

Downtown Planning Public Workshops

DRAFT
DAC Summary

May 10, 2024

DAC Study - Workshop Summary

- 1. Outreach & Participation**
- 2. Overall Workshop & Online Engagement**
- 3. Downtown Mapping Activity**
- 4. Street Network: Overall DAC Study & Two-Way Restoration**
- 5. Active Transportation**
- 6. Transit Streets**
- 7. Event Streets & Place-Making**

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1 Outreach & Participation



By the Numbers:

7 events
Over 380 attendees
(800+ comments)

27 stakeholders in
small group meetings

Outreach and Communications

- 30 yard signs
- 7+ Community Newsletters
- 3 City newsletters (DDA, City, and OSI), 2 partner newsletters (SPARK and AAPS Weekly update), and City Council Member newsletters
- 1 news release with coverage in MLIVE, WEMU, & ClickonDetroit
- Ads inside AAATA buses, The Observer, and Bike Film Fest showings at the State Theater
- 90+ email invitations, including community organizations, City boards and commissions, and UofM departments / student orgs
- 13 Social media posts
- Social media ads reaching over 25,000 accounts and generating 663 engagement actions (link clicks, reactions, shares, etc.)
- City of Ann Arbor Next Door postings



Engagement Events

- March 12, 2024 – Evening Open House, 4-7pm (Downtown Library Branch)
- March 13, 2024 – Midday Open House, 10:30-2pm (Downtown Library Branch)
- March 14, 2024 – Midday Open House, 10:30-2pm (Downtown Library Branch)
- March 14, 2024 – Evening Open House, 4-7pm (Downtown Library Branch)
- April 23, 2024 – Evening Open House, 4-7pm (Traverwood Library Branch)
- April 24, 2024 – Evening Open House , 4-7pm (Westgate Library Branch)
- April 26, 2024 – Evening Open House , 4-7pm (Mallets Creek Library Branch)
- March – April – Online Virtual Engagement Session Open



Engaging Hard-to-Reach Populations

Survey distributed to residents at Ann Arbor Housing Commission properties and the Delonis Center

60 surveys were collected.



Small Group Meetings

20 meetings with 36 attendees

- Downtown business associations
- Property owners
- Local developers

Community organizations including:

- U-M
- Public Schools
- AADL
- AAATA
- The A2 Housing Commission
- Washtenaw Shelter Association

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Online Engagement

- Workshop activities were replicated online using a series of Mural board activities. Results were incorporated alongside the in-person workshop and are part of this summary.

Downtown Planning Questionnaire

For those in grades K-12 only, please provide your email address to enter a raffle to win one of ten \$20 Vault of Midnight gift cards.

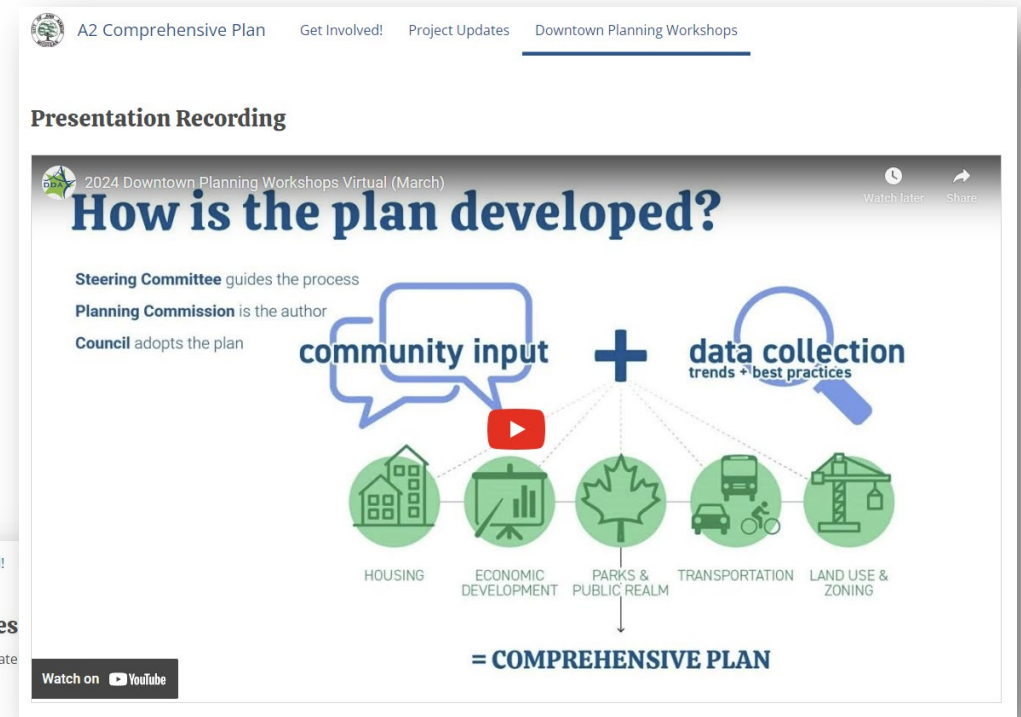
OVERALL DOWNTOWN

1. What do these values mean to you for the downtown?

EQUITY	AFFORDABILITY	SUSTAINABILITY

2. In 2050, what should the primary role of downtown be? Rank the options from 1 to 3, with 1 being the most important and 3 being the least.

Jobs-oriented office, research space, and worker-oriented businesses		



3 Circulation Study

Overview Active Transportation Transit Corridors

Virtual workshop

3 Plans in 1 Workshop

Workshop board PDFs

Visioning Mad Lib

Kids Imagine Downtown Activity

Click here to download the workshop questionnaire

Optional Demographic Questionnaire

Take Survey

2 Overall Tone of the Workshops

- We are addressing tough issues, but the tone and feedback was overall positive and supportive of the downtown circulation study proposals and ideas.
- Growing awareness of the challenges facing the city – affordability, navigating tough tradeoffs, interconnectivity of issues (i.e. housing and transportation)
- Business owner and broader public perspectives occasionally do not align (i.e. car access viewed more important to businesses whereas the public is more interested in other modes of travel)



3 Downtown Mapping Activity

Do you have ideas for WHERE you would like to see more of the following?

INSTRUCTIONS
Grab a sticker and place them on the map where you think they should go.

- Housing
- Retail & Shopping
- Recreation
- Events & Gatherings
- Jobs
- Entertainment

Logic + encourage co-ops throughout the city

Preserve existing trees. Add more green space. It's all infrastructure.

Build with beautiful architecture

Change is happening! It is the old buildings are being down for people to live again. Discrimination is key.

A2 Downtown Area

ODA Boundary

Zoning Category

- C (Commercial) & PUD
- D1 (Downtown Core)
- D2 (Downtown Interface)
- M (Manufacturing/Industrial)
- O (Office/Research)
- P (Parking)
- PL (Public Land)
- R1 (Single-Family Residential)
- R2-3 (Duplexes/Townhouses)
- R4-9B (Multi-Family)
- City Parks

Tell Us How You Think Downtown

INSTRUCTIONS
Let us know how you would like to see the highlighted neighborhoods on the map change (or not change) in the future. Grab a colored sticker and vote in the corresponding boxes below.

Do you have an opinion on a neighborhood not highlighted? Please grab a post-it, write your comment, and place it on the map.

A

B

C

D

E

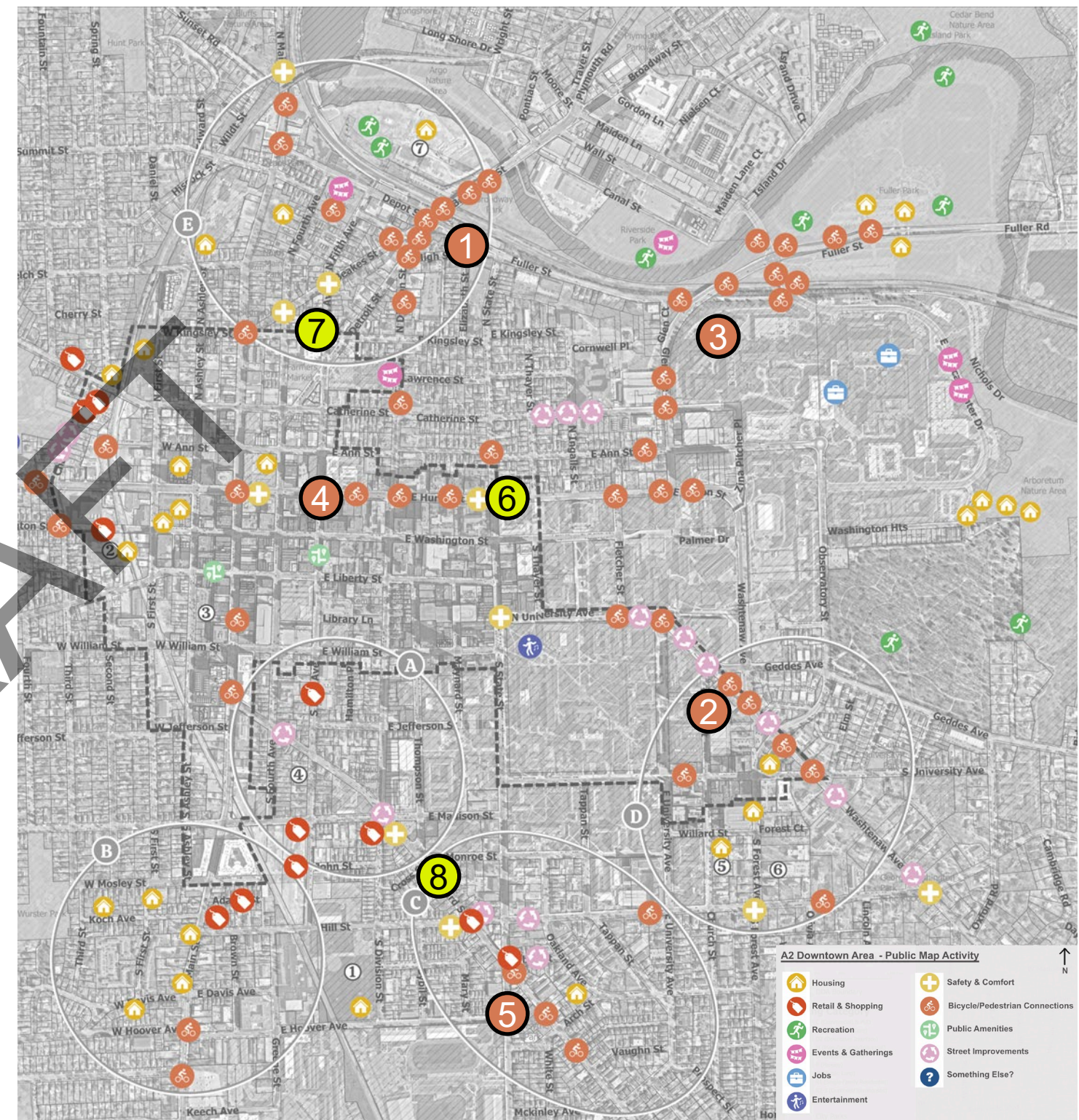
near this better drop off options for downtown performance venues - many other patterns

opportunity to spaces streets walkways other uses

I understand there are already trees planted, but I would like to see more trees planted. It would be nice to have more green space for people to walk and enjoy. Including street art and not just trees.

Downtown Mapping Activity

- Highest number of observations are seen for the **Bicycle/pedestrian connections** category:
 1. Broadway bridge area (aligned with Division Bikeway extension project)
 2. Washtenaw Avenue
 3. Fuller Street / Glen (aligns with Catherine Bikeway extension project)
 4. Huron Street
 5. Packard (south from downtown)
- Comments about a necessity for **safety and comfort enhancements** observed on Arterial roads and busy intersections such as Huron (6), Beakes (7), and Packard (8).
- Many comments highlight desire for **more housing**, particularly concentrated within the DDA boundary and the eastern and southern areas outside the DDA.
- **Street improvements** identified on Washtenaw, Packard, Catherine, and Chapin.
- **Retail & Shopping** desires identified near South Main and Hill, Chapin/West Park, and along Packard.





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Street Network

- Better **wayfinding to parking decks** and improved experience walking from decks to destinations is desired
- Overall **support for two-way restoration** of Fifth & Division (and Beakes) – improves navigation, directness of routes, safety, manages speeds
- Management of **curbside lanes for a greater range of uses** (accessible parking, pick-up/drop-off, loading/deliveries, etc.) is important

Overall DAC Study Board - Feedback

TOTAL COMMENTS: 35

WHAT IS WORKING TODAY?	WHAT NEEDS IMPROVEMENT TODAY?	SUPPORT FOR PROPOSED DESIGN DIRECTION	CONCERNS RELATED TO THE PROPOSED DIRECTION	OTHER OBSERVATIONS	QUESTIONS
<p>Multiple comments on supporting the State Street design.</p>	<p>Safer streets and accessible transit for everyone.</p> <p>General maintenance concerns i.e. upkeep and plowing.</p> <p>Having a better-connected and faster bus system.</p> <p>Comments about general improvements to bike infrastructure.</p>	<p>Positive reception towards two-way streets</p> <p>Comments feel improvements will create a safer environment for children, pedestrians, and cyclists.</p> <p>Daily users of bike lanes reporting significant improvements and expressing love for these changes.</p>	<p>Concerns around conflicts between modes of use and desire to see modes more safely separated.</p> <p>A comment about keeping surface parking.</p> <p>Concerns around safety and better signalization, enforcement, pedestrian wait times, and safer left/right turns.</p>	<p>A few comments expressing that the State Street area feels like it is only for the UofM not the larger community.</p>	<p>General comments about the desire to see the data that guides the direction of the study and decision-making.</p>

Business Representatives Feedback– Downtown Transportation

- Support from business community for two-way restoration, recognizing how it can improve wayfinding to downtown destinations and street flexibility.
- Programming/staffing for events (and event streets) is a gap because no Area Association has the staff to implement to the desired level. Some put their resources toward landscaping and sidewalk cleaning, in addition to or in place of events.
- Stakeholders appear to increasingly see the value of bikeways, but some concerns about “how many more to come” are raised. Stakeholders appreciated seeing an intentional network and that the focus is on neighborhood connections rather than more downtown bikeways.
- Wayfinding to and from parking garages needs to be improved – need communications about how to easily access downtown via all modes. Connecting parking lots to core destinations (better lighting, streetscape, etc.).
- Concerns around panhandling and perception of safety downtown viewed as a barrier for some.

Two - Way Restoration Board - Feedback

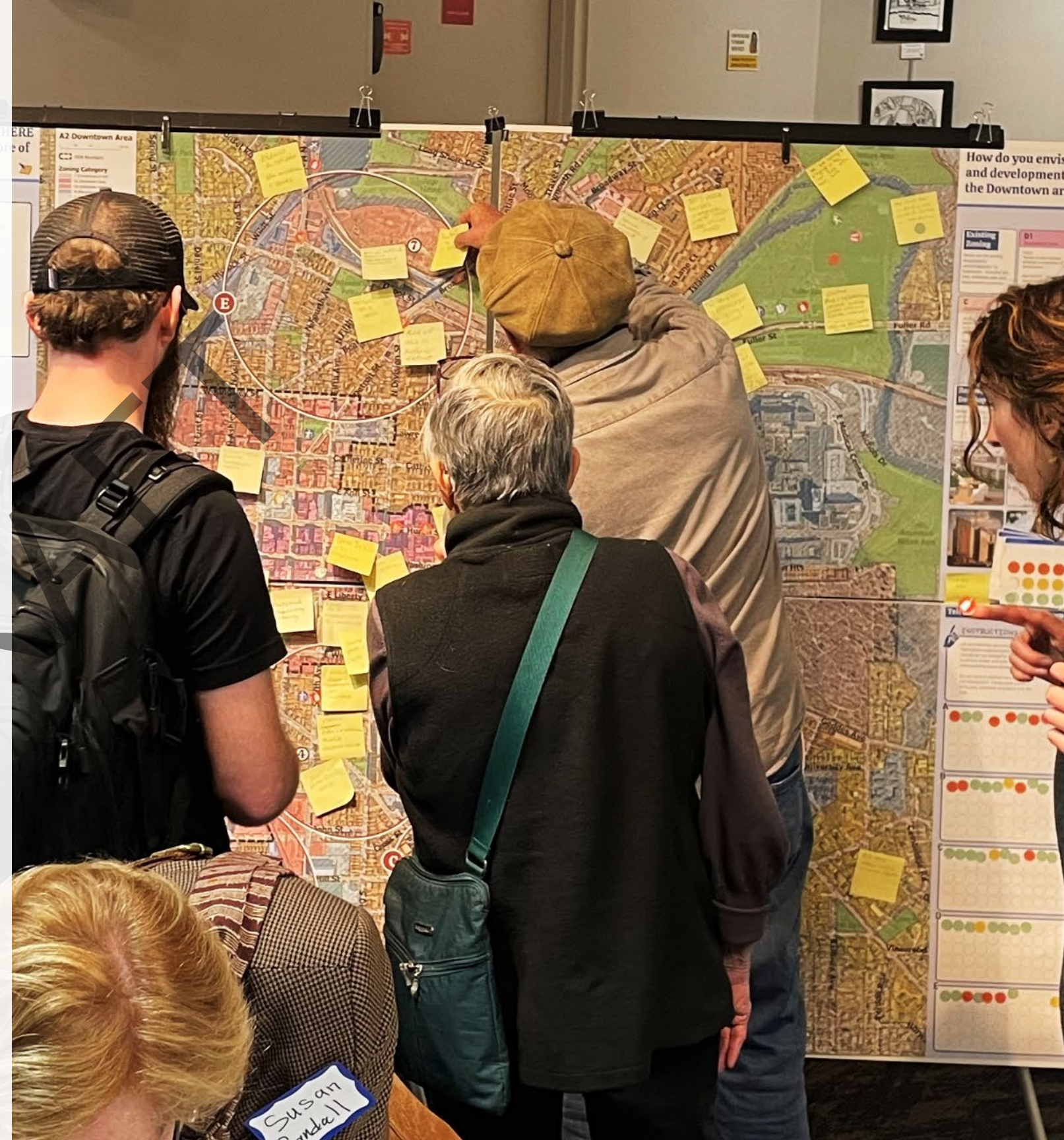
TOTAL COMMENTS: 66

WHAT IS WORKING TODAY?	WHAT NEEDS IMPROVEMENT TODAY?	SUPPORT FOR PROPOSED DESIGN DIRECTION	CONCERNS RELATED TO THE PROPOSED DESIGN	LIKES STATUS QUO / LACK OF SUPPORT	QUESTIONS
<p>Positive reception towards prior two-way street restorations and recognition of safety and comfort improvements</p>	<p>Speed reduction and better signage to enhance safety.</p> <p>Pointing out the problems with bike lanes ending abruptly and the need for more lane markings.</p> <p>Concerns that the current traffic pattern encourages reckless driving.</p> <p>Inadequate lighting at dusk.</p> <p>Requests to simplify confusing intersections, particularly where one-way meets two-way.</p>	<p>Overall support for Division & 5th Ave going two-way.</p> <p>Creates a safer environment for children, pedestrians, and cyclists.</p>	<p style="text-align: center; font-size: 48px; opacity: 0.3; transform: rotate(-45deg);">DRAFT</p>	<p>Some express a preference for the existing one-way system in downtown areas, suggesting it's better for both drivers and pedestrians.</p>	<p>Inquiries about the impact of changes on lane numbers and the flow of traffic.</p> <p>Questions about planning for event traffic.</p>

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Active Transportation

- Overall appreciation for the bikeways built to date and **support for the proposed bikeway** projects that connect near downtown neighborhoods to the downtown bikeway loop.
- Talking through the **rationale for using two-way bikeways** in constrained locations was beneficial – but reinforce being open to a range of best treatments
- Improvements to the “Broadway interchange” and connectivity north of the river was **highly supported**.



Active Transportation Overall Boards

Active Transportation OVERVIEW

Comfort for All Ages & Abilities

CREATING A BICYCLE NETWORK THAT CATERS TO A WIDE RANGE OF RIDERS
 this approach is known as the "All Ages & Abilities" or low-stress network.

- Slow, low-traffic streets and separated bikeways
- For both experienced and apprehensive bikers

7% STRONG & FEARLESS 100% of these riders are very comfortable on non-residential streets without bike lanes	5% ENTRUSTED & CONFIDENT 100% of these riders are very comfortable on non-residential streets with bike lanes	51% INTERESTED, BUT CONCERNED 32% of these riders contribute to some degree using protected bicycle lanes on non-residential streets	37% NO WAY, NO HOW 19% of these riders contribute to some degree using protected bicycle lanes on non-residential streets
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note: Aaron from MDOT is adding protected bike lanes in Michigan - please!

Moving Together Towards Vision Zero Ann Arbor Plan

Connects the city through all ages & abilities routes. **LOW-STRESS BICYCLE LANES NEED TO BE BALANCED** among

- Access
- Coverage
- Street Space Availability

Downtown Area Bicycle Network

- Existing Bikeways
- Proposed Bikeways
- Neighborhood Connectors
- Existing Bike Lane
- Existing Major Trails
- Existing Pathways
- Within 1 Block Crossing of an Existing Bikeway
- Within 2 Blocks Crossing of an Existing Bikeway
- Within 1 Block Crossing of a Proposed Bikeway
- Neighborhoods connected to an existing or proposed bikeway using a neighborhood connector does not require crossing major streets

Active Transportation OVERVIEW

Designing for All Ages & Abilities

ICTO Guidance
 Selecting All Ages and Abilities Bike Routes depends on...
 speed limit
 traffic volume
 number of vehicle lanes
 roadside activities

Speed Limit	Traffic Volume	Number of Vehicle Lanes	Side Activities	Recommended Facility
15-20 mph	Low	1-2	Low	Basic Street
25-30 mph	Low	1-2	Low	Basic Street
35-40 mph	Low	1-2	Low	Basic Street
45-50 mph	Low	1-2	Low	Basic Street
55-60 mph	Low	1-2	Low	Basic Street
65-70 mph	Low	1-2	Low	Basic Street
75-80 mph	Low	1-2	Low	Basic Street
85-90 mph	Low	1-2	Low	Basic Street
95-100 mph	Low	1-2	Low	Basic Street
105-110 mph	Low	1-2	Low	Basic Street
115-120 mph	Low	1-2	Low	Basic Street
125-130 mph	Low	1-2	Low	Basic Street
135-140 mph	Low	1-2	Low	Basic Street
145-150 mph	Low	1-2	Low	Basic Street
155-160 mph	Low	1-2	Low	Basic Street
165-170 mph	Low	1-2	Low	Basic Street
175-180 mph	Low	1-2	Low	Basic Street
185-190 mph	Low	1-2	Low	Basic Street
195-200 mph	Low	1-2	Low	Basic Street
205-210 mph	Low	1-2	Low	Basic Street
215-220 mph	Low	1-2	Low	Basic Street
225-230 mph	Low	1-2	Low	Basic Street
235-240 mph	Low	1-2	Low	Basic Street
245-250 mph	Low	1-2	Low	Basic Street
255-260 mph	Low	1-2	Low	Basic Street
265-270 mph	Low	1-2	Low	Basic Street
275-280 mph	Low	1-2	Low	Basic Street
285-290 mph	Low	1-2	Low	Basic Street
295-300 mph	Low	1-2	Low	Basic Street
305-310 mph	Low	1-2	Low	Basic Street
315-320 mph	Low	1-2	Low	Basic Street
325-330 mph	Low	1-2	Low	Basic Street
335-340 mph	Low	1-2	Low	Basic Street
345-350 mph	Low	1-2	Low	Basic Street
355-360 mph	Low	1-2	Low	Basic Street
365-370 mph	Low	1-2	Low	Basic Street
375-380 mph	Low	1-2	Low	Basic Street
385-390 mph	Low	1-2	Low	Basic Street
395-400 mph	Low	1-2	Low	Basic Street
405-410 mph	Low	1-2	Low	Basic Street
415-420 mph	Low	1-2	Low	Basic Street
425-430 mph	Low	1-2	Low	Basic Street
435-440 mph	Low	1-2	Low	Basic Street
445-450 mph	Low	1-2	Low	Basic Street
455-460 mph	Low	1-2	Low	Basic Street
465-470 mph	Low	1-2	Low	Basic Street
475-480 mph	Low	1-2	Low	Basic Street
485-490 mph	Low	1-2	Low	Basic Street
495-500 mph	Low	1-2	Low	Basic Street
505-510 mph	Low	1-2	Low	Basic Street
515-520 mph	Low	1-2	Low	Basic Street
525-530 mph	Low	1-2	Low	Basic Street
535-540 mph	Low	1-2	Low	Basic Street
545-550 mph	Low	1-2	Low	Basic Street
555-560 mph	Low	1-2	Low	Basic Street
565-570 mph	Low	1-2	Low	Basic Street
575-580 mph	Low	1-2	Low	Basic Street
585-590 mph	Low	1-2	Low	Basic Street
595-600 mph	Low	1-2	Low	Basic Street
605-610 mph	Low	1-2	Low	Basic Street
615-620 mph	Low	1-2	Low	Basic Street
625-630 mph	Low	1-2	Low	Basic Street
635-640 mph	Low	1-2	Low	Basic Street
645-650 mph	Low	1-2	Low	Basic Street
655-660 mph	Low	1-2	Low	Basic Street
665-670 mph	Low	1-2	Low	Basic Street
675-680 mph	Low	1-2	Low	Basic Street
685-690 mph	Low	1-2	Low	Basic Street
695-700 mph	Low	1-2	Low	Basic Street
705-710 mph	Low	1-2	Low	Basic Street
715-720 mph	Low	1-2	Low	Basic Street
725-730 mph	Low	1-2	Low	Basic Street
735-740 mph	Low	1-2	Low	Basic Street
745-750 mph	Low	1-2	Low	Basic Street
755-760 mph	Low	1-2	Low	Basic Street
765-770 mph	Low	1-2	Low	Basic Street
775-780 mph	Low	1-2	Low	Basic Street
785-790 mph	Low	1-2	Low	Basic Street
795-800 mph	Low	1-2	Low	Basic Street
805-810 mph	Low	1-2	Low	Basic Street
815-820 mph	Low	1-2	Low	Basic Street
825-830 mph	Low	1-2	Low	Basic Street
835-840 mph	Low	1-2	Low	Basic Street
845-850 mph	Low	1-2	Low	Basic Street
855-860 mph	Low	1-2	Low	Basic Street
865-870 mph	Low	1-2	Low	Basic Street
875-880 mph	Low	1-2	Low	Basic Street
885-890 mph	Low	1-2	Low	Basic Street
895-900 mph	Low	1-2	Low	Basic Street
905-910 mph	Low	1-2	Low	Basic Street
915-920 mph	Low	1-2	Low	Basic Street
925-930 mph	Low	1-2	Low	Basic Street
935-940 mph	Low	1-2	Low	Basic Street
945-950 mph	Low	1-2	Low	Basic Street
955-960 mph	Low	1-2	Low	Basic Street
965-970 mph	Low	1-2	Low	Basic Street
975-980 mph	Low	1-2	Low	Basic Street
985-990 mph	Low	1-2	Low	Basic Street
995-1000 mph	Low	1-2	Low	Basic Street

Why Two-Way Bikeways?

- Confidence as a bicycle rider relates to your level of comfort
- Separated bicycle facilities are generally comfortable to 70% of potential riders.
- In constrained environments and/or where curbs on the street are unchanged, two-way bikeways can "fit the space" whereas one-way separated bike lanes often cannot.

Safety Data

- Safety is improving for all users
- Bicyclist & pedestrian crashes have decreased
- Biking has increased

Key Facility Types

BIKE BOULEVARDS / SLOW STREETS

Used on local, residential streets to manage speed and traffic

SEPARATED BIKEWAYS

(1- or 2-way)
 Used on primary, non-residential streets to separate bikes from traffic

Downtown

What have you or do you plan to use the bikeway for?

SEPTEMBER 2023 - 40,000 BICYCLE TRIPS!

Active Transportation WASHINGTON BIKE BOULEVARD

Project Area

GOAL
 Use bike boulevard to connect from Riverina Blvd to the downtown area. Utilize speed and volume traffic control methods to create a calmer environment for bicycling.

Bike Boulevard Treatment Examples

• What is working well on this corridor today?
 • What could be improved on this corridor today?

Active Transportation TREELINE & SUMMIT ST CONNECT

Project Area

GOAL
 Extend the First Street Bikeway north and create a fully separated connection to Wheeler Park and the B2B Trail Berm Tunnel (under the railroad).

• What is working well on this corridor today?
 • What could be improved on this corridor today?

Active Transportation DIVISION BIKEWAY EXTENSION

Existing Corridor Conditions

- One-way, 2 lanes
- On-street parking (west)
- Institutional land uses
- Conventional bike lane (east)
- Overlaid gutter

Proposed Conditions

- One-way, 2 lanes
- On-street parking (west)
- Single-family / institutional land uses
- Conventional bike lane (east)
- Conventional bike lane (east) tapers away
- Overlaid gutter

Project Area

GOAL
 Extend the existing Division Street Bikeway northward and across the Broadway bridge, connecting to the side path along Plymouth Rd.

• What is working well on this corridor today?
 • What could be improved on this corridor today?

Active Transportation Overall Board

- Feedback

TOTAL COMMENTS: 113

WHAT IS WORKING TODAY?	WHAT NEEDS IMPROVEMENT TODAY?	SUPPORT FOR PROPOSED DESIGN DIRECTION	CONCERNS RELATED TO THE PROPOSED DESIGN	LIKES STATUS QUO / LACK OF SUPPORT	QUESTIONS
<p>General support for the bikeways and wanting additional low-stress bikeways outside of the downtown to make connections.</p>	<p>Better connection and safety for pedestrians and bikers.</p> <p>Making the streets safer for bikers it feel stressful biking today.</p> <p>Cars not stopping for bikes and pedestrians at intersections. Enforcement.</p>	<p>Overall support for more protected bikeways. Enthusiasm for the proposed bikeway projects.</p> <p>A desire for more bike amenities like bike parking.</p> <p>Some comments expressed a preference for 1-way separated bike lanes over the two-way bikeways.</p>	<p>Removal of parking and need to better price on-street parking and connect to garages.</p>	<p>No comments</p>	<p>Can the DDA expand?</p> <p>How are we ensuring buses can safely turn with two-way bike lanes?</p>

Division Bikeway Extension Board - Feedback

TOTAL COMMENTS: 58

WHAT IS WORKING TODAY?	WHAT NEEDS IMPROVEMENT TODAY?	SUPPORT FOR PROPOSED DESIGN DIRECTION	CONCERNS RELATED TO THE PROPOSED DESIGN	LIKES STATUS QUO / LACK OF SUPPORT	QUESTIONS
<p>Positive feedback about current Division bikeway.</p>	<p>Continuing the existing Bikeway north.</p> <p>The need for better connections over the Broadway Bridge.</p> <p>Better pedestrian crossings (raised?) to slow traffic.</p> <p>Concerns about speeds on approaches to bridges, making pedestrian crossings challenging.</p>	<p>Majority of preference-based comments were supportive of the concept.</p> <p>Two-way traffic restoration would help calm street. Support for reducing the number of lanes on Broadway.</p> <p>Support for the creation of protected intersections to resolve conflicts.</p> <p>Support for proposals that could help economic activity by making business districts more accessible.</p>	<p>Calls to close certain streets due to discomfort and perceived danger for cyclists (i.e. Carey St.)</p> <p>Concerns about the environmental impact of tree removal for infrastructure projects.</p> <p>Need to address emergency vehicle access.</p>	<p>One comment reflects a preference for the efficiency of the current one-way system.</p>	<p>What are the lane reductions on Broadway and the implications for traffic?</p> <p>Inquiries about the logistics and sizing of bike turn boxes.</p> <p>Curiosity about the number of all-season bike commuters and requests for repaving certain streets.</p>

Catherine Bikeway Extension Board - Feedback

TOTAL COMMENTS: 10

WHAT IS WORKING TODAY?	WHAT NEEDS IMPROVEMENT TODAY?	SUPPORT FOR PROPOSED DESIGN DIRECTION	CONCERNS RELATED TO THE PROPOSED DESIGN	LIKES STATUS QUO / LACK OF SUPPORT	QUESTIONS
<p>No direct comments were made.</p>	<p>Suggestions that crossing areas need improvement and possibly more seating near bus stops.</p>	<p>A comment that supports the project and requests that the sidewalk be wider for a better B2B trail connection.</p>	<p>Concerns about the number of people near the University and the safety of a left and right turn at busy intersections.</p> <p>A few suggestions to consider a diagonal crossing for bikes with a bicycle signal if a two-step crossing is needed.</p>	<p>No direct comments were made.</p>	<p>Turn boxes are in the middle of the bike lane. Can they be moved or make them bigger?</p> <p>Could we have diagonal bike signals?</p>

DRAFT

Treeline / Summit Connector Board - Feedback

TOTAL COMMENTS: 27

WHAT IS WORKING TODAY?	WHAT NEEDS IMPROVEMENT TODAY?	SUPPORT FOR PROPOSED DESIGN DIRECTION	CONCERNS RELATED TO THE PROPOSED DESIGN	LIKES STATUS QUO / LACK OF SUPPORT	QUESTIONS
<p>No direct comments were made.</p>	<p>Desire for safety features like Rapid Rectangular Flashing Beacons (RRFBs) at crossings where cars fail to yield to bikes (i.e. on Depot Street at 5th Ave).</p> <p>Suggestions for the construction of a bike ramp from westbound Depot Street to a trail, to avoid a sharp 90-degree turn.</p> <p>Need connections to existing bicycle infrastructure (e.g. 5th Ave two-way lanes)</p>	<p>Majority of preference-based comments were supportive of the concept.</p> <p>Multiple comments indicating a preference for concrete barriers to protect bike lanes.</p>	<p>Concerns are voiced about cars speeding and not stopping, creating dangerous situations for cyclists.</p> <p>Concerns with two-way bikeways for drivers not expecting cyclists from both directions.</p>	<p>One comment is against the removal of parking spaces.</p> <p>Comment that the Treeline / Summit route seems like a long detour to avoid conditions on N. Main Street.</p>	<p>The condition of street pavement is criticized for being too thin, potentially unsafe, and more prone to potholes and other maintenance issues.</p>

Washington Bike Boulevard Board - Feedback

TOTAL COMMENTS: 74

WHAT IS WORKING TODAY?	WHAT NEEDS IMPROVEMENT TODAY?	SUPPORT FOR PROPOSED DESIGN DIRECTION	CONCERNS RELATED TO THE PROPOSED DESIGN	LIKES STATUS QUO / LACK OF SUPPORT	QUESTIONS
<p>Multiple comments expressed how well the street worked(i.e. less traffic) when it was closed for repairs near the YMCA.</p>	<p>A few comments talking about how the road feels too tight with parking on both sides, so people ride on the sidewalk (even though it's a residential street).</p> <p>7th Street is a busy intersection that is unsafe and hard to cross.</p> <p>Sidewalks too narrow for both bikes and pedestrians.</p> <p>Cars need to be slower and intersections improved.</p>	<p>Overall comments were positive and support for the concept.</p> <p>Most comments supported traffic calming measures.</p> <p>Clear support for improving the Washington & 7th intersection.</p> <p>Types of traffic calming that were mentioned: Speed limit signs, diverters, raised crosswalks, roundabouts, buffered bike lanes.</p>	<p>A concern about getting doored when riding a bike.</p> <p>Need to manage the Slauson Middle School pickup and drop-off situation - coordination with school improvements.</p>	<p>One comment not supportive of diverters and that streets should be calmed instead.</p> <p>The parking on the street works to slow traffic.</p> <p>One comment concerned about parking loss.</p>	<p>Comments and questions about where cars that get diverted will go - and any other impacts from that?</p> <p><u>OTHER POINTS</u></p> <p>A bike connection to West Park.</p> <p>Having more density in the area.</p> <p>Planting native species and adding to the tree canopy.</p>

Miller Bikeway Extension

TOTAL COMMENTS: 120

WHAT IS WORKING TODAY?	WHAT NEEDS IMPROVEMENT TODAY?	SUPPORT FOR PROPOSED DESIGN DIRECTION	CONCERNS RELATED TO THE PROPOSED DESIGN	LIKES STATUS QUO / LACK OF SUPPORT	QUESTIONS
<p>People with wide ranges of ages and abilities are riding bikes on Miller Ave in the current unbuffered 5' striped bike lanes to make downtown connections.</p>	<p>Motor vehicle speeds, volumes, and lack of separation make biking on Miller a high-stress experience.</p> <p>Bike facilities drop off at intersections.</p>	<p>Enthusiasm for high-comfort All Ages and Abilities facility and speed management.</p> <p>Lots of support for adding RRFBs to unmarked crossings</p>	<p>Sight lines at driveways and intersections.</p> <p>Reducing roadway operating width may impact truck/emergency vehicles</p> <p>AAPS school pick up queuing</p> <p>Bus stop consolidations</p> <p>Loss of ped islands</p> <p>Entering/exiting the cycle track to/from the north side of Miller</p>	<p>Comments that there are too few people biking to justify the reconfiguration and loss of motor vehicle operations flexibility (deliveries, AAPS queuing, leap frogging buses, emergency vehicles).</p> <p>Avid cyclists who envision bike facilities as fully separate, high speed cycling tracks.</p>	<p>Why are bike signals needed?</p> <p>How will snow removal, trash pick up, deliveries work?</p>



6

Transit Streets

- Recognition of the **importance of transit** to the community and how it support mobility choice and business environment
- Support for **greater frequency and efficiency** of transit
- Lots of interest for **when transit improvements** (e.g. high frequency routes, BRT) will be coming

Transit System Boards - Feedback

TOTAL COMMENTS: 109

WHAT IS WORKING TODAY?	WHAT NEEDS IMPROVEMENT TODAY?	SUPPORT FOR PROPOSED DESIGN DIRECTION	CONCERNS RELATED TO THE PROPOSED DESIGN	LIKES STATUS QUO / LACK OF SUPPORT	QUESTIONS
<p>No direct comments were made.</p>	<p>Frequency and access of existing transit.</p> <p>Many comments for improvements at bus stops: seating, shelters, solar heating, trees, winter maintenance etc.</p> <p>Accessibly into the downtown for the elderly.</p>	<p>Overall clear level of support for improving transit.</p> <p>Support for BRT and improving access and frequency.</p> <p>Comments made about electrifying transit either through trolleys or BRT</p>	<p>How do we ensure bus safety with two-way bike lanes?</p>	<p>No direct comments were made.</p> <p>Not having enough accessible parking [concern with parking removal]</p>	<p>Can bus stops be before traffic lights, instead of after?</p> <p>Emergency vehicle access on transit streets?</p> <p>Pricing parking appropriately.</p> <p>Multiple comments about the supply of parking in the city being too high (discouraging transit use) - but also parking being too difficult downtown</p>

7

Event Streets & Place-Making

- Support using streets and public space as a place for **activities and events downtown**, bringing vibrancy and energy
- Desire for more **family-friendliness** – activities for kids, attractors for families
- Aesthetics of street closures can be improved to be more **festive and inviting** (and look less like a construction zone)



Event Streets Boards - Feedback

Event Streets

Do you have questions or comments about Event Streets?

Will have to see how much the board was possible with this week (10/10/21)

What are Event Streets?

Streets that prioritize pedestrians in order to create cultural, economic, and civic hubs for activity within a city.

Event streets can be a significant draw to an area supporting commercial activity and quality of life in the community.

Pedestrian Mall DOES NOT EQUAL Event Street


In the 60s and 70s, over 200 Pedestrian Malls were constructed nationwide. However, by the 90s, most of them had failed. These malls demand significant programming support for events, marketing, property management, and development plans to fully reap their benefits, which can be challenging but worthwhile.

Today, Pedestrian Malls are merely one type of event street among various ideas that can thrive in appropriate context.


Successful Event Streets

Land Use Context & Existing Activity	Doesn't typically require active programming of the space for project success, but can benefit from it.	Commercial contexts, especially where pedestrian volumes are higher and/or events are frequent.
Event Programming Considerations	Doesn't typically require active programming of the space for project success, but can benefit from it.	
Maintenance & Management	Typically managed and maintained similar to conventional streets. May have some added needs preparing street for sporadic events	
Transportation Network	Regular vehicle access is maintained, flexible curbside lanes incorporated into design. Uses speed management features to promote comfort.	

Types of Event Streets



Flexible/Traditional Street
Suitable for a variety of land use contexts, including less active streets



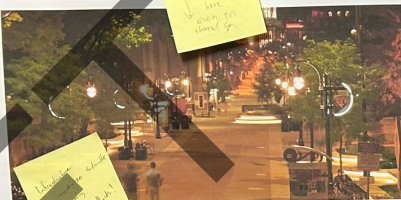
Curbless Street
Suitable in pedestrian dominated spaces with limited vehicle access

The people who think the curbless street should be on front-street


This should change with more time

Event Streets


Do you have questions or comments about Event Streets?



Shared Street
Vehicle space separated from pedestrian with fewer physical barriers.



Seasonal Street
Street is semi- or fully-closed during certain times of year and/or days of the week.



Pedestrian Mall
Closed to traffic (can still allow deliveries in certain hours). Designed as pedestrian "plaza" space and to accommodate events and activities.

Suitable in pedestrian dominated spaces with limited vehicle access	Requires density of active uses prepared to utilize the space	Primarily suited to the most active pedestrian areas and where partners support programming.
Opportunity & benefits from events, may not require constant programming.	Regular programming of events and marketing needed to drive visits and support business throughout the year (or during active closures for seasonal streets)	
Designed as a "plaza" space, higher maintenance programming.	Maintenance tied to seasonal and temporary, typically lower cost activities.	"Plaza" space, high quality and higher maintenance, on public and/or private entities
Vehicles enter space on "pedestrian" terms. Discourage "thru" movements with volume and speed management.	Access for vehicles typically restricted, which can impact service (loading, deliveries) and shift travel patterns. Transportation shifts need to be accounted for and accommodated on parallel routes.	

Remember to consider the planning for the street

Agreed. All/less can be done. Make it more pedestrian friendly

North II has only Church and State

Stop use of orange barrels & barricades. Not Appealing

Event Streets Boards - Feedback

TOTAL COMMENTS: 94

WHAT IS WORKING TODAY?	WHAT NEEDS IMPROVEMENT TODAY?	SUPPORT FOR PROPOSED DESIGN DIRECTION	CONCERNS RELATED TO THE PROPOSED DESIGN	LIKES STATUS QUO / LACK OF SUPPORT	QUESTIONS
<p>Overall, comments were positive towards the existing street closures.</p> <p>Closing the streets helps to build community identity.</p>	<p>Better signage for event street closures.</p> <p>A few comments expressed a need for pedestrian improvements such as trees/shade, winter events and bike parking.</p>	<p>Significant majority of preference-based comments supportive of event streets.</p> <p>Similar level of support for flexible event street types and pedestrian malls.</p> <p>General support for many types of pedestrian improvements (traffic calming, crosswalks, pedestrian comfort, etc.).</p>	<p>Concern about pedestrian malls impacting circulation and harming businesses.</p> <p>Some comments that wayfinding for vehicles when streets are closed to traffic needs to be improved.</p> <p>Some comments talked about the need for green infrastructure.</p>	<p>A comment about wanting to maintain curbs for safety.</p> <p>A comment about game day traffic concerns.</p> <p>Some comments about keeping car access and parking for businesses.</p>	<p>How do we maintain event streets year-round?</p> <p>Can we make State Street ped-only during the school year?</p> <p>Questions and sighting data.</p>

Business Representatives Feedback– Event Streets

GENERAL COMMENTS:

- Desire for more attractive, flexible barricades that don't make the street look like a construction zone.
- Lack of programming (staff) capacity limits what can be done.
- Branding issue – don't call these “Street Closures” but frame as something positive instead.
- Leverage event streets to create a “reason to linger” downtown.
- Access to downtown and connectivity/experience from parking decks to event streets is important.

DISTRICT SPECIFIC:

- **South University District** – interested in pursuing an event street implementation. Feels “left out” of the benefits other business districts have leveraged (but also has no dedicated staff at the moment).
- **Kerrytown District** – Farmer's Market and plaza spaces provide adequate space for events. Limited by programming capacity to do more.
- **Main Street District** – Recognition that different businesses are impacted differently by the closures. The weekly opening/closing cycle makes it difficult to do more permanent attractors and programming within the street – but having the street closed on “unproductive” days isn't good either.
- **State Street District** – Interested in doing more events (watch parties, rock the block, etc.) , but limited funding/capacity to program more (resources directed towards landscape and sidewalk cleaning).

Thank you

Downtown Area
Circulation Study

Downtown & City Public Workshops

Comprehensive Plan +
DDA Development Plan

May 10, 2024

Workshop Summary

- 1. Participation**
- 2. Tone of the Workshops**
- 3. Values**
- 4. Mapping & Board Activities**
- 5. Handout Summaries**

DRAFT

1

Participation



**By the Numbers:
7 events
Over 350 attendees
(1000+ comments)**

**27 stakeholders in
small group meetings**

2

Tone of the Workshops

- The workshops tended to spark more conversational questions and comments between staff and residents
- Workshops helped both staff and residents clarify some confusing language or points that were not addressed that will be incorporated into future workshops
- Many of the challenges facing the city – affordability, navigating tough tradeoffs, interconnectivity of issues (i.e. housing and transportation)

DRAFT

3

Vision and Values

TOTAL COMMENTS: 242
Downtown + City-Wide

- Overall desire for a **more livable and walkable city that is welcoming to all residents**
- Need for **safer and more equitable transportation** options, such as **dedicated bike lanes** and **better bus service**
- Discussion about the role of parking in the downtown area, with some advocating for **less parking and more mixed-use development**
- Comments on issues like **small business development, senior living options**, and the need for more **public spaces**

Values | How do you define Affordability, Equity, and Sustainability in the context of Ann Arbor?
INSTRUCTIONS Grab three sticky notes and write your definitions! Place each sticky in the corresponding column.

Affordability	Equity	Sustainability

DRRAFT

Values by Topic

TOTAL COMMENTS: 68
Downtown + City-Wide

Affordability

- Need more affordable housing and **more housing overall to balance supply and demand**
- Need **more varied types of housing** for different types of households – non-traditional, intergenerational
- Less luxury high rises – more **options at all income levels**
- Develop north and south of campus at higher density
- Infill in more suburban areas with more housing
- Regulate predatory landlord practices
- Preservation of historic homes
- Manage high cost of property taxes

Affordability

Values by Topic

TOTAL COMMENTS: 80
Downtown + City-Wide

Equity

- Access to **affordable housing, jobs, food and education**
- **Accessible transportation** options for everyone that includes pedestrian and bike-friendly infrastructure.
- Involving **diverse voices** in decision-making processes
- **Safe** places for people of **all ages, abilities, and incomes** to play – desire for a downtown park
- Importance of access to (free) parks and entertainment
- **Access** and options for elderly and low-income families

Equity

Values by Topic

TOTAL COMMENTS: 94
Downtown + City-Wide

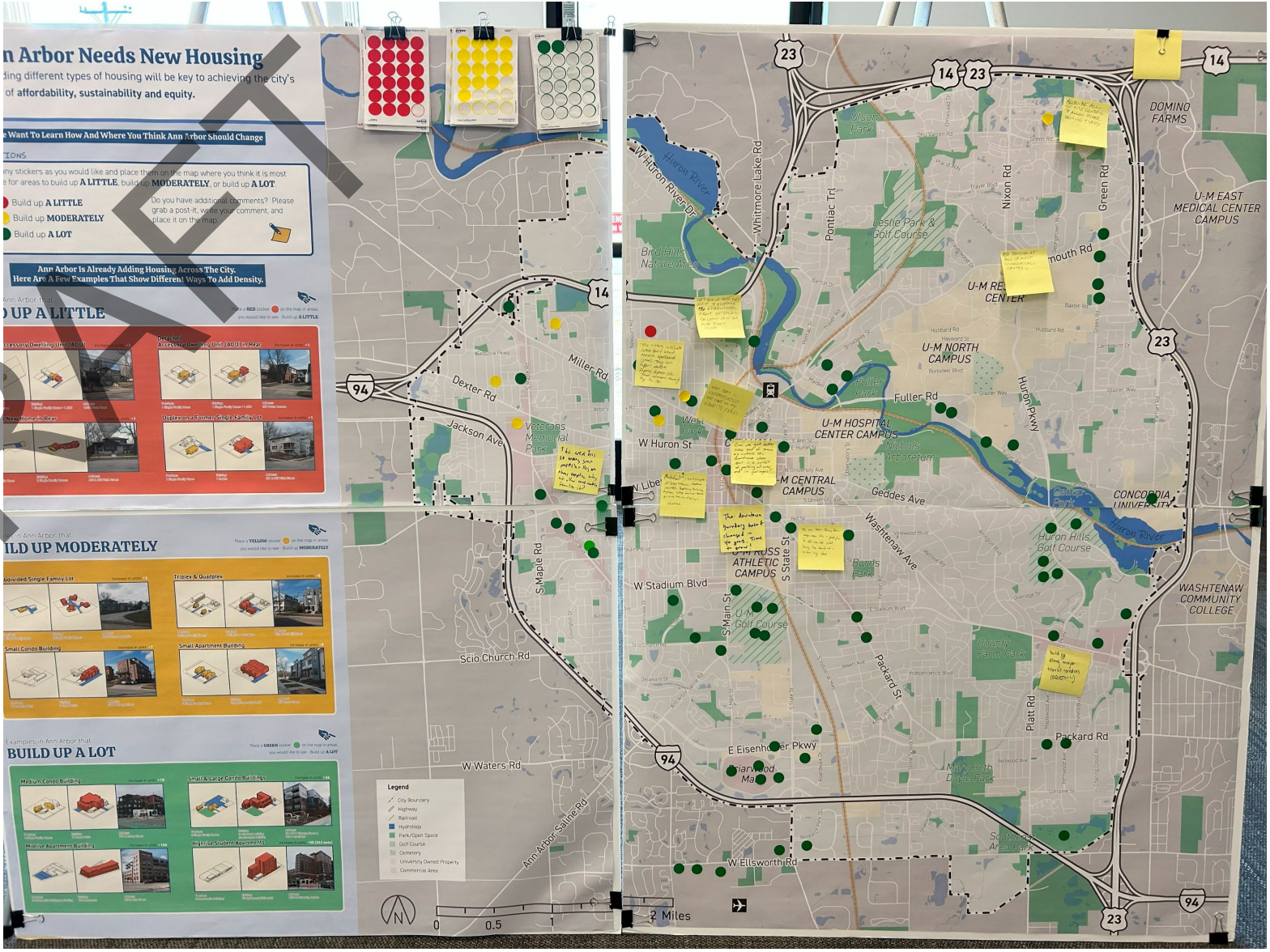
Sustainability

- Incorporating **green infrastructure** and **sustainable materials**
- Increasing public transit infrastructure
- Creating more green space and preserving parks
- **Energy systems:** pursue alternative energy sources and bury electrical power lines – pursue city-owned electric utility using clean energy.
- Balancing city growth with environmental concerns
- Transitioning commuters to full-time residents

Sustainability

4

Mapping & Board Activities



City-Wide Mapping Activity

TOTAL DOTS: 110

- Need for **more types of housing** and **increased total housing** throughout Ann Arbor, with a focus on higher density housing
- Improvements to **bike lanes** and **pedestrian walkability**, along with the development of a **livelier riverfront** and **expansion of downtown's footprint**
- Incentives to encourage more affordable and intensive development, including **missing middle housing**
- Preservation of **historic districts** and **green spaces**, as well as the need for **better public transit** and **accessibility** for all mobility options
- More **small businesses** and **neighborhood retail** options
- Prioritization of **livability** and **equity** for all residents

Ann Arbor Needs New Housing

Providing different types of housing will be key to achieving the city's goals of affordability, sustainability and equity.

We Want To Learn How And Where You Think Ann Arbor Should Change

INSTRUCTIONS
Grab as many stickers as you would like and place them on the map where you think it is most appropriate for areas to build up **A LITTLE**, build up **MODERATELY**, or build up **A LOT**

Build up **A LITTLE**
Build up **MODERATELY**
Build up **A LOT**

Do you have additional comments? Please grab a post-it, write your comment, and place it on the map.

Ann Arbor is Already Adding Housing Across The City. Here Are A Few Examples That Show Different Ways To Add Density.

Examples in Ann Arbor that **BUILD UP A LITTLE**

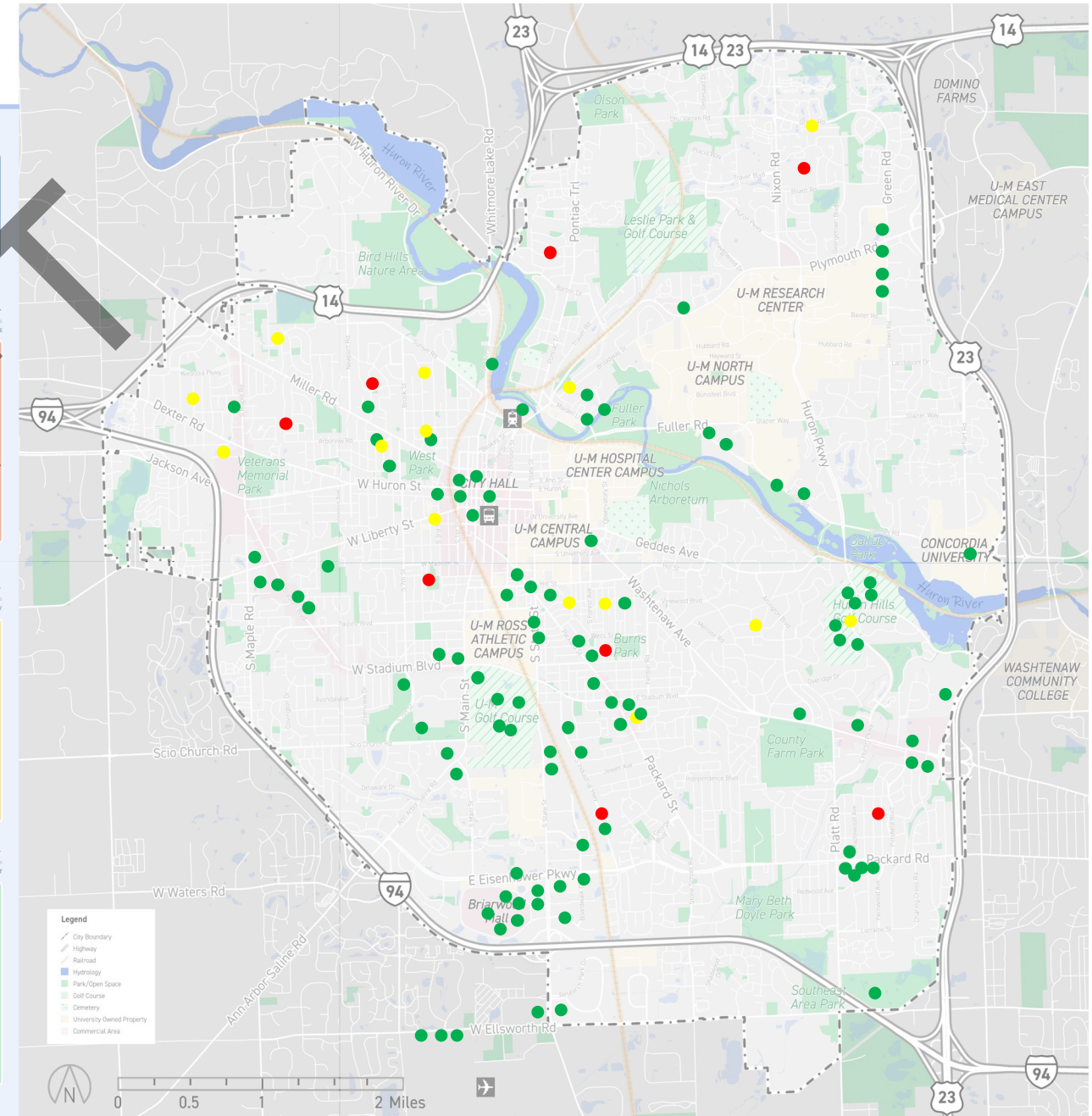
Attached Accessory Dwelling Unit (ADU)	Detached Accessory Dwelling Unit (ADU) in Rear
Attached New Home in Rear	Triplex or Duplex Single Family Lot

Examples in Ann Arbor that **BUILD UP MODERATELY**

Subdivided Single Family Lot	Triplex & Quadplex
Small Condo Building	Small Apartment Building

Examples in Ann Arbor that **BUILD UP A LOT**

Medium Condo Building	Small & Large Condo Buildings
Midrise Apartment Building	Highrise Student Apartments



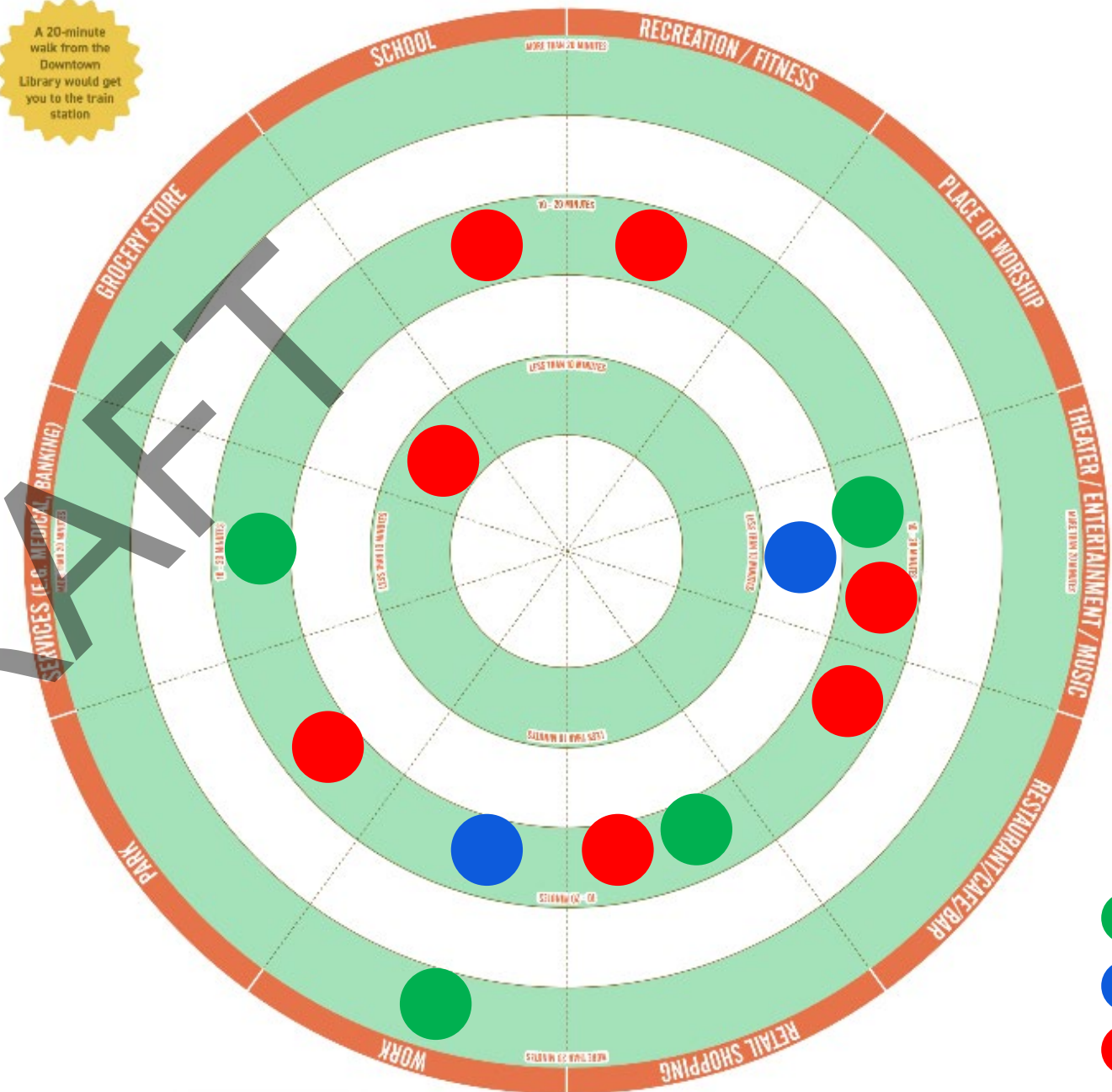
20 Minute Neighborhoods (City-wide)

TOTAL DOTS: 288

- Many of the comments preferred to have amenities and activities within a 20-minute walk, bike, or transit route.
- Most of the comments preferred walking to many of these destinations
- Work was one of the few categories where a bike ride between 10-20 mins or a bus route more than 20 mins was preferred.
- There were 8 comments for a place of worship, so no trend was captured

A 20-minute walk from the Downtown Library would get you to the train station

DRAG



Exercise Summary
● Transit
● Biking
● Pedestrian

Housing Cost, Affordability, & Land Use

TOTAL COMMENTS: 83
Downtown + City-Wide

- General agreement that housing in Ann Arbor needs to be **more affordable**, especially housing with **walking access to basic amenities** such as grocery stores
- The majority are amenable to **adding density** in some form, whether more intensely or more incrementally
- Calls for **up-zoning and mixed-use development** in **neighborhood centers**, as well as allowing for **ADUs and triplexes/quadplexes** everywhere
- Some encouragement of **building up and expanding downtown**, other concerns about maintaining **historic district character and green space**
- Focus on creating more **intentionally affordable rental units** and **removing development barriers**
- Suggestions including incentivizing redevelopments that have **affordable commercial rent, cohousing, enforcing blight rules, reducing property taxes, and regulating landlords.**

Retail

TOTAL COMMENTS: 35

Downtown + City-Wide

- Need for more **local walkable retail spaces** in mixed-use developments and residential areas
- Desire to create more accessible and **vibrant retail spaces** that foster **community connections**
- Creation of **green infrastructure & community gathering places**, having **accessible parking** and incentivizing the use of **public transit**.

DRAFT

3

Handout Summaries

Downtown Planning Questionnaire

OVERALL DOWNTOWN

1. What do these values mean to you for the downtown?

EQUITY	AFFORDABILITY	SUSTAINABILITY

2. In 2050, what should the primary role of downtown be?
Rank the options from 1 to 3, with 1 being the most important and 3 being the least.

<input type="checkbox"/>	Jobs-oriented <i>office, research space, and worker-oriented businesses</i>
<input type="checkbox"/>	Residential-oriented <i>family housing, neighborhood goods and services</i>
<input type="checkbox"/>	Entertainment-oriented <i>restaurants, bars, venues</i>

Housing Commission

A Vision for Downtown

Please help us complete the statements below:

I _____ in downtown Ann Arbor.
(live / work / study / visit / etc.)

Downtown would be better for _____
(type of user: families, workers, empty-nesters, etc.)

if it had _____
(type of amenity or activity)

Downtown could be improved by _____

(physical improvement or amenity)

Mad Libs

Ann Arbor needs new housing.

Providing different types of housing will be key to achieving the city's goals of affordability, sustainability and equity.

① First, what neighborhood do you live in? _____

② **More people are employed in the city and live outside Ann Arbor than the non student population of the city. Through our engagement process we've been asking participants who don't live in Ann Arbor if they would like to, and half of the respondents have answered yes. What if half of those employees decided to live in the city? What implications would that have?**

Some new housing could take place in areas appropriately zoned for denser housing like downtown or other commercial areas. However, to fulfill this potential scenario over the next 20 years, this growth will need to happen across the city including areas currently zoned for single-family housing (R1).

How would you feel about allowing up to 4 units in neighborhoods that are currently zoned exclusively for single family housing?

Check one below

Strongly Agree Somewhat Agree Somewhat Disagree Strongly Disagree

How do you feel about this scenario? What are the potential benefits? What are the concerns?

Density Worksheet

Mad Libs - Downtown

TOTAL COMMENTS:88
20 city-wide, 68 downtown

- Focus on **improving the quality of life for residents**
- Clear desire for **affordable, accessible, and diverse housing**, including multi-family in current single-family neighborhoods and the development of "**missing middle**" housing
- Desire to have **better transportation** that includes walking, biking, and bussing
- Mention of **access to amenities** such as green space, entertainment venues, restaurants, and small retail outlets (neighborhood businesses)

A Vision for Downtown | Please help us complete the statements below:

I _____ in downtown Ann Arbor.
(live / work / study / visit / etc.)

Downtown would be better for _____
(type of user: families, workers, empty-nesters, etc.)

if it had _____
(type of amenity or activity)


Downtown could be improved by _____

(physical improvement or amenity)

Density Worksheet

- Support for **more diverse housing** options in Ann Arbor, including duplexes, triplexes, and quadplexes, as well as mixed-use zoning to provide commercial services in neighborhoods
- Feeling that having more density **would allow for more affordable housing** options, increased **social diversity**, a more **efficient use of infrastructure**, and a decreased carbon footprint
- Concerns about the possibility of losing **green space**, **increased noise**, **utility issues**, and developers that are not sensitive to the **neighborhood context** in which they are building

TOTAL COMMENTS:47

 **Ann Arbor needs new housing.**
Providing different types of housing will be key to achieving the city's goals of **affordability, sustainability and equity.**

① First, what neighborhood do you live in? _____

② **More people are employed in the city and live outside Ann Arbor than the non student population of the city. Through our engagement process we've been asking participants who don't live in Ann Arbor if they would like to, and half of the respondents have answered yes. What if half of those employees decided to live in the city? What implications would that have?**

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How would you feel about allowing up to 4 units in neighborhoods that are currently zoned exclusively for single family housing?

Check one below

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree

How do you feel about this scenario?
What are the potential benefits? What are the concerns?

Thank you

Downtown Area
Circulation Study