



## CITY OF ANN ARBOR, MICHIGAN

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Office of the Mayor  
John Hleftje

June 9, 2010

The Honorable Pam Byrnes  
Chair, House Committee on Transportation  
State Capitol, Room 251  
PO Box 30014  
Lansing, MI 48909

Dear Chairperson Byrnes and Members of the Committee:

As Mayor of the City of Ann Arbor, I wish to express my support for HB 6151 and HB 6152, requiring a “complete streets” approach for the planning and construction of future transportation projects. The City of Ann Arbor has embraced a complete streets philosophy in its transportation planning and project delivery since the 1970s. For decades the city has maintained a strong commitment providing many means of mobility for all of our citizens.

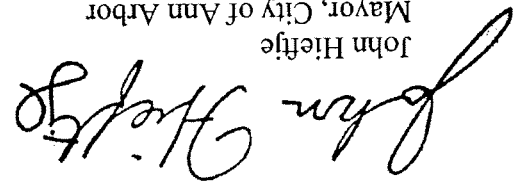
Specifically, I applaud the inclusion of public transit riders as an integral component of HB 6151’s proposed complete streets program. Transit service and access to transit service is a fundamentally important element of a comprehensive transportation portfolio. It’s only by extending our transportation system to include complete streets considerations can our state and communities realize positive economic growth and vitality.

In 1973, Ann Arbor voters passed a dedicated property tax millage to fund the Ann Arbor Transportation Authority (AATA). The AATA now has a ridership in excess of six million per year. These riders are part of the grease that keeps the transportation system in Ann Arbor working smoothly, even as our city’s workforce expands. The AATA’s entire fleet incorporates bicycle racks as well as features to accommodate riders with disabilities. These features reinforce AATA’s role as a transit provider in our “complete streets” community.

In 1992, Ann Arbor was among the first cities to create a comprehensive bicycle master plan. In 2007 through the adoption of the City of Ann Arbor Non-Motorized Transportation Plan, the city reaffirmed its commitment to complete streets. In the plan, we committed to “incorporate non-motorized best practices into all relevant policies, and all aspects and stages of planning available to the City and its partner organizations” as a primary goal. In accordance with the plan, the city commits five percent of its ACT 51 funding to support non-motorized projects with the goal of creating a citywide system of complete streets. The city has increased its bicycle lane network to nearly 50 lane-miles in the time since the plan’s adoption, and is in the process of adding 10 additional miles this summer. The city is also currently developing a resolution advocating the use of a “complete streets” evaluation framework for all future transportation projects to further cement its commitment to the philosophy.

Ann Arbor features a vibrant downtown with complete streets including a wide array of non-motorized and transit system elements. It is no surprise that approximately 40 percent of our residents use alternative means of transportation, walking, biking and transit to meet their daily mobility needs. The use of the "complete streets" philosophy in our planning and project development efforts has helped form the basis for Ann Arbor's success. The passage of HB 6151 and HB 6152 could assist other Michigan communities in experiencing similar successes.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "John Hieftje". The signature is fluid and cursive, with a large, sweeping flourish at the end.

John Hieftje  
Mayor, City of Ann Arbor