

# ReImagine Washtenaw Avenue

## Project Update

City of Ann Arbor  
Transportation Commission  
August 21, 2019



Nathan Voght, Project Manager

[www.washtenawavenue.org](http://www.washtenawavenue.org)

[www.facebook.com/reimaginewashtenaw](https://www.facebook.com/reimaginewashtenaw)

@washtenawavenue



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# What is ReImagine Washtenaw?

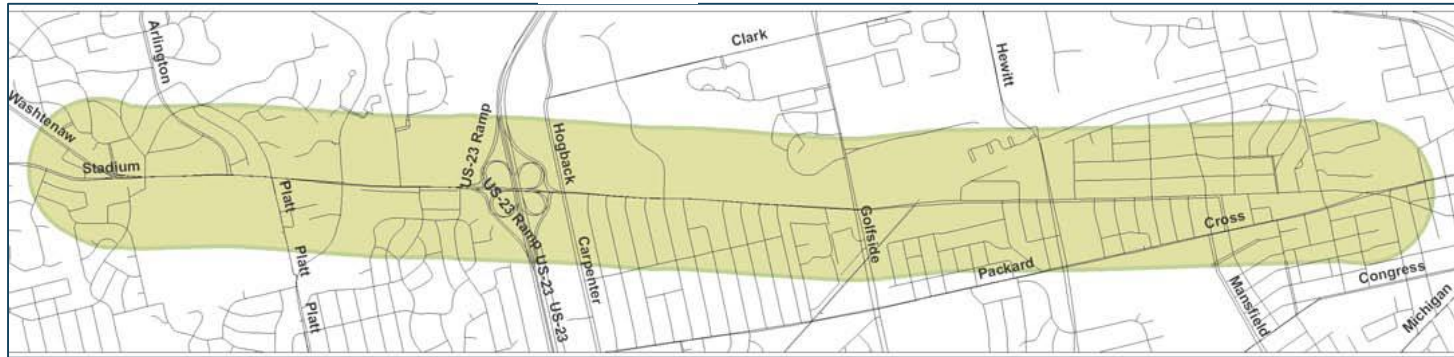


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Ypsilanti Township

the official website of the  
Charter Township of Ypsilanti



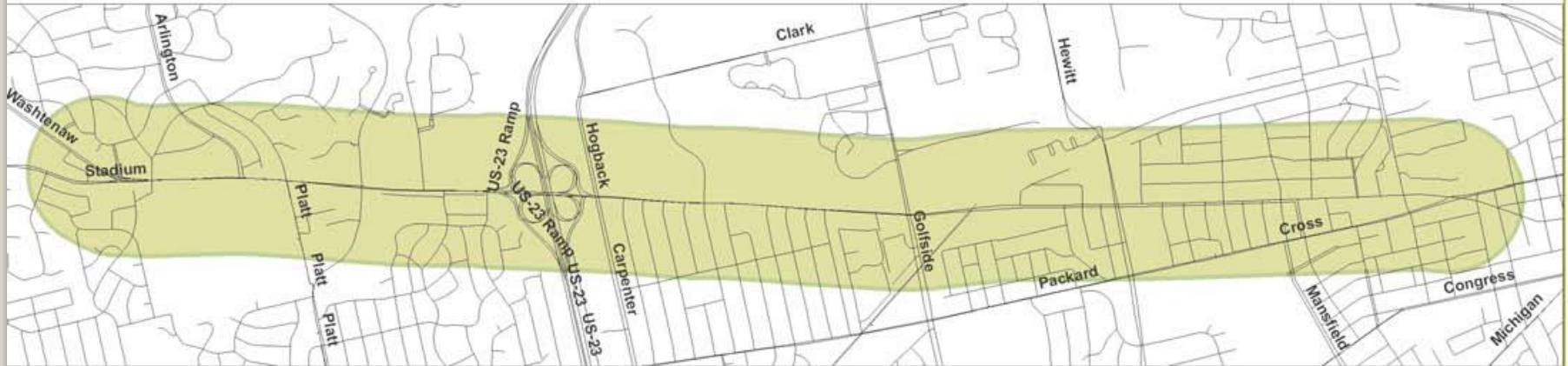
A multi-jurisdictional, cooperative initiative to TRANSFORM Washtenaw Avenue around efficient mass transit into an attractive, vibrant, walkable, mixed-use corridor, with sense of place.



## ReImagine Washtenaw Oversight

- ReImagine Washtenaw led by the *Joint Technical Committee (JTC)*
  - JTC made up of community planners and elected officials from all four local units of government, AAATA, Washtenaw County Road Commission, MDOT, and Washtenaw Area Transportation Study
- JTC is provided policy guidance by Leadership Committee of two Township Supervisors and Mayors of local unit partners, and AAATA
- Washtenaw County Office of Community and Economic Development provides project management.

## Study Area



### **Assets:**

- 1 million annual transit riders and increasing
- High Housing Density
- Connects major county institutions/employers
- Redevelopment potential
- Existing Infrastructure
- Highway Access

### **Challenges:**

- Crosses four jurisdictions
- Traffic Congestion
- Excessive driveways
- Sidewalk gaps
- No bike lanes
- No "sense of place"
- Lack of pedestrian facilities (cross-walks)





# Redevelopment Strategy

Mixed-use corridor with Sense of Place

“Complete Street” providing for all modes of transportation

Concentrate Transit-Oriented Development at “Nodes”

Housing, retail space, office space, all easily accessible through high quality transit

Vibrant neighborhoods and commercial areas connected by safe and pleasant walking and biking facilities





## Quality of Life

- Choices
- Affordability
- Greater mobility
- Healthier lifestyle



## Economic Development

- Reduced Sprawl
- Reduced Pollution
- Reduced Infrastructure & service costs
- Enhanced competitiveness
- Investment stability
- Increased property values
- Connecting low and moderate-income people to jobs through improved transit access

*"Across the country, transit oriented development has significantly greater value than property not near transit."* *-Urban Land Institute*



- Declining shopping center





- ❑ Reduced building setbacks and parking requirements
- ❑ Infill development brings buildings to street
- ❑ Economic Development – (Increased Value per Square Foot)





# Golfside/Washtenaw Design Charrette





# RE-IMAGINE WASHTENAW DESIGN GUIDELINES

## PRINCIPLE DESIGN CONCEPTS



### ACCESS

Access and circulation will be improved by creating shared access points/connections, properly spacing driveways, and creating clean delineations between pedestrian and automobile zones.

### TheRide SUPER STOPS

Super stops are larger and more accessible transit stops designed to improve the amenities for potential riders. Super stops can be integrated into buildings.

### STREET WALL

A "street wall" is formed when buildings front onto a street with consistent setbacks. The placement, scale and design quality of the building's street wall determine the character of the streetscape and reinforce pedestrian objectives.

### PARKING

Parking shall be conveniently provided but located behind buildings and screened with necessary landscape and design elements.

### BUILDING FORM

Building form and design shall result in integrated, contextually sensitive, innovative, and high quality structures. A well-balanced variety of building massing will add to the richness of the corridor's built environment.

### EDGE CONDITION

Development edges shall provide enclosure and transition appropriately to adjacent parcels. While providing a legible boundary, edges should maintain some degree of permeability.

### STREETScape

Properly designed sidewalks and crosswalks include appropriate width, street trees, street furniture, and a defined semi-public edge. The pedestrian realm should be a social place where people gather and congregate.

## RE-IMAGINE WASHTENAW DESIGN GUIDELINES

# 1. STREET WALL

### VISION

The streetwall refers to the building façade and its relationship to the street. In addition to façade treatments and building transparency, setbacks, building heights, street widths, and block lengths all contribute to the character of the streetwall. Buildings should be designed so that building placement and massing create and reinforce the streetwall, and provide a sense of enclosure within the public realm.

### BUILDING SITING AND ORIENTATION

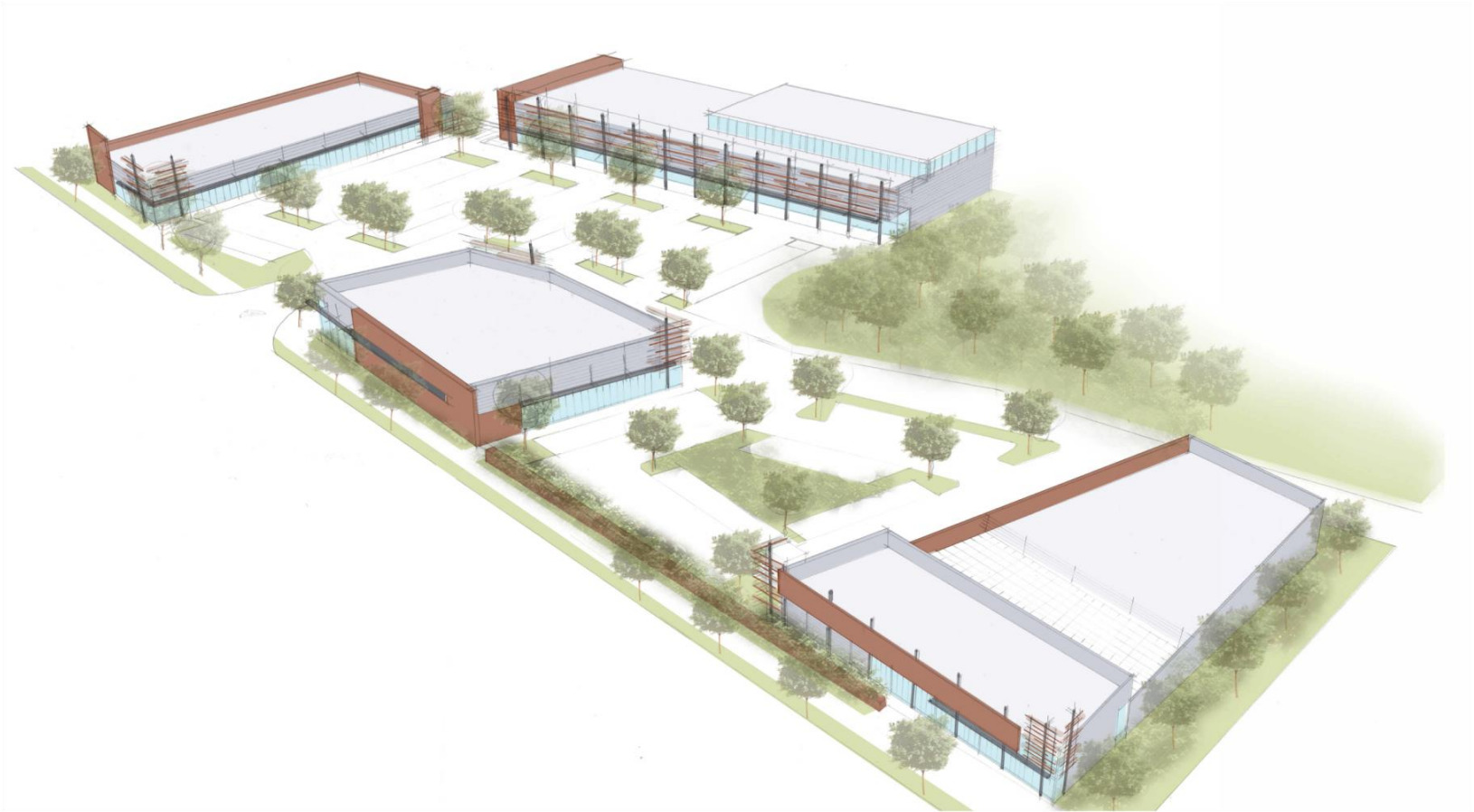
#### Primary Building

- 1 The setback and orientation of the building should be situated as to reinforce a consistent street lines with minor variations.
- 2 Breaks in streetwall should be limited to those necessary to accommodate pedestrian pass-throughs, public plazas, entry forecourts, landscape features, and limited vehicular access driveways.
- 3 Architectural expression and facade treatments should wrap the corner onto the intersecting street.
- 4 Buildings should frame and enhance street corners through the use of architecturally prominent features at the corners or prominent three dimensional site improvements (fountains, towers, sculpture, art, etc).
- 5 Primary building entries, public areas, administration areas, and windows should be visible, oriented, and accessible from the primary street and parking facilities.





# Arbor Hills Project

















# 2014 Corridor Improvement Study

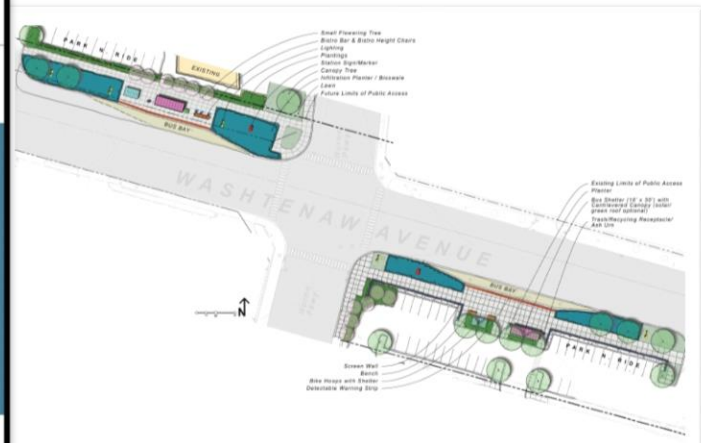
## ReImagine Washtenaw

### Corridor Improvement Study

Summary Report – April 2014



Prepared for: Washtenaw County Office of Community & Economic Development

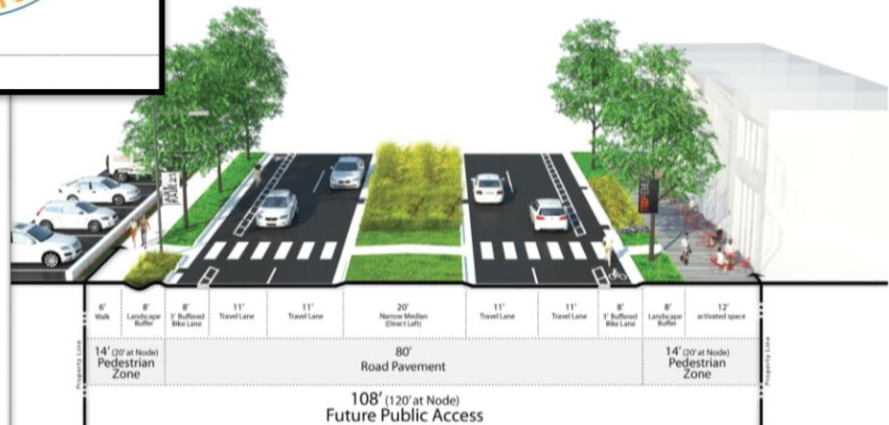


Huron Parkway Service Location



Midblock Crossing at the Washtenaw County **Service Center**

The improvements depicted are conceptual and not geometrically correct. Additional studies and efforts are necessary prior to engineering and implementation.



Two Travel Lanes with Narrow Median, Dedicated Transit and Bike Lanes

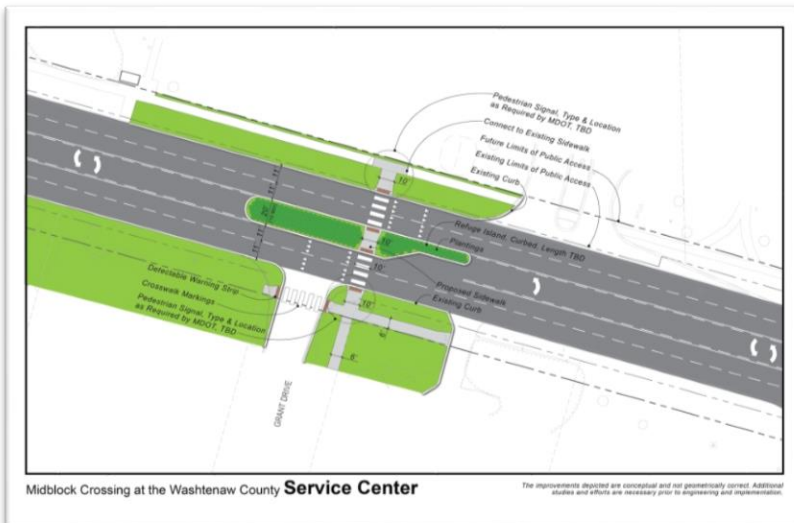
#### Future Transit

A dedicated transit lane, as part of a road diet, could replace a travel lane when a needed mode shift has occurred.



# Corridor Improvement Study Adoption

- Adopted October 2014 – Pittsfield Charter Township
- Adopted October 2014 – Ypsilanti Charter Township
- Adopted October 2014 – City of Ypsilanti
- Adopted February 2015 – Washtenaw County Board of Commissioners
- Adopted June 2015 – City of Ann Arbor

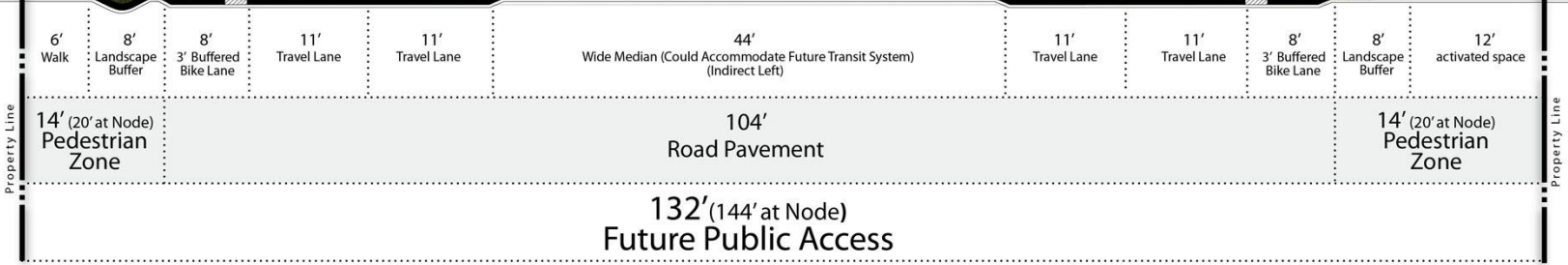


## 2014 Study General Goals

1. Construct "Complete Street" Cross-Sections
2. Mitigate increasing traffic congestion through roadway design, increasing "people" throughput, mode-shift, and other improvements (i.e. Transit Signal Priority)
  - A. We can't "build" our way out of congestion
3. Improve public transit service
4. Improve pedestrian and bicyclist safety
5. Complete pedestrian sidewalk networks
6. Concentrate, dense, mixed-use development at key "nodes"



# Corridor Improvement Study - Ann Arbor Section

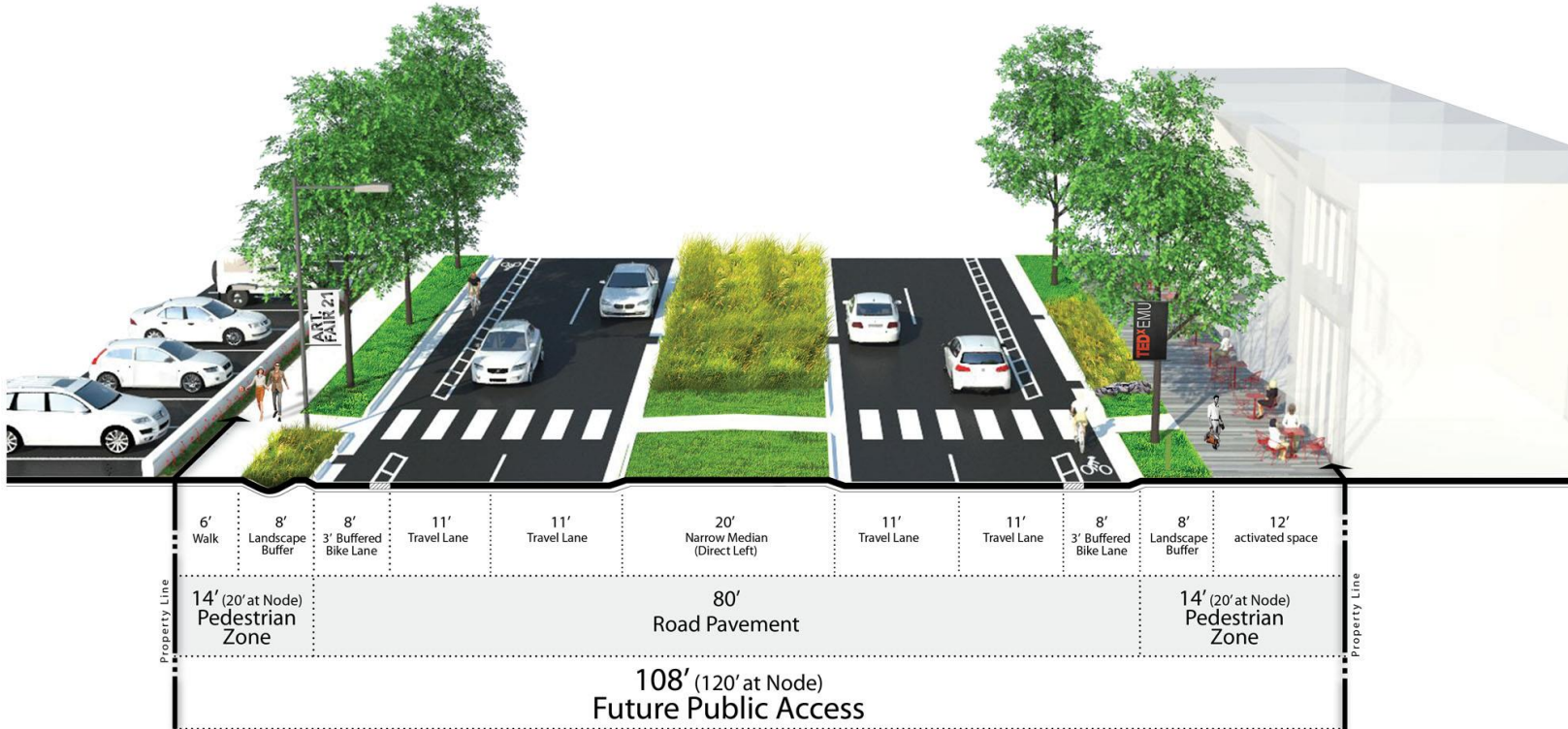


Four Travel Lanes with Wide Median and Bike Lanes

**Future Transit**  
 Future dedicated transit could be accommodated in the wide median.



# Corridor Improvement Study – Townships' Section



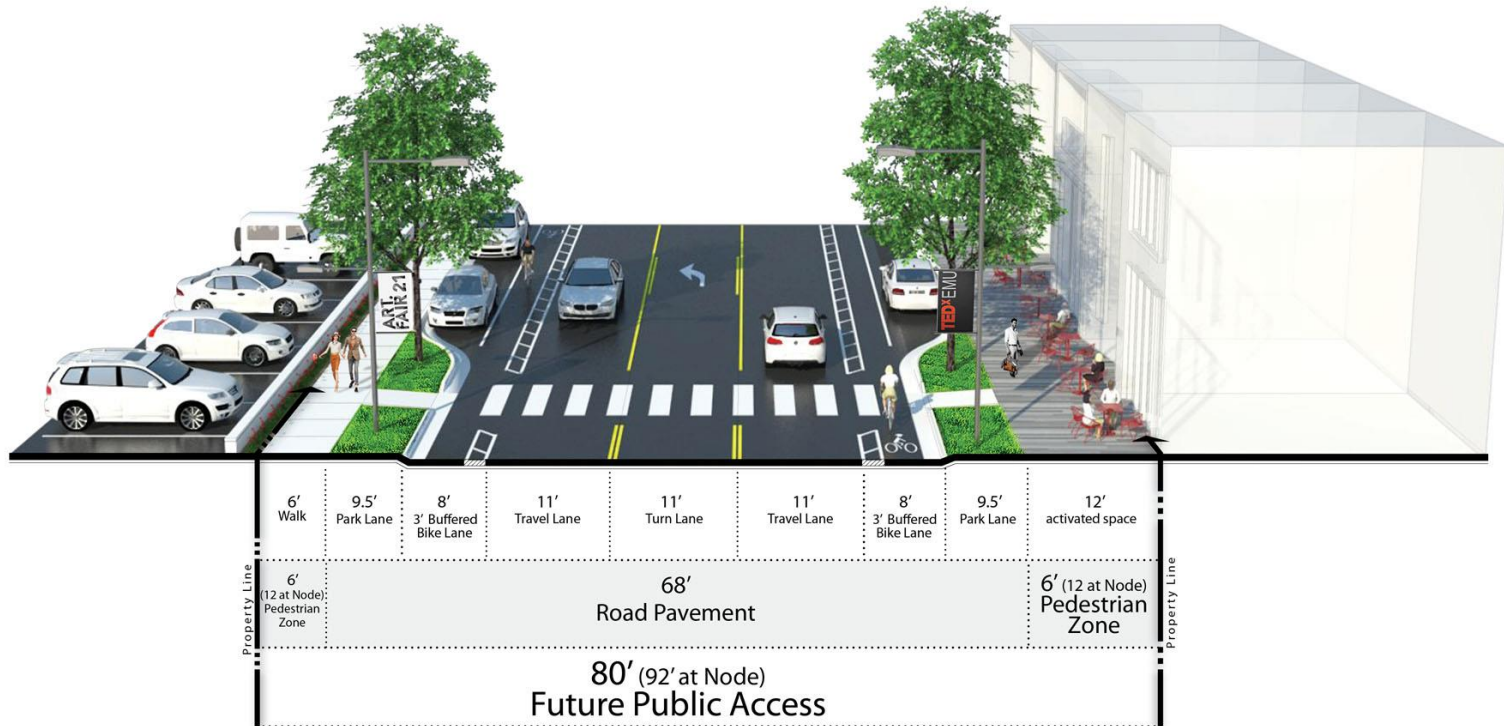
Two Travel Lanes with Narrow Median, Dedicated Transit and Bike Lanes

## Future Transit

A dedicated transit lane, as part of a road diet, could replace a travel lane when a needed mode shift has occurred.



# Corridor Improvement Study – City of Ypsilanti Section



Two Travel Lanes with Center Turn, Bike Lanes and Parking

## Future Transit

Future dedicated transit could be accommodated with additional public access beyond what is being proposed



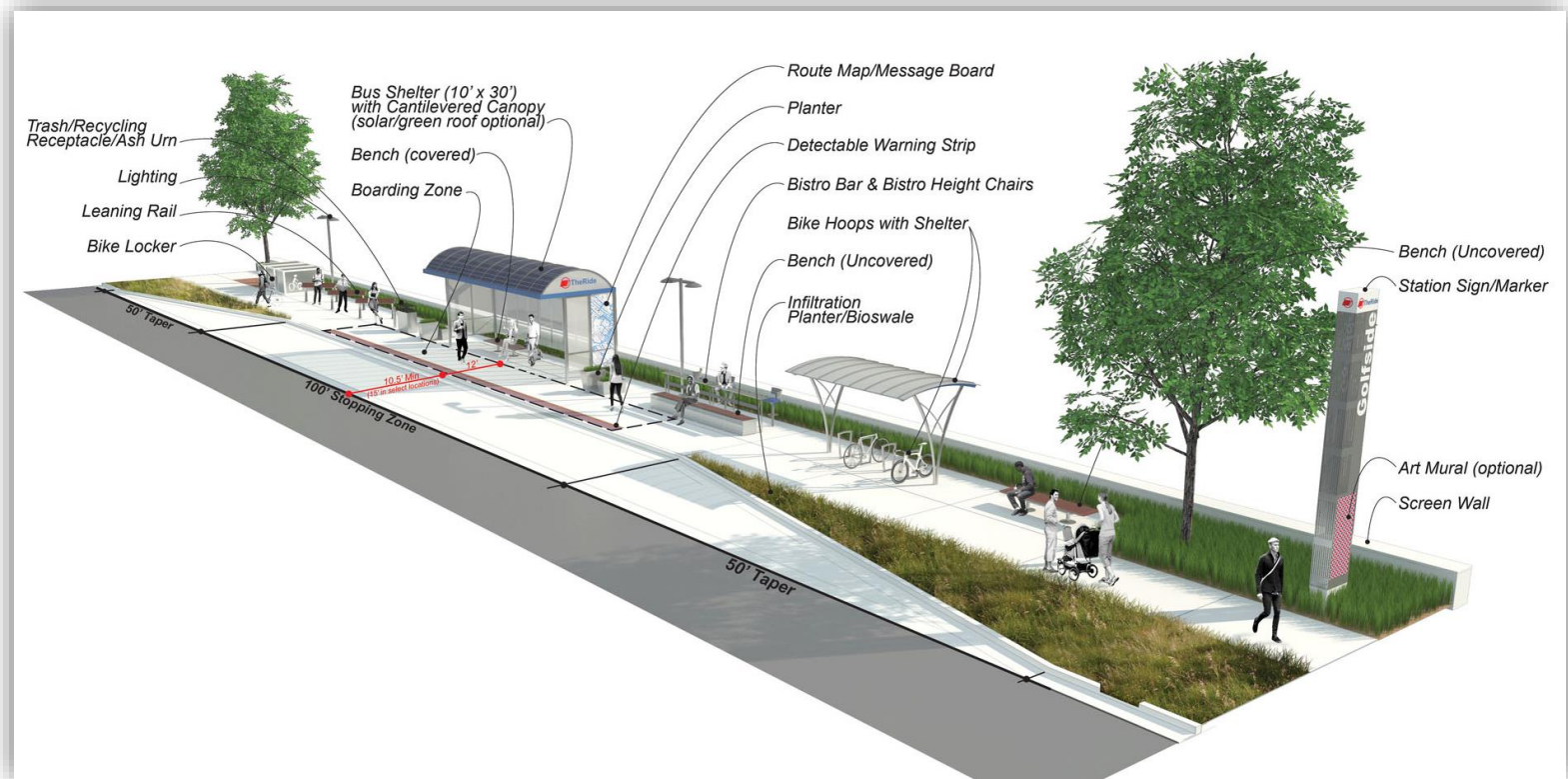
## *Implementation*

1. Improved Bus Stops ("Super Stops")
2. HAWK Mid-Block Crossing east of Oakwood near EMU
3. Mid-Block Crossing/Super Stop at County Service Center
4. Sidewalk Infill (CDBG-Ypsilanti Township)
5. City of Ann Arbor Transit-Oriented Development (TOD) Zoning District
6. Bus Rapid Transit Lite Planning Project – RTA sponsored through AAATA
  1. Local overlaid with BRT "express" service
  2. Queue Jump Lanes
  3. Super Stop Prioritization and Design
  4. Transit Signal Priority (AAATA received grant to advance)
  5. Park N Ride Opportunities
7. Pedestrian/Bicyclists Counts to establish baseline data and support facility requests
8. Glencoe Hills Drive signal and pedestrian crossings
9. Mid-Block Crossing Design Standardization Working Group



- Super Stops

- Improve the transit rider's experience
- Modern transit stop design with level boarding, bike parking/lockers, benches, lighting, public art, better signage, more landscaping, digital read-out of next bus arrival time.



- Mid-Block Crossing with HAWK Signal
  - City of Ypsilanti – East of Oakwood, near EMU Campus

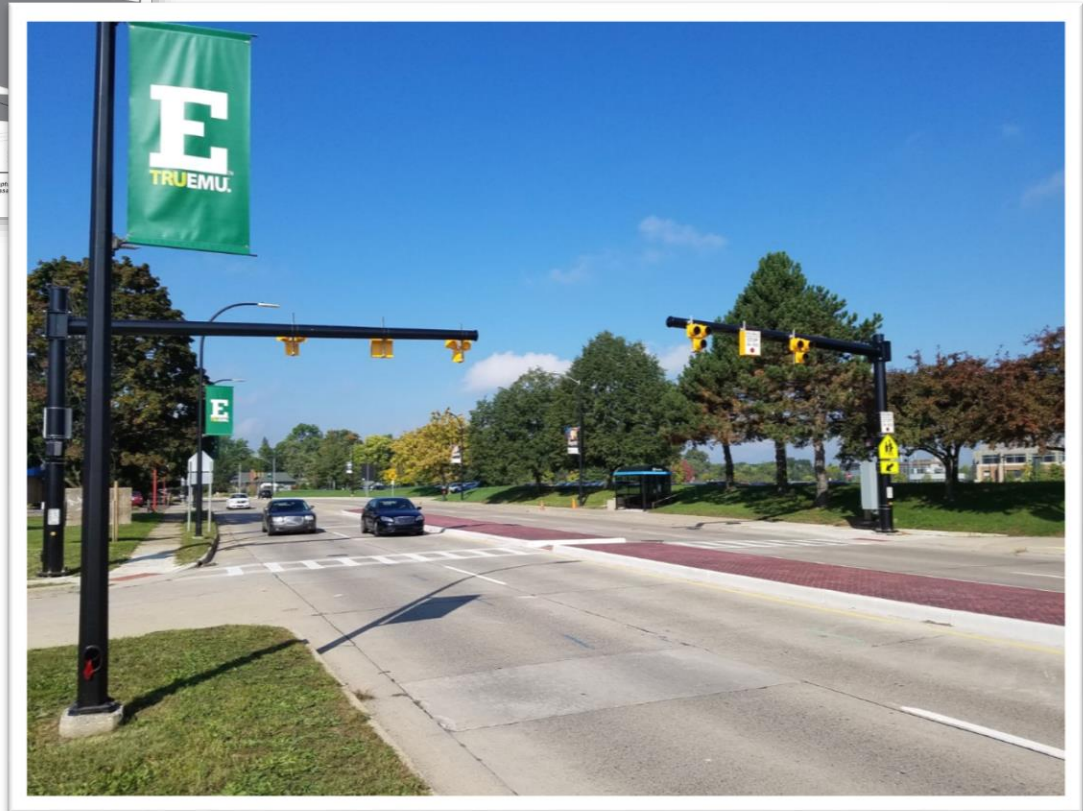
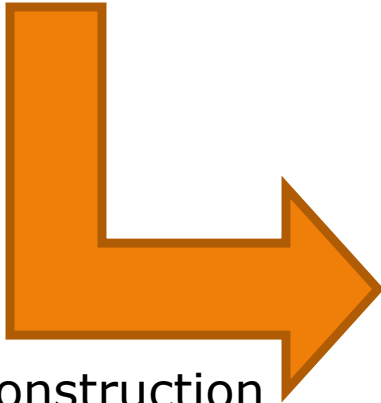


Midblock Crossing at Cross

Plan...

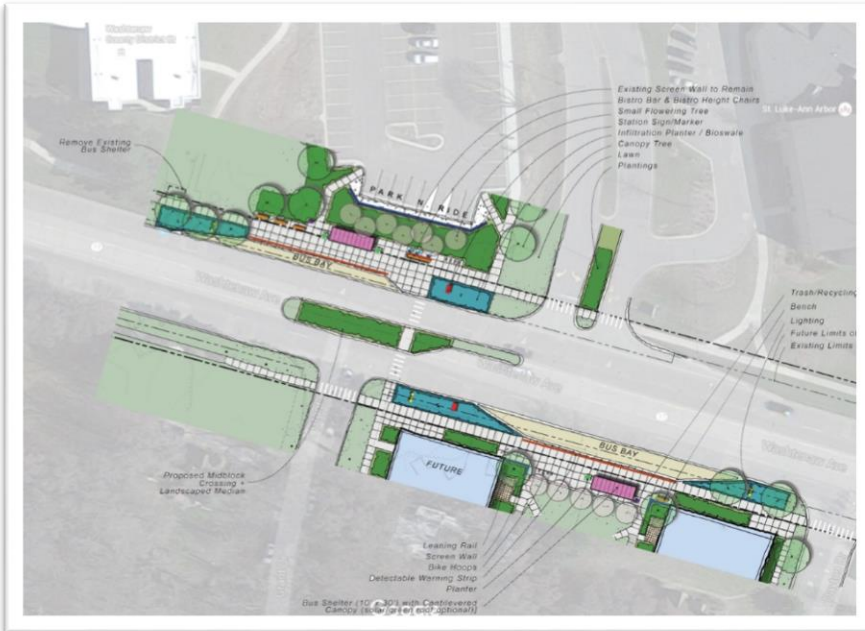
to

...Construction





- Super Stop and Mid-Block Crossing - County Service Center



- Glencoe Hills Drive Signal and Pedestrian Crossings

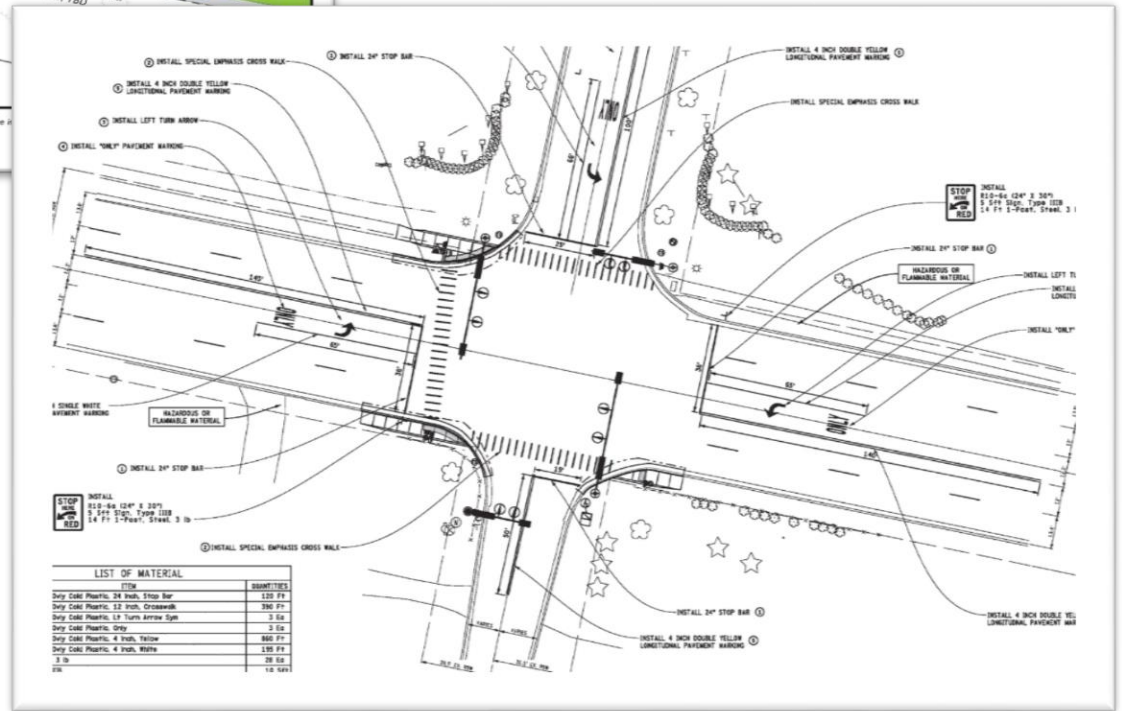
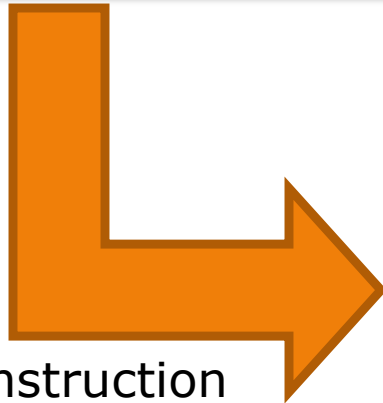


Crossing at **Glencoe Hills**

Plan...

to

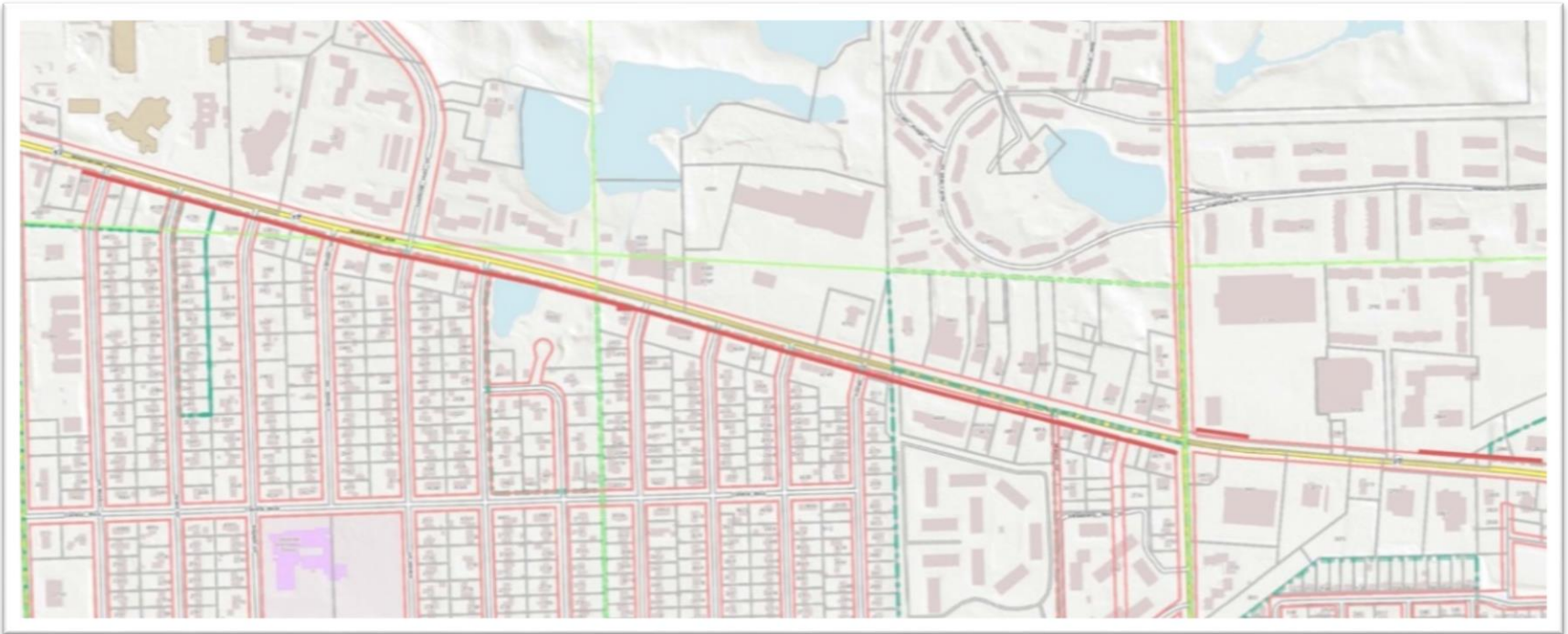
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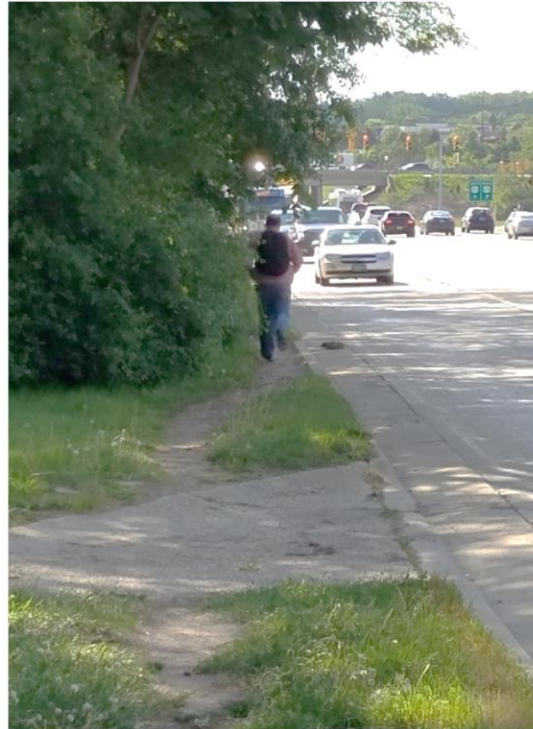
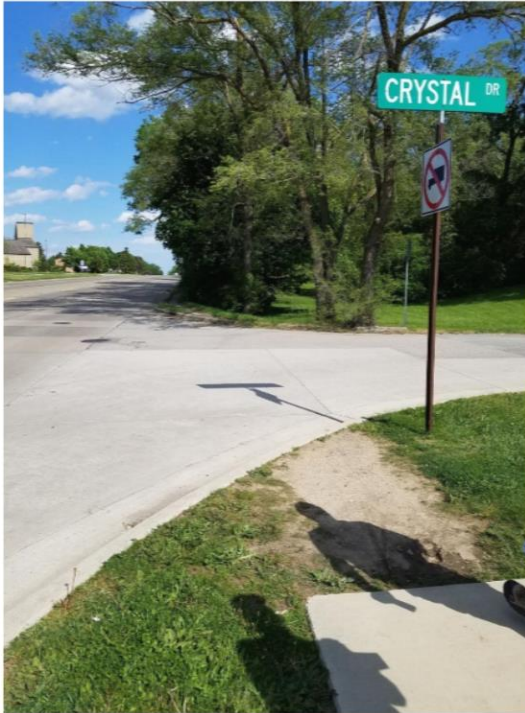
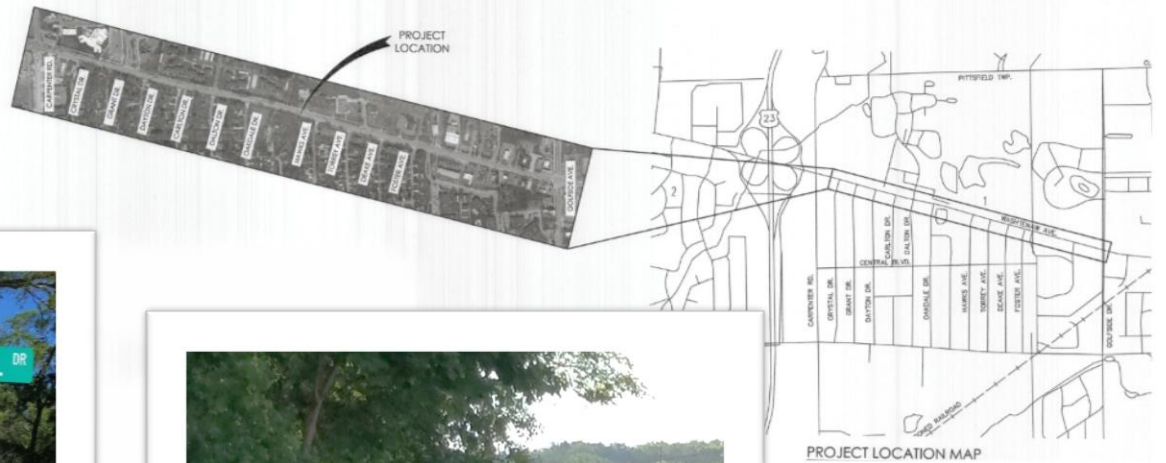


- **SIDEWALK INFILL – Pittsfield and Ypsilanti Charter Townships**
  - CDBG funded, Pittsfield Township completed
  - Fall or Spring Construction for Ypsilanti Township





- Sidewalk Infill
- CDBG Funding







- MDOT Priority Sidewalk Infill Funding -2023



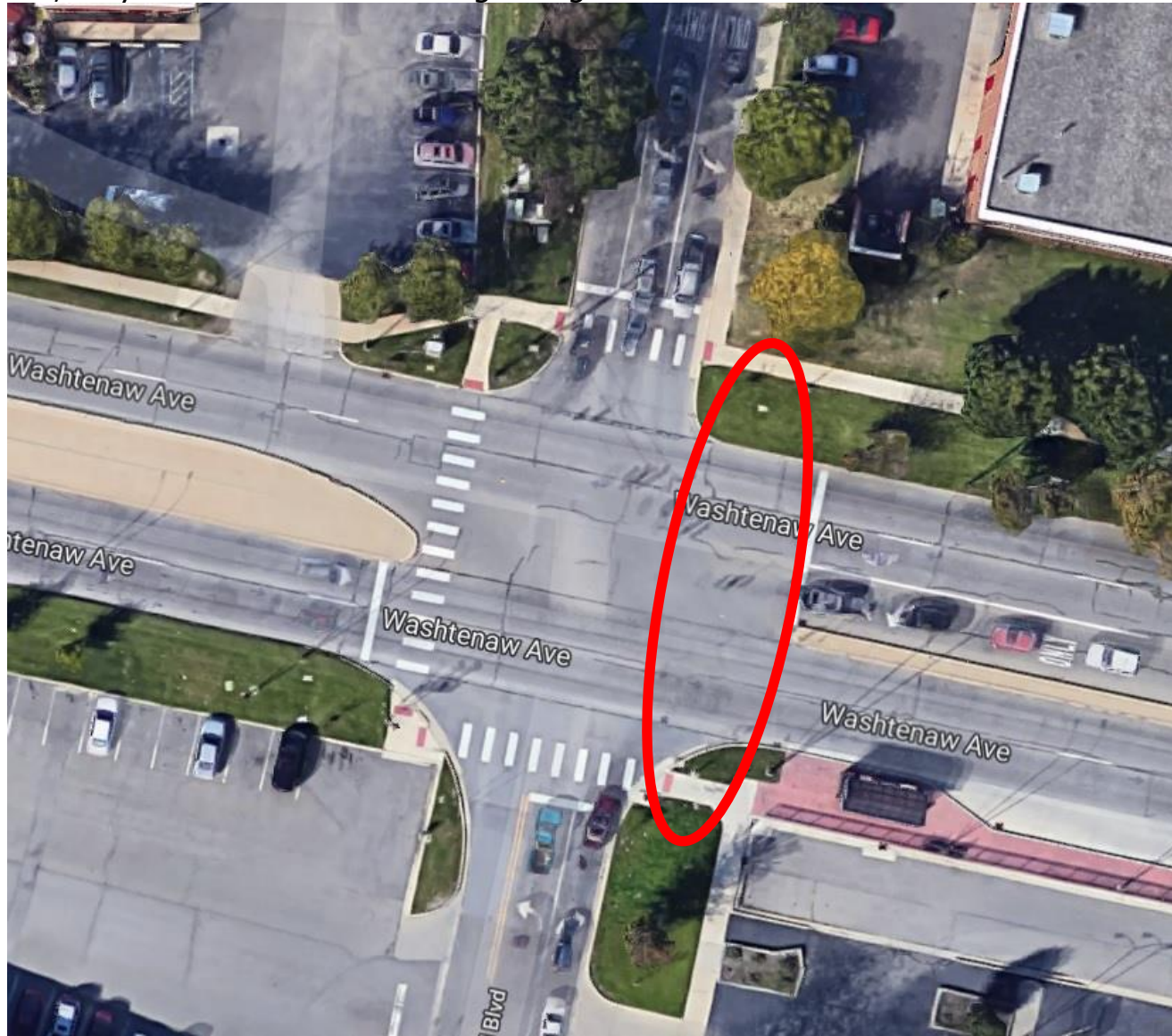


- Pedestrian/Bicycle Counts along MDOT Multi-Use Path under US-23, Spring 2018-Winter 2019

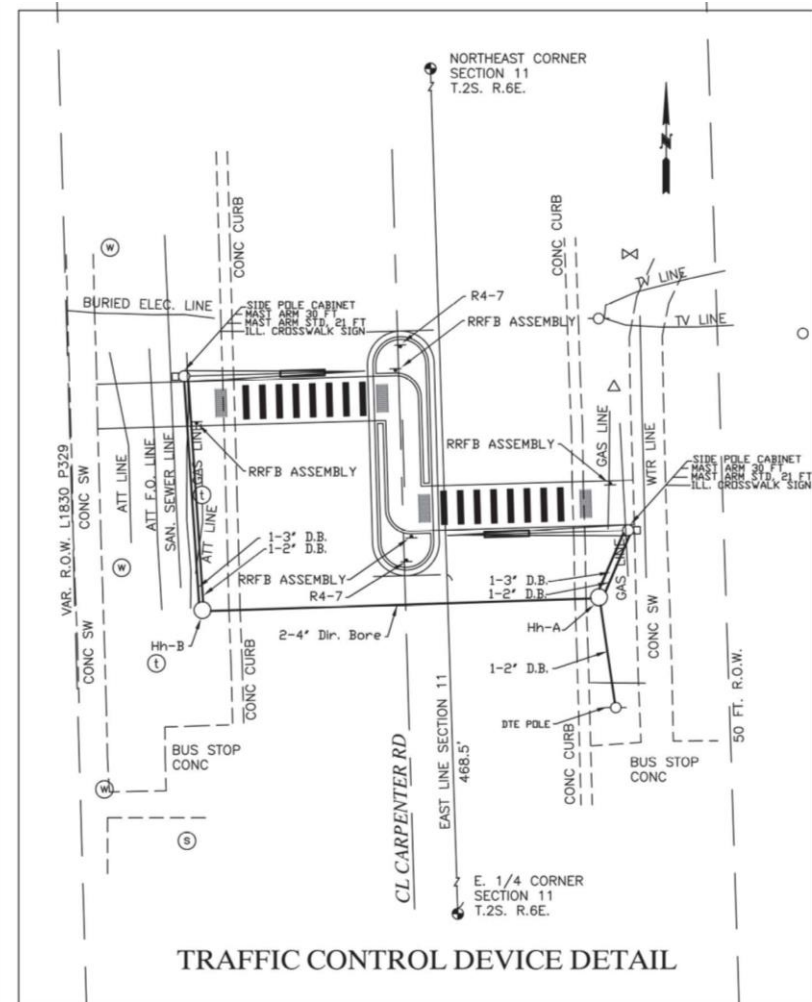
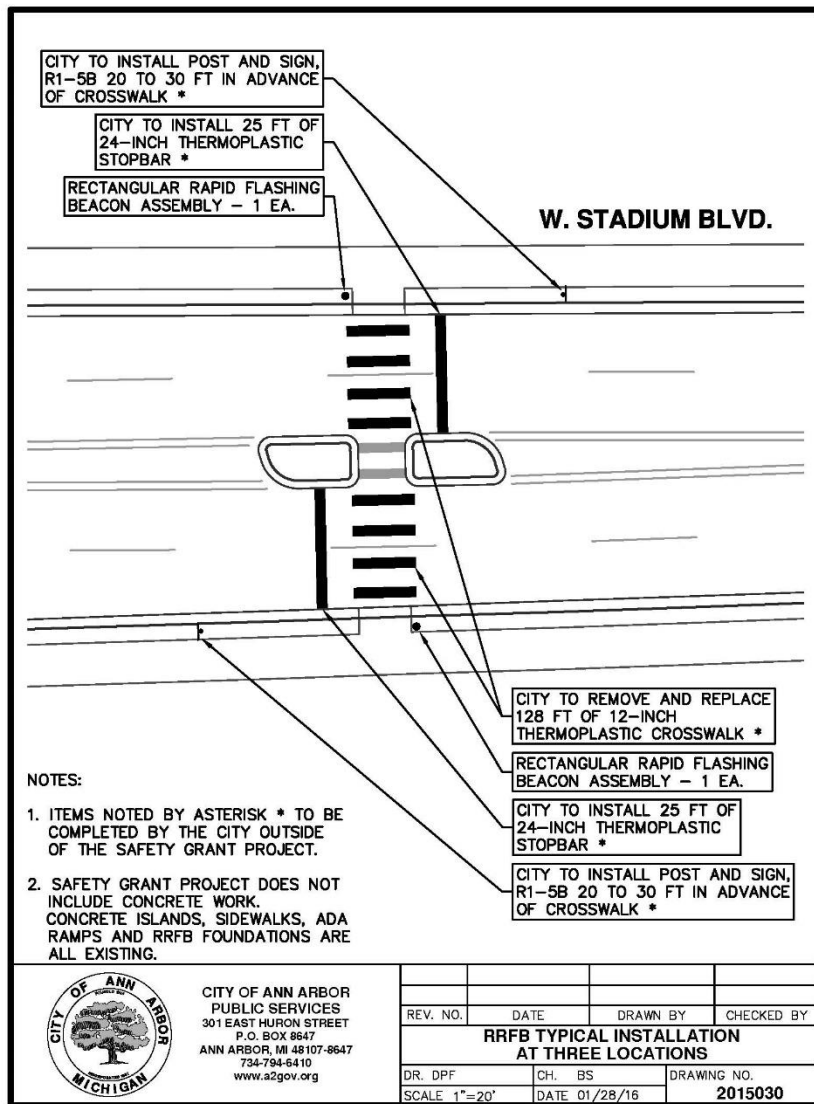





- Install missing pedestrian crossing at Pittsfield Blvd, exit from Arborland. MDOT funded, City contracted. Work beginning now.



# Mid-Block Crossing Design Standardization Working Group



555 N. ZEEB RD. ANN ARBOR, MI 48103 734-761-1500 FAX 734-761-3239	ACTIVITY	INITIALS	DATE
	DRAWN BY	JAM	AUG 2012
	CHECKED BY	BMS	AUG 2012
	APPROVED BY	SSS	AUG 2012

HORIZONTAL: 1"=20'	VERTICAL: NONE
	
28 August 2012	

**CARPENTER ROAD**  
WASHTENAW COUNTY, MI  
MIDBLOCK PEDESTRIAN ISLAND DETAIL



## On-Going Work Plan

1. Coordinate corridor improvements among all stakeholders
2. Find opportunities for implementation, i.e. sidewalks, improved bus stops, mid-block crossings, BRT elements, Park N Ride lots, etc.
3. County/AAATA partnership for design for County Service Center Super Stop and Mid-Block Crossing. Construction within 3 years.
4. Encourage local unit of government partners to adopt TOD District; minimum requirements for dense, mixed-use development
5. Easement acquisition as properties are redeveloped
6. Partner with AAATA on continued transit improvement / investment in the corridor, including completion of BRT Lite Project



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*Collaborative solutions for a promising future*

**[www.WashtenawAvenue.org](http://www.WashtenawAvenue.org)**

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**Ypsilanti Township**

the official website of the  
Charter Township of Ypsilanti

