to further encourage alternatives to single-occupant auto use.

Table 7-1
Proposed Routes to Improvements in Time Between Buses

Route	Avg. Weekday Ridership	Potential Headway Improvements
Route 3 Huron River	1,824	Improve Peak Headway to 15 min.
Route 12 U Miller	999	Improve Headway to 15 min.
Route 12A/B Miller-Liberty	958	Improve Peak Headway to 15 min.
Route 7 South Main-East	890	Improve Peak Headway to 15 min.
Route 12U Liberty	854	Improve Headway to 15 min.
Route 20 Ypsilanti Grove-Ecorse	697	Improve Peak Headway to 30 min.
Route 9 Jackson-Dexter	657	Improve Peak Headway to 15 min.
Route 1 Pontiac	584	Improve Peak Headway to 15 min.
Route 6 Ellsworth	516	Improve Peak Headway to 15 min.
Route 16 Ann Arbor-Saline	460	Improve Peak Headway to 15 min.
Route 10 Ypsilanti-Northeast	435	Improve Peak Headway to 30 min.
Route 15 Scio Church-W. Stadium	401	Improve Peak Headway to 15 min.
Route 14 Geddes-E. Stadium	314	Improve Peak Headway to 15 min.
Route 8 Pauline	286	Improve Peak Headway to 15 min.
Route 13 Newport	212	Improve Peak Headway to 15 min.
Route 22 North-South Connector	158	Improve Peak Headway to 15 min.
Route 1U Pontiac	93	Improve Headway to 15 min.
Route 11 Ypsilanti-South	85	Improve Peak Headway to 30 min.

Source: The Corradino Group of Michigan, Inc.

7.3 Roadway Capacity Improvements

While the Transportation Citizens Advisory Committee suggests that roadway capacity improvements be delayed until the non-motorized and transit improvements are complete, an alternative plan for improving the capacity of select intersections is offered here (Table 7-2).

The City of Ann Arbor should immediately change, as a matter of policy, the Level of Service for highway travel from C to D. This will allow the roadway system to “stretch” rather than be expanded with more pavement in the near-term future. And, as funding is available, the roadway capacity improvements should be pursued in the following sequence to address the areas of greatest congestion first.

Table 7-2
Roadway Capacity Improvement Priorities

Priority	Intersection
1	Main and Kingsley/Beakes
2	Main and Depot
3	Plymouth and Maiden
4	Plymouth and Huron
5	Washtenaw and Huron Parkway
6	Washtenaw and Arborland/Yost
7	Geddes and Earhart

Source: The Corradino Group of Michigan, Inc.

As a way of increasing roadway capacity and improving safety, the City should undertake access management plans for Washtenaw Avenue, Plymouth Road, Geddes Road and Nixon Road.

Finally, in the area of roadway improvements, it is suggested that Nixon Road be the subject of a more detailed analysis of land use and transportation impacts to provide guidance on turn lane needs and intersection alignments.

7.4 Funding

Local government funding is expected to be limited for the next several years as the Michigan economy continues to recover from the downturn that began in 2000. Nevertheless, Ann Arbor is and will continue to be an attractive place to work and live. Therefore, it is proposed that as developers seek approval for their projects, the Traffic Impact Analysis provision of the City of Ann Arbor's Land Development Regulations continue to be applied to encourage developers to invest in needed non-motorized, transit, as well as roadway improvements (with emphasis on the non-motorized and transit components of the system, such as bike lane funding, sidewalk development, and funding to increase transit use with more service) so their projects can move forward with benefits to all modes serving their projects.

7.5 Inter-jurisdictional Cooperation

The City should identify ways to increase and improve inter-jurisdictional cooperation with public agencies that impact and are impacted by planning decisions in the Northeast Area. Such agencies include Washtenaw County, surrounding townships, the University of Michigan, the Ann Arbor Transportation Authority, the Washtenaw Area Transportation Study, the Washtenaw Office of the Drain Commissioner, the Washtenaw Metro Alliance, and other entities. Such cooperation can facilitate improved decision making regarding regional land use and transportation planning issues and can help maintain and improve the quality of life for area residents. Periodic meetings should be scheduled between City staff and the planning commission and representatives of surrounding jurisdictions.