

# Transportation Commission

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April 19, 2017



**MKSK**

TRANSPORTATION COMMISSION  
*City of Ann Arbor*

# Committees

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- There is a lot of work to be done, and limited discussion time during commission meetings
- Committees are a way to draw in additional community participation
- Committees need to be accountable, focused, and work for the commission who has final approval
- Committees can help channel the expertise and experience of individual commission members to create greater in-depth materials for the commission to promote or use for better decision making

# Committees

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- Committees can be created as needed, as a response to work plan items
- The bylaws describe overall function and structure of committees
- The chair will make committee appointments
- Additional members from the general public can also be appointed to committees

# Bylaw Updates

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Suggested bylaw changes Linda Diane Feldt April 2017

## Article 5

7- These statements will be available for viewing by City staff and Commission members and the public may request copies in accordance with City policies for public records and/or FOIA

# Bylaw Updates

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Suggested bylaw changes Linda Diane Feldt April 2017

## Article 9

9.4 Committees may not speak or act for the Commission except when formally given such authority for specific and time-limited purposes. Committee expectations and authority will be carefully stated in order not to conflict with the authority of the Commission.

9.5 Committees will take notes and provide them in a timely manner to be included in the next regular Commission meeting's agenda packet, as well as occasional written and oral reports.

9.6 Committees will have a charge approved by the Commission including purpose, goals, member composition, and tenure.

# Transportation Commission Workplan

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- SurveyMonkey Results (Commission Member Input)
- Role of the Transportation Commission
- Draft Work Plan
- Discussion and Input
- Potential Work Plan Adoption

# Commission Member Input

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## Results from the SurveyMonkey questionnaire

9 responses received

- 5 voting members
- 3 non-voting members
- 1 anonymous

# Commission Member Input

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## Results from the SurveyMonkey questionnaire

All 9 respondents scored these topics as either 'interested' or 'very interested'

- Smart Cities
- Traffic Calming
- Bike Facilities
- Road Diets
- Pedestrian Facilities
- Transportation Plan
- Non-Motorized Transportation Plan
- Capital Improvements Plan
- Intelligent Transportation Systems (ITS)
- Transit



# Commission Member Input

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## Results from the SurveyMonkey questionnaire

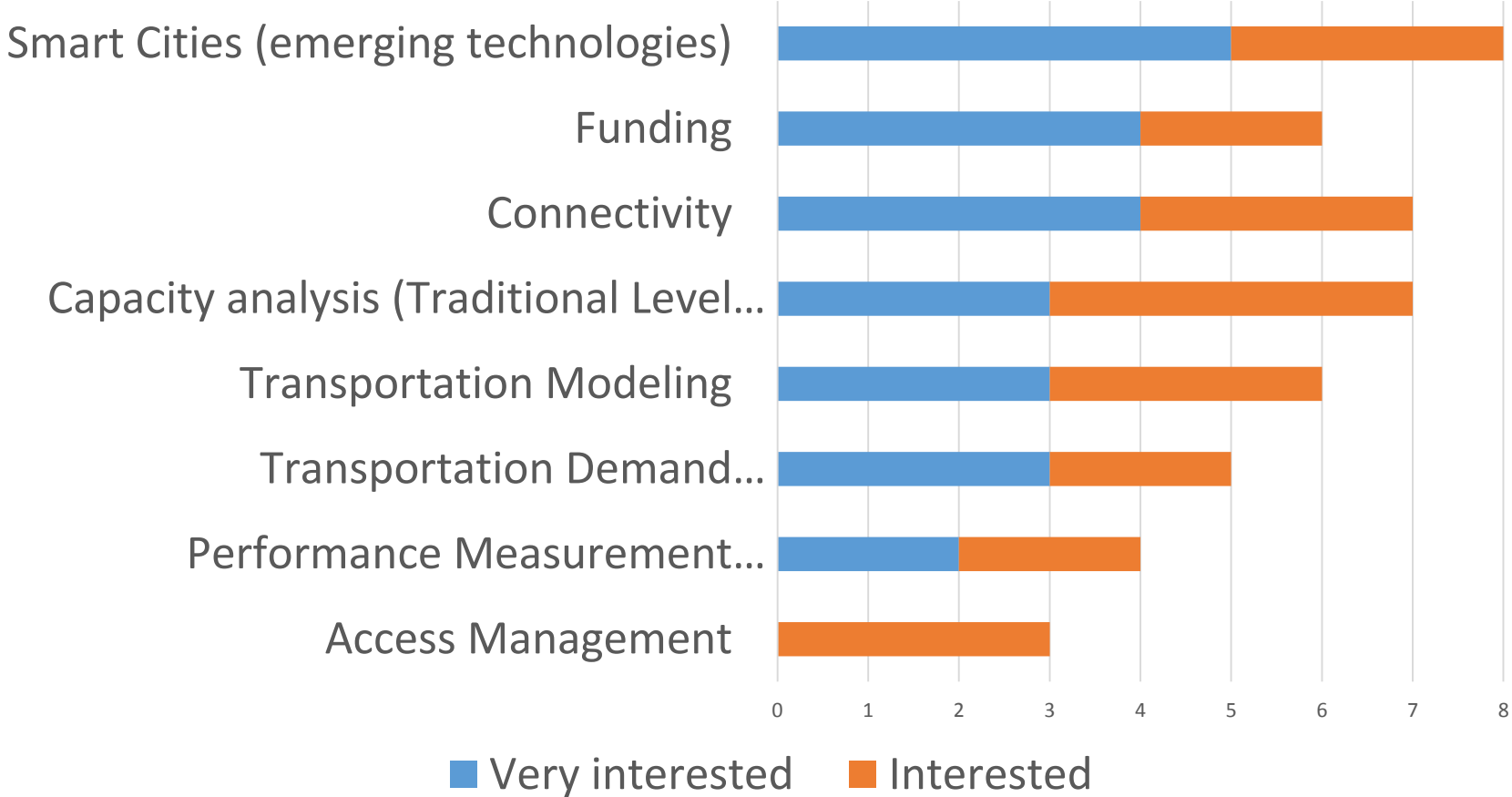
### OTHER COMMENTS:

- “How to work with city government to best effect change”
- “Nothing in here mentions Enforcement or Police involvement, does the committee want/need any of that?”
- “City staff levels and responsibilities re: transportation. (i.e. who is studying Bike/Ped needs?)”

# Commission Member Input

## PLANNING AND OPERATIONS:

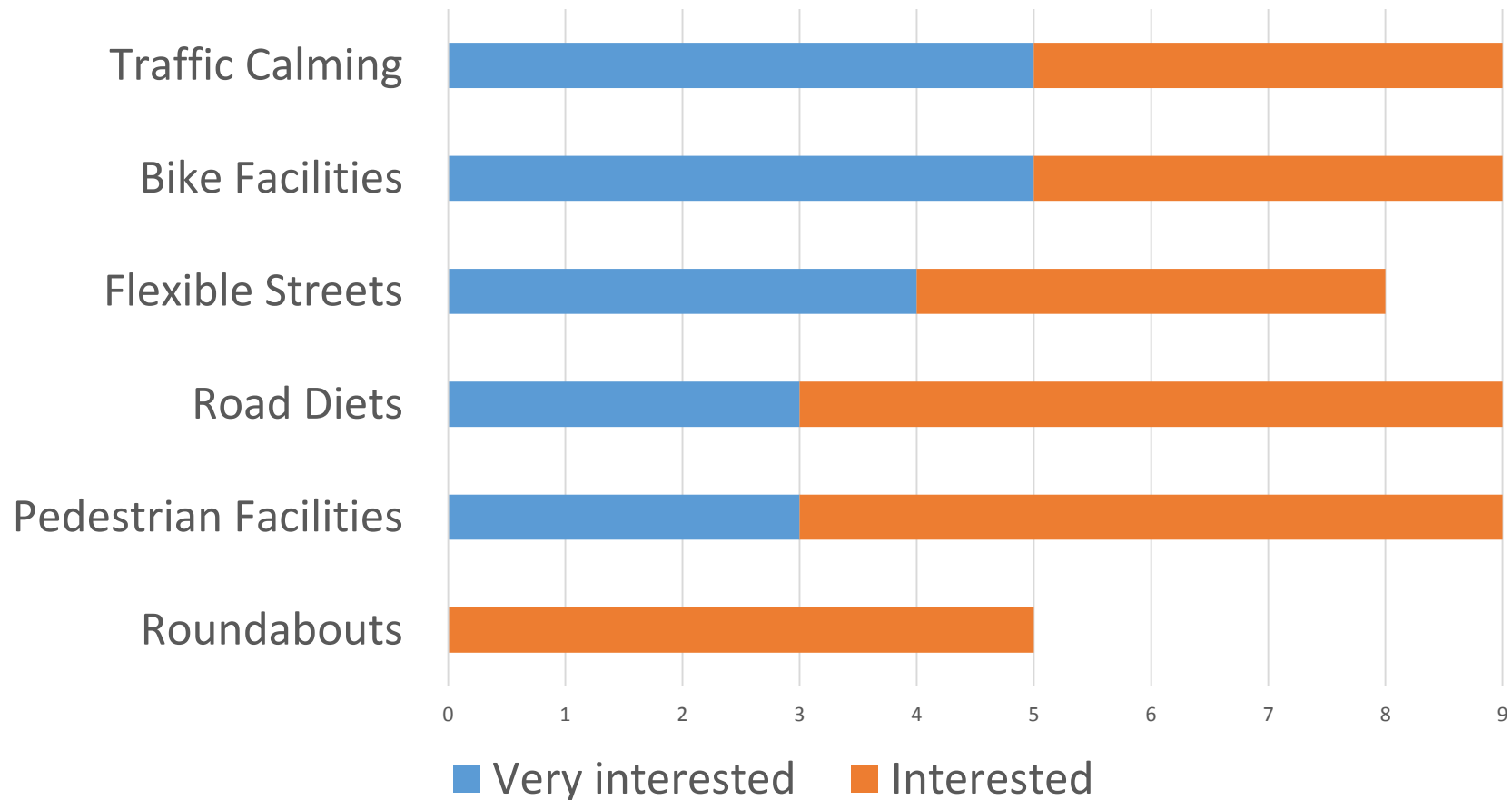
Level of interest in further discussion: Very Interested/Interested



# Commission Member Input

## DESIGN AND CONSTRUCTION:

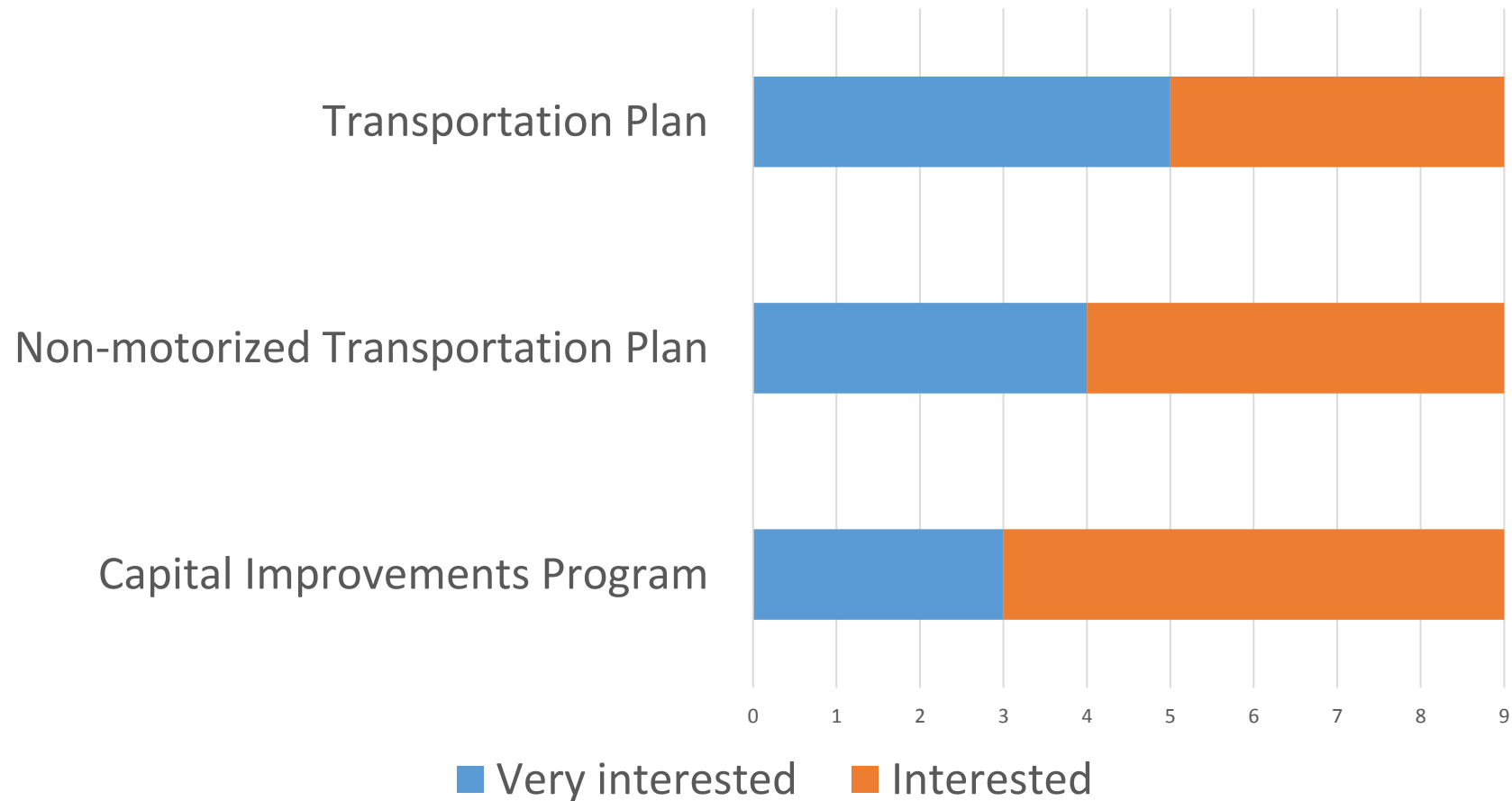
Level of interest in further discussion: Very Interested/Interested



# Commission Member Input

## POLICY AND PROGRAMS:

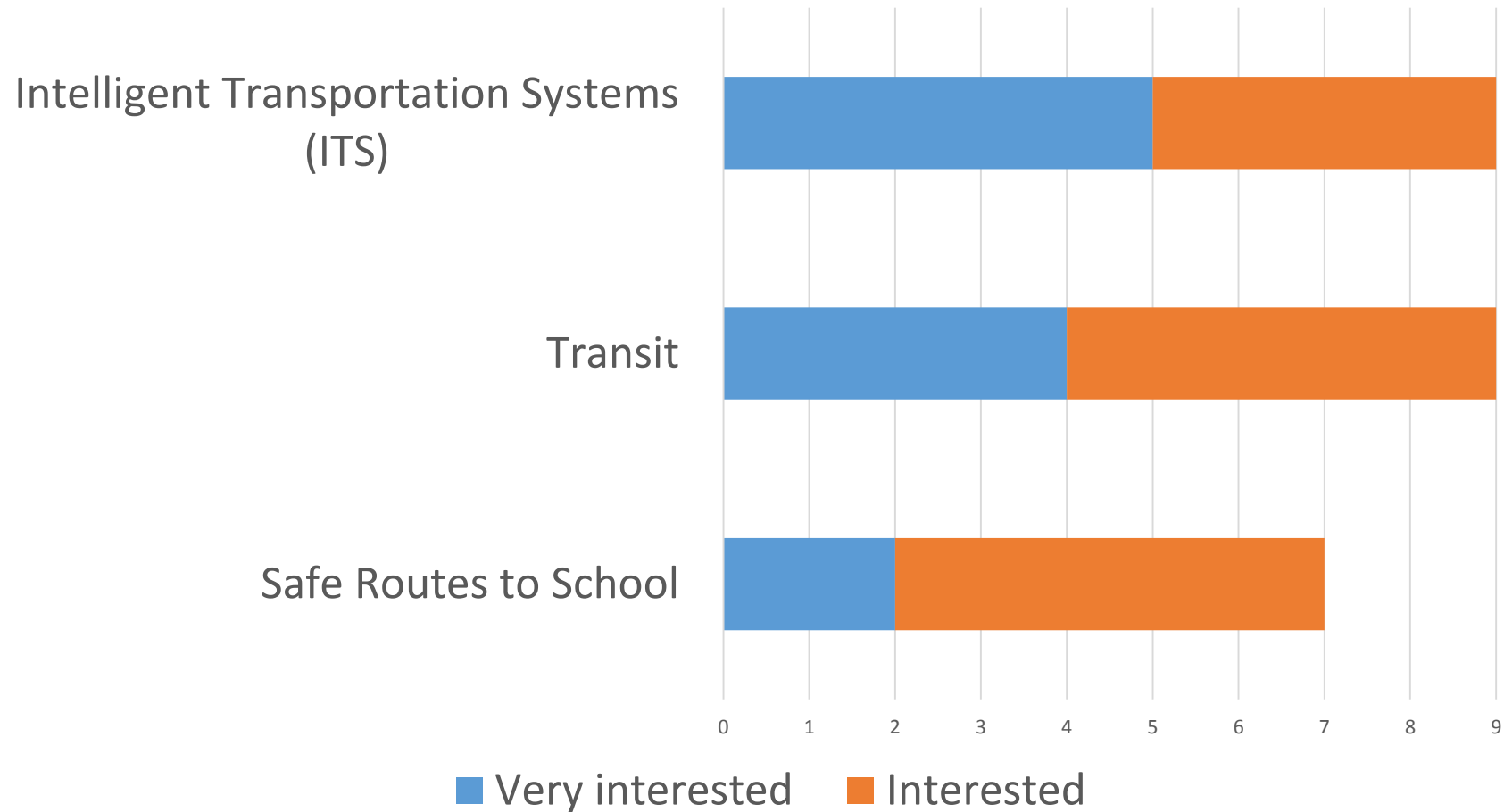
Level of interest in further discussion: Very Interested/Interested



# Commission Member Input

## OTHER TRANSPORTATION TOPICS:

Level of interest in further discussion: Very Interested/Interested



# Roles and Responsibilities

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## Transportation Commission

- Established by City Council ordinance
- Advises City Administrator and City Council on transportation policy
  - Review and recommend refinements to existing policies
  - Involvement in policy updates (e.g., Transportation Plan)
- Provide comments to Planning Commission, City Council, Downtown Development Authority and the Ann Arbor Area Transportation Authority on transportation matters
- May be asked to provide input toward codes, design standards, and transportation related capital improvements
  - Early input on Transportation Projects in the Capital Improvements Program (CIP)
- Provide input during the conceptual design process for select transportation projects

# Public Communications Protocol

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## Transportation Commission

- Commission members should be cautious about attempting to answer questions from the public. Any statement made may be construed as the position of the Transportation Commission or City.
- If members receive public inquiries, refer them to the appropriate forum:
  - Infrastructure condition/repair inquiries – refer them to A2FixIt.
  - Policy suggestions – if it pertains to Commission business, may forward to staff liaison for inclusion in packet as public communication; may also suggest they contact their elected officials or the City Administrator.
  - If unsure, refer request to Staff Liaison (Kayla Coleman). These may then be referred to the appropriate staff or the City Administrator.

# Transportation Commission Workplan

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## **DRAFT FOR DISCUSSION**

### 2017 TRANSPORTATION COMMISSION WORKPLAN

- DRAFT
- Schedule of anticipated agenda items
- New topics may come up throughout the year
- Developed considering feedback from Commission Members and staff input
- Establishing common understanding on various aspects of transportation will provide a framework for the Commission to contribute input in the future



# Information and Discussion Topics

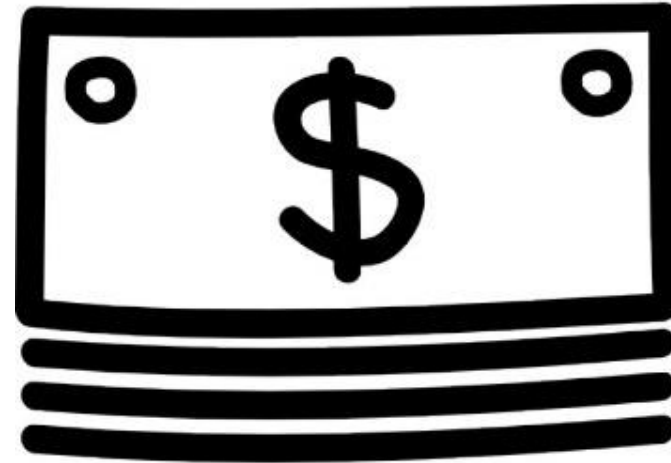
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- Funding
- Capital Improvements Program
- Project Process
- Complete Streets
- RTA Overview

# Funding

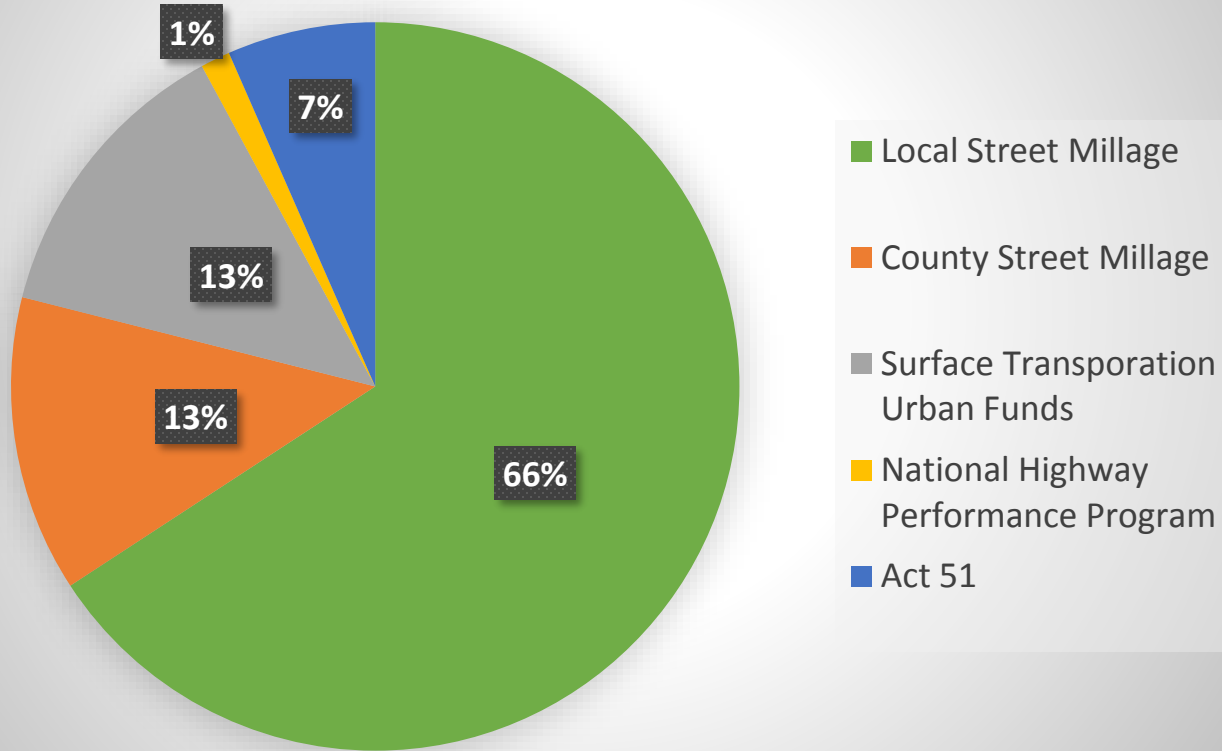
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- Gasoline Taxes
- Vehicle Registration
- Federal and State project funds (some allocated through Washtenaw County Area Transportation Study (WATS))
- City and County Millages
- Developers
- Special Assessment
- Tax Increment Financing
- Partnerships



# Funding

## Standard Annual Street Construction & Capital Preventive Maintenance Fund Sources



## Other Funds From Competitive Sources:

- *CMAQ* (Congestion Mitigation and Air Quality) Funds
- *TAP* (Transportation Alternative Program) Funds
- *TIGER* (Transportation Investment Generating Economic Recovery)

# Funding

## Act 51 (“Gas Tax”) Funding

| Fiscal Year 2016 Funds |                 |              |
|------------------------|-----------------|--------------|
|                        | Funds Received  | \$ Per Mile  |
| Major Roads            | \$ 6,320,567.45 | \$ 63,174.09 |
| Local Roads            | \$ 1,770,987.64 | \$ 8,999.84  |
| Total:                 | \$ 8,091,555.09 |              |

Limited Act 51 funds (about 12% of the \$8M) are spent on street capital maintenance. The majority of the funds are spent in the Public Works unit on operations and maintenance such as: snow plowing, street sweeping, pothole repairs, patching, signs and signals, pedestrian island & curb and gutter maintenance, etc.

# CIP Process

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## The Three P's

- Project Needs
- Prioritize Projects
- Programming

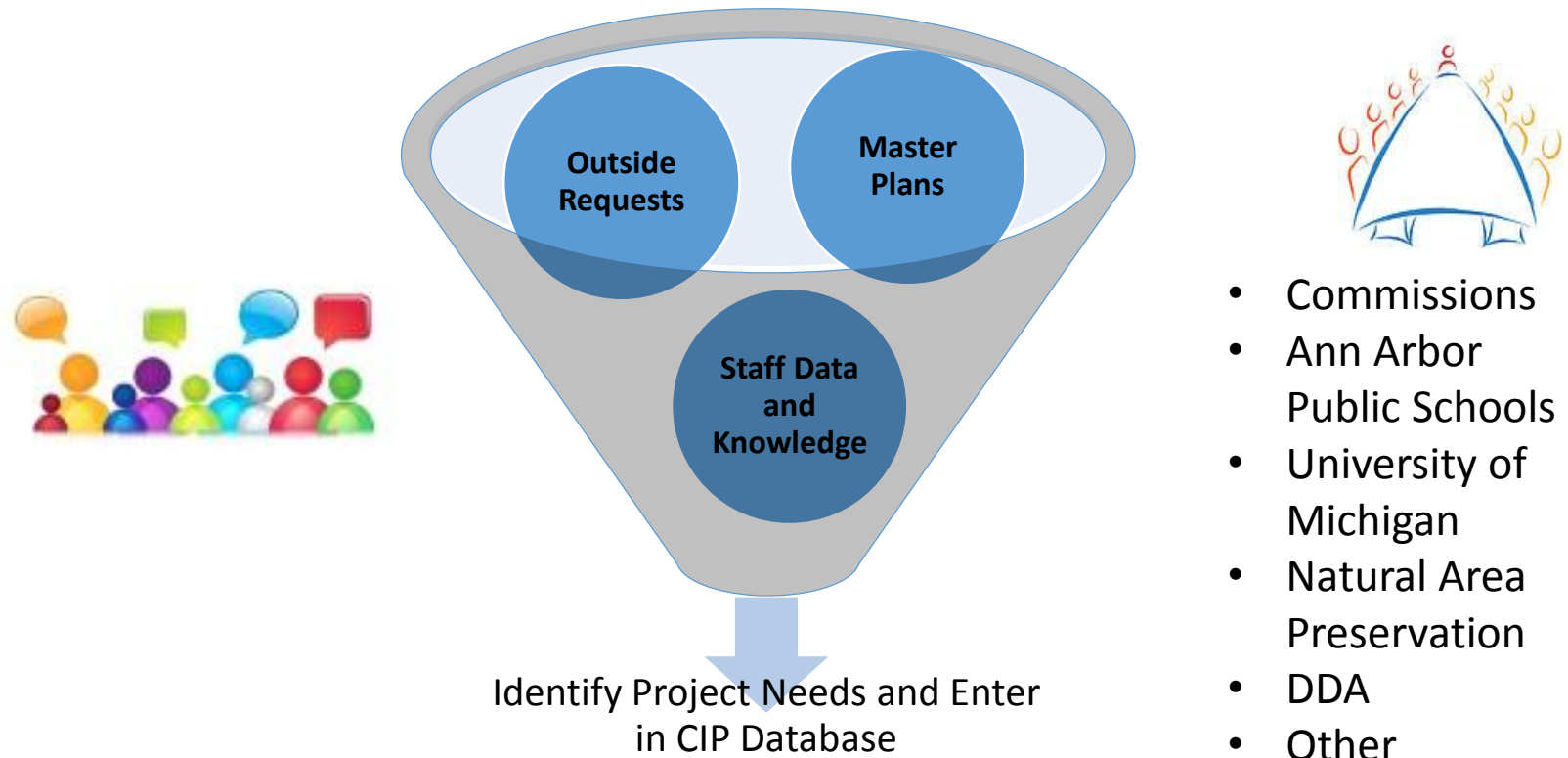
# Capital Improvements Program (CIP)

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- Capital Improvement Plan is a six-year plan of projects considering priorities, cost, funding
- A Capital Improvement Project is a significant physical project or study
- CIP Transportation Asset Category Groups:
  - Airport
  - Alternative Transportation
  - Bridges
  - New Street Development
  - Other Transportation Projects
  - Parking Facilities
  - Street Construction

# Project Needs:

Determine project needs and scope by asset group



# Prioritize Projects:

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Use Prioritization  
Criteria to Score  
Each Proposed  
Project



# Prioritize Projects:

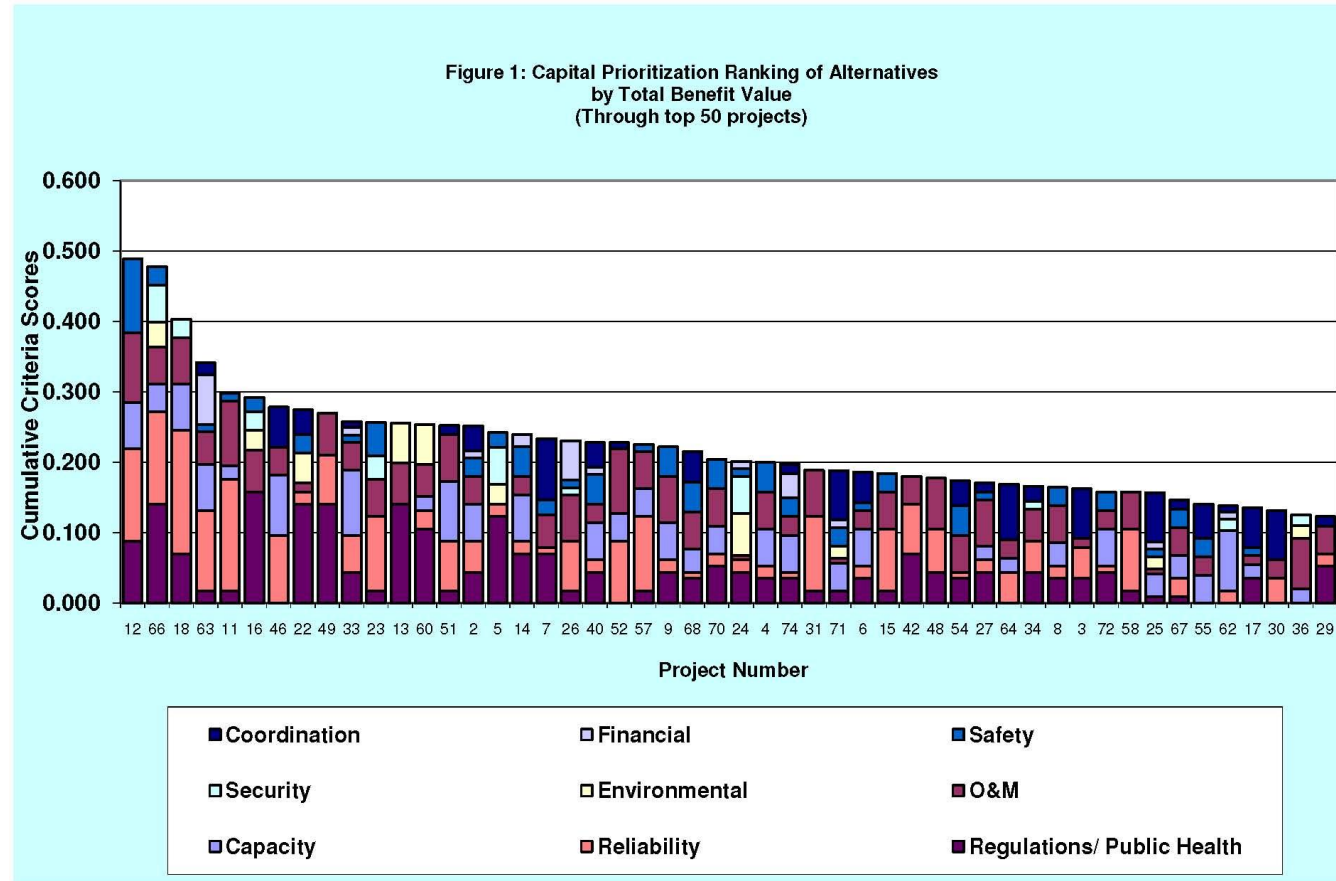
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- **Core Prioritization Criteria:**

- Sustainability Framework Goals
- Safety/Compliance/Emergency Preparedness
- Funding
- Coordination with Other Projects
- Master Plan Objectives
- User Experience (Level of Service)
- Innovation
- Partnerships
- System Influence/Capacity
- Operations & Maintenance

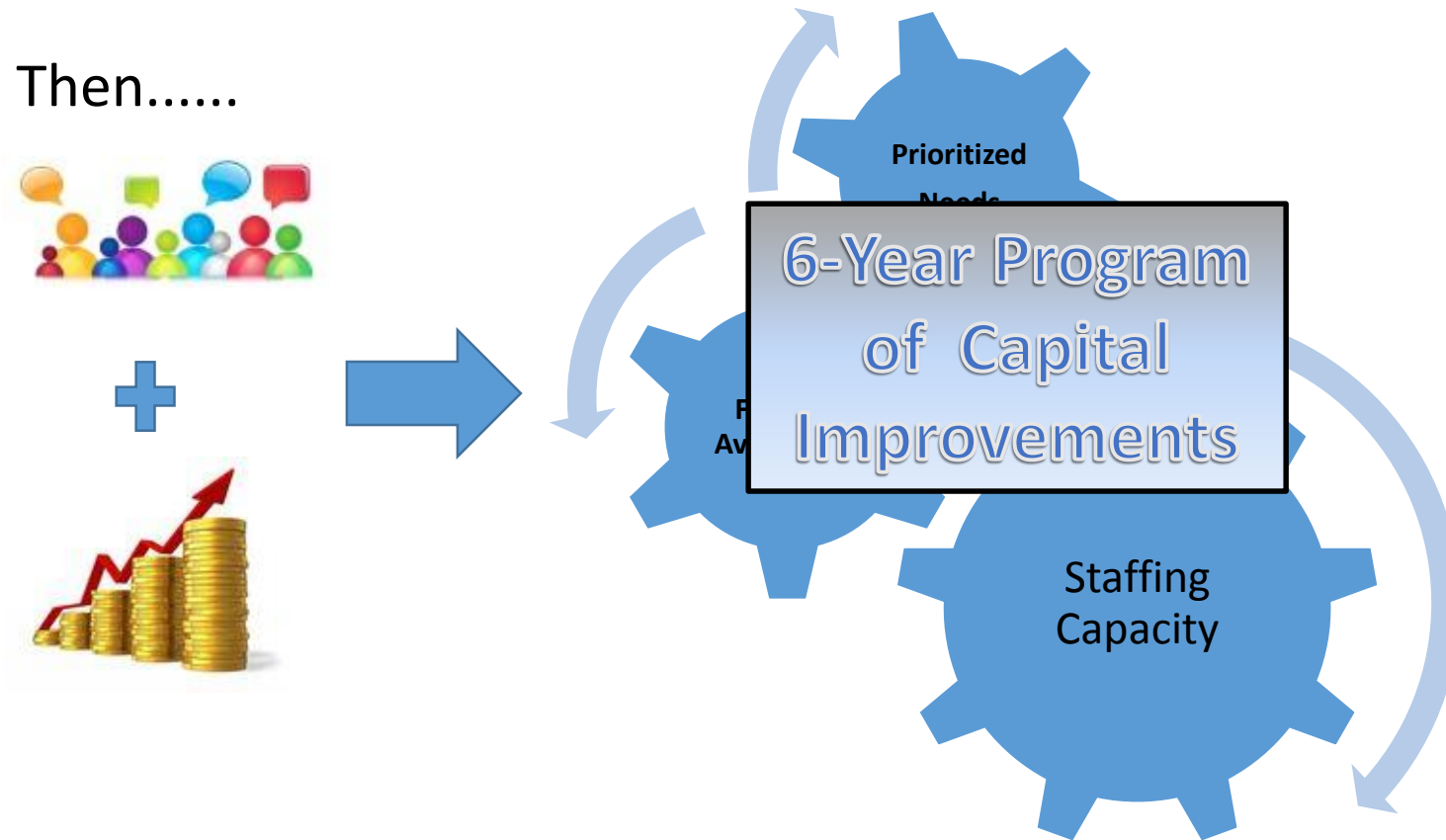
# Prioritization Model:

## Run the model and evaluate results



# Programming:

Consider prioritization score, available funding, and timing with related projects



# Full Plan Year vs. Modification Year

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- Two year budget cycle: The City budget approves one year at a time but tentatively approves the following year as well (one budget cycle)
- To stay in sync with the budget process, the CIP alternates a “full plan year” with a “modification year”
- Full plan year (2018):
  - All six years of the plan are considered
  - New projects can be added
  - The full “Three P” process occurs (Project Needs; Prioritize Projects; Programming)
- Modification year (2017):
  - Modifications to projects in the current budget cycle (first two years of the plan)
  - Involves one meeting per asset group

# CIP – Typical Timeline

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- **Summer** -- Transportation Commission reviews CIP and provides input
- **September to October** -- Projects suggested, prioritized, and tentatively scheduled per Three P process
- **October to November** -- Funding Analysis and Draft Plan Developed
- **November** -- Draft Plan to Planning Commission CIP Committee or work session of entire body
- **December** -- Planning Commission Public Hearing/Action
- **February to April** -- City Council uses CIP as basis for Capital Budget Consideration

# Transportation Commission Role in CIP Process

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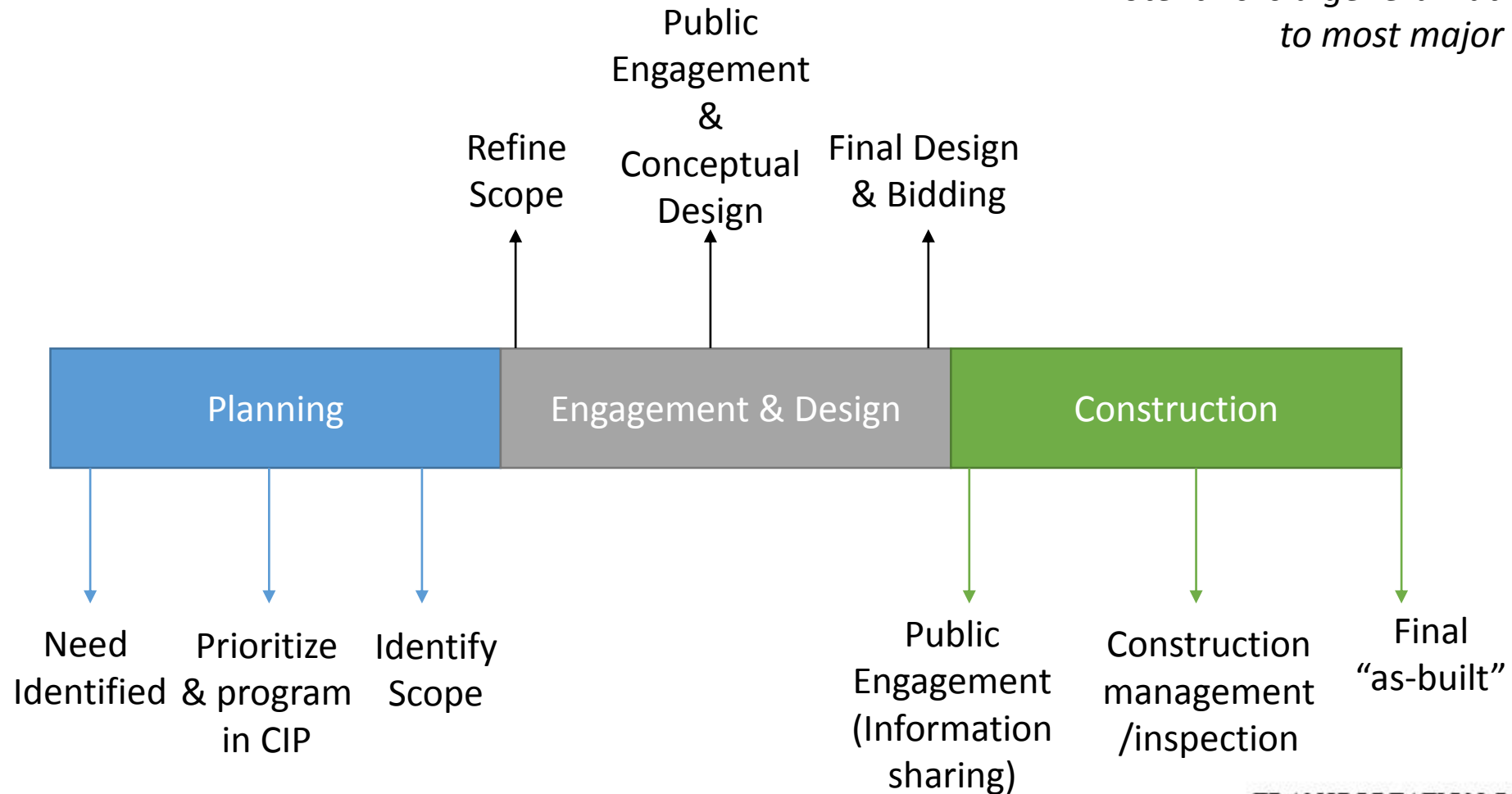
- Review Transportation portion of CIP and Provide Input
  - Does the project scope align with existing plans and policies?
- Shape policies through Transportation Master Plan that lead to capital projects and how they are implemented

# Transportation Project Process

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# Typical Project Process Overview

*Note: this is a generalization applicable to most major road projects*





# Phase I

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## Planning

- Need for project identified - pavement condition, utility needs, non-motorized improvements, etc.
- Project is prioritized through the CIP process & programmed
- Rough scope items are identified

# Phase II

## Engagement & Design

- Kickoff meeting with staff from multiple units to fine tune scope items
- Public Engagement
  - Engagement strategy varies depending on type of project. The public engagement approach is customized for each project.
  - Engagement strategy may include: community-wide meetings; stakeholder focus groups; advisory or steering committee; online discussion forum, etc.
  - Engagement usually occurs early in the project, and at appropriate milestones during the design process
  - Community input during preliminary design can lead to scope refinements

# Phase II (continued)

## Engagement & Design

- Conceptual design
  - Identify potential alternatives
  - Define criteria or considerations to evaluate alternatives
  - Select a preferred alternative
  - The conceptual design process takes existing master plans, policies and community input into consideration
- Final detailed project design is sent out for bidding

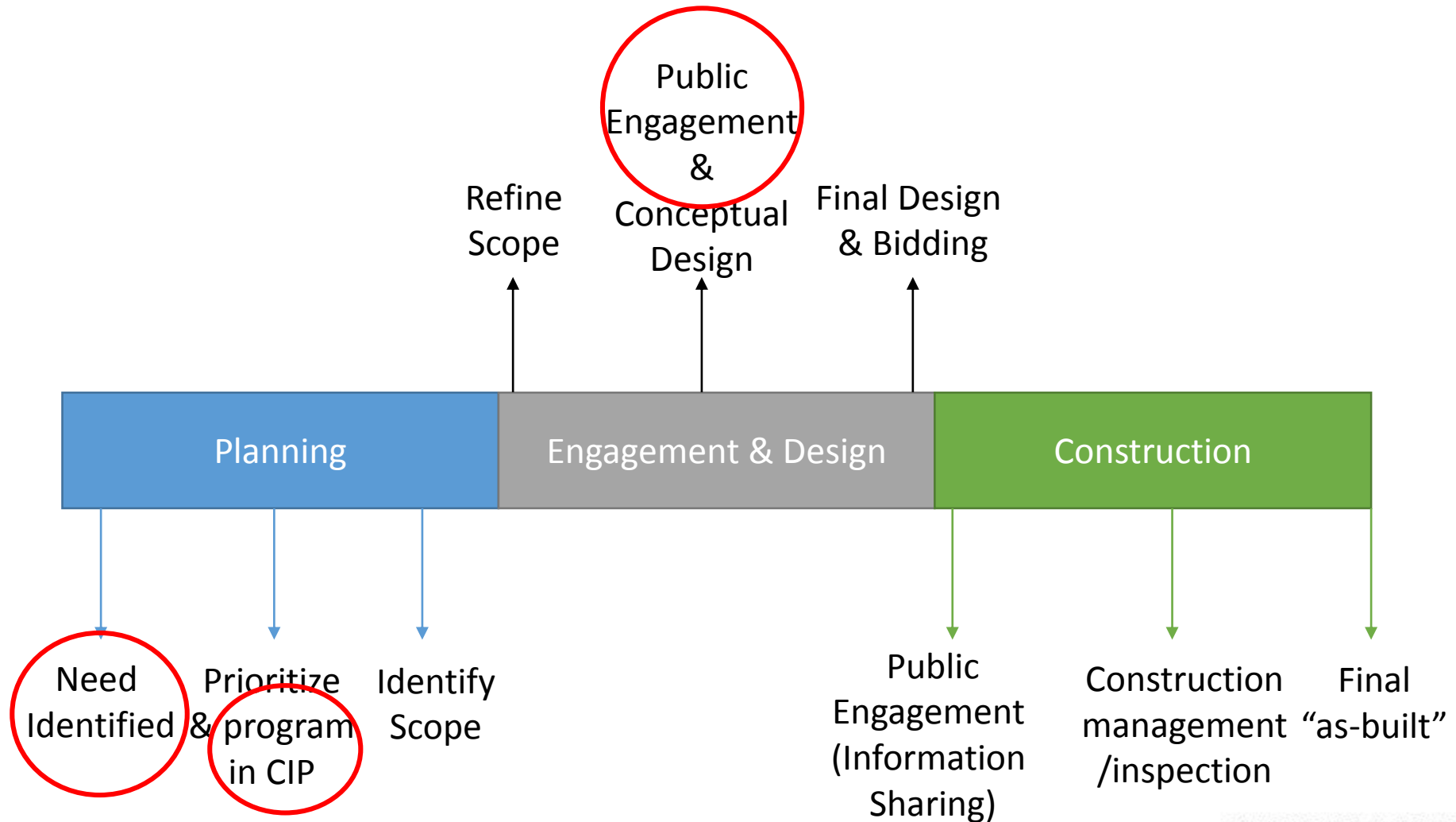
# Phase III

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## Construction

- Typically includes additional public engagement focused on information sharing to communicate the impacts to the public during construction
- Construction is managed and inspected by City staff, and/or their consultants
- City project manager maintains communication with stakeholders throughout construction
- Final “as-built” conditions are documented and archived

# Transportation Commission Key Input Opportunities



# Creating a Complete Street



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*Example Case Study: ReImagine Washtenaw*

# Complete Street Cross-Section Potential Elements

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- Sidewalks and pedestrian amenities
- Street trees/vegetation
- Bike facilities
- Transit facilities
- Maintain traffic flow and safety
- Stormwater improvements
- Lighting
- On street parking
- Place-making design elements
- Other

# Challenges to a Complete Street Approach

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- Right-of-way (ROW) limitations
  - Complete street elements need to fit within ROW
  - Width can be limiting
  - Cost and ability to preserve or acquire future ROW

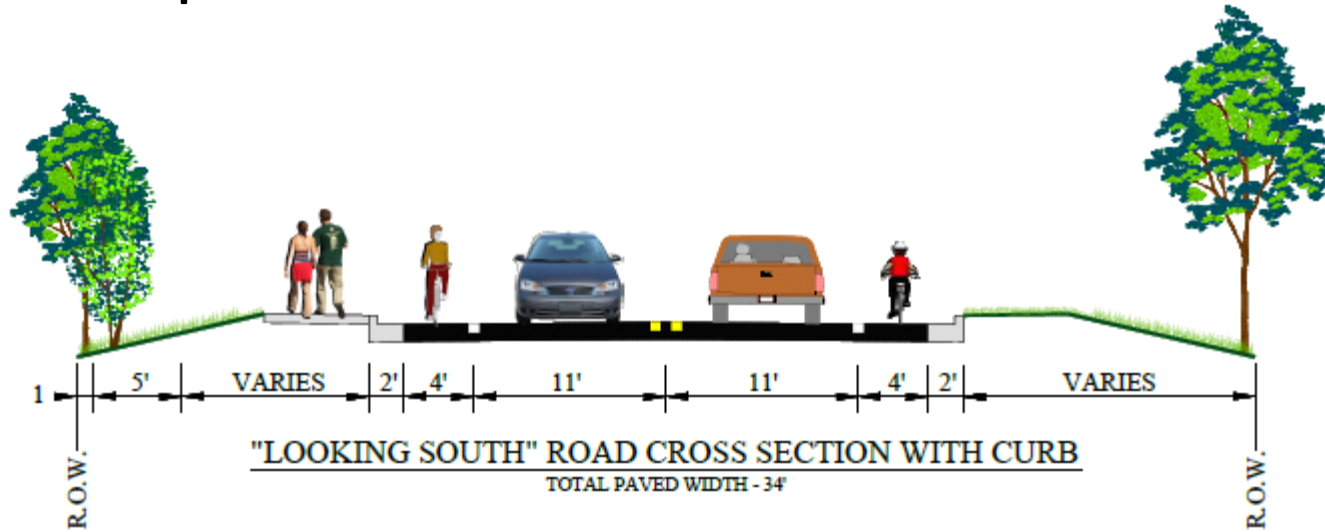


# Challenges to a Complete Street Approach

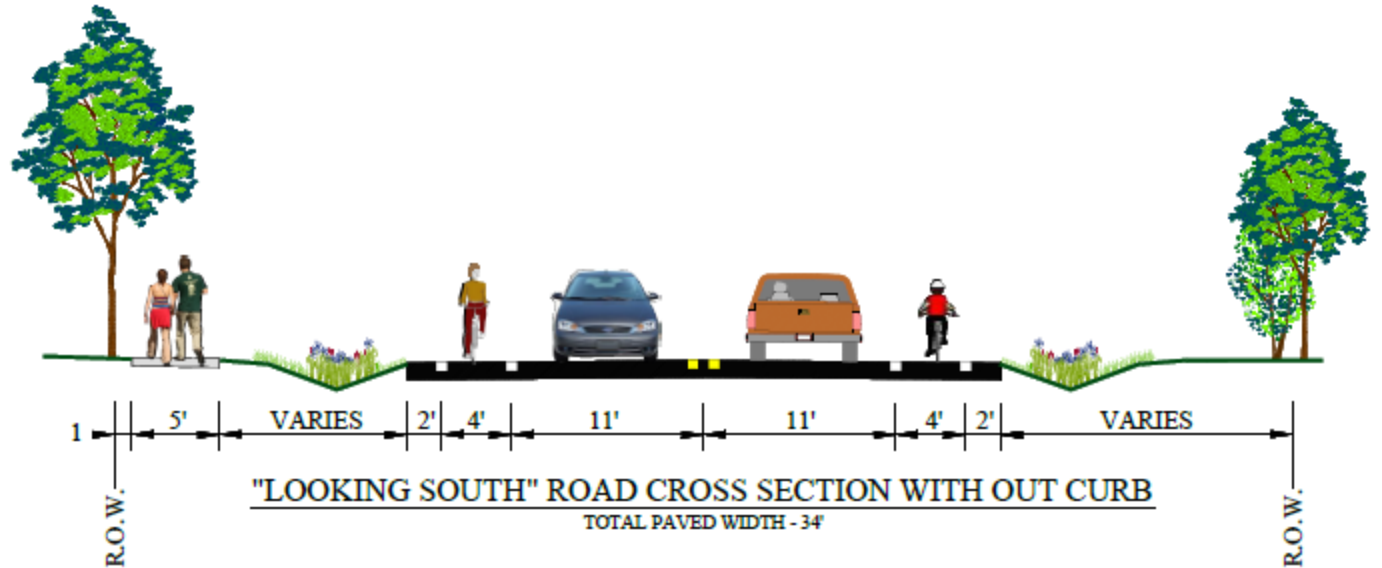
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- Example: in an existing 66 foot ROW
    - Two traffic lanes in each direction (4 x 11 feet per lane) → 44 feet
    - Minimum 5 foot sidewalk on each side and a minimum 4 foot buffer zone for trees/grass/signage/streetlights (2 x 9 feet per side) → 18 feet
    - On-Street parking (2 x 8 feet per side) → 16 feet
    - Minimum 5 foot bike lanes (2 x 5 feet per side) → + 10 feet
- 88 feet ROW needed

# Example: Pontiac Trail Alternatives Considered

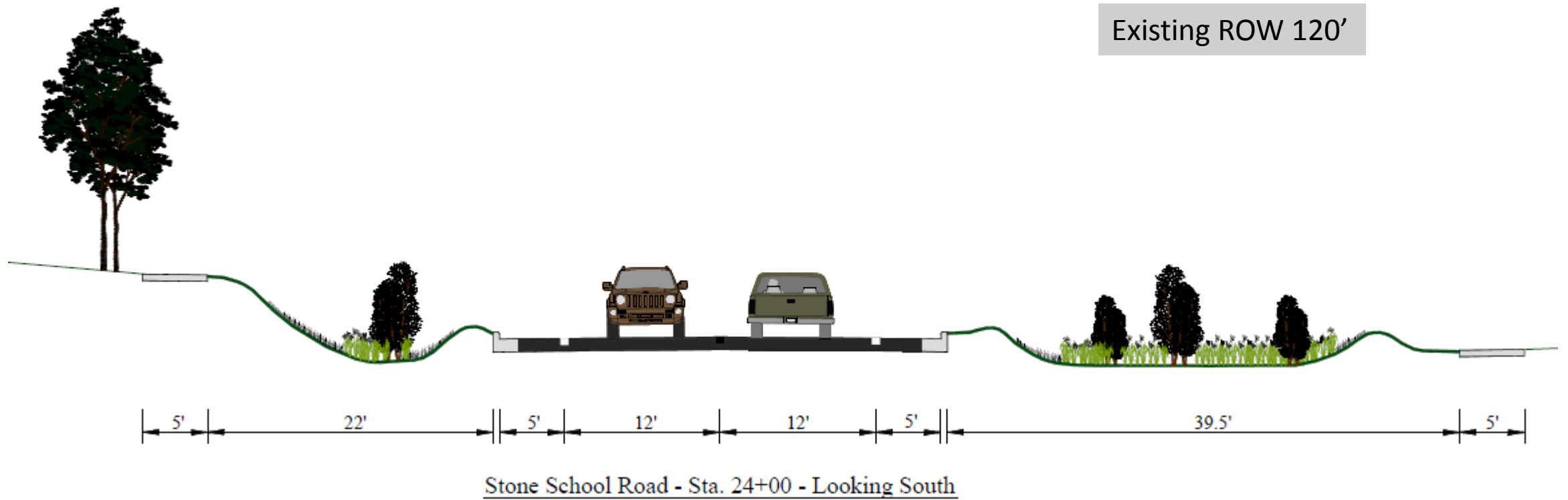


Existing ROW ranges from 66' to 80'



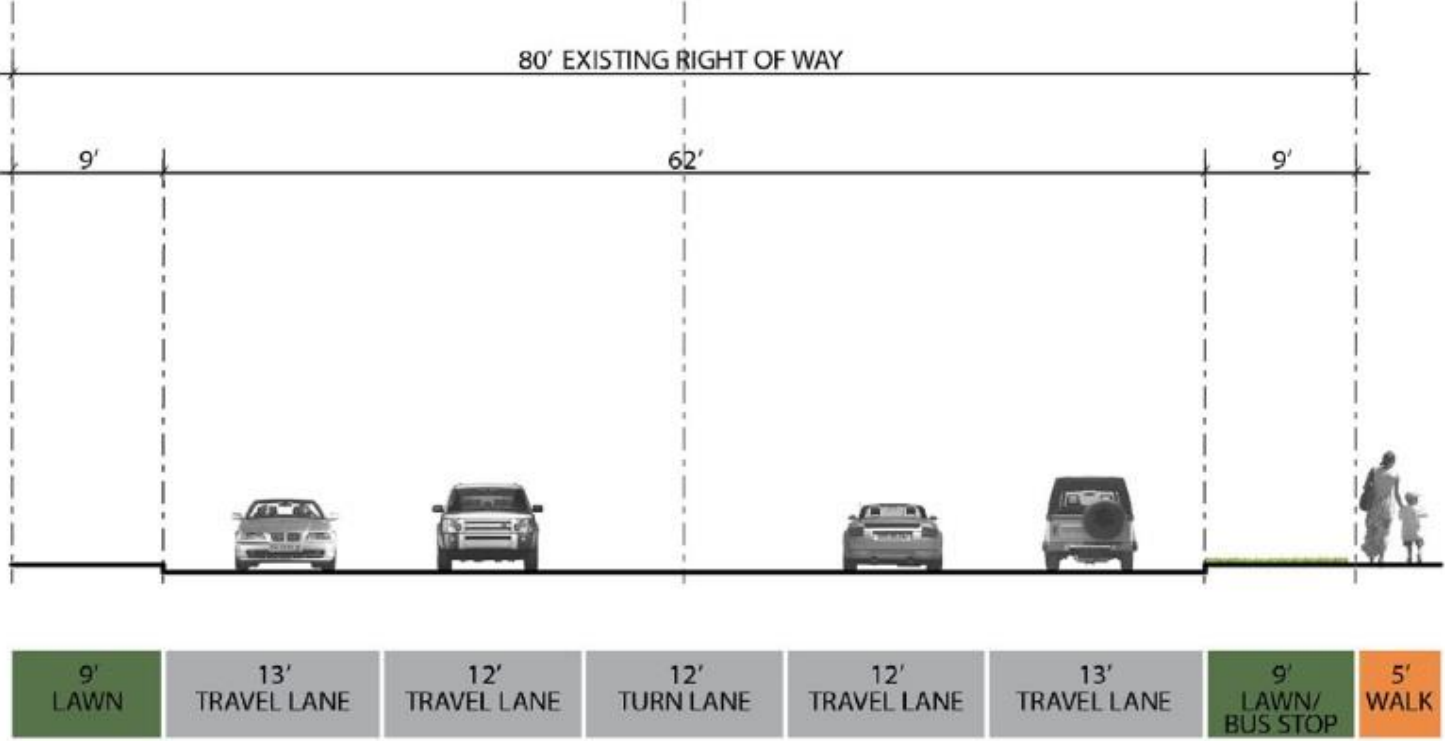
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# Example: Stone School Road

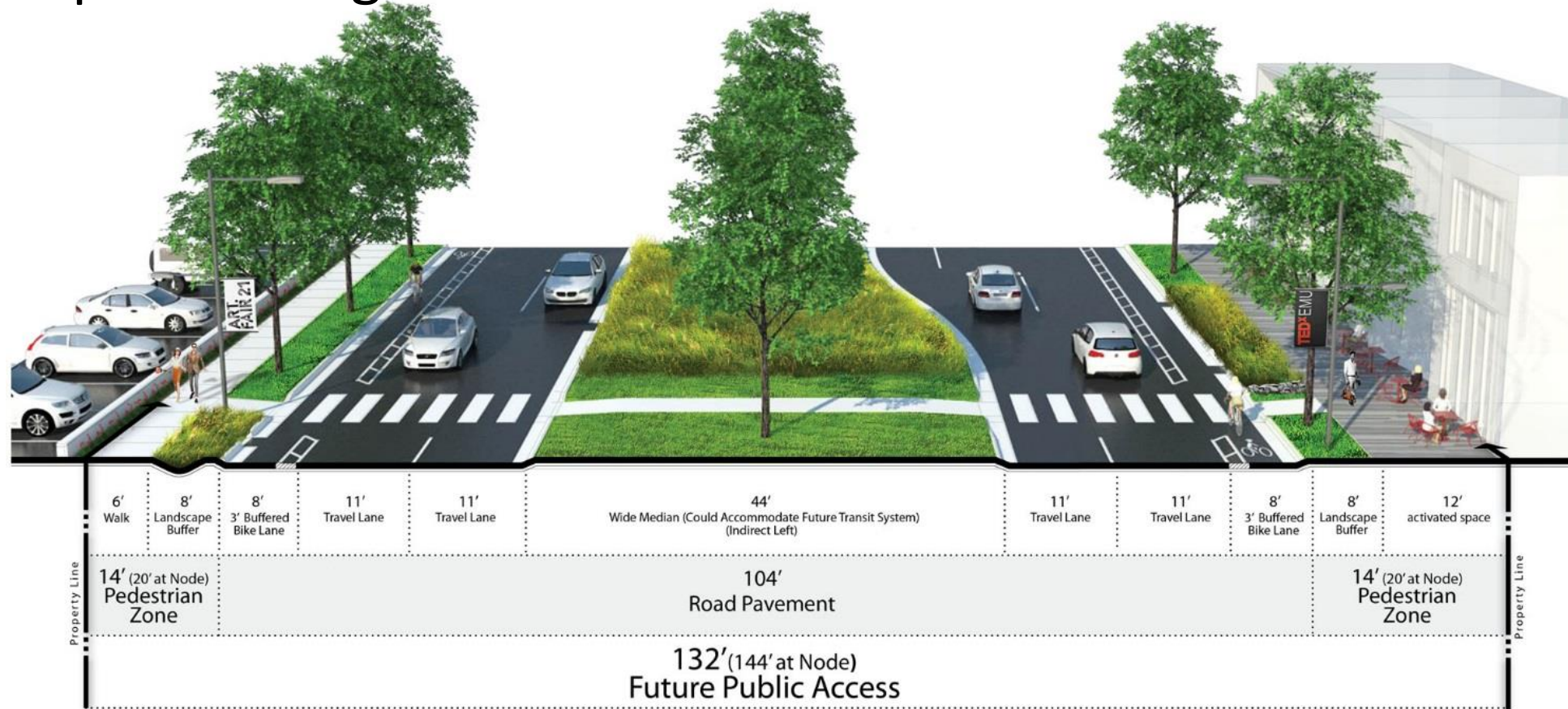


# Existing Conditions

## Example: ReImagine Washtenaw



# Example: ReImagine Washtenaw



Four Travel Lanes with Wide Median and Bike Lanes

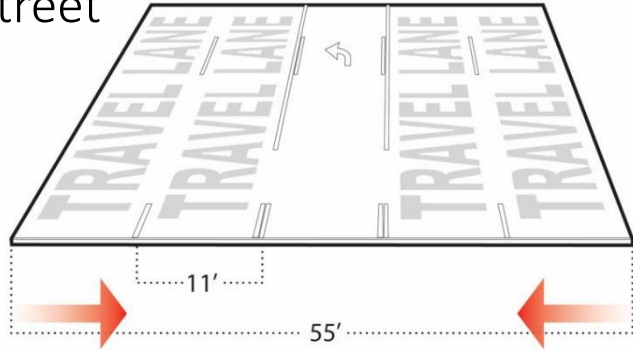
### Future Transit

Future dedicated transit could be accommodated in the wide median.

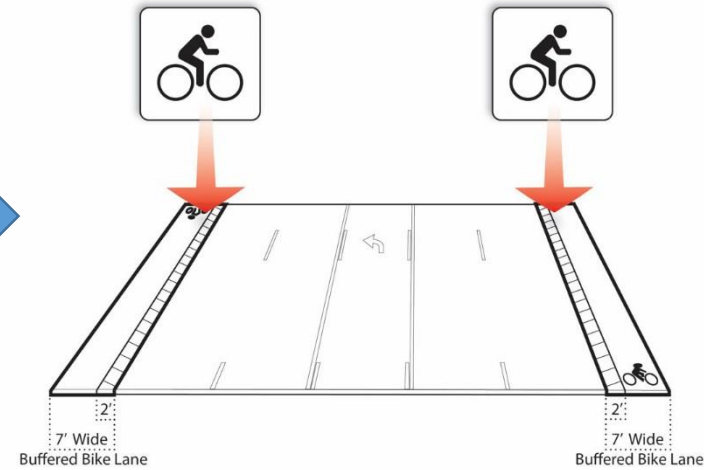


# Example: ReImagine Washtenaw

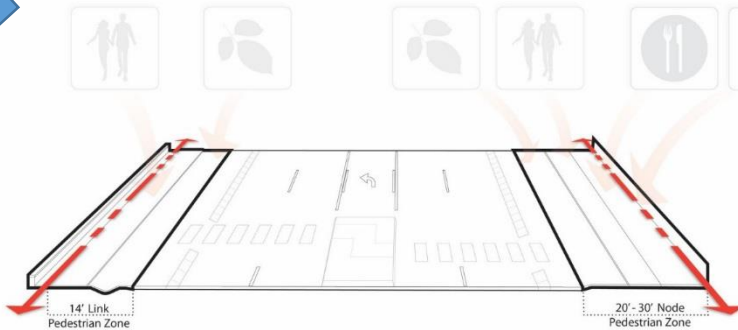
Step 1: Narrow lanes, but keep number of vehicular lanes, to provide for elements of Complete Street



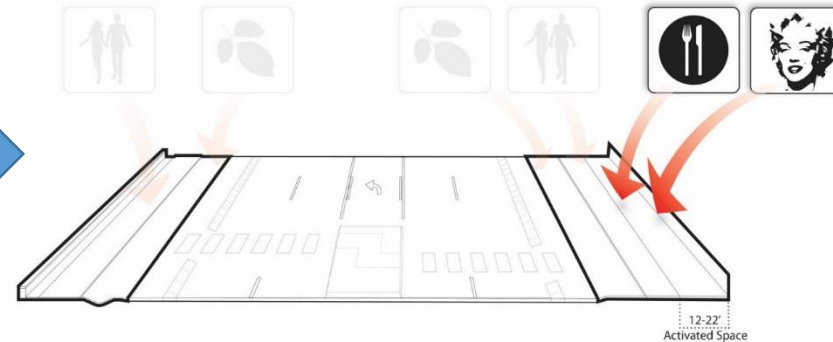
Step 2: Add buffered bike lanes



Step 3: Add opportunity for sidewalk activation



Step 4: Add dense, transit-oriented, mixed-use development to activate sidewalk



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# Discussion