

Draft Comprehensive Land Use Plan
Transportation Commission
May 21, 2025

Below are comments from The Ride and City of Ann Arbor transportation staff.

Page 82: first column, last bullet point: change “quality mobility infrastructure” to “compact land use, high frequency transit service, and comfortable places to walk and bike”

Page 82: second column

- first bullet point – add speed management to the list
- second bullet point – reducing car storage is important for reducing car dependence

Page 83: Existing and proposed map; show one concept map – the future service map in the Ride 2045.

Page 86: Goal 9 *Replace with*: compliments ("Invest in a street and transportation system that compliments land use and prioritizes safe and equitable access and vice versa") Rationale: land use and transportation are joined. It's not just transportation responding to land use, otherwise, it may result in sprawl.

Page 86: 9.2 *Replace with*: and ("Align transit service and land development"... this minor change suggests mutual alignment and that it isn't just transit chasing land use)

Page 87: 9.3 The DDA would have a better first hand perspective on applicability. With downtown decks reaching 40% capacity max at present, the conditions for TDM seem strained.

Page 99: Add U-M BRT from the Campus 2050 Plan

Page 101: Plymouth is identified as a BRT corridor so the entirety of the Plymouth corridor should receive this future land use designation.

Page 105: Remove map and call out box for nodes.

General comment regarding complete streets: The Moving Together plan makes recommendations for a city-wide network of high-frequency bus service and a complete bike network with separation from motor vehicles on major streets. The existing rights of

way in some street corridors are wide enough to provide space for each travel mode to have dedicated space; in other corridors the rights of way are narrower and will require tradeoffs in their design.

General comment regarding corridor studies: The desired roadway designs will need to be in conversation with future development along major roads as building setbacks and access will define the space available for the pedestrian realm as well as safety, transit, and cycling features. The City is developing street design concepts on major (multi-lane) roads that advance community priorities. There will be places where corridor right of way space is too constrained for all desired features. For these corridors, critical considerations will need to be made to either limit the features of the roadway or make time and money preparations to purchase additional right of way in the corridor.

Reply