

Downtown Growth



WHERE WE ARE

The Ann Arbor Comprehensive Plan process is exploring the opportunity to expand the DDA boundary. This would better align with existing and future growth areas, ensure a high level of service and amenities in denser areas of the city, and support the city's ability to meet the community's values.

COMPREHENSIVE PLAN VISION



AFFORDABLE



EQUITABLE



SUSTAINABLE



DYNAMIC

WHAT WE HEARD

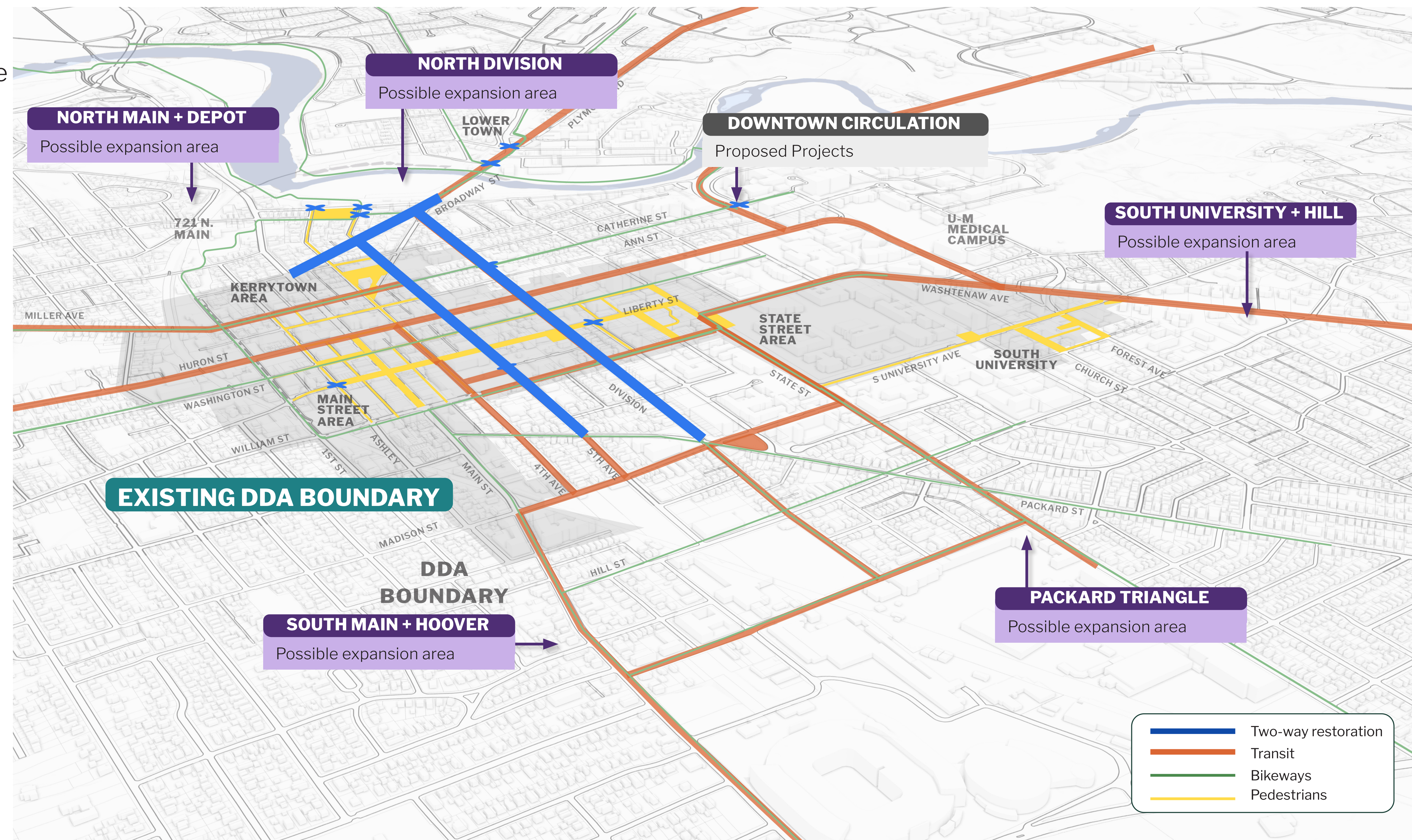
Comprehensive Plan engagement at the March and April public meetings showed **support for increased density in and around the downtown.**



With the **COMPREHENSIVE PLAN'S** plan for density and growth north or south of downtown, the City can leverage the DDA to provide amenities and invest in infrastructure, exporting the success from downtown to help grow and maintain the infrastructure improvements in these areas.

The **DOWNTOWN AREA CIRCULATION STUDY** identifies capital projects outside the DDA boundary that are critical to the vitality of downtown, and expansion of the DDA boundary would help fund those investments.

COMPREHENSIVE PLAN DENSITY + DOWNTOWN AREA CIRCULATION STUDY PROPOSED PROJECTS



The boundary for the DDA could expand to help address these unmet needs and help pay for improvements and maintenance for streets, infrastructure, placemaking, and affordable housing development.

Bicycle System



WHAT WE HEARD

The community has expressed a desire to see better connections to the downtown bikeway, key downtown destinations, and near-downtown areas including the riverfront, Border-to-Border Trail (B2B), and the U-M medical campus.

WHY WE NEED A BIKEWAY NETWORK

1 Typically, **30% of people** in the community **do not have access to a car** due to age, ability, or other socioeconomic factors. Others choose not to own a car and to walk, bike, or ride the bus for health, environmental or other personal reasons.

These people all need ways to be able to safely and comfortably get to destinations such as work, school, or other important places without relying on a car.

2 The **comfort of a given bicycle route** is directly tied to the type of bicycle facilities and roadway conditions

Conventional bike lanes, less than 15% of able-bodied riders willing to bike. With **separated bikeways**, typically **60% or more** of able-bodied **bicycle riders** are willing to bike.

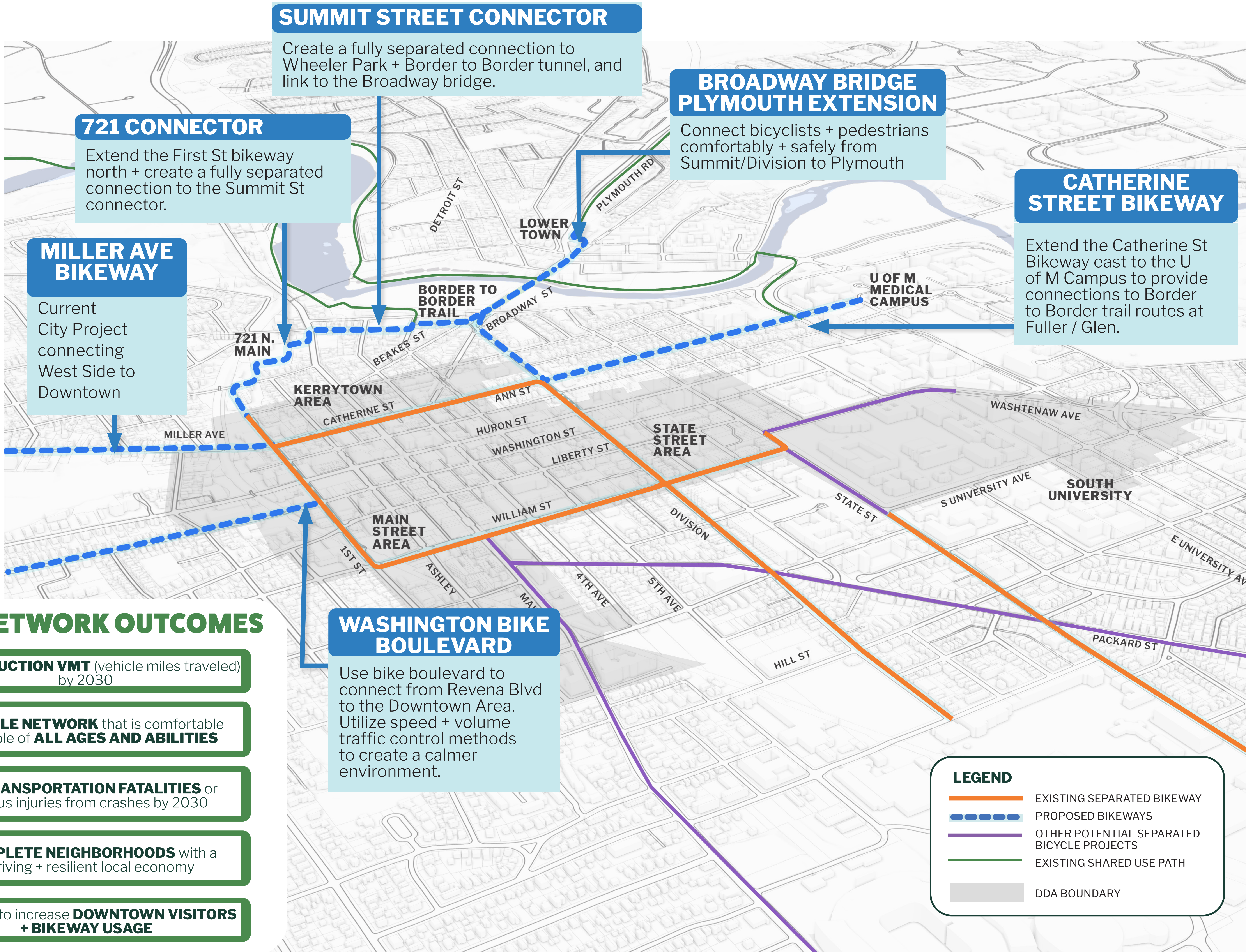
3 By **building a connected network of separated bikeways** that provide access throughout downtown within 1 - 2 blocks and are connected to adjacent neighborhoods, **more people will have greater access** to comfortable facilities and the jobs, services, and amenities downtown.

- More people biking....**
- ✓ Slows speeds and improves safety for everyone
 - ✓ Reduces the number of cars on the road
 - ✓ Reduces carbon emissions
 - ✓ Improves access and choices for all

DDA GOALS

- Support a robust, diverse population + a livable downtown**
- Equitable, just access for all people**
- Safe, comfortable streets**
- Connected community with inviting + active public spaces**
- A resilient + sustainable downtown**
- Thriving + diverse local economy**

BUILDING ACCESS TO A SAFE AND COMFORTABLE BICYCLE SYSTEM THROUGHOUT DOWNTOWN ANN ARBOR + CONNECTING TO NEIGHBORHOODS.



BIKE NETWORK OUTCOMES

- 50% REDUCTION VMT** (vehicle miles traveled) by 2030
- A **BIKEWAY NETWORK** that is comfortable for people of **ALL AGES AND ABILITIES**
- NO TRANSPORTATION FATALITIES** or serious injuries from crashes by 2030
- COMPLETE NEIGHBORHOODS** with a thriving + resilient local economy
- Continue to increase **DOWNTOWN VISITORS + BIKEWAY USAGE**

Transit Enhancements



INCREASING ACCESS, FREQUENCY, AND RELIABILITY OF ANN ARBOR'S TRANSIT SYSTEM TO LOCAL AND REGIONAL DESTINATIONS.

WHAT WE HEARD

The community recognizes the crucial role of transit in enhancing mobility and supporting the business environment. We heard strong support for increasing the frequency and efficiency of transit services through improved transit infrastructure.

WHY WE NEED TRANSIT IMPROVEMENTS

1 The city of Ann Arbor is **growing** and its institutions will continue to draw an increasing number of people to live, work, and study in Ann Arbor. **Many people choose to drive over riding the bus**, because bus travel isn't as convenient as driving today for many trips.

If we don't invest in transit, and more people continue to drive, **both taking the bus and driving will take longer for everyone, decreasing our quality of life.**

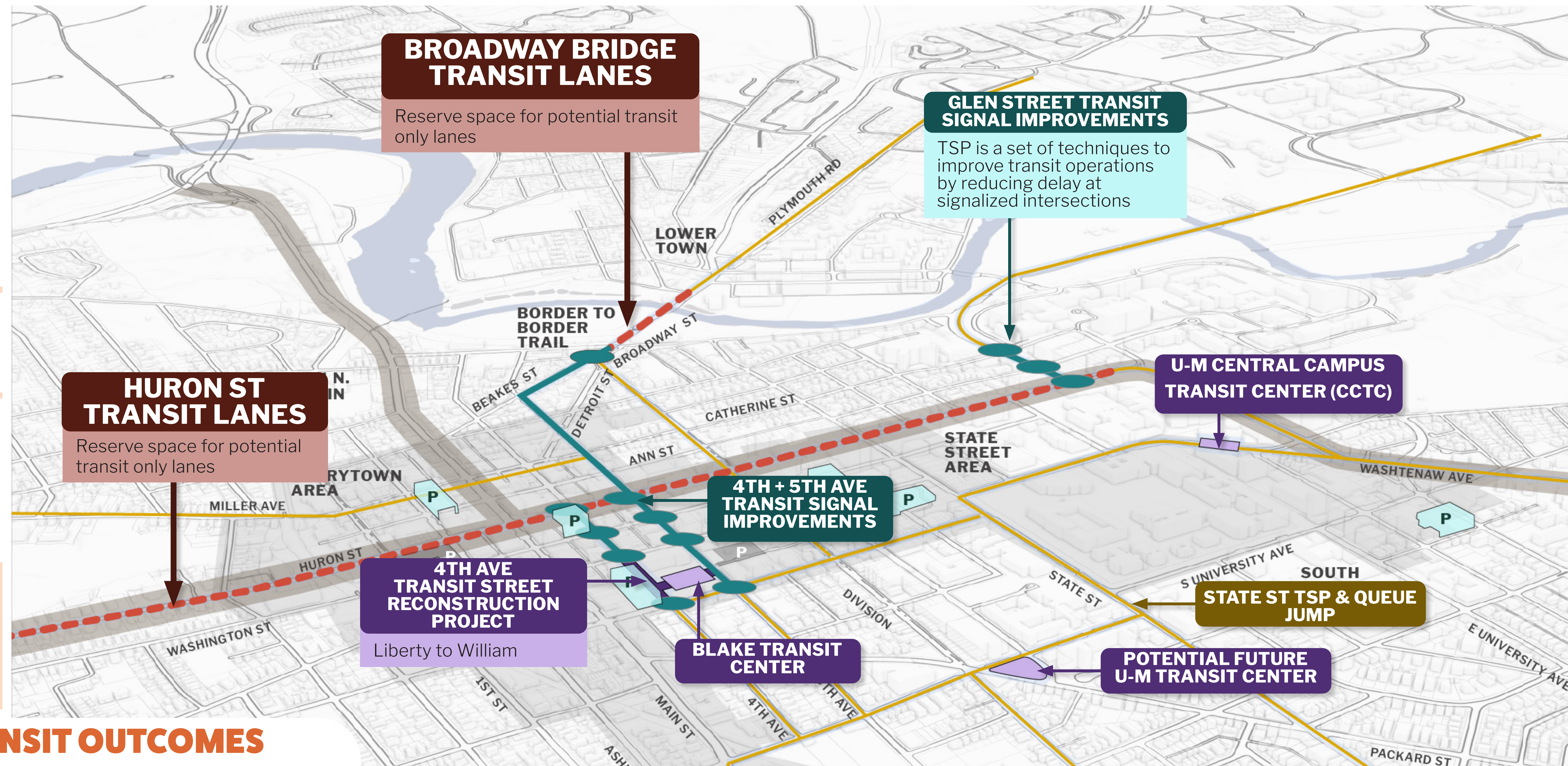
2 With the growing population there is opportunity to increase bus service and reliability, making it easier for everyone to choose other transportation modes.

3 More than **50%** of those who are **experiencing poverty face transportation insecurity**. Typically, **30%** of people in the community **do not have access to a car** due to age, ability, or other socioeconomic factors.

Enhancing transportation services will support creating equitable access for all people by helping to alleviate transportation insecurity issues

More people taking the bus...

- ✓ Increases our physical and mental health
- ✓ Creates investments in the local economy
- ✓ Reduces carbon emissions
- ✓ Improves access and choices for all

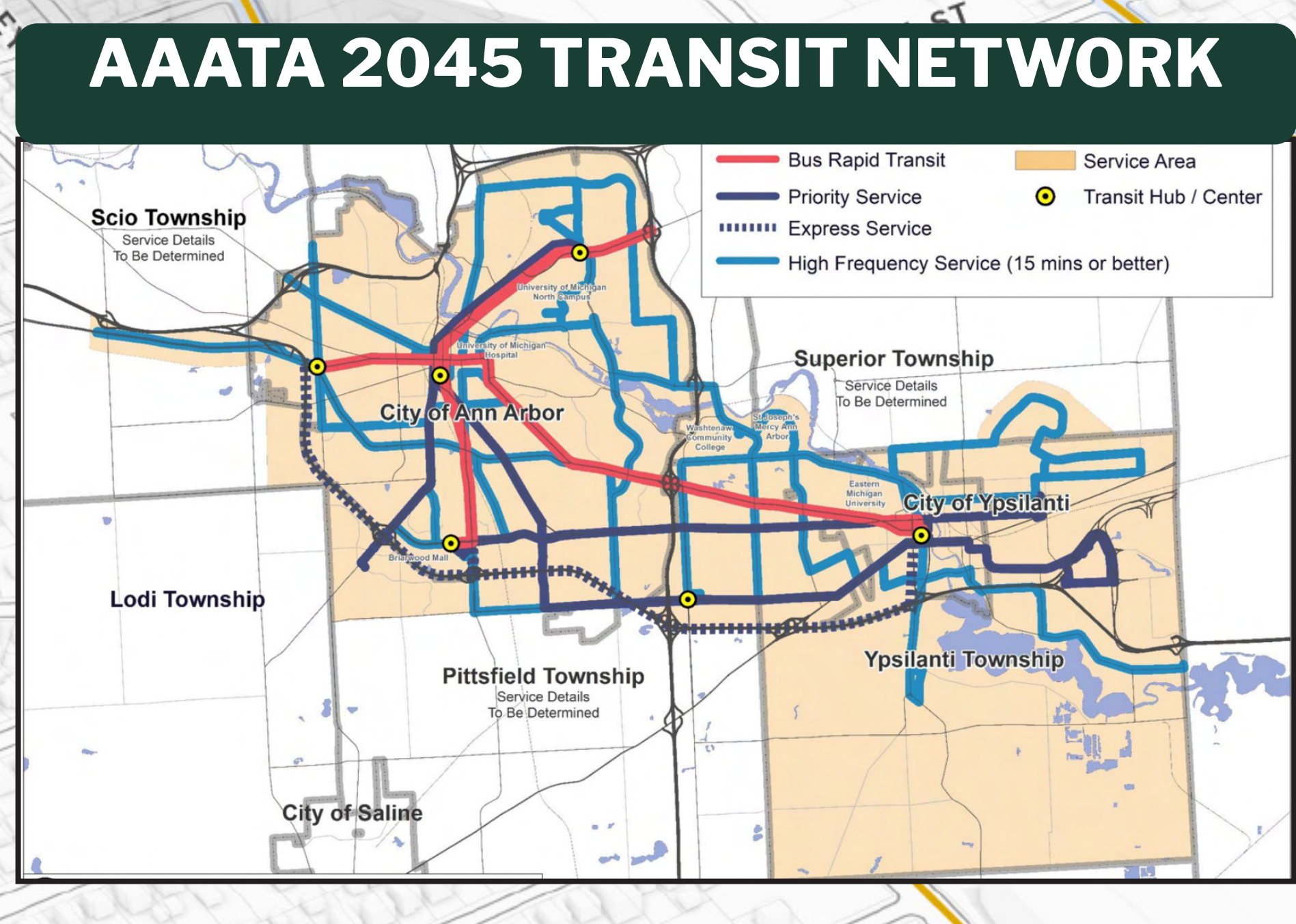


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TRANSIT OUTCOMES

- 50% REDUCTION VMT** (vehicle miles traveled) by 2030
- A TRANSIT NETWORK** that is safe, accessible, and comfortable for people.
- NO TRANSPORTATION FATALITIES** or serious injuries from crashes by 2030
- COMPLETE NEIGHBORHOODS** with a thriving + resilient local economy
- Continue to increase **DOWNTOWN VISITORS + TRANSIT RIDERSHIP**



LEGEND

- FUTURE TRANSIT IMPROVEMENTS TO SUPPORT BRT / PRIORITY SERVICES
- TRANSIT ROUTES WITH TSP (TRANSIT SIGNAL PRIORITY IS A SET OF TECHNIQUES THAT REDUCES DELAYS AT SIGNALIZED INTERSECTIONS)
- OTHER KEY TRANSIT STREETS
- TRANSIT HUBS
- STREET RECONSTRUCTION
- DDA BOUNDARY
- TRUNKLINE STUDY CORRIDORS

Street Network



WHAT WE HEARD

The community supports a two-way restoration of Fifth & Division (and Beakes), as it enhances navigation, route directness, safety, and speed management. Overall support for improved wayfinding, slow speeds, and safer, more comfortable streets for everyone.

WHY WE NEED TWO-WAY STREETS

1 The city of Ann Arbor is growing and its institutions will continue to draw an increasing number of people to live, work and study in Ann Arbor. One-way streets prioritize vehicle flow at the expense of flexibility and ease of navigation, as they require drivers (buses, cars, etc.) to take indirect routes to reach their destinations. They also create confusion for visitors.

With more people either living in or visiting the city, creating an Ann Arbor that is easy to navigate encourages engagement with local culture, institutions, and business establishments.

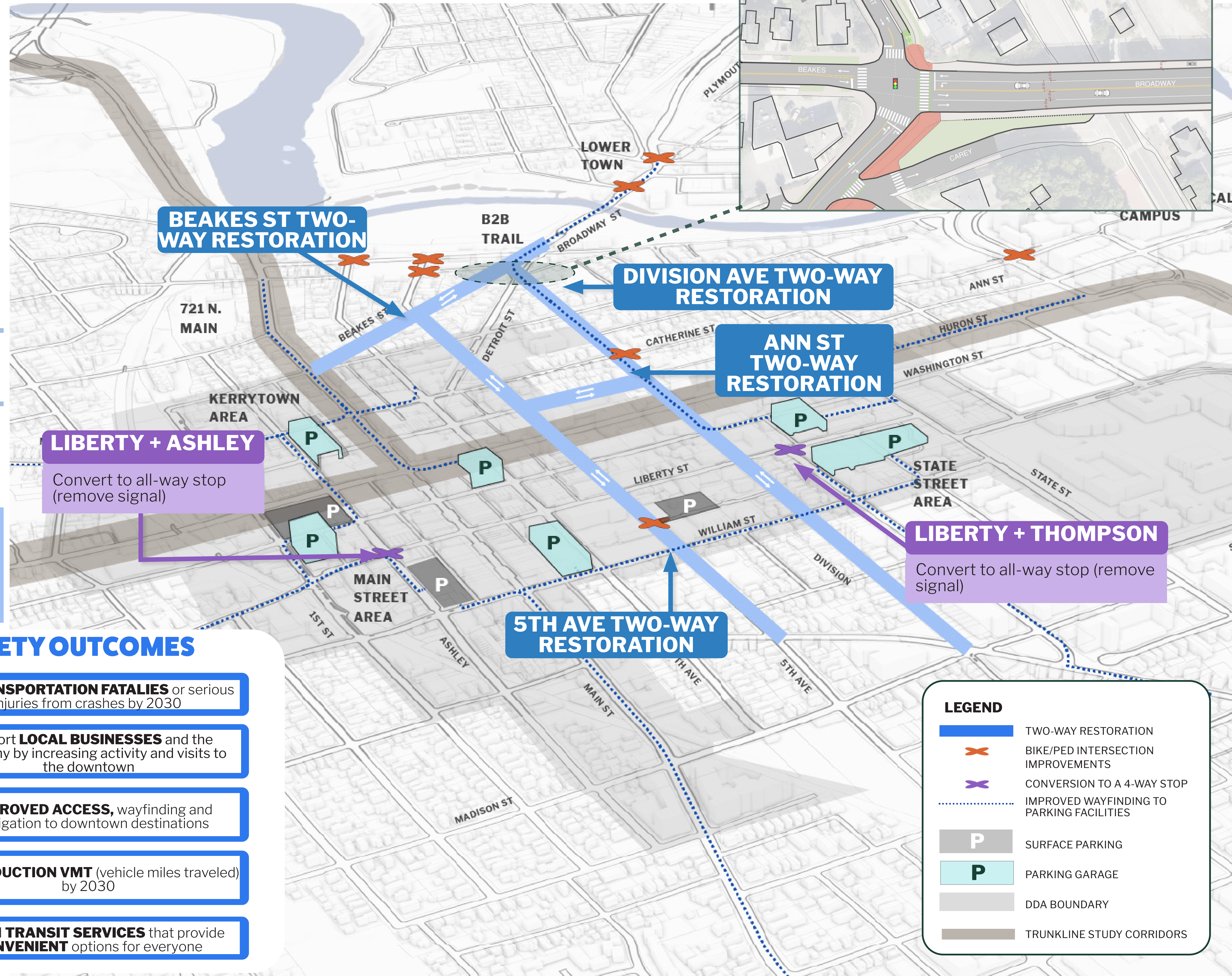
2 One-way streets can make traffic flow faster, while two-way streets slow it down. By restoring our roads, we improve safety for everyone, better accommodate multimodal travel, and increase livability.

3 Two-way street conversions can significantly boost economic growth by making areas more accessible and creating a more comfortable pedestrian environment. This allows people to explore local businesses more easily, which in turn creates a vibrant and thriving local economy.

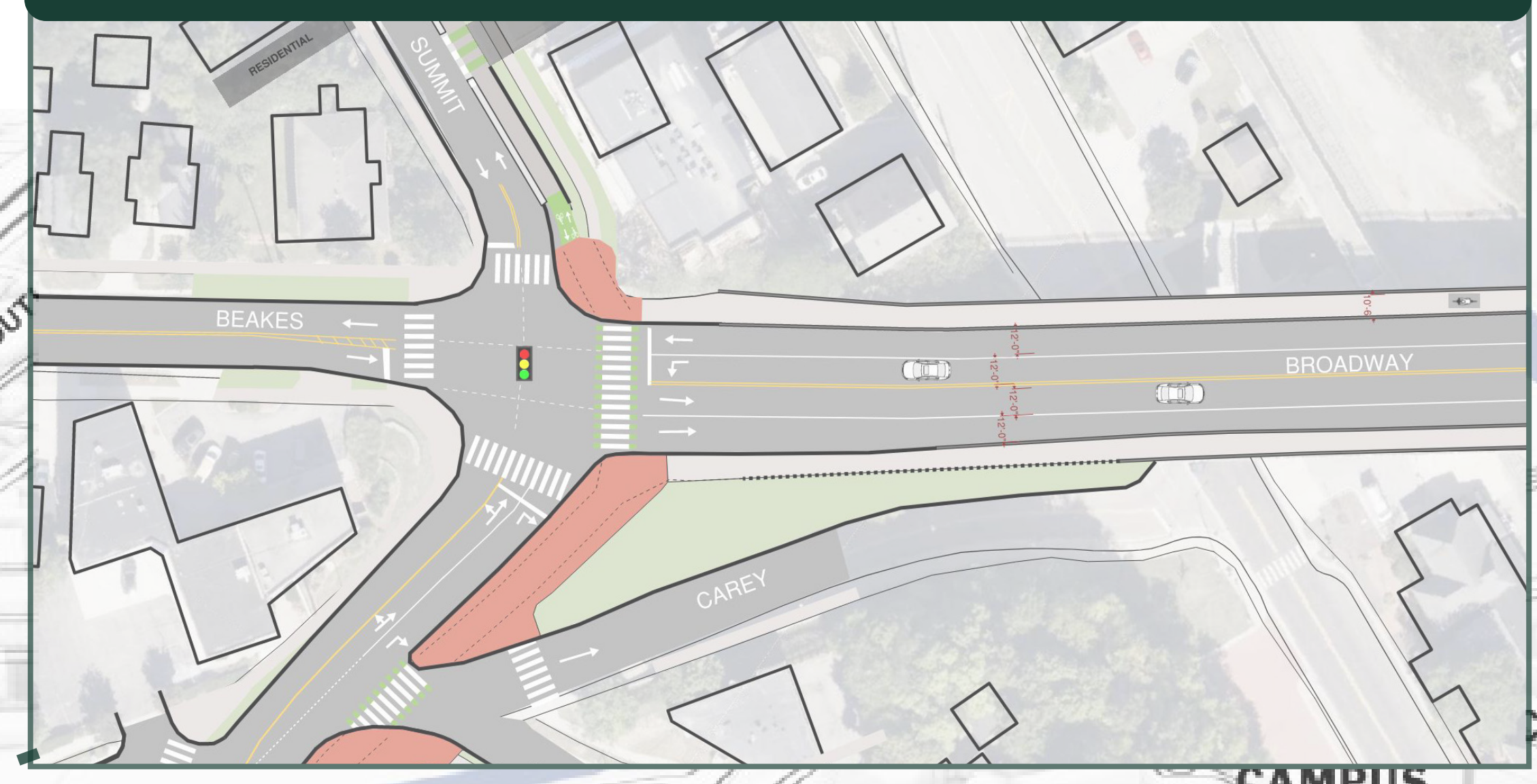
Restoring two-ways...

- Increases economic benefits
- Enhances navigation and accessibility
- Improves safety
- Improves access and choices for all

ENHANCING NAVIGATION, SAFETY, AND SPEED MANAGEMENT WITH TWO-WAY RESTORATION.



BROADWAY INTERCHANGE POTENTIAL RECONFIGURATION TO SIGNALIZED INTERSECTION



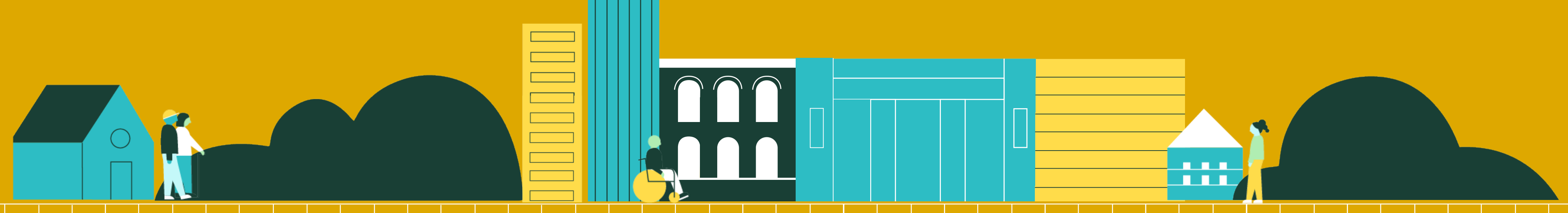
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SAFETY OUTCOMES

- NO TRANSPORTATION FATALIES** or serious injuries from crashes by 2030
- Support **LOCAL BUSINESSES** and the economy by increasing activity and visits to the downtown
- IMPROVED ACCESS**, wayfinding and navigation to downtown destinations
- 50% REDUCTION VMT** (vehicle miles traveled) by 2030
- Bus and **TRANSIT SERVICES** that provide **CONVENIENT** options for everyone

Pedestrian Environment



WHAT WE HEARD

The community expressed a desire to create better systems for navigating and engaging with downtown. Additionally, many want to see an increase in spaces and activities that allow all people to enjoy and stay in the downtown area for longer periods of time.

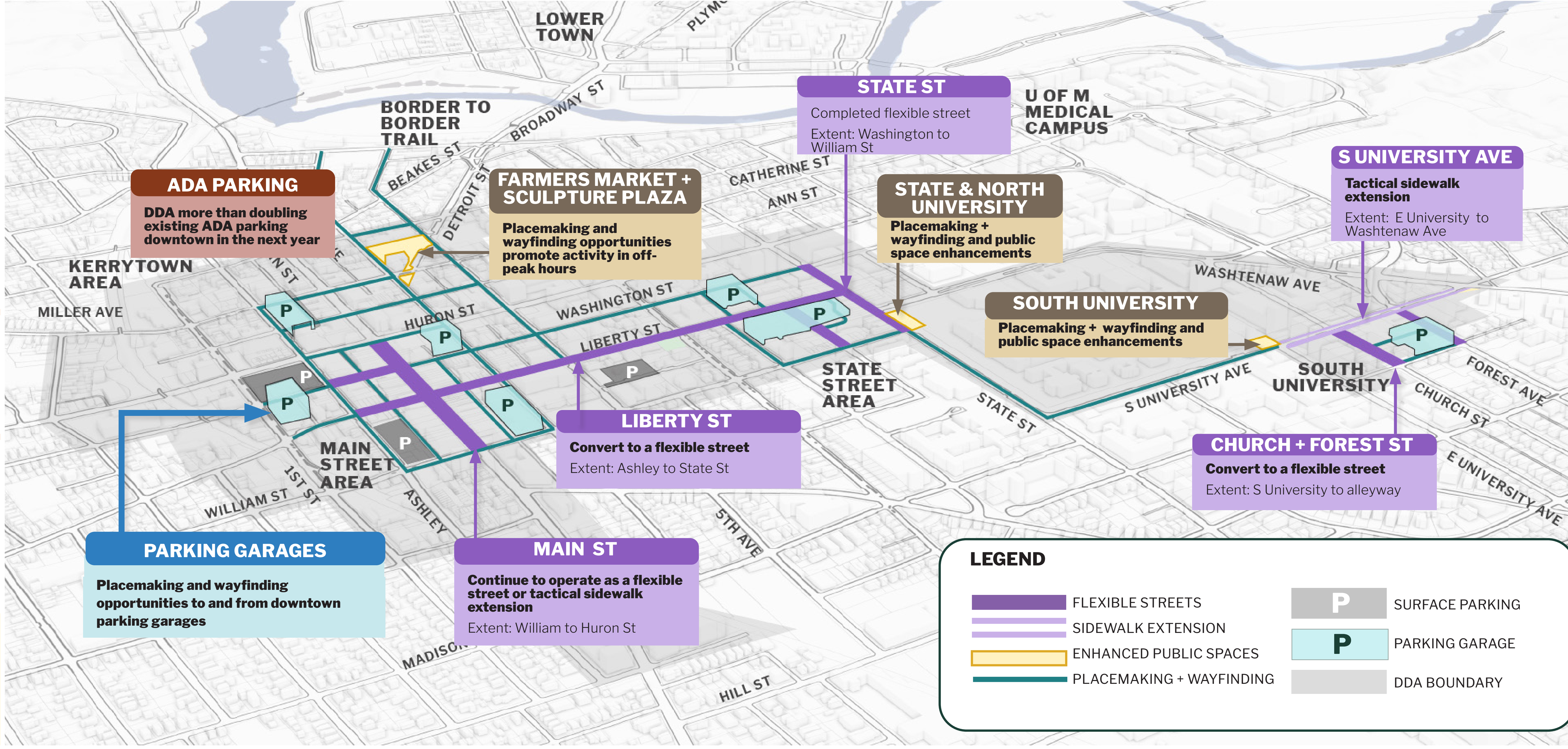
WHY WE NEED VIBRANT PEDESTRIAN ENVIRONMENTS

- In 2023, the US Surgeon General declared an **epidemic of loneliness and isolation**. Mitigation strategies include several recommendations to increase social connection through public infrastructure and activities
- Many communities have shown that investments in the pedestrian environment increase the number of people in the space, which **promotes safety and reduces crime**.
- Studies have shown that in downtown areas, **many shoppers' actual and preferred way of getting around is** through a comfortable environment **outside of their vehicles**. Cities around the United States have shown a strong correlation between **public space investments with regularly programmed activities** and **strong economic growth**.

Enhanced pedestrian environments ...

- ✓ Increase economic benefits
- ✓ Enhance navigation and accessibility
- ✓ Improve safety
- ✓ Improve access and choices for all

SUPPORT A VIBRANT DOWNTOWN BY ENHANCING INFRASTRUCTURE TO PROMOTE ACTIVITY, ENSURE SAFETY, FOSTER INCLUSIVITY, AND ENCOURAGE ECONOMIC GROWTH.



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PEDESTRIAN OUTCOMES

- A DIVERSE, WELCOMING, AND ENGAGED COMMUNITY
- IMPROVED ACCESS, wayfinding, and navigation to downtown destinations
- Continue to increase VISITOR + USAGE NUMBERS
- COMPLETE NEIGHBORHOODS with a thriving + resilient local economy
- Supports GREEN INFRASTRUCTURE and PUBLIC HEALTH

ENHANCEMENTS TO THE PEDESTRIAN ENVIRONMENT

DDA FOCUS - INFRASTRUCTURE INVESTMENTS

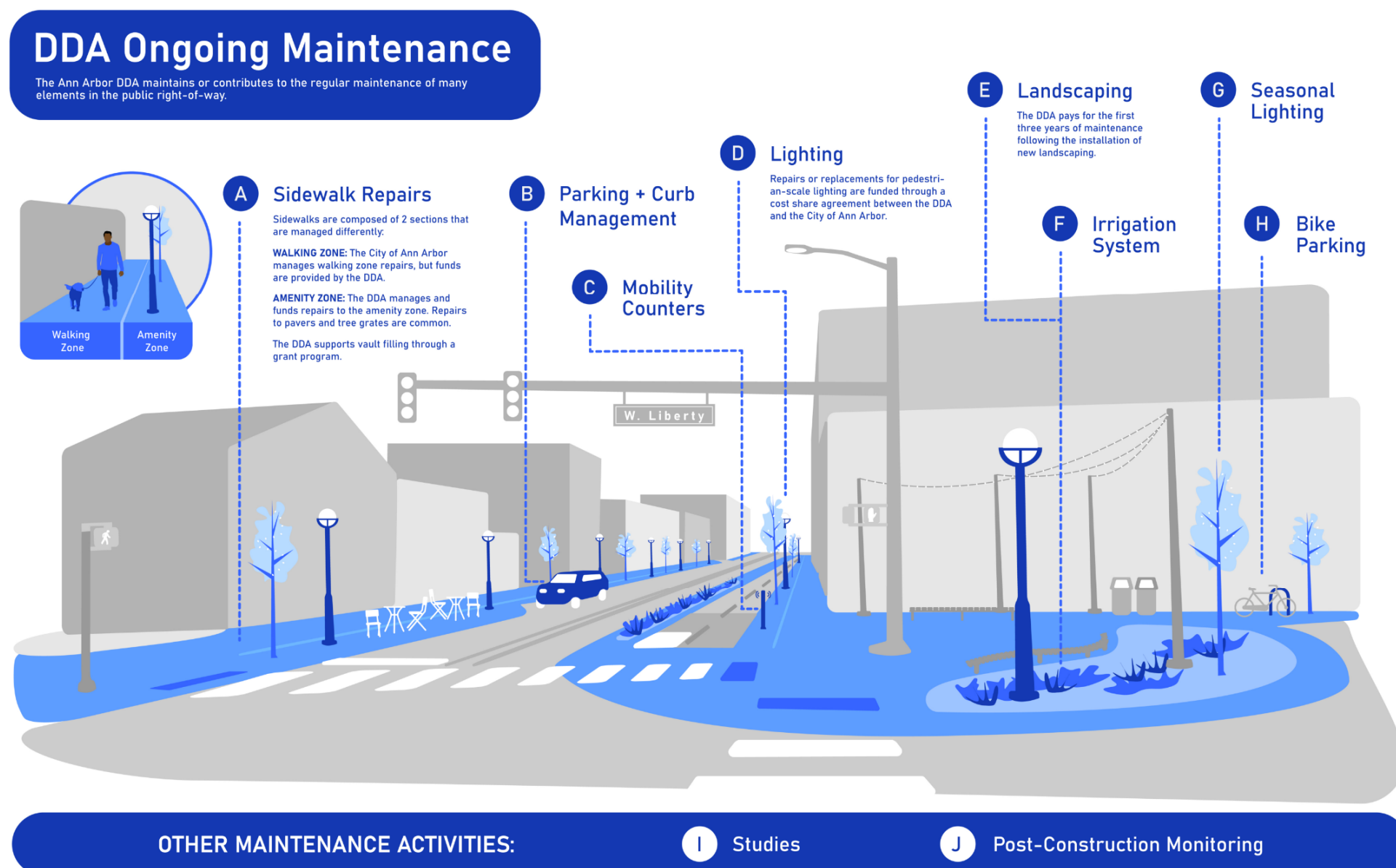
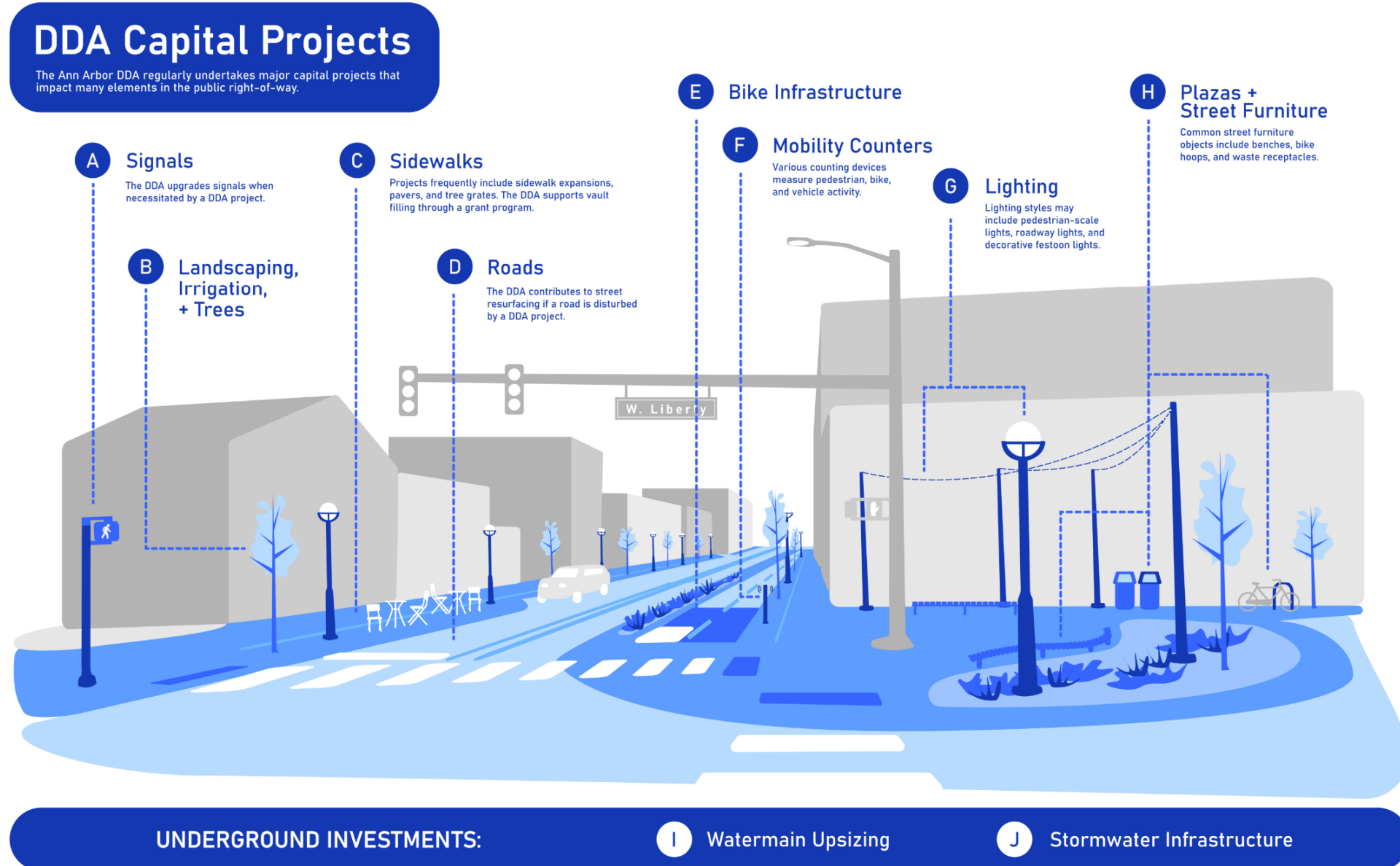
- FLEXIBLE STREETS** (Image of a street with outdoor seating)
- ENHANCED PUBLIC SPACES** (Image of a public square with people sitting on a bench)
- PLACEMAKING + WAYFINDING** (Image of a 'London Bridge' street sign)
- SEASONAL STREETS + ACTIVATION** (Image of a busy street with outdoor cafe seating)

BUSINESS ASSOCIATION FOCUS

ABOUT THE DDA (Downtown Development Authority)

WHAT ARE DDAs?

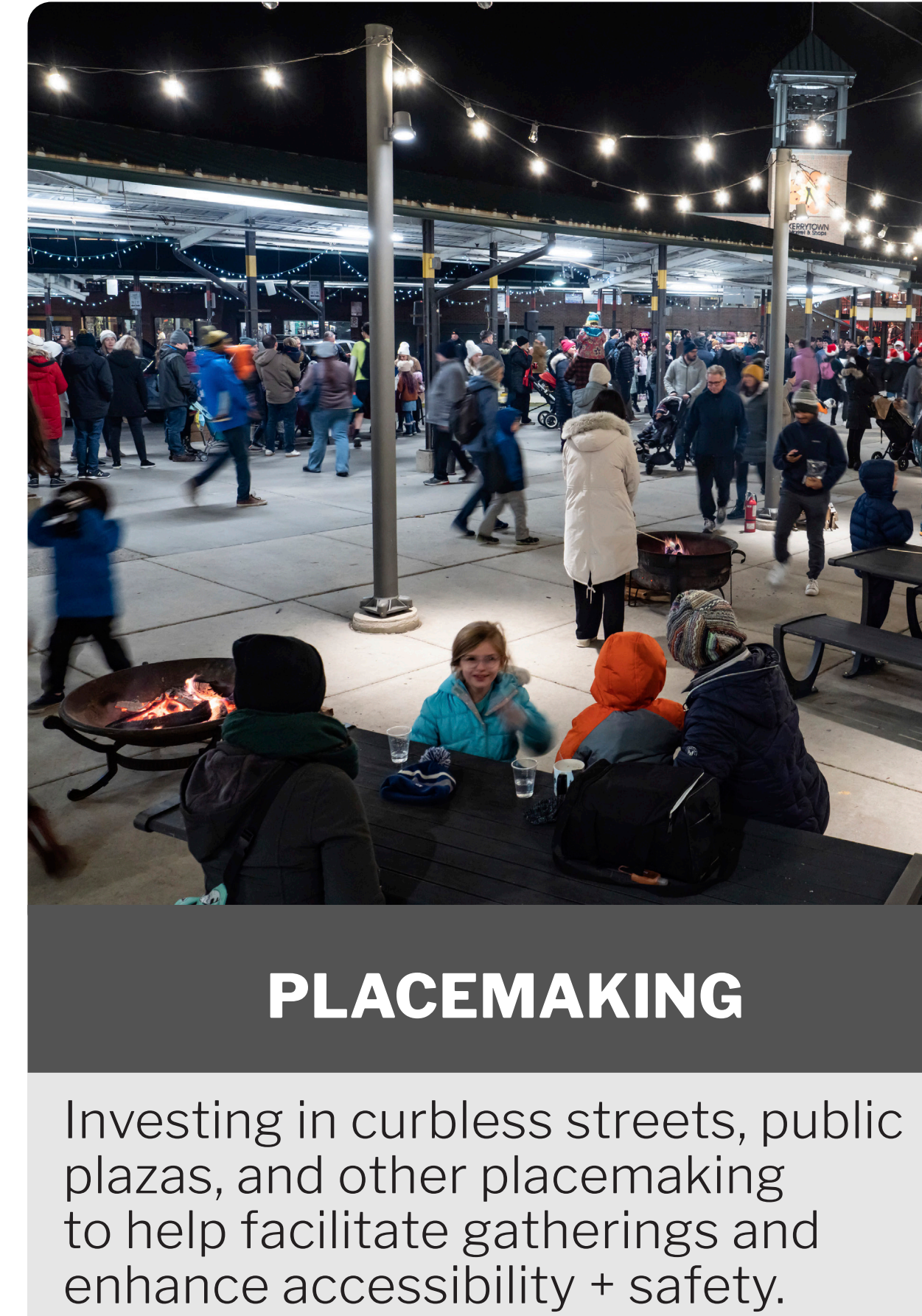
Downtown Development Authorities (DDAs) are special-purpose entities created by local governments to improve or enhance downtown areas. They focus on values-driven infrastructure, creating a high quality of place, and growing the overall vitality of downtown areas.



WHAT IS TAX INCREMENT FINANCING

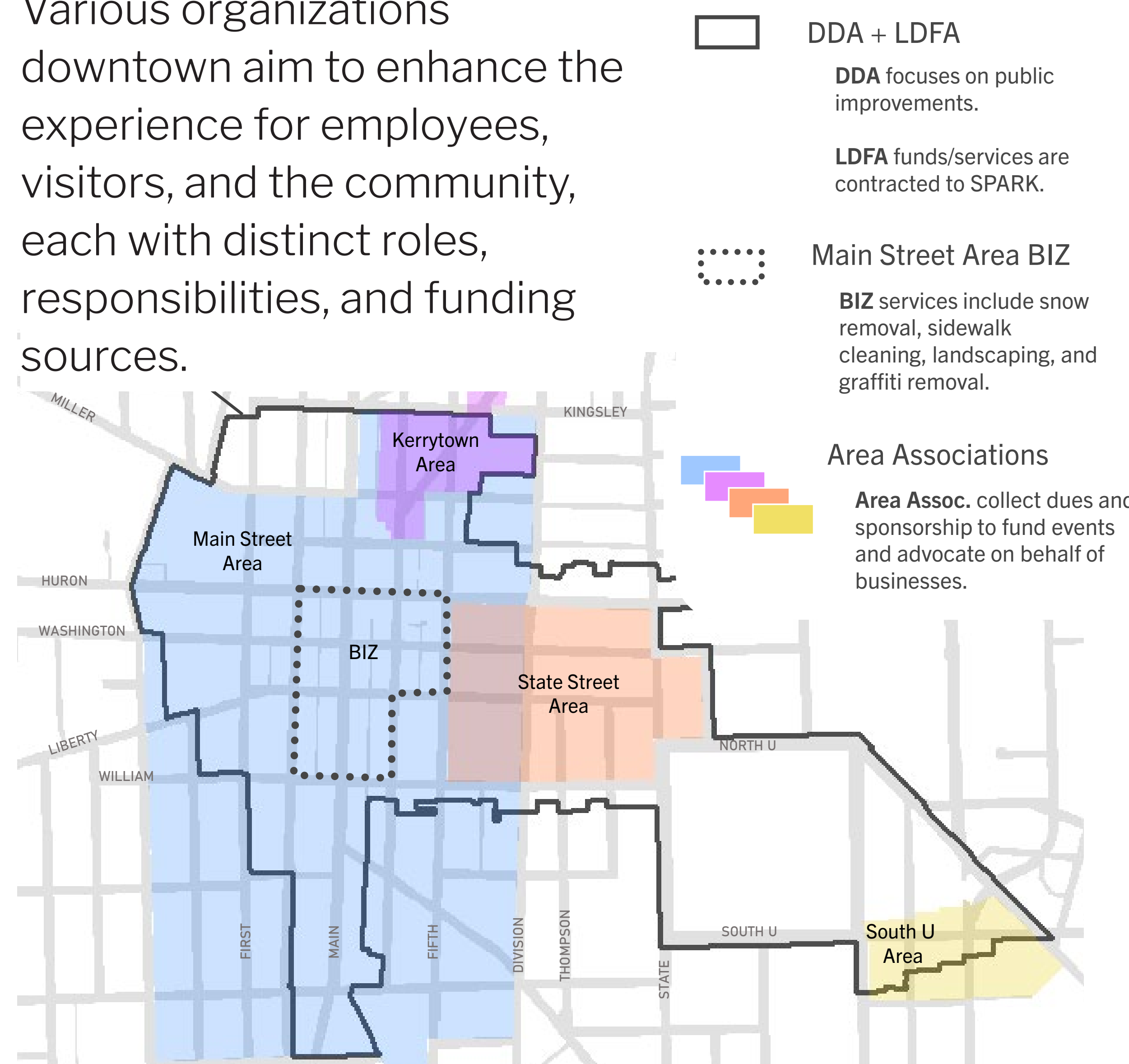
The capture of a portion of taxes within an established district to fund capital improvements. TIF is the only revenue sharing tool in Michigan to fund downtown infrastructure. **TIF is the primary way the Ann Arbor DDA projects are funded.**

EXAMPLES OF ANN ARBOR DDA PROJECTS



ADDITIONAL DOWNTOWN ORGANIZATIONS

Various organizations downtown aim to enhance the experience for employees, visitors, and the community, each with distinct roles, responsibilities, and funding sources.



DDA CAP + WHAT THEY COULD HELP PROVIDE?

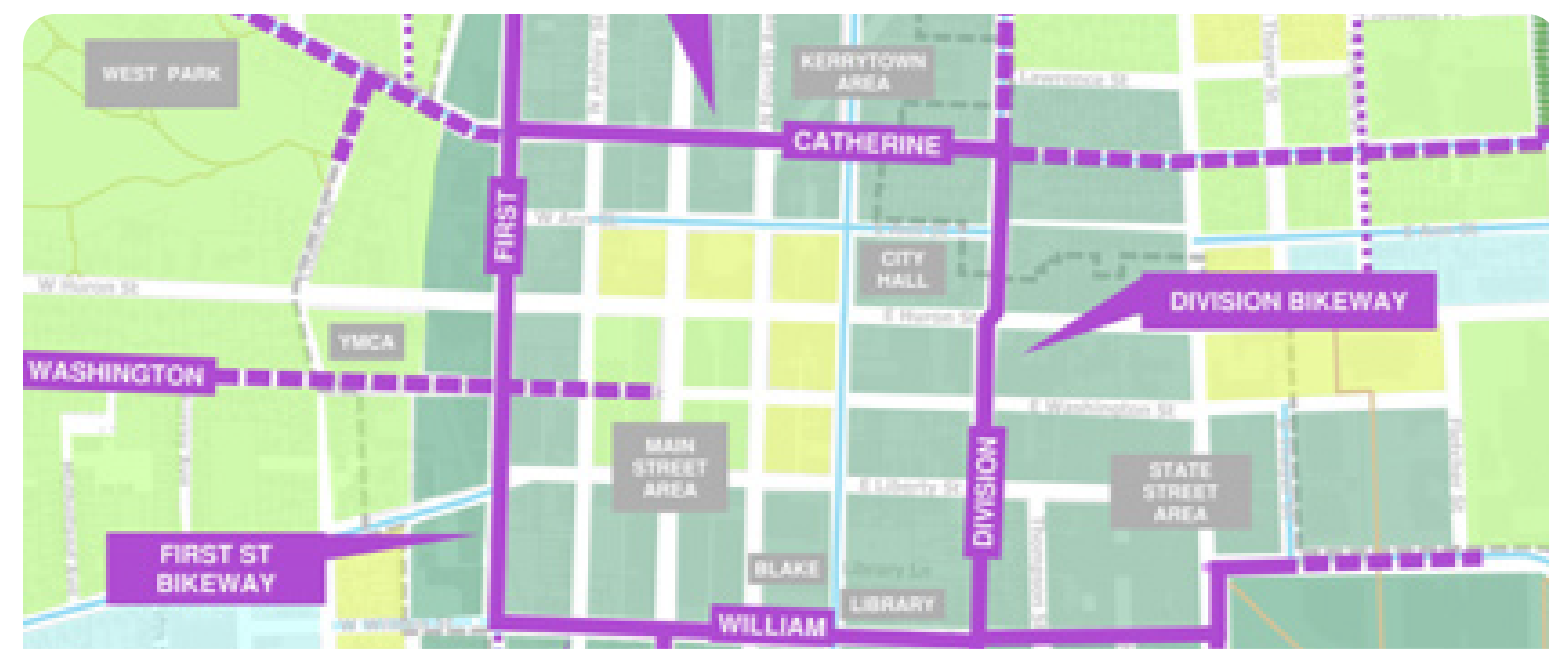
In 2013, the Ann Arbor City Council voted to cap the DDA's funding starting in 2017. This restriction limits the funds available for investing in downtown infrastructure and maintenance. As inflation outpaces changes in DDA revenue, the DDA can implement fewer projects over time.

These services have been identified as **priorities that the DDA could take on only if this funding model is adjusted:**

- Landscape maintenance
- Sidewalk ramp, bus stop, and bench snow removal
- Graffiti and handbill removal
- Public restroom service
- Event barricades
- Sidewalk sweeping and cleaning w/ high visitor volume
- Delineator maintenance
- Alley power washing

RECOMMENDATION TYPES

BICYCLE SYSTEM



CONNECTED LOW-STRESS NETWORK

Balance access and coverage of the low-stress network through and to the downtown.



SEPARATED BIKEWAYS

Utilize separated bike lanes and enhanced intersection treatments to create comfortable facilities.



BICYCLE BOULEVARD

Design road for comfortable bicycle through trips while accommodating local vehicle trips. Slow speed; low volume.



SHARED-USE TRAIL

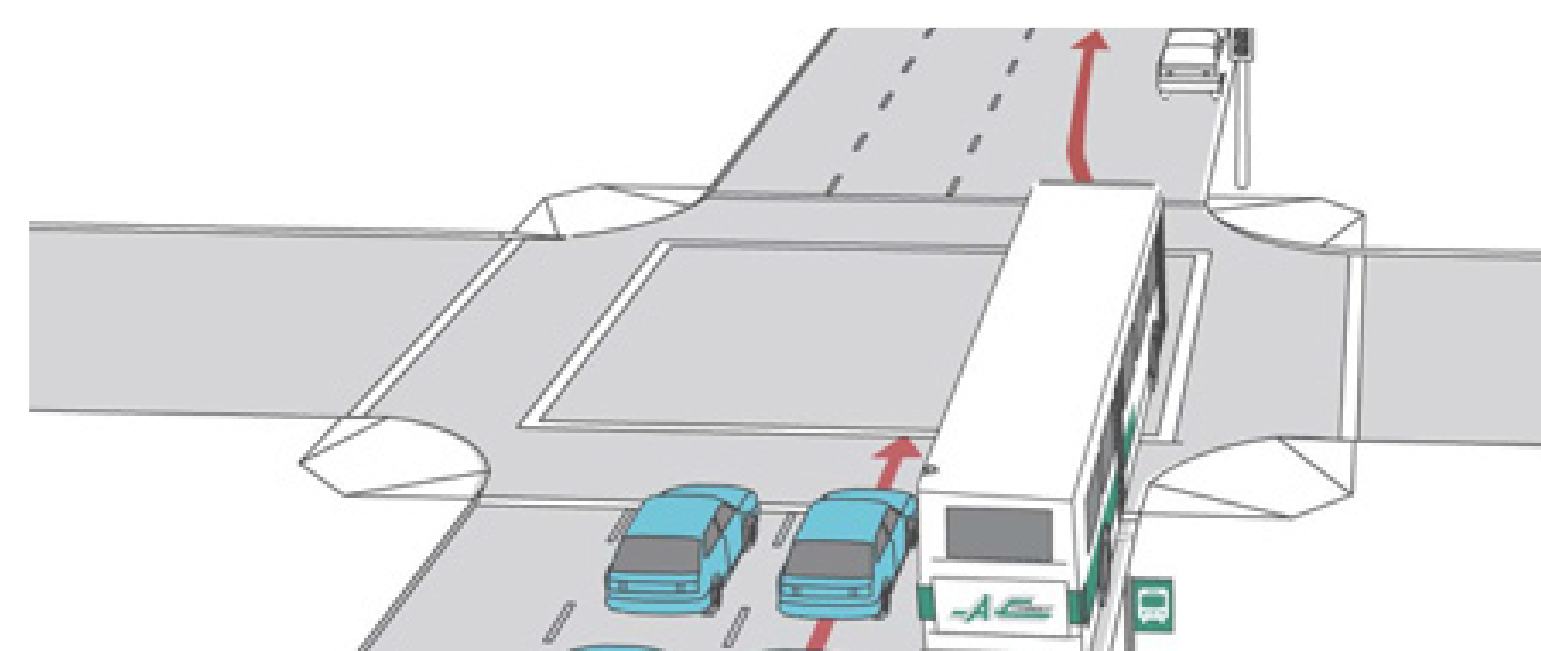
A versatile path designed to accommodate multiple types of non-motorized users separate from a roadway.

TRANSIT ENHANCEMENTS



TRANSIT SIGNAL PRIORITY (TSP)

Technology that signals to detect buses and adjust signal timing to better enable buses to more reliably clear intersections.



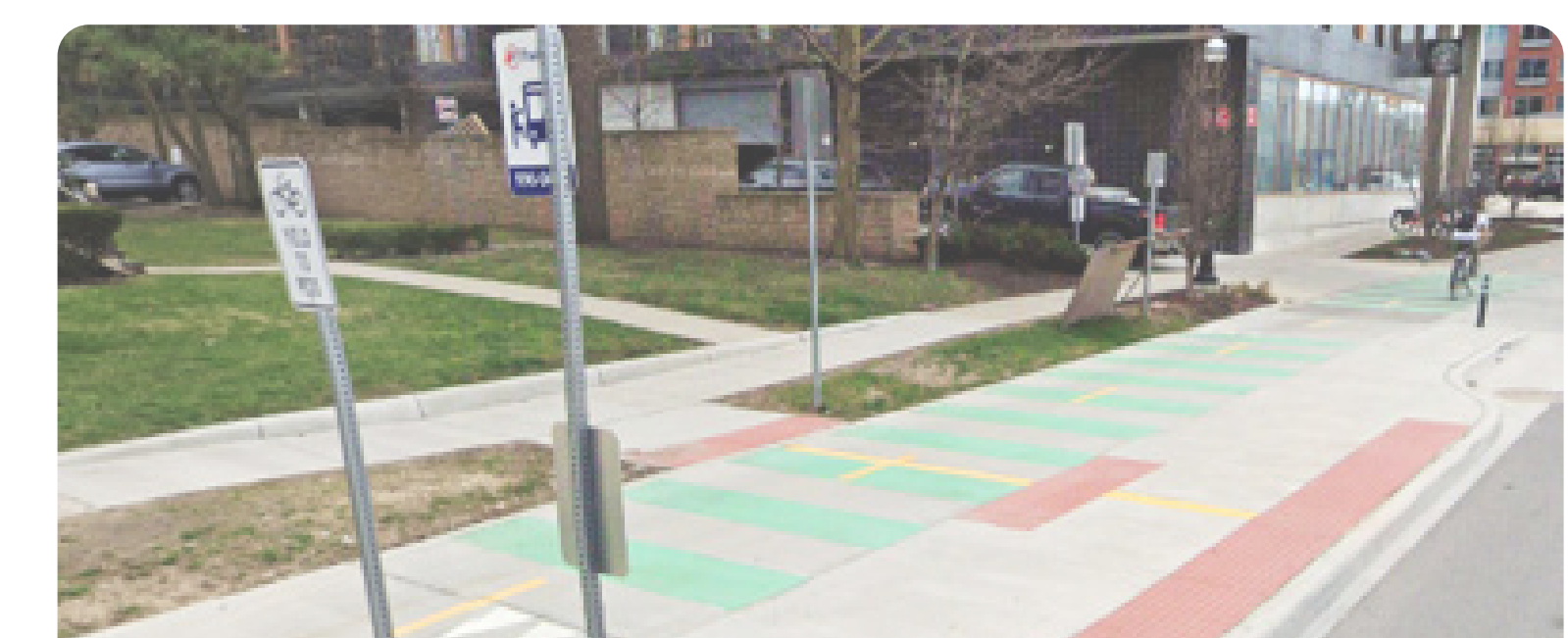
TRANSIT QUEUE JUMP LANES

Special lanes approaching intersections that allow buses to "get to the front of the queue" at a signal. Often used with TSP.



TRANSIT ONLY LANES

Dedicated transit lanes along a street. Most often used in conjunction with Bus Rapid Transit (BRT) for faster and reliable service.



TRANSIT STOP ENHANCEMENTS

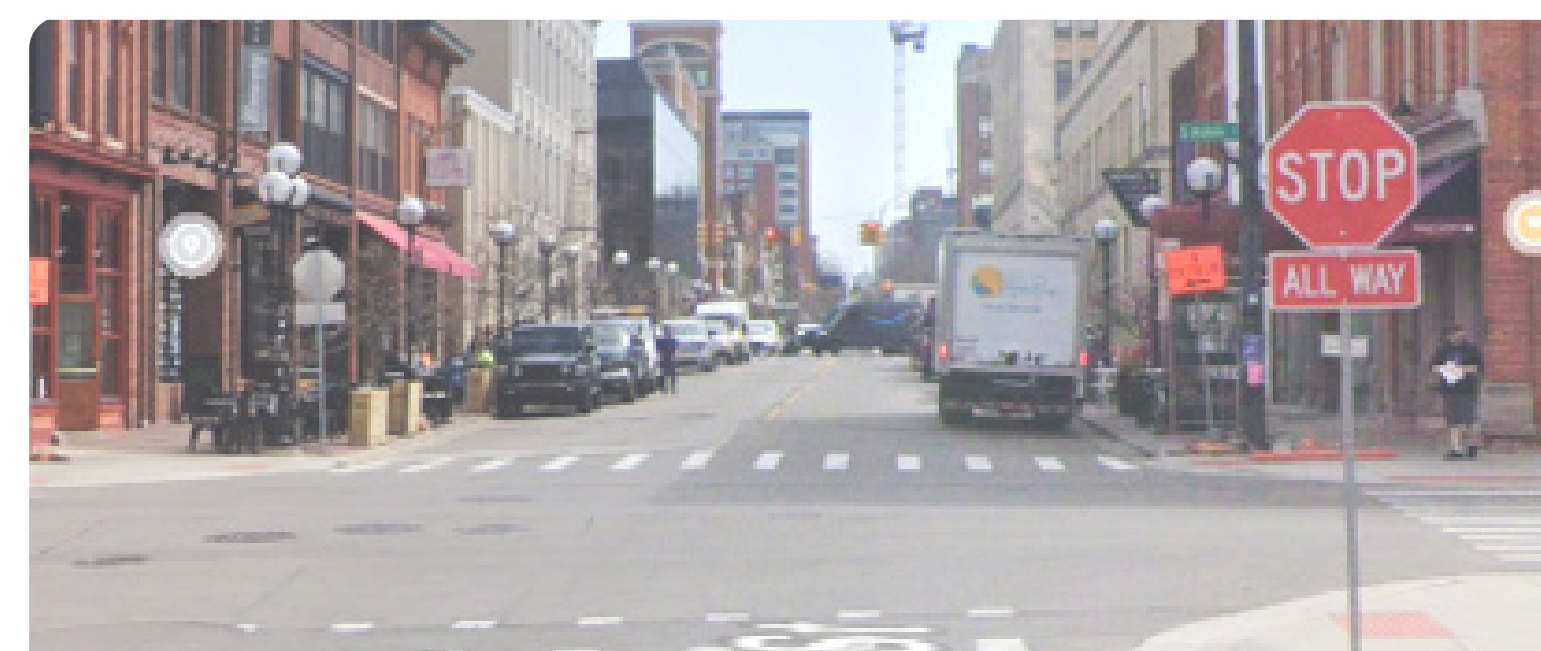
Improvements to streets and transit stops to provide more comfortable spaces for passengers.

STREET NETWORK



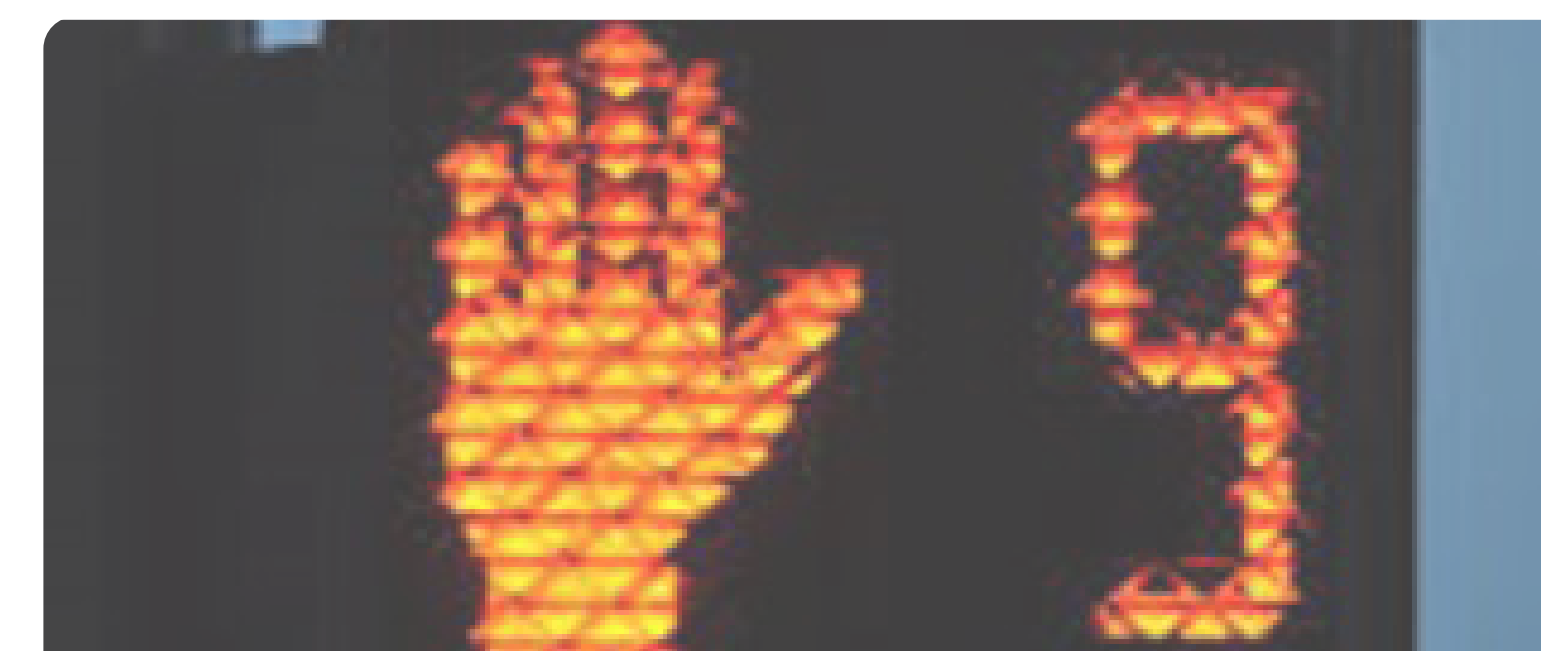
TWO-WAY STREET RESTORATIONS

Two-way streets are slower and safer for all users and improve ease of navigation in the downtown.



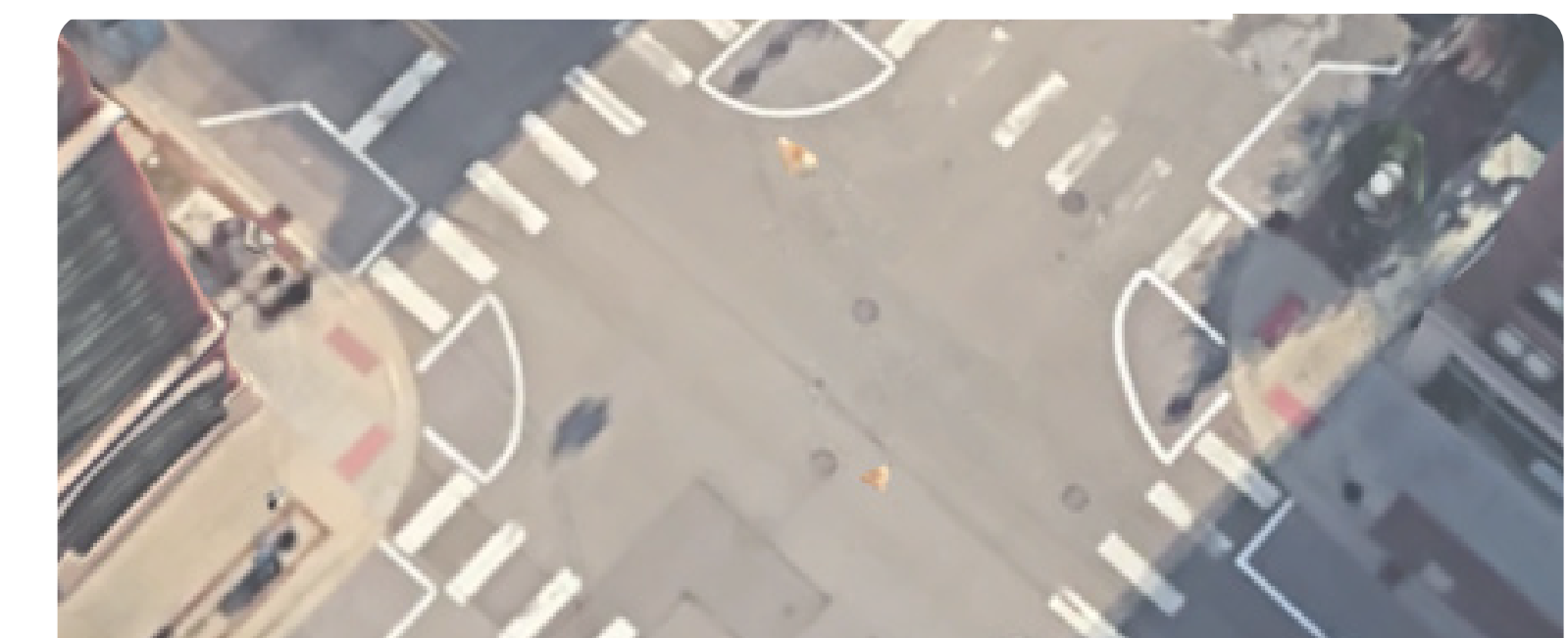
ALL-WAY STOP CONVERSIONS

Signal warrant analysis to determine where removing signals and establishing all-way stops improves safety and comfort.



SIGNAL ENHANCEMENTS

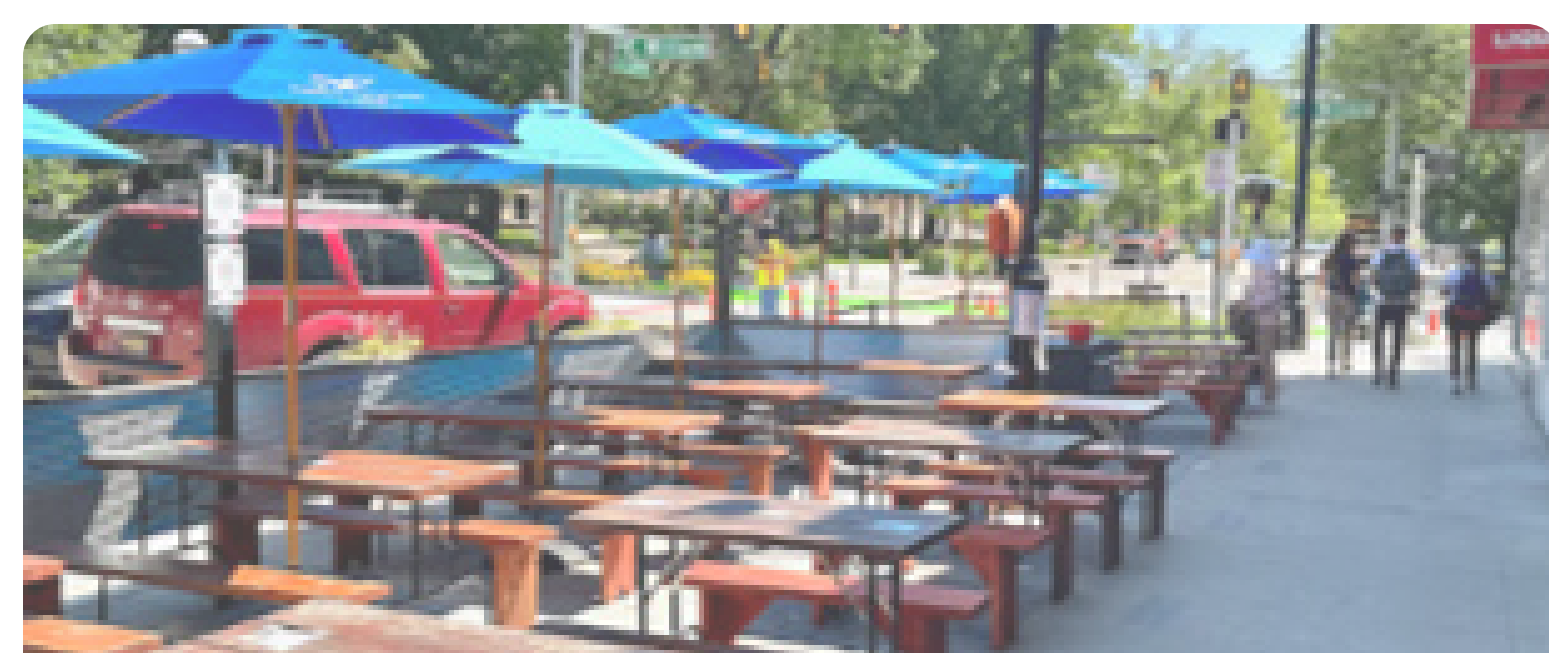
Countdown pedestrian signals, leading pedestrian intervals (LPIs), timing adjustments for safety.



INTERSECTION IMPROVEMENTS

Includes quick-build improvements like hardened centerlines and bumpout construction.

PEDESTRIAN ENVIRONMENT



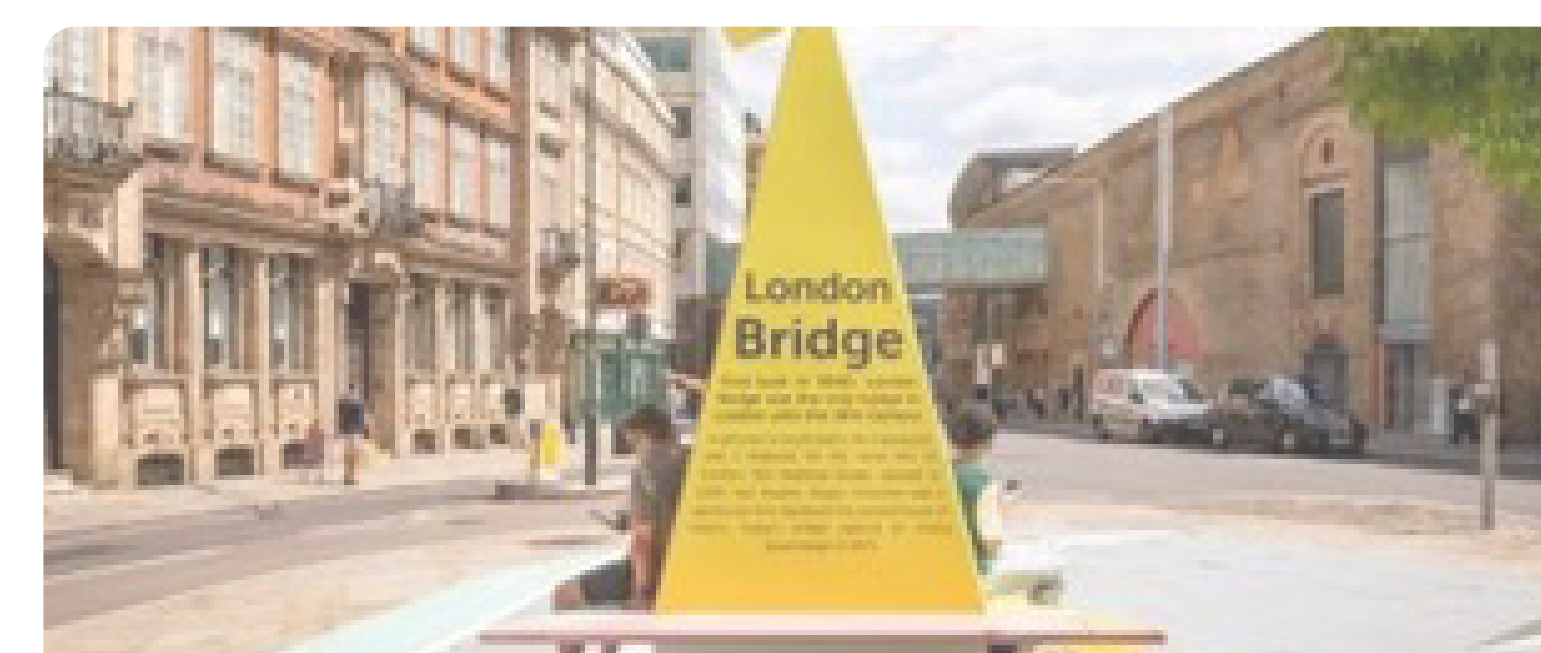
FLEXIBLE STREETS

Allows the street to be rearranged with ease for outdoor seating, placemaking and events. Additionally improves ADA conditions



ENHANCED PUBLIC SPACES

Creating comfortable and welcoming spaces for residents, community and visitors.



PLACEMAKING & WAYFINDING

Clear and engaging signage and visual cues to help residents, community and visitors navigate to and through the downtown.



SEASONAL STREETS & ACTIVATION

Programming and management of everyday activities and events of different sizes.