

# Curb Management Study

DDA Work Session 9/18/2024





## Downtown Ann Arbor **Curb Management Plan**

August 2024



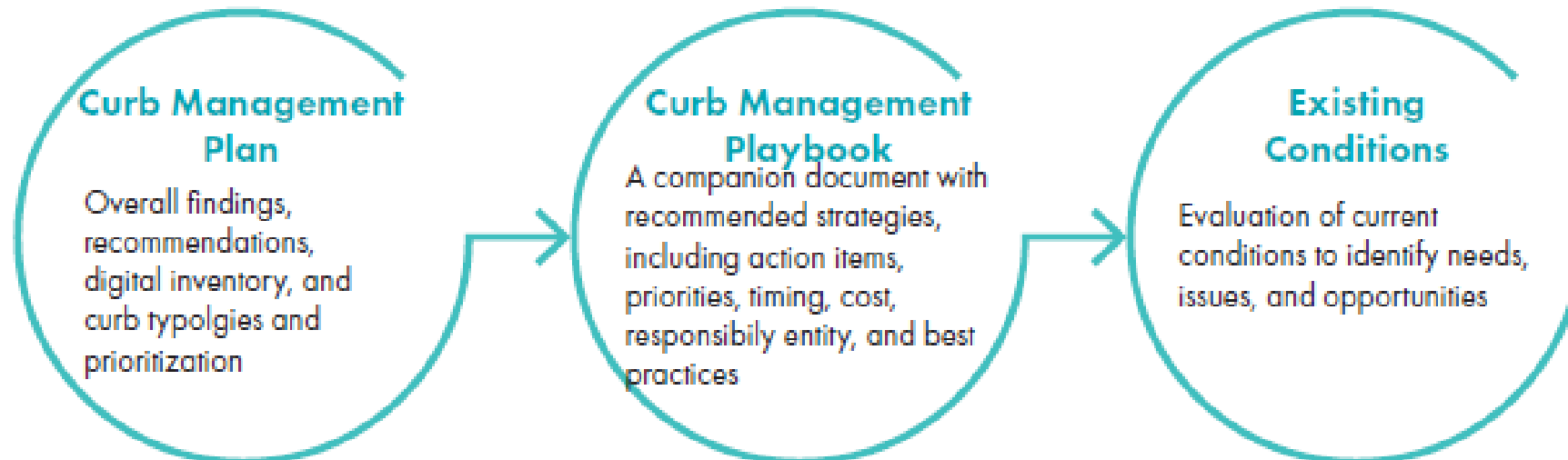
The Curb Management study was intended to help us understand current activity at the curb, and to manage the curb in a more equitable and informed way. In particular, vehicle access at the curb.

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# NAVIGATING THE DOWNTOWN ANN ARBOR CURB MANAGEMENT PLAN

Three documents make up the Curb Management Plan:

- **The Downtown Ann Arbor Curb Management Plan** details overall findings, the digital curb inventory, curb typologies prioritization, and the recommended strategies and action matrix.
- **The Downtown Ann Arbor Curb Management Playbook:** Appendix A is a companion document that details the implementation steps for each recommended strategy.
- **The Downtown Ann Arbor Existing Curb Conditions Memo:** Appendix B provides research and analysis of current curb conditions used to identify needs and opportunities, and develop recommended strategies.



# Curb Management Goals and Guiding Principles



## Safe and Comfortable Downtown Streets

Increase curbside safety through design, management, and enforcement to support Vision Zero goals where no one dies or is seriously injured in crashes on streets



## Resilient, Energy Responsible Downtown

Reduce traffic congestion and transportation emissions to save time, money, and support the goal for a carbon



## Equitable, Just Access for All People

People of all abilities, stages, income, race, and culture have equitable access to and at the curb



## Vibrant and Thriving Economy

Efficient curb space allocation provides greater access for commercial activities, delivery, and customers whether they walk, bike, drive, or ride transit



## Increase Multi-Modal Travel

Allocate space and build infrastructure that creates safer spaces for biking and walking and promotes their use to get to and around downtown



## Connected Community with Streets as Civic Space

Create safe spaces for people-centered activities including dining, recreation, and entertainment



## Increase Curb Utilization and Manage Demand

Maximize the use of limited curb space through allocation, operations, policy, and design so the right uses, have access to the right places, at the right times

# How Effective Curb Management Will Support Downtown Ann Arbor

Effective curb management is key to supporting downtown Ann Arbor as it grows and evolves. This Curb Management Plan will set forth the path to successfully manage and optimize resources by the following:



## Prioritization

Prioritize finite curb space in line with DDA and citywide goals and plans that prioritize people, safety, equity, sustainability, active travel, and support business.



## Pricing

Use pricing to create a standard way of valuing the curb and to generate revenue that will be reinvested in curb space management.



## Operations and Processes

Institutionalize and operationalize curb management and enforcement across agencies and departments and create clear roles and processes.



## Policy

Set the policies to use curb space efficiently and support broader policies such as eliminating off-street parking requirements for new development.



## Infrastructure and Technology

Leverage infrastructure and technology for optimization to create efficiency, communicate with curb users, and increase safety.



## Flexibility

Adjust curb regulations throughout the day to optimize infrastructure as demands shift, such as mornings for commercial loading and evenings for passenger loading.

# Key Findings About Curb Use

**Curb planning and infrastructure support a more walkable and bike-friendly downtown.** As part of this curb management plan, downtown curbs were inventoried, mapped, and digitized to understand how curb space is allocated.

**Curbs are meeting access needs, with significant utilization and turnover.** Study area data shows most curb sessions are very short, granting access to many people:

- Approximately 60% of curb sessions are under 15 minutes.
- Almost 20% of all curb sessions are less than 2 minutes.

**The significant amount of short-term parking demand is leading to curb violations, safety issues, congestion, and preventing access to business.** Because so many parking sessions are short-term, parkers are using any space, no matter how it is regulated - no parking areas, commercial loading zones, in front of driveways and fire hydrants, and crosswalks.

**There are challenges with enforcing curb regulations.** The high number of short-term sessions and constant turnover make it challenging to manually enforce curb time limits and meter payment. To address these challenges, improved enforcement strategies, goals, technology, resources, and metrics are necessary.

**Curb behavior can change block by block.** Within the footprint of Downtown Ann Arbor, there are many varied land uses (restaurants, retail, housing, office) that affect curb behavior on a block by block level and different users have different needs.

**In the S. University study area, almost 20% of all curb sessions were violations, 100 per day, not including citations. With a median duration of only 4 minutes, this is challenging to enforce.**

# Curb Management Playbook



Curb Policy and Regulations



Curb Access and Equity



Curb Economics



Curb Operations and Processes



Curb Data and Digital Governance

Each category of analysis follows a standard format:



# Curb Management Playbook

B4	Develop a standard for ADA parking spaces	Review existing ADA signed spaces to understand if there are better placement options within the block perimeter. For new ADA spaces, installed on newly or substantially reconstructed streets, follow PROWAG (Proposed Public Rights-of-Way Accessibility Guidelines).	Near and Long Term	\$ \$ \$
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C1	Modernize curbside parking pricing	Implement a strategy to modernize parking rates to help manage the parking supply, including incrementally increasing rates, modifying hours, and creating new short-term spaces.	Near and Long Term	\$ \$
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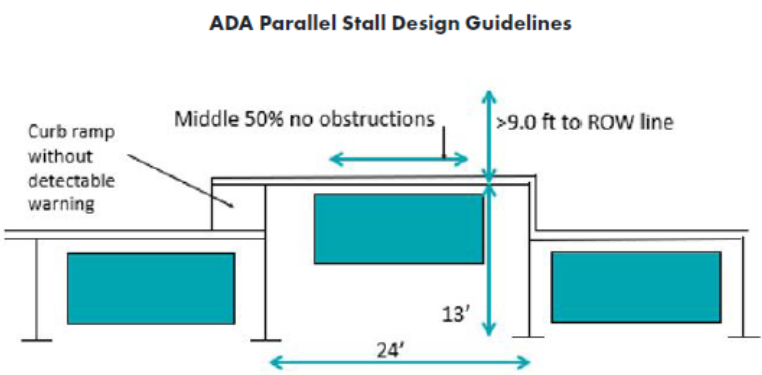
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Quantity

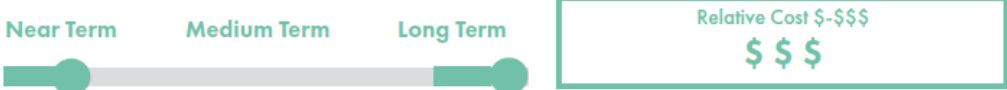
- Reviewed block perimeters
- Identified blocks that needed ADA spaces (some blocks exceed)
- Working to convert around 48 spaces this year (+ existing=103 spaces)
- Another dozen or so following that in 2025

When considering placement on a block face we took amenity zone elements such as the following into consideration; trees, planters, light poles, signs, and hydrants. We also considered surface condition, slope, location of payment kiosk, adjacent uses, destinations, and proximity to curb cuts.

Design



**Supportive Policies** - PFS, CTP Strategy 19. Shared Streets, SDM Goal 1: Mobility, Accessibility & Safety  
**Impact** - Medium  
**Relevant Curb Typologies** - All  
**Responsible Entity** - DDA, City of Ann Arbor Transportation Engineer



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## CURB ECONOMICS

### C1 Modernize curbside parking pricing

Paid parking is an essential tool to manage curbside use. Pricing parking based on demand or length of stay ensures parking availability and increased space turnover in highly utilized areas, making parking more convenient. This increased turnover provides more access to each curb space throughout the day. Parking pricing can also incentivize walking, biking, and transit and reduce traffic congestion and GHG emissions resulting from decreased vehicles cruising for parking. Paid parking also provides financial resources to support the broader Downtown mobility system.

#### Existing Conditions

- Parking pricing is the same rate regardless of location or length of stay. Meters are enforced from 8 am to 6 pm.
- Data shows parking utilization is high when meters are not enforced. Parking demand is high and peaks in some areas after 6 pm, when the paid parking time ends.
- Most curbside sessions are short-term. In Kerrytown and on Liberty Street, 71% of curb sessions were less than 30 minutes, and 37% were less than five minutes. In the South University study area, 75% of curb sessions were parked for less than 30 minutes and 41% for less than five minutes.
- The DDA is absorbing the \$0.20 mobile pay transaction fee as a benefit to curb users; many cities pass on this fee to the user.
- Of the total revenues generated from parking, 20% are distributed to the City of Ann Arbor.
- It is expected that over the next ten years, some parking spaces will be moved to support transit lanes, bike lanes, and other non-parking uses.
- A three year schedule of rate increases has been adopted.

#### Implementation Detail

Implement a strategy to modernize parking rates to help manage the parking supply, including:

- Modify paid parking hours to 8 am to 8 pm to support management of peak parking demands.
- Incrementally increase parking rates to \$3.50/hour over the next ten years. There will likely be a loss of parking spaces for bike and transit lanes and pedestrian uses. This increase will support active curb management, especially given the number of reduced parking spaces.
- Create new 15-minute short-term paid spaces to support demand for shorter curb sessions. Create these spaces in previously unregulated areas or convert existing 2-hour spaces to 15-minute spaces. Explore convenient and quick payment options to increase compliance. Provide education and communications to the public regarding payment requirements.
- Long-term, if parking occupancy regularly exceeds 85%, consider implementing demand or tiered-based pricing, where the parking rate increases based on utilization or time to support demand management.
- Expand paid time restricted parking to areas with high demand based on the Curb Management Data Collection and Pilot Toolkit.

### Rates ☒

- A three-year schedule of rate increases approved early 2024
- Modeling software that allows us to forecast revenue impacts (usage and space loss)

### Short-term Spaces

- 15-minute paid parking spaces

### Paid Parking Hours

- Requires collaboration with multiple units at City

D2	Continually update wayfinding and signage to ensure clear communications for curb users	Share digital curb inventory and regulations information with the public through websites, communications portals, apps, and open APIs. Explore the potential for automated parking guidance systems to on and off-street parking spaces that provide information to drivers as they enter downtown with information directing them to available curb spaces.	Near and Long Term	\$ \$
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E1	Maintain curb inventory database	Establish a point person responsible for digital curb inventory maintenance. Allocate annual funding for cub inventory database maintenance and establish a process for updates. Determine how the digital curb inventory will be hosted and the appropriate platform, and open source information. Long-term look for opportunities to use APIs to support planning, management, enforcement, and payment.	Near and Medium Term	\$ \$ \$
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C5	Package locker hubs	Expand package locker hubs and explore creating a shared delivery locker program for small and medium-sized packages near commercial loading zones or in parking garages and commercial and residential buildings.	Medium Term	\$ \$
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D1	Target enforcement and add additional resources to ensure compliance	Develop enforcement strategy to increase compliance and reduce violations, including program goals, performance targets, and evaluation measures. Increase resources and funding, develop an education and awareness campaign, identify new technology, and develop performance metrics.	Near Term	\$ \$ \$
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C2	Charge a fee to all users for curb access to increase equity	Explore implementation of curb access fees for commercial loading zones, beginning with metered commercial delivery zones and smart loading zones over the long term. Explore the potential to amend State law to establish a local TNC fee for curb access.	Medium and Long Term	\$ \$
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