





## Public Policies

- Planning & Zoning
- Design Standards
- Performance Measures
- Decision Making Process
- Universal Design
- Public Transit
- School Transportation
- Maintenance
- Enforcement

## Physical Environment

- Urban Form
- Public R.O.W.
- Public Spaces
- Off-Road Trails
- Wayfinding
- Bicycle, Pedestrian and Transit Support Facilities
- Transit Operations
- Environmental and Art Enhancements

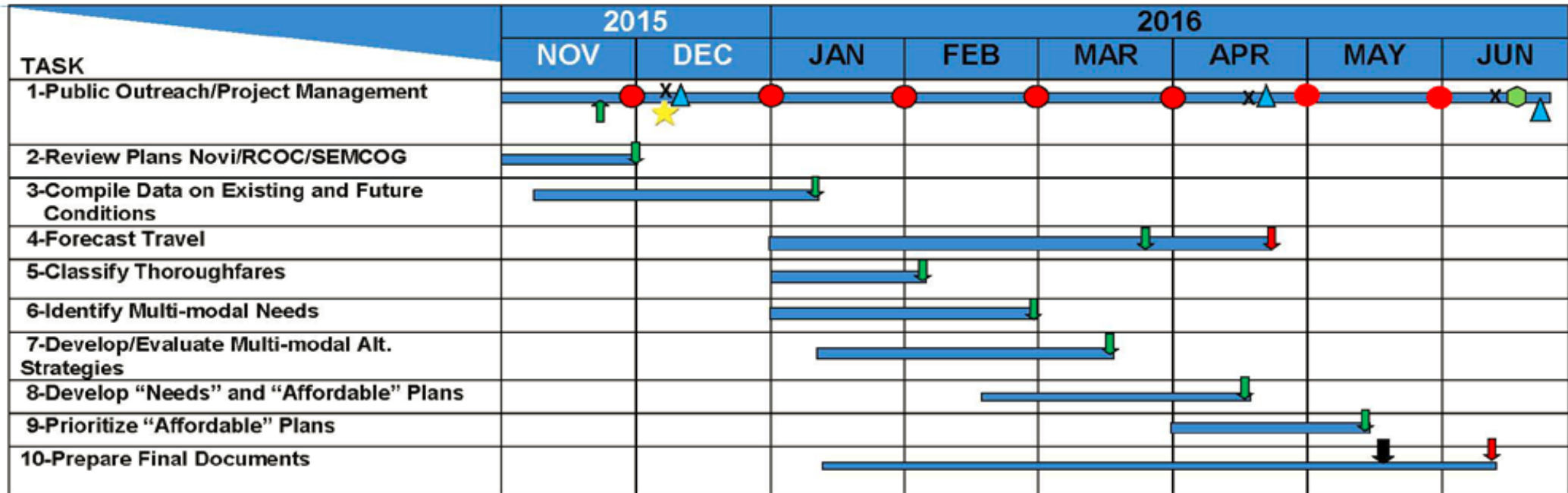
## Community Programs

- Ongoing Assessment
- Resources
- Campaigns
- Marketing/ Outreach
- Special Events
- Targeted Encouragement
- School Programs
- Safety Education

## Quality of Life Objectives

- Increased Activity Levels
- Crash Reduction
- Improved Personal Safety
- Enhanced Health and Wellbeing
- Energy Savings
- Pollution Reduction
- A Strong Sense of Place

Figure 1- Schedule



Team Meeting ●  
 Public/Stakeholder Meeting ▲  
 Project Website/Community Remarks Setup ★

Planning Commission Meeting X  
 City Council Presentation ●  
 Technical Memorandum  
 Final Report (Including PIDiary) Version 1 ↓ 2 ↓  
 Draft ↓ Final ↓

Products/Reports

- |  |   |
|--|---|
| 1. Tech Memo#1: Public Outreach Plan             | 6. Tech Memo #6: Multi-modal Needs          |
| 2. Tech Memo#2: Summary of Planning Documents    | 7. Tech Memo #7: Alternative Strategies     |
| 3. Tech Memo#3: Existing/Future Conditions       | 8. Tech Memo #8: "Needs"/"Affordable" Plans |
| 4. Tech Memo #4: Travel Forecasts                | 9. Final Report: Draft & Final              |
| 4. Tech Memo #5: Classification of Thoroughfares | 10. In-depth Corridor Analysis              |

# Performance-based Planning



# Task 1: Public Outreach/Project Management

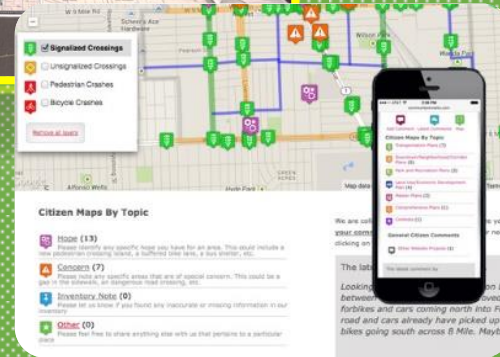
- *Key Issues*

- ✓ Provide accurate, up-to-date information
- ✓ Help Novi act on suggestions and concerns
- ✓ Enable Novi to set a new standard of communication through innovation

# Task 1: Public Outreach/Project Management

## Tools

- ✓ *Community Remarks*
- ✓ Touchpad polling
- ✓ Media outreach;
- ✓ Project Web site;
- ✓ Social media outreach;
- ✓ Public meetings;
- ✓ Project Team meetings; and,
- ✓ Planning Commission and City Council meetings.



# Task 1: Public Outreach/Project Management

- **Key Items**

- ✓ **Project Coordination, Administration and Budget Control**

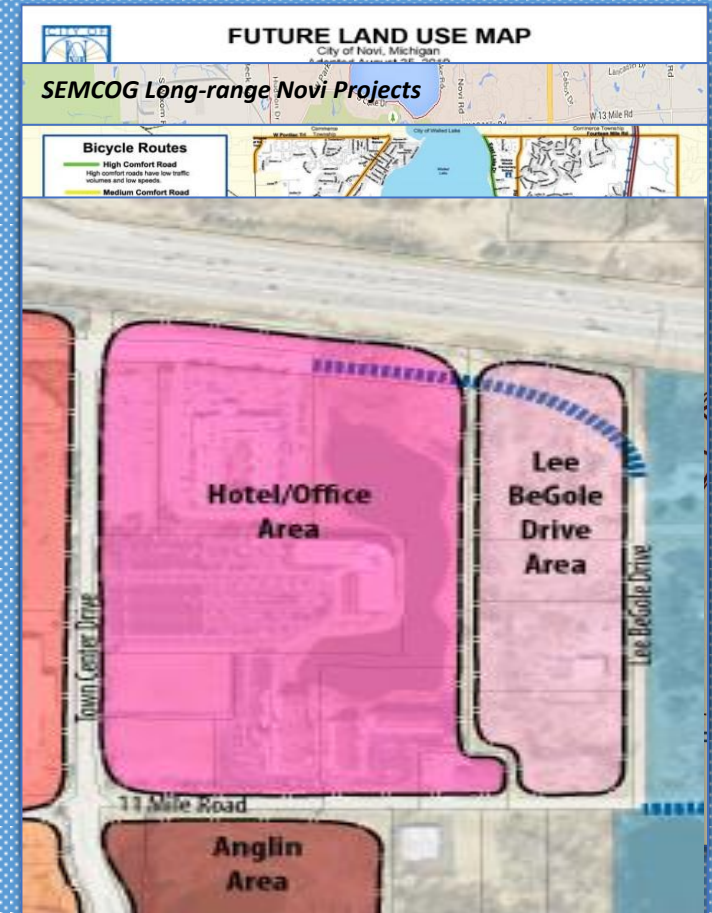
- ✓ **Project Team Meetings**

- ✓ **Quality Assurance/Quality Control**

# Task 2: Review Plans

- Key Documents

- ✓ The Novi Master Plan for Land Use
- ✓ Non-Motorized Master Plan
- ✓ I-96 Wixom/Novi Transportation Study
- ✓ Community Assessment Survey of Older Adults
- ✓ Town Center Plan
- ✓ Others developed by.....
  - Novi
  - RCOC
  - SEMCOG
  - MDOT





# Task 3: Compile Data on Existing & Future Conditions

## All Modes



## Key Corridors

10 Mile Road  
12 Mile Road  
Grand River  
Novi Road  
Meadowbrook Road

## Funding Sources

Current  
Possible/New

# Task 4: Forecast Travel

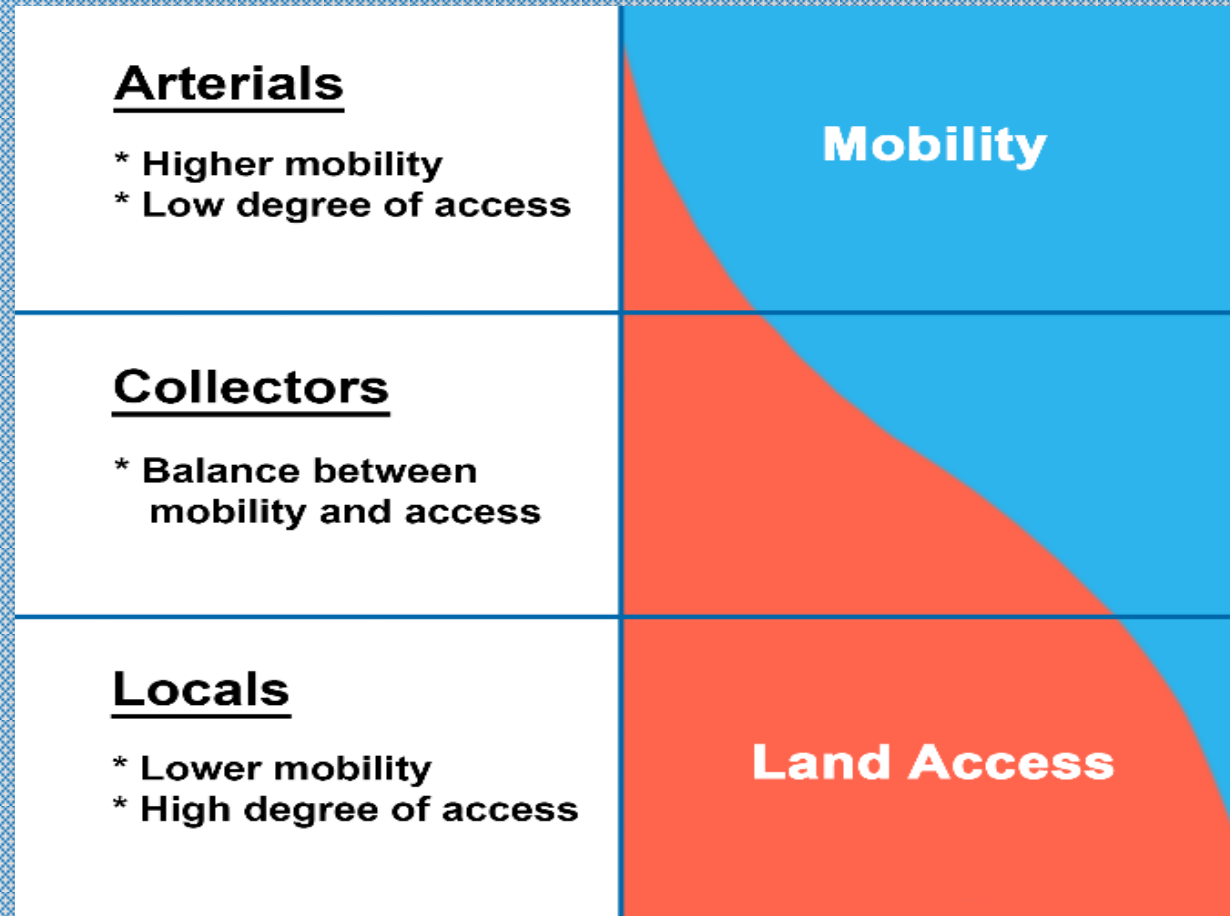
## **Steps: 1-3**

- 1. Meet with Novi Staff**
- 2. Meet with SEMCOG Staff**
- 3. Define System**

## **Steps 4-6**

- 4. Apply the Model**
- 5. Develop Technical Memo**
- 6. Train the Novi Staff**

# Task 5: Classify Thoroughfares



Source: USDOT FHWA

# Task 6: Identify Multi-modal Needs

## **Roadways**

- ✓ Capacity Needs
- ✓ Cross-access
- ✓ Access/Egress

## **Ped/Bike**

- ✓ Quality of Existing Facilities
- ✓ Connectivity
- ✓ Demand

## **Transit**

- ✓ 2012 Survey of Older Adults
- ✓ Interviews
- ✓ Community Remarks

# Task 7: Possible Evaluation Factors & Performance Measures

<b>Example Evaluation Factors /Performance Measures</b>	
<b>Evaluation Factor</b>	<b>Performance Measures</b>
<b>Provide Multiple Choices in Ways to Travel</b>	Percent transit, non-motorized, multiple occupant, and single occupant trips by TAZ and area total.
<b>Prevent Unequal Impacts to Low-Income and Minority Communities</b>	Direct (taking) and indirect (number of projects by mode) that are in areas of expected concentration of low income and/or minority populations, as defined by the U.S. Census.
<b>Improve transit</b>	Change in travel time from baseline system for up to 15 origin-destination pairs (selected in cooperation with MPO Committees).
<b>Minimize Neighborhood Disruption</b>	Projected traffic volumes/speeds on 20 sensitive (environment, aesthetics, social) roadway segments (selected in cooperation with MPO Committees).
<b>Maintain Good Air Quality</b>	CO concentrations at 10 points in the network (selected in cooperation with MPO Committees) and consistent with noise, community cohesion, and safety factors analysis.
<b>Minimize Purchase of Private Property to Build Transportation Facilities</b>	Number of residential and business properties potentially taken.
<b>Protect Open Spaces/Parks</b>	Number of acres of public and non-public park potentially lost.
<b>Control Noise at Sensitive Locations. (e.g., homes, schools, hospitals, etc.)</b>	Expected “significant change” in noise due to traffic volume change at 20 points (selected in cooperation with MPO Committees).
<b>Maximize Safe Travel</b>	Change in crashes compared to baseline system in vehicle miles of travel on 20 roadway segments (selected in cooperation with MPO Committees).
<b>Minimize Road Congestion</b>	Volume/capacity of key roadway links.

# Task 7: Develop & Evaluate Alternatives

## Highway-related

- Traffic signal improvements
- Arterial management
- Intersection improvements
- Turn prohibitions
- One-way/two-way streets
- Reversible lanes
- SCATS
- Access management

## TDM

- Alternative work hours
- Telecommuting
- Ridesharing

## Active transportation

- On-road
- Off-road
- Special zones

## Transit

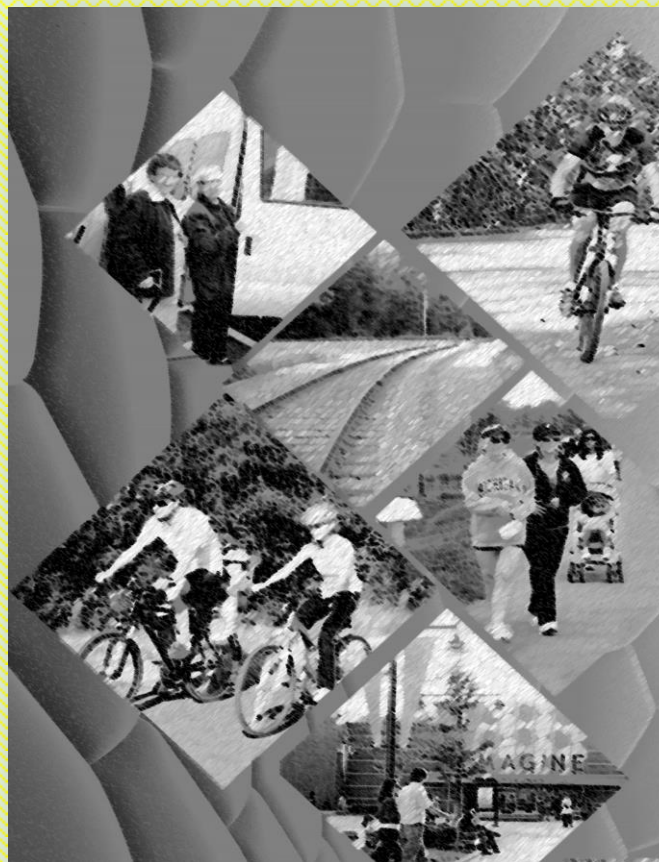
- Continuation/expansion of current service
- Extension of SMART routes

# Task 8: Develop Needs & Affordable Plans

- **Federal Funding Sources**
  - ✓ 2015 Federal Transportation Funding Act
  - ✓ Congestion Mitigation and Air Quality (CMAQ) Program
  - ✓ Highway Safety Improvement Program (HSIP)
  - ✓ Bridge Replacement and Rehabilitation (BRR) Program
  - ✓ National Highway System (NHS) Program
  - ✓ Safe Routes to School (SRTS) Program
  - ✓ Surface Transportation Program (STP)
  - ✓ Transportation, Community, and System Preservation Program
  - ✓ Transportation Enhancement (TE) Program
  - ✓ Highway Enhancement through Local Partnerships
- **Plus**
  - ✓ **2015 Michigan Transportation Funding Acts**

# Task 9: Develop & Prioritize TMP

- **TMP Components**
  - ✓ **Highways**
  - ✓ **Non-motorized**
    - **Pedestrians**
    - **Bicycle**
  - ✓ **Transit**
  - ✓ **Freight**





# Task 9: Develop & Prioritize TMP

\$10



Traffic safety  
calming

\$11



Sidewalk  
construct/repairs

\$20



Bikeways/Greenways

\$27



Roads

\$11



Traffic flow

\$20



Public Transportation

\$2



Other

# Task 9: Develop & Prioritize TMP

Table 2 – Sample Implementation Matrix

Petoskey Area-wide Transportation Plan Recommendations				
Plan Component	Plan Element	Responsibility	Cost*	Priority
Transit	Test Fixed-Route Service during season	City of Petoskey with vehicle(s) leased from system in Traverse City or Charlevoix or Sault Ste. Marie.	\$200,000	2009 or 2010
	Hold referendum to decide if a transit system is to be implemented. Annual implementation cost of transit system @ \$500,000 (in 2007 dollars.)	Local governments, Odawa Indians	NA	2011 – 2015, following test of summertime service
	Study developing downtown streetcar service	Petoskey and private partner	Study Cost: \$200,000 to \$300,000	2009 - 2015
Non-motorized	Mitchell Road sidewalk from downtown to high school	City of Petoskey/Bear Creek Township	\$71,000	2009 - 2025
	Public facility bicycle/pedestrian path	City of Petoskey	\$805,000	2009 – 2025
	Anderson Road bicycle/pedestrian path	Bear Creek Township	\$230,000	2009 – 2025
	Cemetery Road bicycle/pedestrian path	Bear Creek/Resort Townships	\$780,000	2009 – 2025
	Downtown to Maplewood Drive along Mitchell Road	Petoskey/Bear Creek Township	\$605,000	2009 – 2025
	Improvements to Little Traverse Wheelway	Petoskey/MDOT/top Michigan Trails Council	\$1,960,000	2009 - 2025
	Develop Petoskey-to-Mackinaw City Rail Trail	Top of Michigan Trails Council/Michigan Department of Natural Resources	\$565,000	2009 – 2025
	Roadways	U.S. 131/Intertown Road	Road Commission/MDOT	\$75,000 to \$150,000
U.S. 131/Lears Road		Road Commission/MDOT	\$75,000 to \$150,000	2009 – 2015
U.S. 31/Division Road		Road Commission/MDOT	\$500,000 to \$900,000	2009 – 2015
U.S. 31/Pickerel Lake Road		Road Commission/MDOT	\$500,000 to \$900,000	2009 – 2015
U.S. 31/M-119		Road Commission/MDOT	\$500,000 to \$1 million	2009 – 2015
U.S. 31/Cemetery/Greenswood Road		Road Commission/MDOT/City of Petoskey	\$75,000 to \$150,000	2009 – 2015
Extend Atkins road		City of Petoskey/North Central Michigan College/Road Commission	\$1.0 to \$1.5 million	2009 - 2015
Access Management Study		City of Petoskey/Bear Creek/Road Commission/MDOT	\$50,000 to \$100,000	2009 - 2010
Close Country Club Road		With Bear Creek Township conditions/Road Commission	NA	Tied to widening U.S. 31 at Division Road
Right-of-Way Preservation		Local units of government	To be determined	2016 – 2030
Major local road widening/construction		Local units of government and Odawa Indians	\$23.5 to \$35.0 million	2021 - 2040
Policy		Manage Growth	Local units of government and Odawa Indians	NA
	Secure legislation to allow assessment of Development Impact Fees	Local units of government and Odawa Indians	NA	2008+

Specific Projects & Planning Category

Agency Responsible

Estimated Cost

Phasing/Priority

# Task 10: Prepare Final Documents

## TRANSIT COMPONENT

Transit plays an important role in addressing travel demand. Currently, four percent of daily trips in the Northeast Area occur in transit vehicles. To develop transit alternatives for improving this percentage, the Technical and Citizens Advisory Committees defined a set of changes to the current, or "basic," Ann Arbor Transportation Authority bus service. These two alternatives are called "Basic Plus" and "Basic Plus-Plus."

### BASIC PLUS-PLUS SERVICE



CORRADINO  
FINAL REPORT

## Northeast Ann Arbor Transportation Plan



Prepared for  
**City of Ann Arbor  
Planning Department**



Prepared by  
**The Corradino Group, Inc.**

### SUBSCRIPTION SERVICE

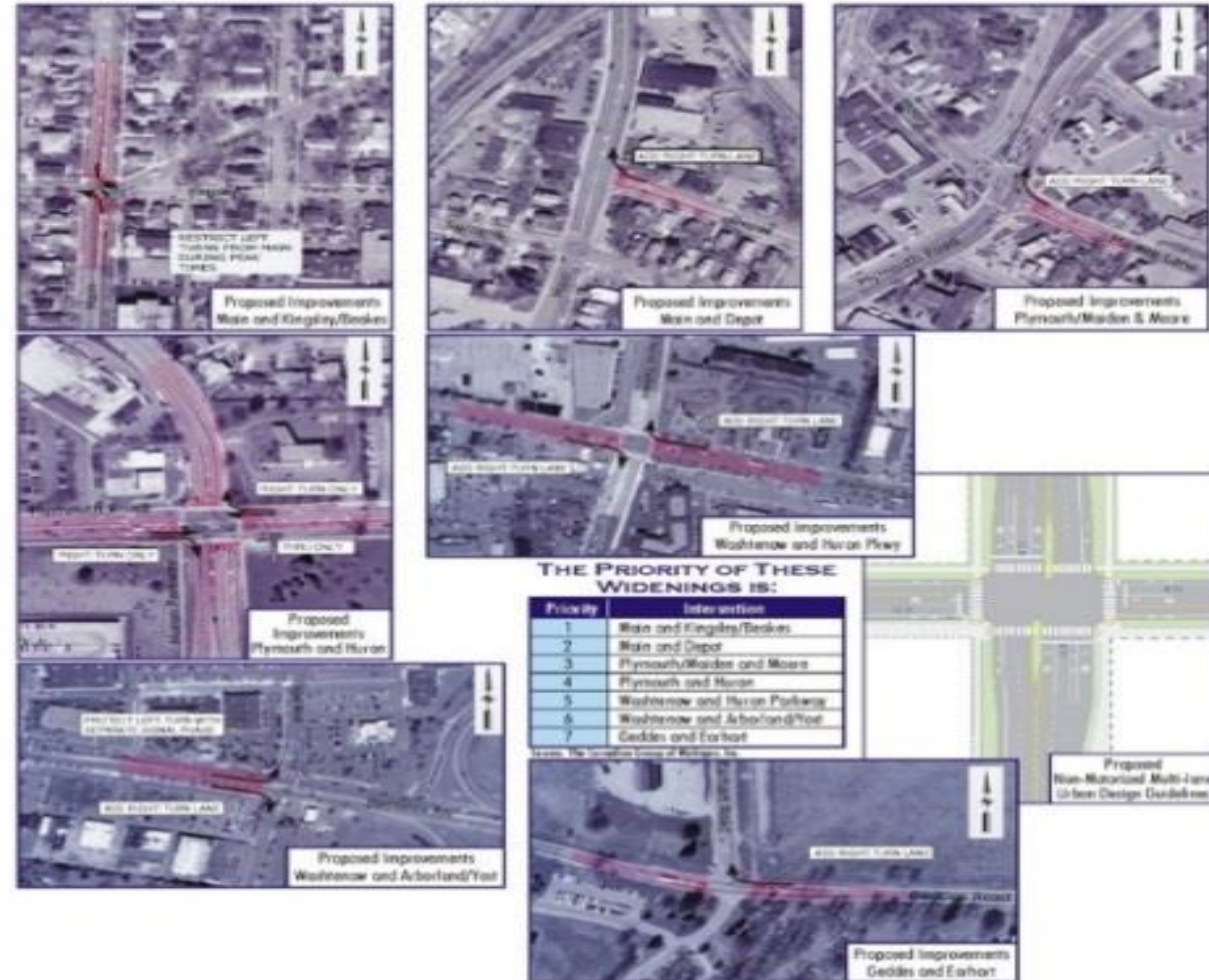


### EXPRESS BUS SERVICE



## ROADWAY COMPONENT

Consistent with the 1990 Transportation Plan Update, the Plan recommends that roadway widenings in the Northeast Area be limited. Changing the City's level of service standards to accept longer delays on roads and at intersections is one recommended approach. The Transportation Demand Management strategies and transit improvements outlined in this summary also will reduce pressure on congested roads. However, the following intersection widenings may be necessary to address traffic congestion in the future:



### THE PRIORITY OF THESE WIDENINGS IS:

Priority	Intersection
1	Main and Kingley/Beskes
2	Main and Depot
3	Plymouth/Walton and Moore
4	Plymouth and Huron
5	Washenaw and Huron Parkway
6	Washenaw and Arborland/York
7	Geddes and Eastport

Source: The Corradino Group of Michigan, Inc.

Proposed  
Non-Motorized Multi-Lane  
Urban Design Guidelines



# Questions & Comments

