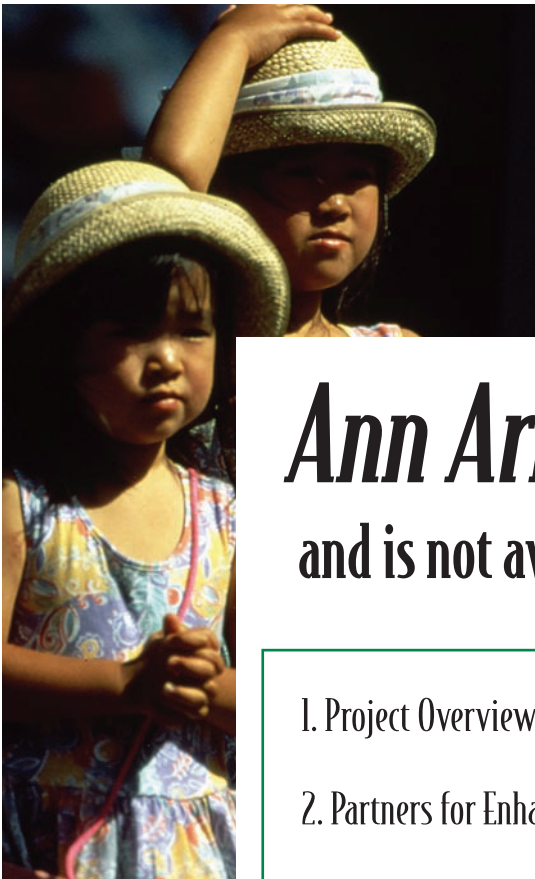


Ann Arbor Area Proposal Towards Community Active Transportation in 2010



Ann Arbor Is Ready to Go and is not avoiding the difficult challenges!

1. Project Overview & Executive Summary	1
2. Partners for Enhancing Active Transportation	3
3. Planning Components for Active Transportation	7
4. Our Priorities.....	8
5. <i>Making it Happen!</i> Our Investment Strategy	10



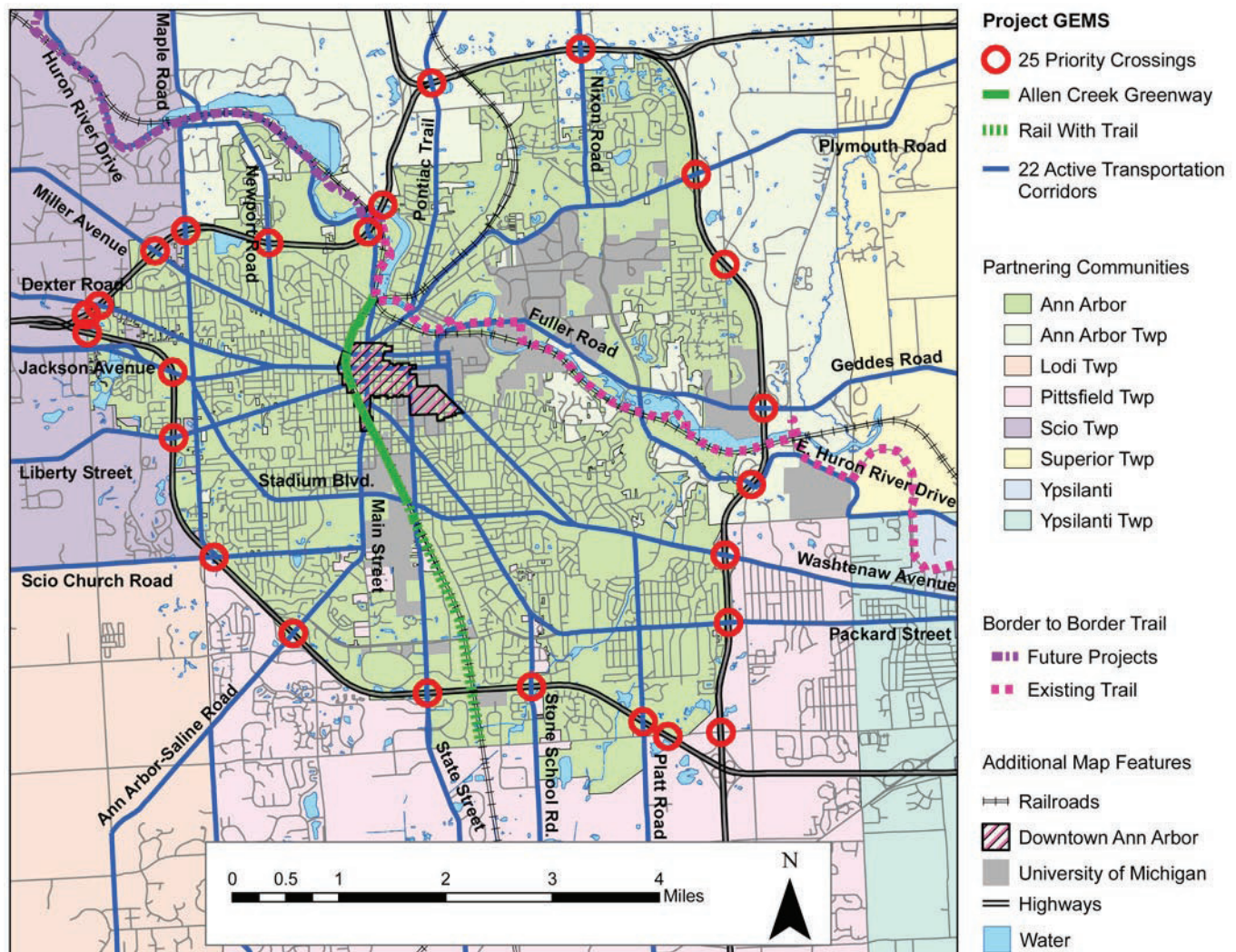
Executive Summary

The City of Ann Arbor, Michigan, is eager to participate with the proposed Rails-To-Trails 2010 Campaign for Active Transportation initiative. Three priority projects illustrated in the map below have been selected from local active transportation plans to realize with the 2010 Campaign: connecting the dots of 38 miles of new on-road bike lanes, 25 miles of new sidewalks, and 128 major pedestrian crossing improvements; overcoming the barriers formed by a ring of highways without safe crossing options; and launching the Allen Creek Greenway while completing the regional Border-to-Border Trail. The existing city and county transportation plans set the stage for these projects, but unfortunately our community does not have the local funding to implement the vision quickly. These projects will take over 30 years to realize, during which time we would miss an entire generation of users!



The initial selection and ongoing support for these priorities involves many local partners, including the Ann Arbor Transit Authority, Washtenaw County, the University of Michigan, Border-to-Border Trail Group, Ann Arbor Public Schools, getDowntown, Allen Creek Greenway Partners, Washtenaw Bicycling and Walking Coalition, and surrounding communities. A \$50 million budget and five-year timetable are included in our 2010 Campaign proposal. More 2010 Campaign support materials are posted on the city's Web site at www.a2gov.org/ActiveTransportation.

Active Transportation: Future Improvements for the Ann Arbor Area



Ann Arbor Area's 2010 Campaign Make the Case Statement

For the vision, infrastructure, and local participation in the design and use of biking, walking, and mass transit transportation options, the City of Ann Arbor is recognized as a leading community for Active Transportation. *Prevention Magazine* ranks Ann Arbor as the third best city in the country to walk. The League of American Bicyclists selected Ann Arbor as a bronze-level bicycle friendly community. With close to 30% mode share for non auto-based commuting, there is a strong culture to support increasing the role of Active Transportation.



In spite of the accolades for the Active Transportation achievements to date, our community realizes there is still much to do. Construction funding is the largest hurdle, especially in a state where the shift in the auto industry is causing reduced municipal funding at the same time as Active Transportation facilities are becoming more desirable. With Michigan's slow economy, Ann Arbor's Active Transportation funding levels for the near-term opportunities will take 30 years to implement. We want people in the current generation to benefit from Mode Shift improvements! The Ann Arbor Area's inclusion in the Rails-to-Trails Conservancy's 2010 Campaign for Active Transportation offers the community an exciting opportunity to invest \$50 million to further advance our Active Transportation system and to encourage greater walking, biking, and use of public transportation throughout the community.

Immediately upon Ann Arbor's nomination to the 2010 Active Community Campaign, a local coalition emerged that included elected officials, local businesses, advocates, community health officials, and others. Building on the existing city and regional non-motorized plans and active transportation proponents, our Make the Case Committee selected three priorities and identified investment strategies to proactively shift the way we travel.

The city and surrounding communities are committed to utilizing the full \$50 million within the five years of the program on these following priorities.

- **Connect the dots** and immediately deploy resources for Active Transportation routes that simply require funding to construct 38 miles of new on-road bike lanes, 25 miles of new sidewalks, and 128 major pedestrian crossing improvements. These connections would complete the primary Active Transportation routes throughout the city.
- **Overcome the barriers** to Active Transportation posed by a ring of highways that encircles the city. There are 25 grade-separated crossings limiting the city from its environs. Today, only four of these highway crossings have any form of safe Active Transportation connection. The 2010 campaign will allow for the construction of additional bridges and underpasses to accommodate all forms of mobility!
- **Launch the Allen Creek Greenway** and complete the Border-to-Border trail. Implementing the Allen Creek Greenway will create a "crown jewel" three-mile scenic walking and biking, commuter and recreational route, starting from the University of Michigan's stadium area, continuing through Ann Arbor's downtown, and eventually joining the countywide Border-to-Border paths along the Huron River.

Partners for Enhancing Active Transportation – Getting a running start!

a. City of Ann Arbor

Located in Southeastern Michigan, Ann Arbor is a vibrant regional center with 113,000 residents and 115,000 jobs. Ann Arbor’s walkable downtown area and the interwoven University of Michigan campus areas provide over 60,000 jobs. Ann Arbor is forecast to gain nearly 19,000 new workers in the city by 2035 — the highest job growth in southeastern Michigan — according to Southeastern Michigan Council of Governments. Without increasing access to active transportation, the city will experience a dramatic increase in traffic congestion from within and without the community.

Ann Arbor has a long history in supporting active transportation. In 1972, City Council adopted *The Ann Arbor Bicycle Path Study* and then authorized an ongoing Bicycle Coordinating Committee, which led to the adoption of the city’s formal 1992 bicycle plan. In 2007, the Council adopted an Active Transportation strategy through a comprehensive Non-Motorized Plan. Ann Arbor is committed to active transportation by endorsing a five percent set-aside allocation from transportation funding for non-motorized improvements. Ann Arbor’s memberships in the ICLEI’s Cities for Climate Protection and the U.S. Conference of Mayors Climate Protection Center, and the adoption of a Green Fleet’s policy, further demonstrate the city’s commitment to reduce vehicle emissions, improve air quality, and support Active Transportation efforts.



b. Ann Arbor Transportation Authority (Transit)

The Ann Arbor Transportation Authority (AATA) serves the greater Ann Arbor area and actively supports active transportation access to transit. AATA served an excess of five million passenger trips last year on its fixed-route system, with each of those trips beginning and ending as a walk or bike trip. AATA’s entire fleet is the first transit authority in the state to be fully equipped with bicycle racks. There were 3,055 boardings with bikes in May 2008, up 18% from the previous year.



Supported by a system of bus shelters and lead walks, the AATA serves the entire city, with over 90% of the residents having transit service within one half mile. AATA also provides fixed-route transit to the urbanized areas surrounding the city, with easy connections between educational, employment, and commercial centers at the University of Michigan campuses and hospital complex, Washtenaw Community College, Eastern Michigan University, Saint Joseph/Mercy Hospital, and the City of Ypsilanti, featuring the areas’ second largest concentration of people and jobs. *(continued on next page)*

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c. The University of Michigan

The University of Michigan (U-M) campuses have long promoted biking and walking by providing wide, well-connected walkways and a substantial number of bike parking areas throughout campus. With 41,000 students and 37,000 faculty and staff, U-M's four main Ann Arbor campuses lie within the city limits; thus making the university a critical component of connectivity within the city. Extensive free university bus service, combined with fare-free AATA bus trips via the MRide program, encourages students and staff to take the bus to work or school, then walk, bike, or ride the bus to their destinations throughout the day. The U-M bus system carried nearly six million passenger-trips in FY2008, while U-M trips on AATA public buses totaled more than 2.1 million users.



Improved connections between the Central, Medical, and North campus locations include the construction of two non-motorized shared-use bridges and over four miles of sidewalks/shared-use paths and improving and infilling existing walks for accessibility and shared-use. Upcoming projects to continue the improvement of pedestrian/non-motorized movement through and between the campus properties include the construction of nearly two miles of sidewalks and shared-use paths and enhancements to intersections and pedestrian crossings. The U-M participated in the City of Ann Arbor's non-motorized plan development, and it cooperates with the city to improve bike route connections shared by city and university bicyclists.



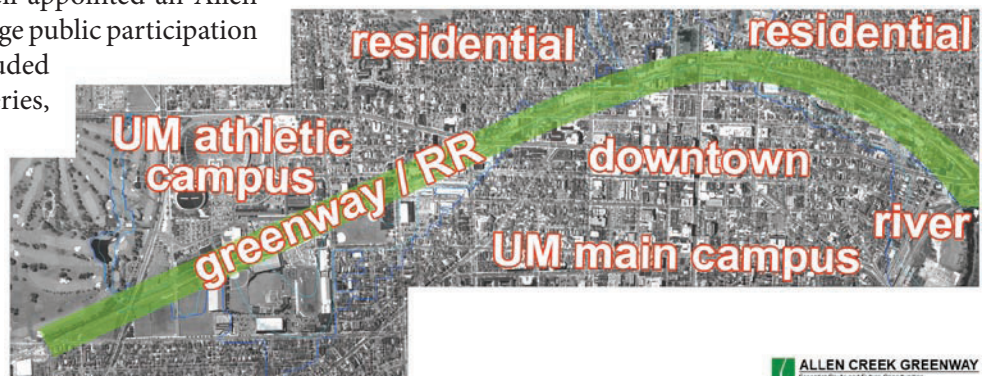
d. The GetDowntown Program

The getDowntown Program is a cooperative service funded since 1999 by the Ann Arbor Area Chamber of Commerce, the City of Ann Arbor, the Ann Arbor Downtown Development Authority, and the Ann Arbor Transportation Authority. The program advocates for Active Transportation and it assists downtown employers by providing individualized active transportation support, such as bike and walk-route planning, bus passes, and ride share options. The office also coordinates high-profile community-wide events such as an annual Curb Your Car commuter challenge month, Bike-to-Work week, a Green Commute Fair, and BikeFest.

The getDowntown Program is a cooperative service funded since 1999 by the Ann Arbor Area Chamber of Commerce, the City of Ann Arbor, the Ann Arbor Downtown Development Authority, and the Ann Arbor Transportation Authority.

e. Allen Creek Greenway Partnerships

Several local organizations including the Friends of the Allen Creek Greenway, a nonprofit Allen Creek Greenway Conservancy, the Old West Side neighborhood, and local environmental groups actively champion development of a new, three-mile Rails-and-Trails Active Transportation corridor. With funding from the Downtown Development Authority, Ann Arbor City Council appointed an Allen Creek Greenway Task Force to engage public participation in a two-year process, which included greenway workshops, a speaker series, public exhibits, and design meetings. A 2007 comprehensive "The Allen Creek Greenway ~ Findings and Recommendations" report is posted on the web at www.a2gov.org/greenway.



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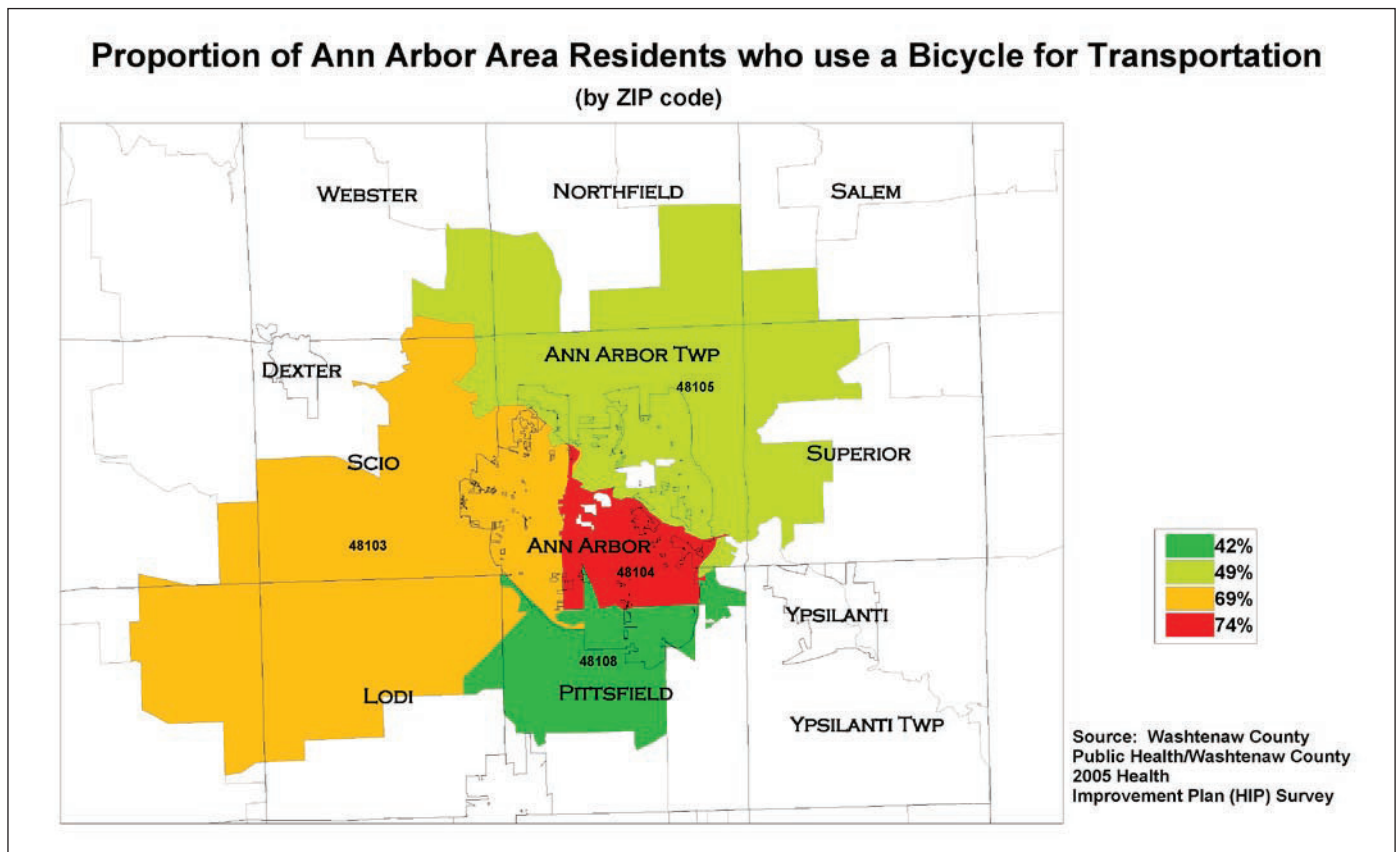
f. Washtenaw County Active Communities – (Departments of Public Health, Parks & Recreation, Planning & Environment)

Washtenaw County is a key partner in supporting Active Transportation within Ann Arbor and throughout the region. Some key initiatives include:

- **Washtenaw Steps Up (WSU)** is an inter-departmental program started in 2005 to create policies and environments that support healthy lifestyle choices. WSU assists with providing a transportation system to support adequate facilities for bicycles, pedestrians, and other non-motorized system users as an important component of a healthy community.
- **Safe Routes to School (SRTS)** is a nationally-funded grant administered by the Michigan Department of Community Health. Washtenaw County Public Health is working with two elementary schools in the Ann Arbor Public School district, with additional schools signing on through time. Over 20 people in the area have received SR2S training, and groups ranging from Washtenaw Road Commission to Safe Kids Washtenaw are also collaborating on this program.

The county also provides periodic public surveys on healthy lifestyle choices, transportation options, and Active Transportation attitudes. These surveys indicate significant trends, such as the percent of residents who own a bicycle and use it for transportation (see chart below). In addition, the county is a key stakeholder of Active Transportation through the ongoing Washtenaw Area Transportation Study (WATS), listed in the planning section of this document.

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2010 CAMPAIGN PARTNERS: 208 Group • Allen Creek Greenway Conservancy • Ann Arbor Bicycle and Touring Society • Ann Arbor Center for Independent Living • Ann Arbor Downtown Development Authority • Ann Arbor Public Schools • Ann Arbor Township • Ann Arbor Transportation Authority • Border to Border Group • City of Ann Arbor • City of Saline • City of Ypsilanti • Downtown Area Citizens Advisory Council • getDowntown Program • Ecology Center • The Greenway Collaborative • Michigan DOT • Michigan Trails and Greenway Alliance • Pittsfield Township • Scio Township • Superior Township • The University of Michigan • Washtenaw Area Transportation Study (WATS) • Washtenaw Bicycling and Walking Coalition • Washtenaw County Divisions of Parks and Recreation, Planning and Environment, and Public Health • Ypsilanti Township • and More!

3. Planning Components: Ann Arbor Area Active Transportation

City of Ann Arbor Non-Motorized Transportation Plan

The City of Ann Arbor adopted a comprehensive non-motorized plan in January of 2007. The plan represents over three years of effort by a team of city staff, consultants, a community advisory committee, and local citizens, with input collected at public meetings and hearings. This plan provides the framework supporting the cooperative directions provided through the Active Transportation 2010 funding.

The vision of the city's plan is to *"identify the means to establish a physical and cultural environment that supports and encourages safe, comfortable, and convenient ways for pedestrians and bicyclists to travel throughout the city and into the surrounding communities. It is further envisioned that this environment will result in a greater number of individuals freely choosing alternative transportation modes (walking, biking, mass transit, etc.) that will lead to healthier lifestyles, improved air and water quality, and a safer, more sustainable transportation system."*



Goal 1. Policy and Planning Integration: Incorporate non-motorized best practices into all relevant policies and all aspects and stages of planning available to the city and its partner organizations.

Goal 2. Complete System: Provide a comprehensive, easy to implement, non-motorized network as an integral component of the city's transportation system.

Goal 3. Education: Increase awareness of the opportunities for and benefits of non motorized transportation and provide information to all users on safe ways to integrate motorized and non-motorized modes of transportation.

Washtenaw Area Transportation Study (WATS)

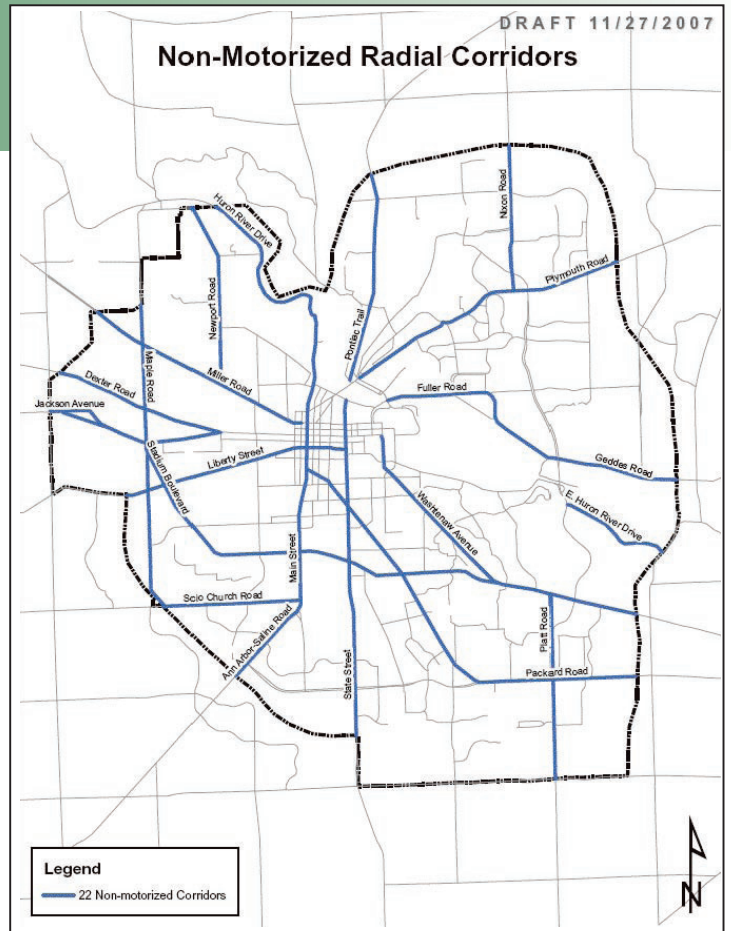
The Washtenaw Area Transportation Study (WATS) is the countywide transportation planning organization. WATS recently adopted its first Non-motorized Plan for Washtenaw County replacing a countywide bike plan adopted in 1991. The new plan builds on the Washtenaw County goal to have 90% of the county's population living within three miles of a trail. The regional plan can be consulted as local communities, developers, and transportation agencies develop the non-motorized network throughout the county. The plan identifies the transportation system's existing non-motorized facilities, establishes a future conceptual network with a map and list of improvements, and identifies resources to help fund future additions to the non-motorized network. The plan includes six policies to help guide non-motorized facility development.

4. Our Top Project Priorities

These critical initiatives are ready to take off with the support of the Active Transportation 2010 program.

a. Connect the Dots – We are ready to go active!

With 2010 Active Transportation funding, Ann Arbor will be able to readily implement all of the near-term improvements included in the unanimously adopted Non-motorized Transportation Plan and construct 38 miles of new on-road bike lanes, 25 miles of new sidewalks, and 128 major pedestrian crossing improvements. These connections would complete the primary Active Transportation routes throughout the city.



Combined with a series of investments on and around the University of Michigan campus, we would make immediate strides in our campaign to shift mode share. We will concurrently invest in design efforts, and begin the steps toward implementation of other regional projects including the high priority connector crossings. With full 2010 Campaign funding, we can create a community-wide non-motorized transportation system throughout the City of Ann Arbor.

The 22 corridors depicted represent the main radial roads that connect Downtown Ann Arbor to the surrounding neighborhoods and communities.

b. Overcome the Highway Barriers – Provide regional access and increase safety

Fully supporting Active Transportation throughout Ann Arbor requires addressing the 25 grade-separated highway crossing barriers. Altering or constructing overpasses and underpasses at strategic locations is essential to Active Transportation access for employment and recreational travel between the city and its neighbors, and is critical to successful Border-to-Border travel.

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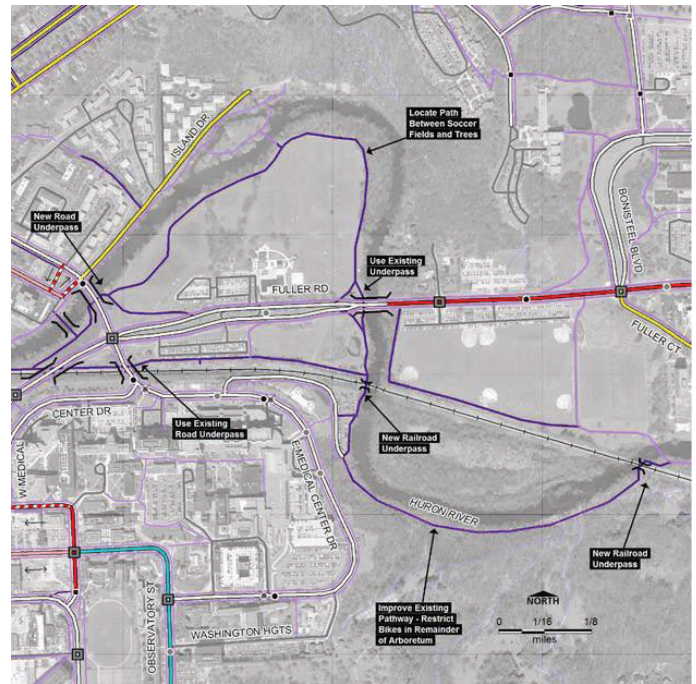
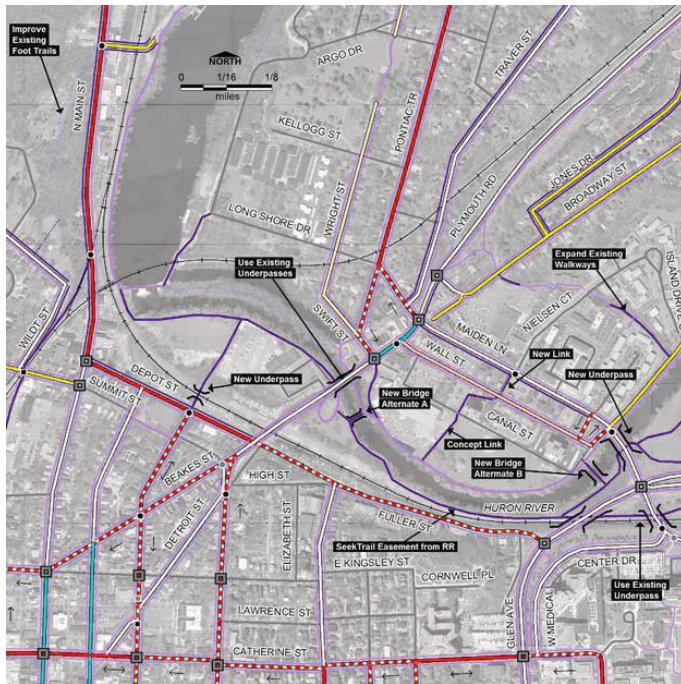
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c. Launch the Allen Creek Greenway and Complete the Border-to-Border Trail

The Allen Creek Greenway is a planned Active Transportation north-south link intended to connect people with each other and to businesses and events in three ways. It will provide a safe and attractive path linking neighborhoods to the downtown area of Ann Arbor in an area already heavily used by pedestrians. It will connect to the B2B trail at its northern terminus and to bicycle paths and bus lines throughout the downtown area. It will be available for commuting between Ann Arbor and surrounding Washtenaw County communities, including Saline, Ypsilanti, and Dexter.



The Allen Creek Greenway development will stimulate a mode shift, a change in transportation habits from individual automobiles to active methods (walking, biking, and potentially a commuter rail) on the part of a significant number of people—over 30,000 residents live within a mile of this corridor. An attractive, intelligently interconnected path to local places and events will encourage use of the Greenway, B2B Trail, and the greater Active Transportation system.



5. Making it Happen - Our Investment Strategy

2010 In the first year of our campaign, we will invest \$6 million to complete elements from the near-term recommendations in the city's Non-motorized Transportation Plan. We will also use two million dollars to fund design efforts moving connector projects forward, and we will provide up to \$500,000 for development and implementation of a public information and education campaign regarding the benefits of Active Transportation. Lastly, as rights-of-way become available along the Allen Creek Greenway, and for the Border-to-Border trail, or freeway crossings, up to \$2 million will be available for investment in property opportunities.



One million dollars will be used over the term of the program to develop and implement an Active Transportation monitoring system. The monitoring system will measure both the utilization of active transportation and the realization of community interest in continuing to expand the Active Transportation system beyond the areas included in this first round of investments.

2011 Continuing work and completion of near-term improvements will require an additional investment of approximately \$2-4 million. Work will begin on the South Main Street shared-use path, leading to another \$2 million of investment at the edge of the downtown area (and completing a significant element). We will now have a system linking north, south, east, and west paths at the intersection of Stadium Boulevard and South Main Street. Engineering design efforts for the next round of projects will require an additional \$2 million. Implementation of community connectors such as sidepaths under US 23 at Washtenaw and across the bridge on Ann Arbor-Saline Road will progress to construction in this time frame. These projects will require up to \$3 million in this timeframe. Additional investment along the Allen Creek Greenway Corridor, including design workshops and active community support for the corridor, will progress with another \$500,000 of education and outreach funding.

2012 -2014 In years three through five, approximately \$5 million per year will be invested to implement the community connectors. Included will be elements overcoming the Norfolk Southern corridor linking Ann Arbor to areas to the North and East along the B2B trail. Other major roadways such as State Street (over I-94) will receive investments. Ongoing project design and development will require a commitment of \$1 million during each of the years to assure that projects are designed and ready to go forward to construction. This will enable the Ann Arbor Area to maximize investments during this important five-year period.



Implementation of the Allen Creek Greenway Task Force Report's selected elements and Border-to-Border additions, as refined by the previous public process and property access opportunities, will require up to \$10 million. Continued education, outreach, and safety messaging to the community are budgeted at \$1 million dollars during this phase.

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Proposed Matching Funds

City of Ann Arbor - The city will continue to invest 5% of its Act 51 funds providing up to \$2 million of local investment to further this initiative during the grant period. Capital dollars from local millages will be considered as additional resources for this purpose. Assuming a millage of one percent will add another \$2.25 million over the five-year timeframe. Between \$50-100,000

annual road resurfacing millage will help expand the Active Transportation elements through strategic street repairs and reconstruction. The city will also look into creating a revolving fund for sidewalk construction. With 25 miles of sidewalk to be added for Active Transportation, the city may be able to recover some of the construction funds through assessments, and direct them to a revolving account to further expand the sidewalk system. Continued investment in ADA sidewalk ramps also adds to the city's contribution to Active Transportation improvements.

Washtenaw County – The county's Parks and Recreation and Public Health Initiatives anticipate adding another estimated \$500,000 per year. These funds will serve to increase the awareness of the benefits of Active Transportation and develop connections to further extend the Active Transportation area beyond the city's jurisdictional boundary.

State of Michigan – MDOT continues to serve as a key funding partner. As freeway bridges and underpasses are classified as state transportation facilities, it is assumed the state will contribute a fair share of the investments. At this time, \$1 million per year is the assumption of the State's contribution. State financial support for Active Transportation derives primarily from Transportation Enhancement funds. The 2010 Campaign Partners will need to confirm the state's commitment of funds as these initiatives move forward.

Nonprofit – The Allen Creek Greenway Conservancy, incorporated in 2008 as a Section 501(C)3 is ready to assist in a variety of ways. Anticipated fund-raising efforts in both cash and land resources could accrue millions of dollars that would be available to match public resources.

All totaled the local match is estimated as follows:

City	\$5M
County	\$2.5M
State	\$5M
Non-Profit	\$1M
Other funds	\$1M
Total.....	\$15M

For more information

Background documentation of Active Transportation plans, relevant research, and links to 2010 Active Transportation proposal partners are posted on the city's Web site at www.a2gov.org/ActiveTransportation.