



A2DDA PEOPLE-  
FRIENDLY STREETS

# STATE STREET & KEY STREETS PROJECTS

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DDA CIC Meeting  
2020-05-20

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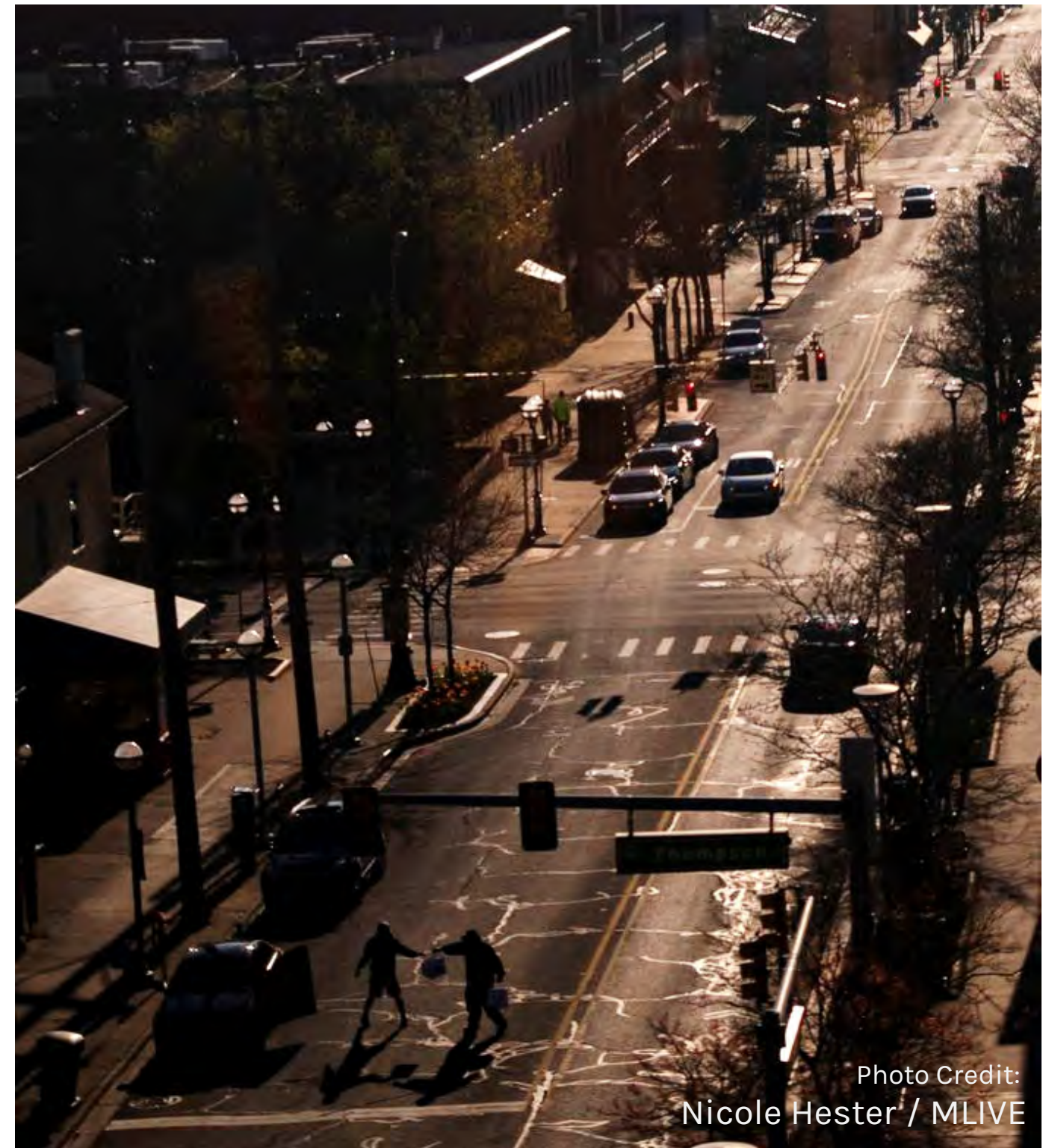


Photo Credit:  
Daniel Brenner

# AGENDA

## KEY STREETS & STATE STREET PROJECTS

- Where we are today
- Values and outcomes
  - The New E's for transportation projects
  - People-friendly street values
- Pandemic responses / Adapting our streets
  - Tactical urbanism
  - Project opportunities
- Updates and engagement timeline
  - Key Streets / Tactical Projects
  - State Street





# WHERE ARE WE TODAY?

IN THE COVID-19 ERA

# WHAT ARE WE SEEING?

## DURING COVID-19 PANDEMIC

- Increased demand for biking and walking space:
  - Need for physical distancing (coupled with decreased transit service and capacity)
- Increased pressure on curbside space:
  - Need for business operation changes and physical distancing (loading/unloading, expanded seating and retail space, space for customer lines).
- Commercial activity impacts – retail and restaurants.
  - Fewer workers downtown to support businesses
  - Need to increase convenience factor business operations – pickups, deliveries, changing curb-side uses
- Transit service impacts
  - Limited bus capacity
  - Reduced ridership impacts level of service and operations

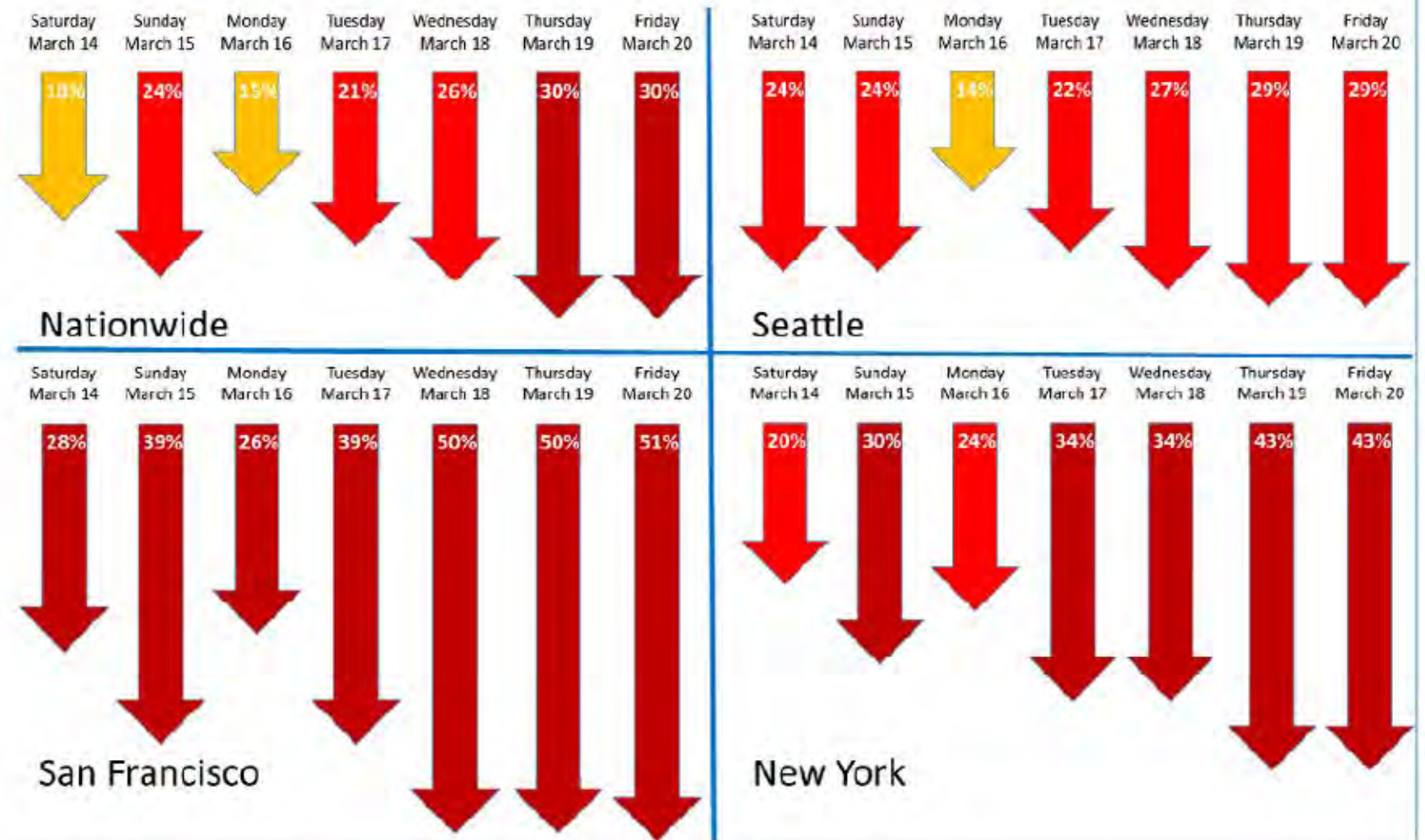


# BEHAVIOR PATTERNS HAVE CHANGED

## HOW DO WE POSITION FOR LONG-TERM ADJUSTMENTS?

- Traffic volumes are down
  - But less congested streets can result in more speeding.
- More bikes and pedestrians encroaching into the roadway pose safety concerns
- *Washtenaw county reports traffic down by as much as 50% in some areas*
  - Unknown timeframe for when traffic volumes will reach prior peaks

Daily Change in Traffic Volume, Select Areas, March 14 – March 20  
(Each day compared to the same day the week of February 22, 2020)



CREDIT: INRIX

# WHAT ARE OTHER COMMUNITIES DOING?

QUICKLY ADAPTING STREETS TO MITIGATE CV-19 IMPACTS AND PROTECT HEALTH



# DISRUPTIONS CREATE OPPORTUNITIES FOR POSITIVE RESPONSE

## WHAT CAN WE DO?

- **Opportunity for the DDA/City to provide quick support/response while working toward long-term goals:**
  - Use short-term interventions to support long term desire for improved safety, access, resilience, equity, sustainability, and a vibrant downtown.
  - Use short-term interventions consciously link to potential long-term opportunities.
  
- **Ultimately, any short-term changes need to be implemented in alignment with our values.**

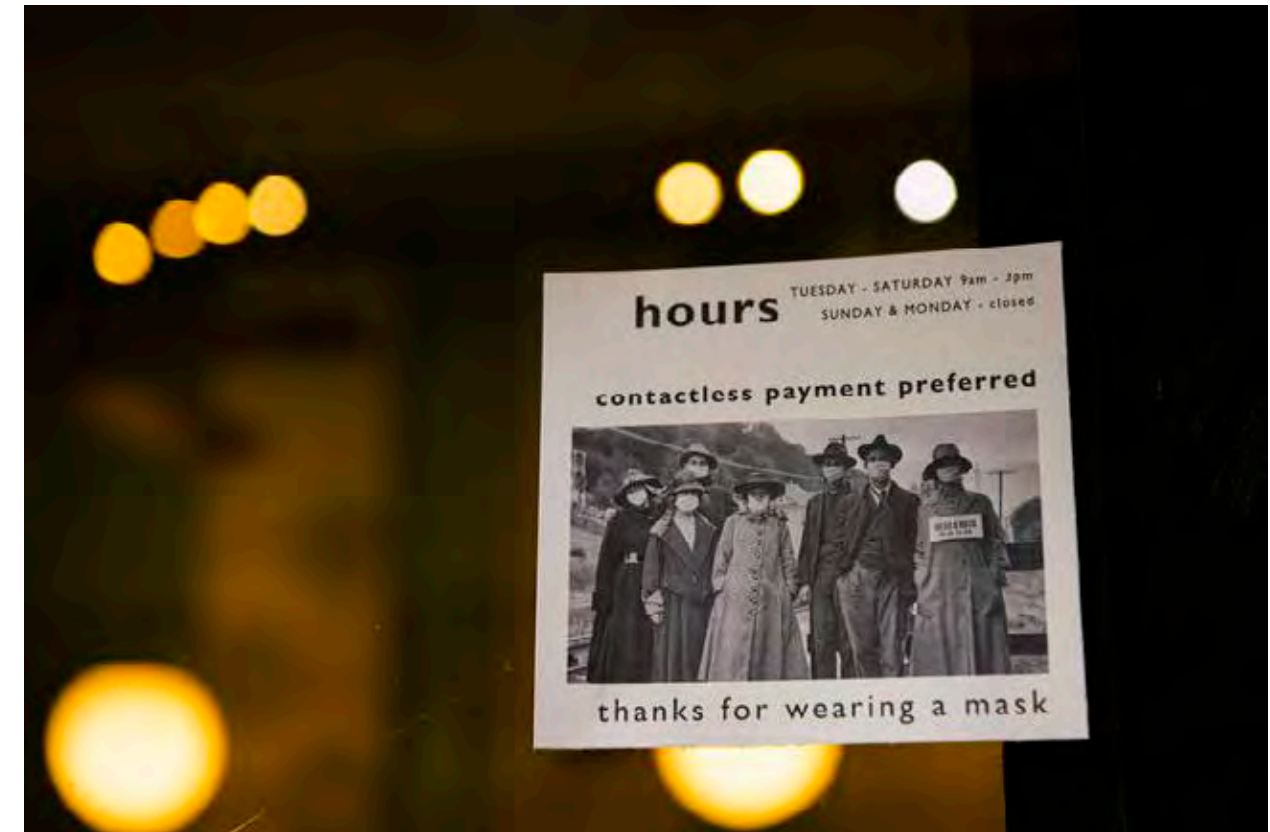


Photo Credit:  
Nicole Hester / MLIVE



# THE NEW E's

FOR TRANSPORTATION PLANNING + ENGINEERING



## The Three E's

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Engineering. Education.  
Enforcement.

# WHERE DID THE THREE E'S COME FROM?



The transportation profession has been using the Three E's of engineering, education, and enforcement since the *early days of the National Safety Council in 1925*, when it was adopted from industrial engineering practices to manage the rise of the automobile in city planning and infrastructure investment.



“ The conventional approach of relying on engineering, education, and enforcement is no longer enough to ensure that our streets meet the needs of the 21st century. ”



## The New E's

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Ethics. Equity. Empathy.



# ETHICS

*“ The transportation design profession must accept increased personal responsibility for the outcomes of our work. It will be challenging, but it is our ethical duty to hold paramount the safety, health, and welfare of the public while we solve mobility challenges for all users of the roadway. ”*

# IS IT ETHICAL TO...

To put a bus stop on a 50 mph, 6 lane road with 35,000 vehicles per day, but not create a safe way for people to access it?

- Yes
- No
- It depends



# IS IT ETHICAL TO...

To prioritize a faster travel time for one person over the safety of another person?

- Yes
- No
- It depends



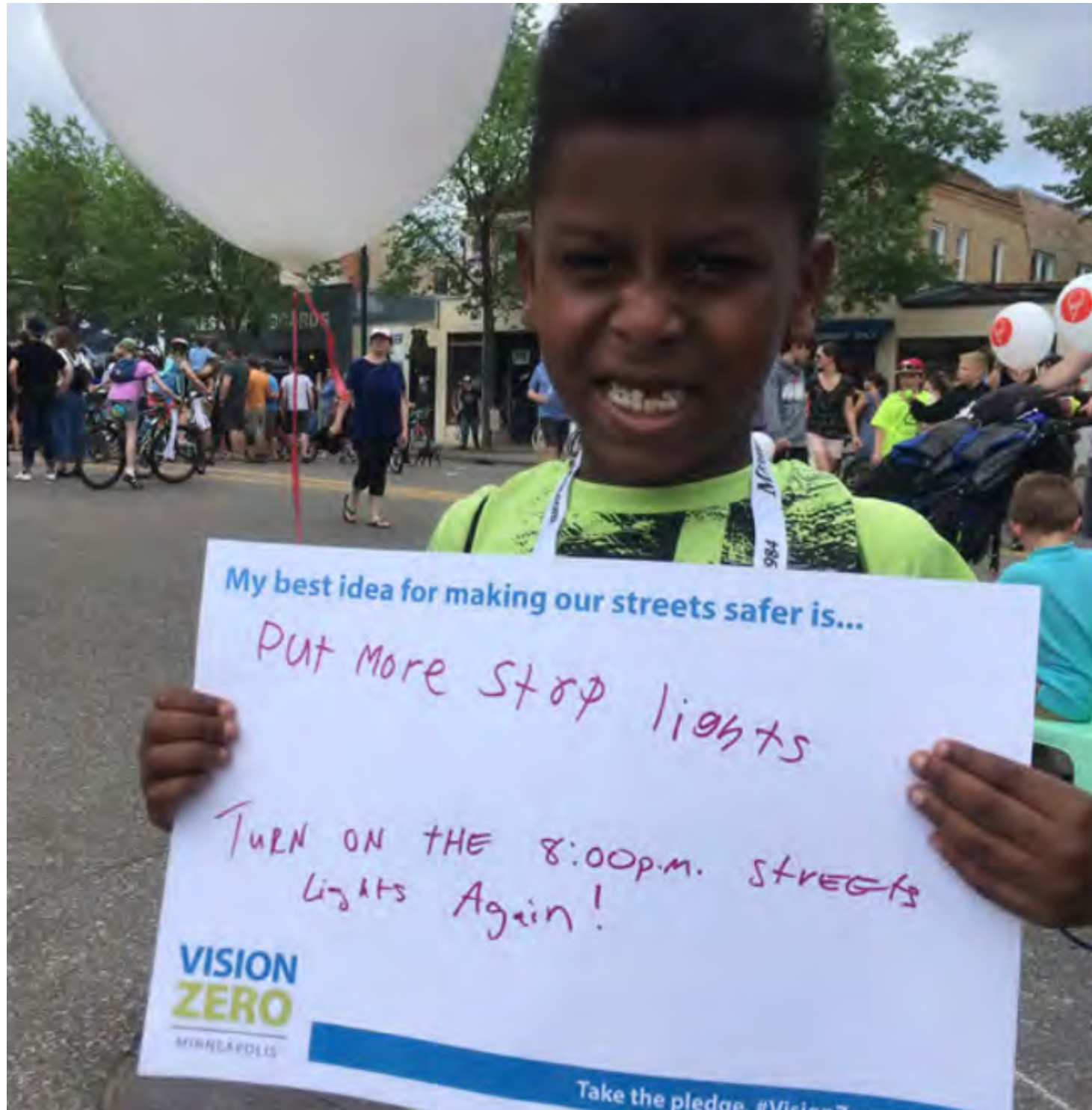




# EQUITY



*“ The beauty of our profession is that we have the tools to help people connect and move freely. Yet we often fail to acknowledge that this profession—and those same tools—have been used to keep people apart and stifle mobility. To make transportation equitable, we must commit to addressing historical and present-day inequities as we move together towards mobility justice. ”*





# EMPATHY

“Empathy—listening to others openly and with compassion—allows us to truly understand people’s needs and set aside our own biases. Empathy is essential to accomplish our work in a way that’s centered on the people who use our transportation systems each day. And that’s the point, right?”

# ALIGNMENT WITH THE “SIX E’S” DISCUSSED LOCALLY

OLD, NEW, EXPANDED

- **Same historic E’s:**

- Engineering
- Education
- Enforcement

- **Six E’s additions:**

- Equity: similar imperative
- Evaluation: this will be incorporated into our project work
- Encouragement: aligns with empathy + ethics well



# VALUES

PEOPLE-FRIENDLY STREETS

# THE IMPORTANCE OF VALUES

## CRITICAL FOR DEFENSIBLE DECISION-MAKING

- Values frame what is important to a community
- Need to be honest and affirmative about what our values are and commit to acting in accordance.
- Set the stage for defensible decision-making.



**"There is no  
power for change  
greater than a  
community  
discovering what  
it cares about."**

**MARGARET J. WHEATLEY**

# VALUES FOR PEOPLE-FRIENDLY STREETS

REFINING FROM PRIOR WORK



Safe, comfortable downtown streets



Resilient and energy responsible downtown



Equitable, just access for all people



Connected community with streets as civic space



Diverse and vibrant local economy



Affordable and inclusive community



Responsible design and implementation

# COMMON THEMES

## CROSS-VALUE PROPOSITIONS

### ■ Sustainability

- That we design, implement, and operate projects in ways that reduce our global footprint, conserve resources for future generations, and can be maintained in perpetuity. Resources includes public dollars/funds, physical resources, energy, and labor.

### ■ Resilience

- That we design, implement, and operate projects in ways that better handle shocks and stresses (disease, flooding, heat waves, etc.), recover more quickly from disturbances and strengthen our community moving forward.

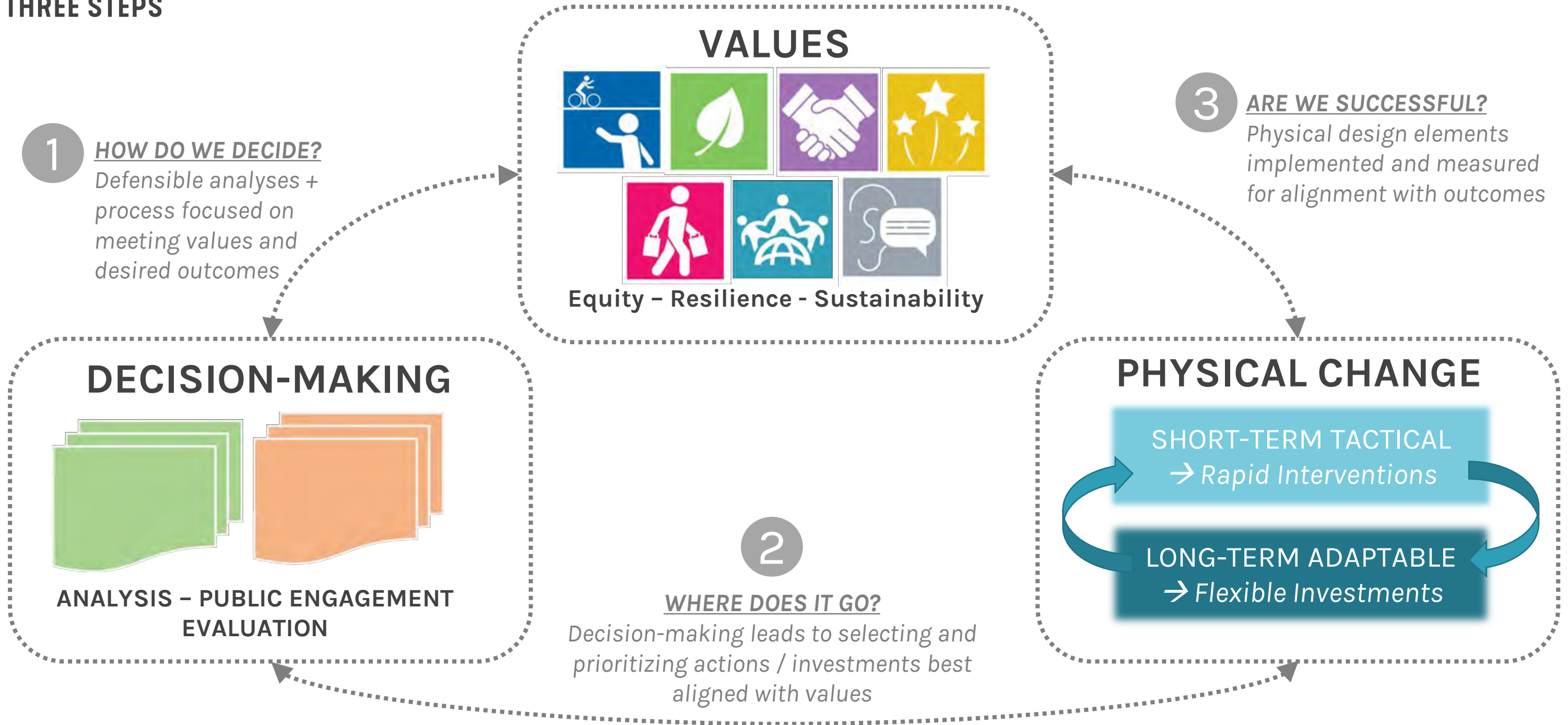
### ■ Equity

- That we design, implement, and operate projects in ways that better protect and empower vulnerable and disadvantaged people in our community, recognizing that the overall community benefits more when equitable outcomes are achieved.



# HOW DO VALUES RELATE TO OUR DECISION-PROCESS?

## THREE STEPS





# ADAPTING OUR STREETS

NEAR-TERM AND LONG-TERM  
STRATEGIES

# ADAPTING STREETS WITH “TACTICAL URBANISM”

## AKA TACTICAL INTERVENTIONS

- Methods for **short-term, low-cost, quick-build interventions**
- Encourages rapid deployment in order to:
  - **Test and evaluate** changes before making permanent investments
  - **Respond flexibly** to changing conditions or trends (events, crises, etc.) where uncertainty exists
  - **Build awareness and understanding**, demonstrate responsiveness
  - Bring people together, build social cohesion
- ***Don't let perfect get in the way of good! This is an iterative process!***



# CONTINUUM OF TACTICAL INTERVENTIONS

## SPECTRUM OF CHANGE

### Demonstrations

- Lowest cost, fast
- Easy materials
- Most flexible
- Raise awareness
- Time-limited
- Usually no data collection

*E.g, cones, barricades, traffic control signs, planters*

### Pilot Projects

- Low cost, fast
- Easy to install
- Typically linked to evaluation
- Remains in place long enough to affect behavior patterns

*E.g, paint, cones, semi-attached bollards, quick curb, planters, traffic control signs*

### Interim Design

- Low to modest cost
- Semi-permanent, more durable
- Allows for adjustment and fine-tuning
- Intended to remain in place unless infeasible-long term

*E.g, paint, installed bollards, or anchored curbing, planter boxes, platforms, custom signage*

### Full Installation

- Full project costs and scope
- Permanently installed improvements (flexibility per design)

# WHAT DOES TACTICAL URBANISM MEAN FOR DOWNTOWN A2?



# TYPES OF PROJECTS

## UNDER CONSIDERATION IN THE DOWNTOWN

### ▪ COVID-19 Response Project

- Directly seeks to mitigate CV-19 impacts
  - Focus on pedestrian passing space, business support, safety
- *Likely to be removed when CV-19 concerns are critically lessened*
  - (i.e. no more physical distancing need)
  - May be in place for a while and/or inform future design opportunities
- Reinforces core values
- Will be monitored and adjusted/adapted to improve overtime until removed

### ▪ Interim Design Project

- Directly seeks to mitigate CV-19 impacts
  - Focus on safer connections into, thru, and around the downtown for all modes
- Aligns with longer-term mobility project opportunities
- Targets core values + outcomes
- Anticipated to remain in place with rigorous monitoring and evaluation
- Establishes a process to adapt / modify overtime, or remove if justified

# TEMPORARY STREET CLOSURES - BENEFITS

## COVID-19 RESPONSE STRATEGY

Support area associations to provide space for walking, customer lines, outdoor dining, and retail that is organized and meets requirements for physical distancing.

- Allows for expanded dining and retail space during periods of decreased indoor operational capacity.
- May be implemented during times when higher volumes of people are expected or for a more extended, continuous period.
- This is not intended to encourage gatherings - physical distancing should be managed.



Portable Vehicle Barrier System



Type 3 Barricade



# PICK UP/DROP OFF ZONE PROGRAM - BENEFITS

## COVID-19 RESPONSE STRATEGY

**Allows businesses or area associations to request additional short-term parking, specifically focused on serving the needs of businesses, facilitating physical distancing, and improving access for customers.**

- Free temporary 15-minute parking for curbside pick up for carry out service.
- 143 spaces have been allocated throughout downtown.
- These spaces will be adjusted with requests from businesses and the downtown area associations



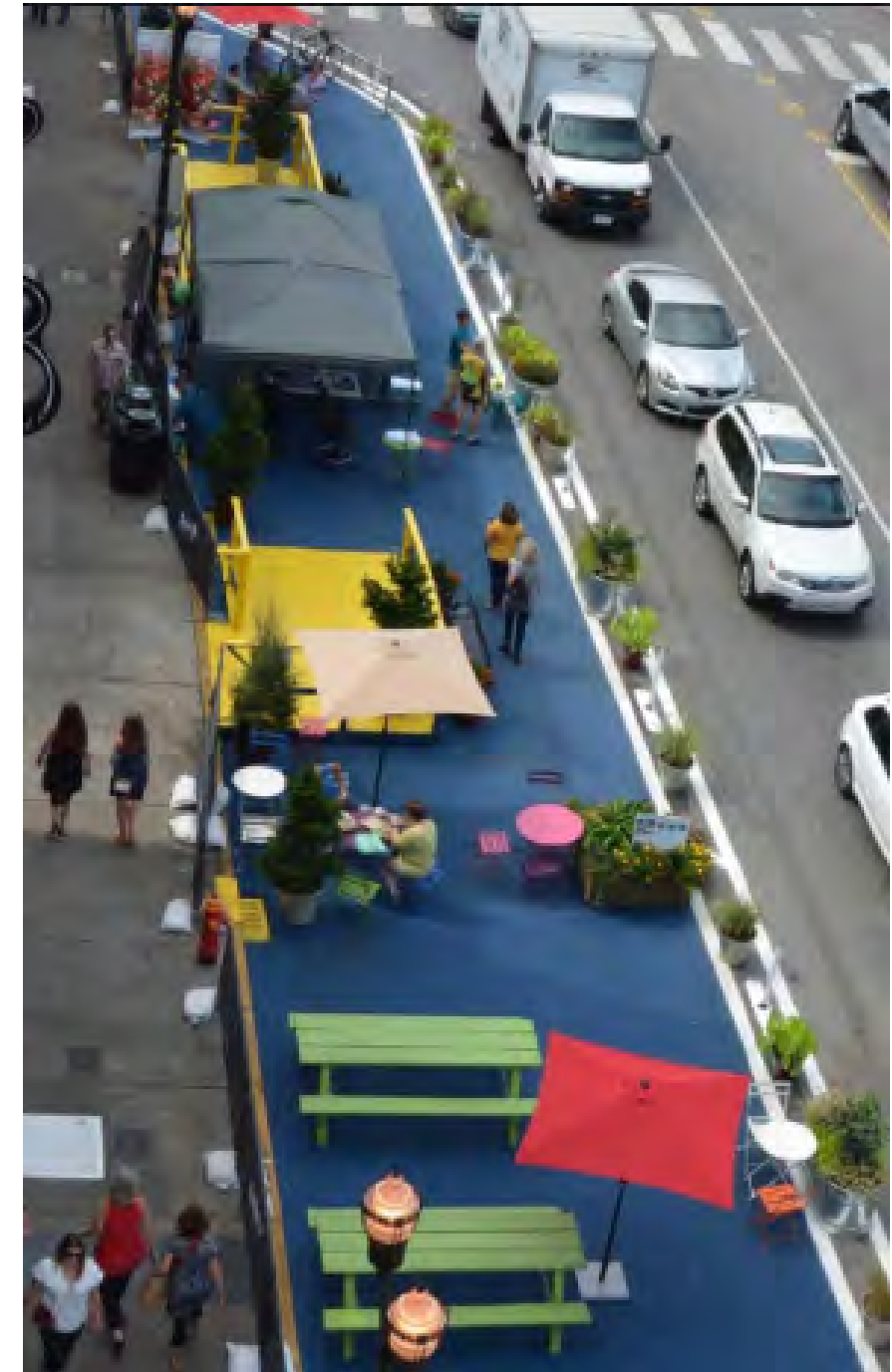


# PILOT PARKING SPACE REUSE PROGRAM - BENEFITS

## COVID-19 RESPONSE STRATEGY

Temporary program available through August 30<sup>th</sup>, 2020 to inform a possible 2021 program.

- Given physical distancing needs for pedestrian passing space, customer lines, and increased table spacing, additional “sidewalk” space may be needed.
- Repurposing parking spaces may allow Area Associations or businesses to gain expanded space for outdoor dining, retail, customer queuing or sidewalk passing width.
- Monitoring and testing helps us create standards for a formal program in future years.



# TEMPORARY PARKING LOT CLOSURES - BENEFITS

## COVID-19 RESPONSE STRATEGY

**Support Area Associations to provide expanded space for walking, customer lines, outdoor dining, and retail that is organized and meets requirements for physical distancing.**

- Allows for expanded dining and retail space during periods of decreased indoor operational capacity.
- May be implemented during times when higher volumes of people are expected or for a more extended, continuous period.
- This is not intended to encourage gatherings - physical distancing should be managed.



# TEMPORARY SURFACE MATERIALS - BENEFITS

## COVID-19 RESPONSE STRATEGY

May allow area associations or businesses to delineate outdoor seating area boundaries, customer waiting space, walking space, and other physical distancing requirements.

Allowable materials that require no permits:

- Chalk
- Spray Chalk

The following is not allowed:

- Stickers or Tape
- Vinyl
- Advertising
- Cones, stanchions, or other vertical elements



# TEMPORARY HAND WASHING STATIONS - BENEFITS

COVID-19 RESPONSE STRATEGY

Provides the community with access to hand-washing/sanitizing stations -a critical health necessity during these times.





# TACTICAL PROJECT OPPORTUNITIES

NEAR-TERM AND LONG-TERM  
STRATEGIES



# STATE STREET POTENTIAL DIRECTION

# CHANGING BEHAVIOR PATTERNS & OPPORTUNITIES

## PEOPLE-FRIENDLY STREETS ROUND 2

**Opportunity to shift approach from a front-loaded analysis heavy process into a tactical intervention process:**

- Helps to meet today's critical needs
- Traditional analysis won't work right now anyway!
- Interim design approach allows for flexibility and adjustment as conditions change.
- Allows real-time testing and sets the stage for potential long-term installations, while saving costs right now.



# STATE STREET OPPORTUNITIES

## NEAR-TERM RESPONSES

- **State Street Project**
  - We can work with State Street area merchant association to design and test a shared street and/or street reconfiguration that gives more space for safe commercial activity and pedestrian movement.



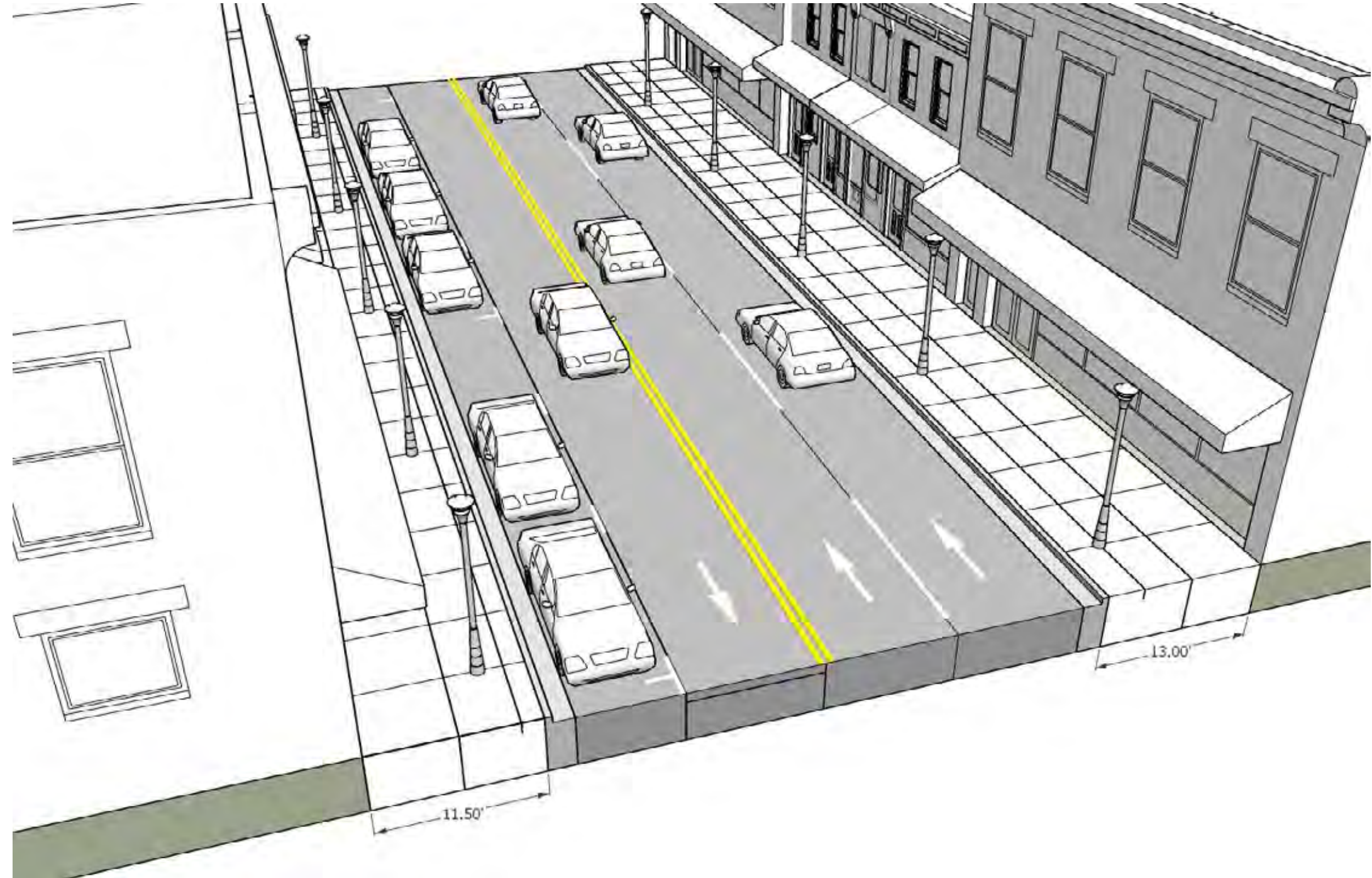


# STATE STREET – RESPONSIVE STREET DESIGN

POTENTIAL DIRECTION

## Existing condition

- Two northbound lanes
- Parking / curb-side zone only on one side of the street

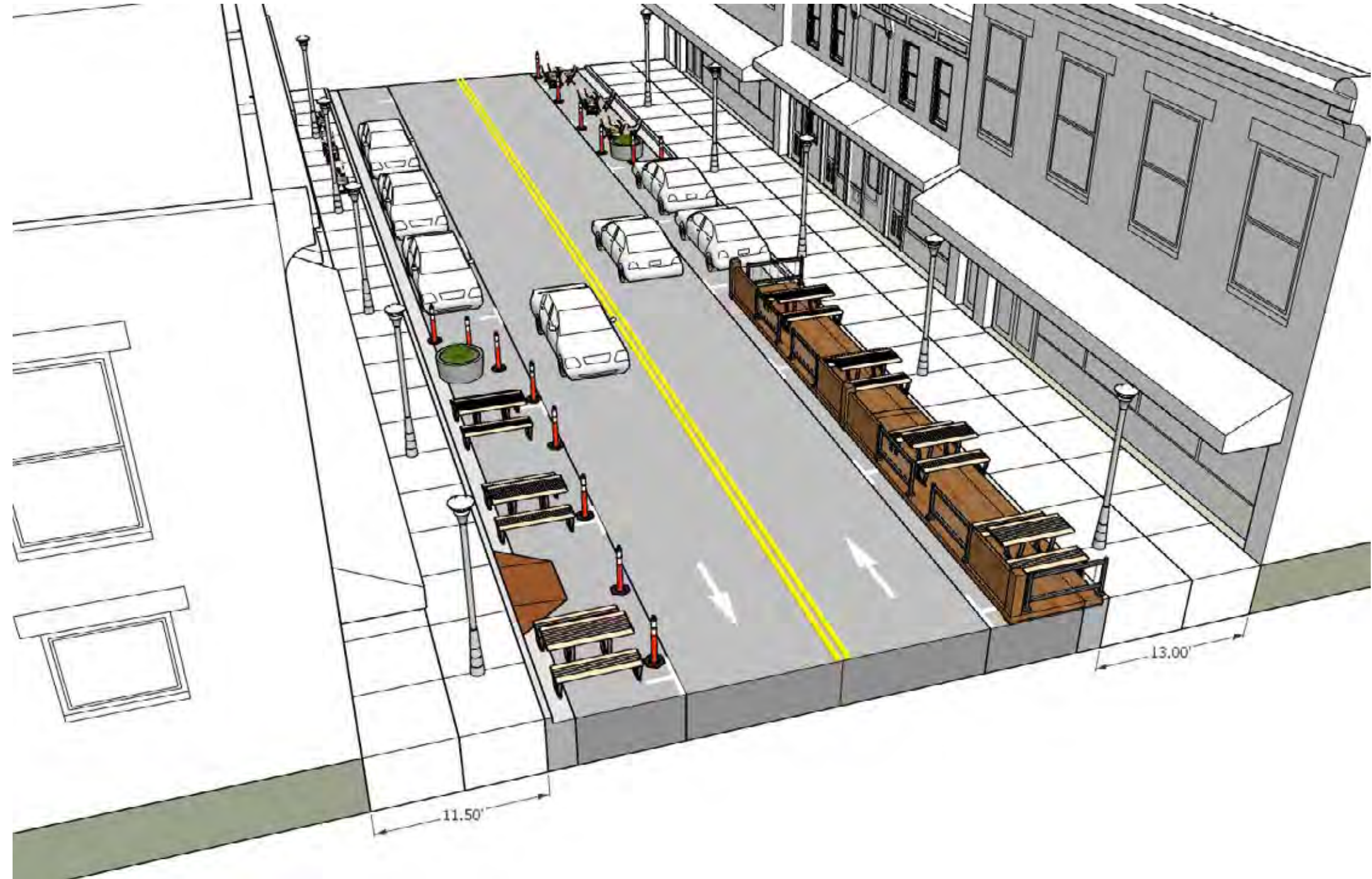


# STATE STREET – RESPONSIVE STREET DESIGN

## POTENTIAL DIRECTION

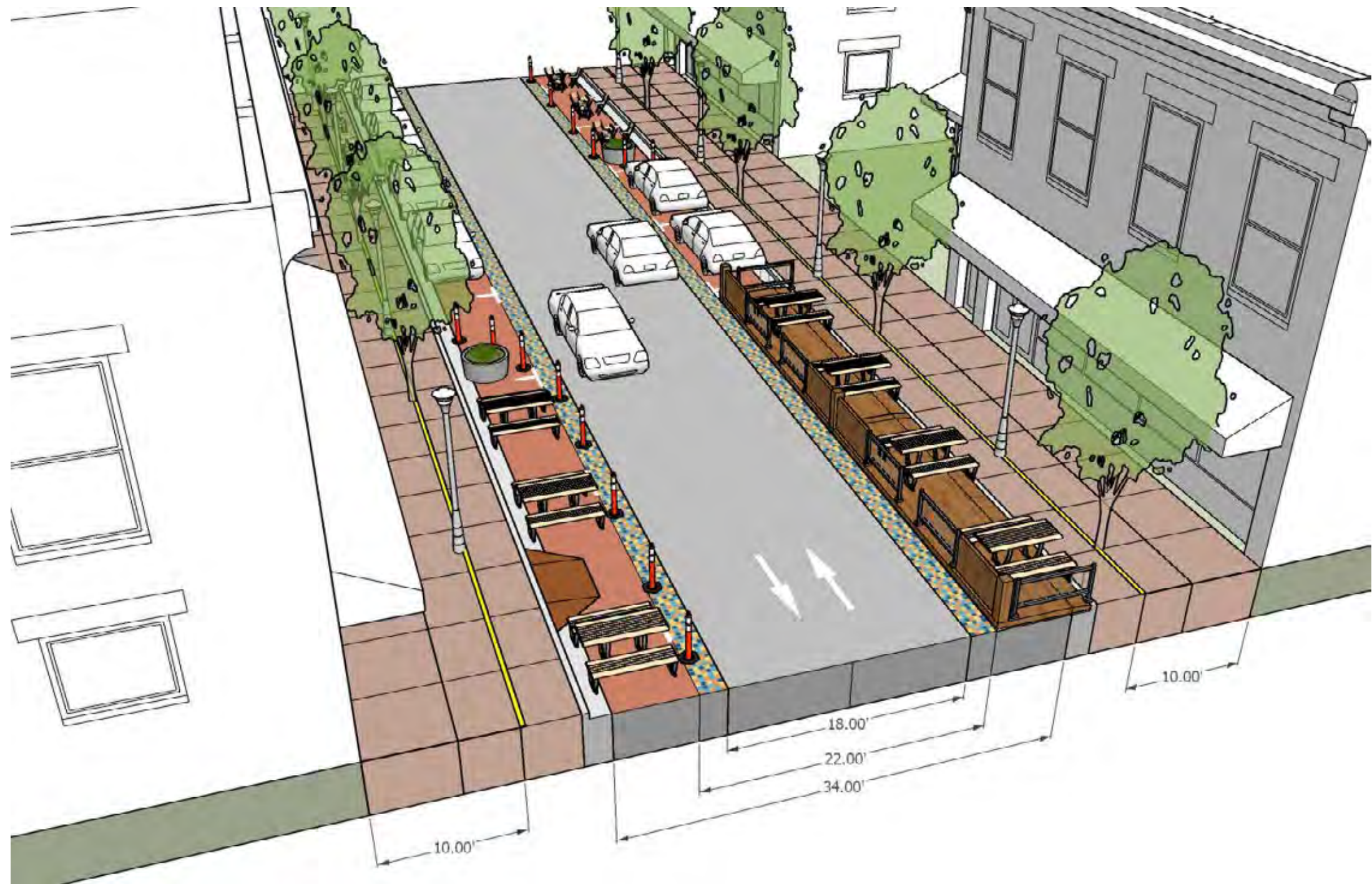
### Potential future condition

- Re-configure into a two-lane road
- Add curb-side zone on east side of the road for commercial/business support
- Maintain wider sidewalks and let café dining expand into curb zone.



# SHARED STREETS

- Other ideas and elements



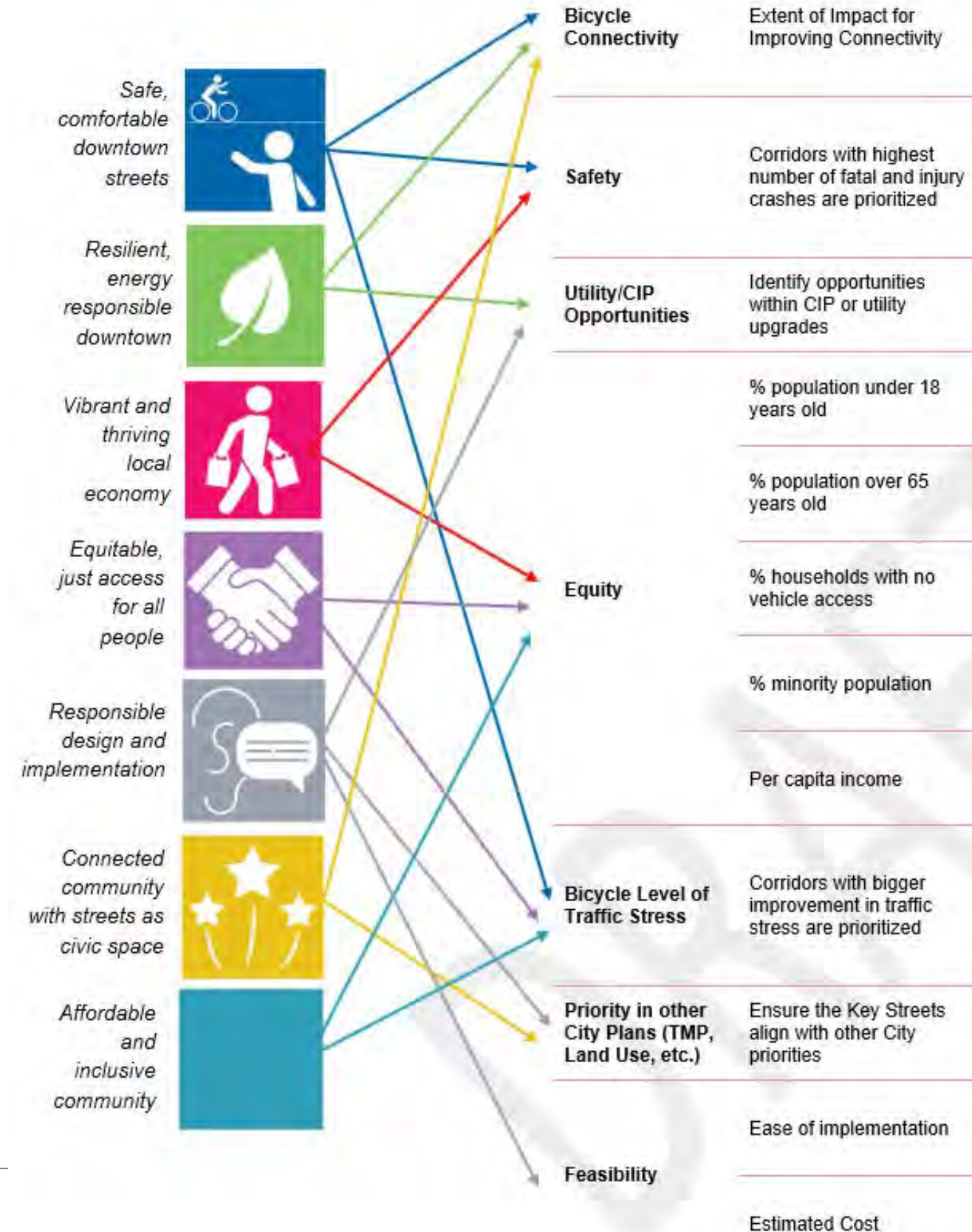


# PILOT PROJECTS

FOR PEOPLE-FRIENDLY STREETS ROUND 2

# ALIGNING PILOT PROJECTS WITH OUR VALUES

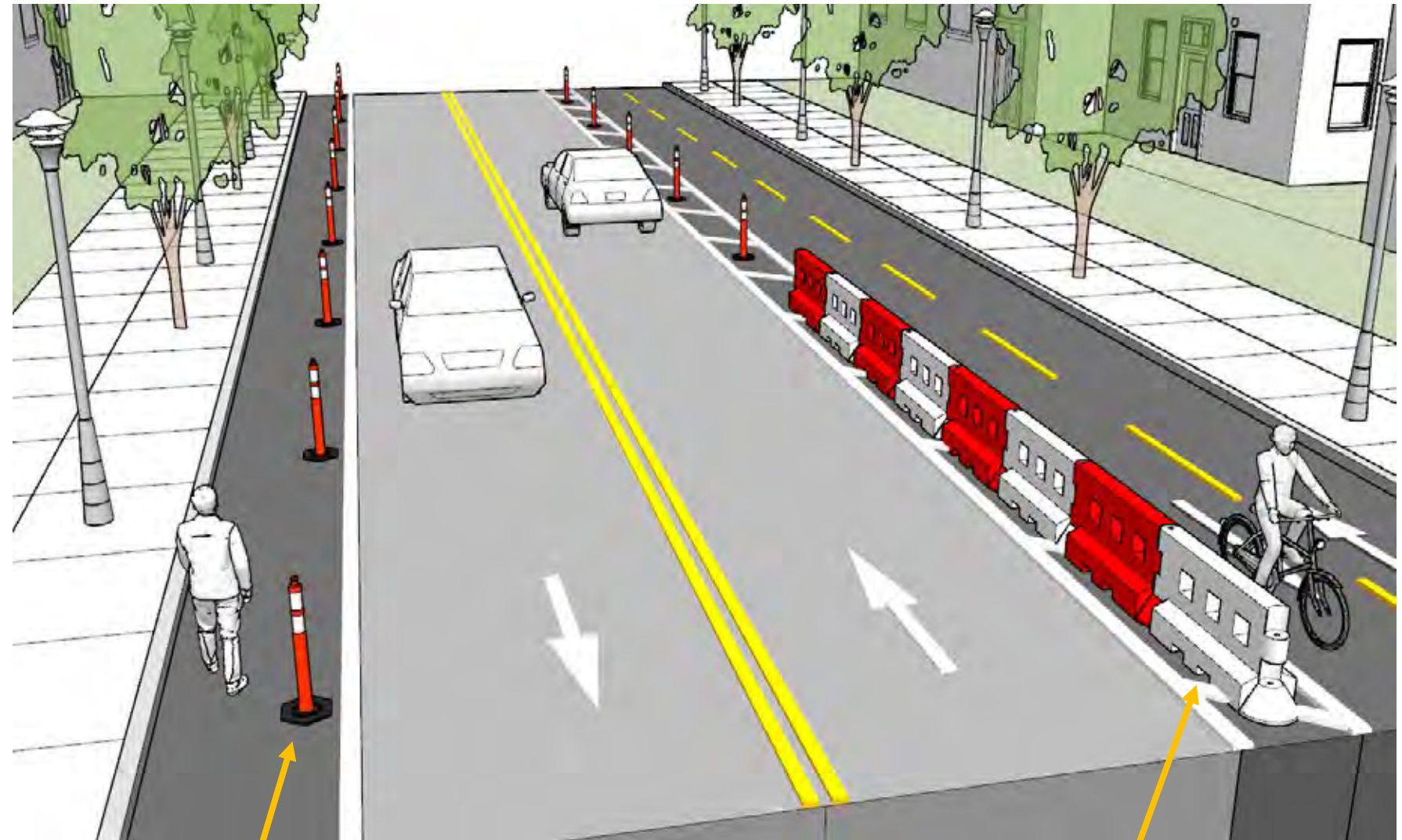
- Ensure alignment between values and pilot project elements
- Understand where short-term needs and opportunities exist
- Align with gaps and opportunities in mobility networks that coincide with long-term opportunities
- Coordinating pilot opportunities with city engagement and feedback tools
- Coordinate with downtown area associations to ensure compatibility and priority of needs



# PILOT PROJECT OPPORTUNITIES

## PEOPLE-FRIENDLY STREETS ROUND 2

- Helps to meet today's critical needs
- We can pilot test street configuration changes aimed at improving non-motorized access to and through the downtown.
- Take advantage of greatly reduced vehicle volumes.
- Increase safety, comfort, and health for all street users.
- Aligns with longer-term opportunities.
- Avoid impacting core commercial / business areas








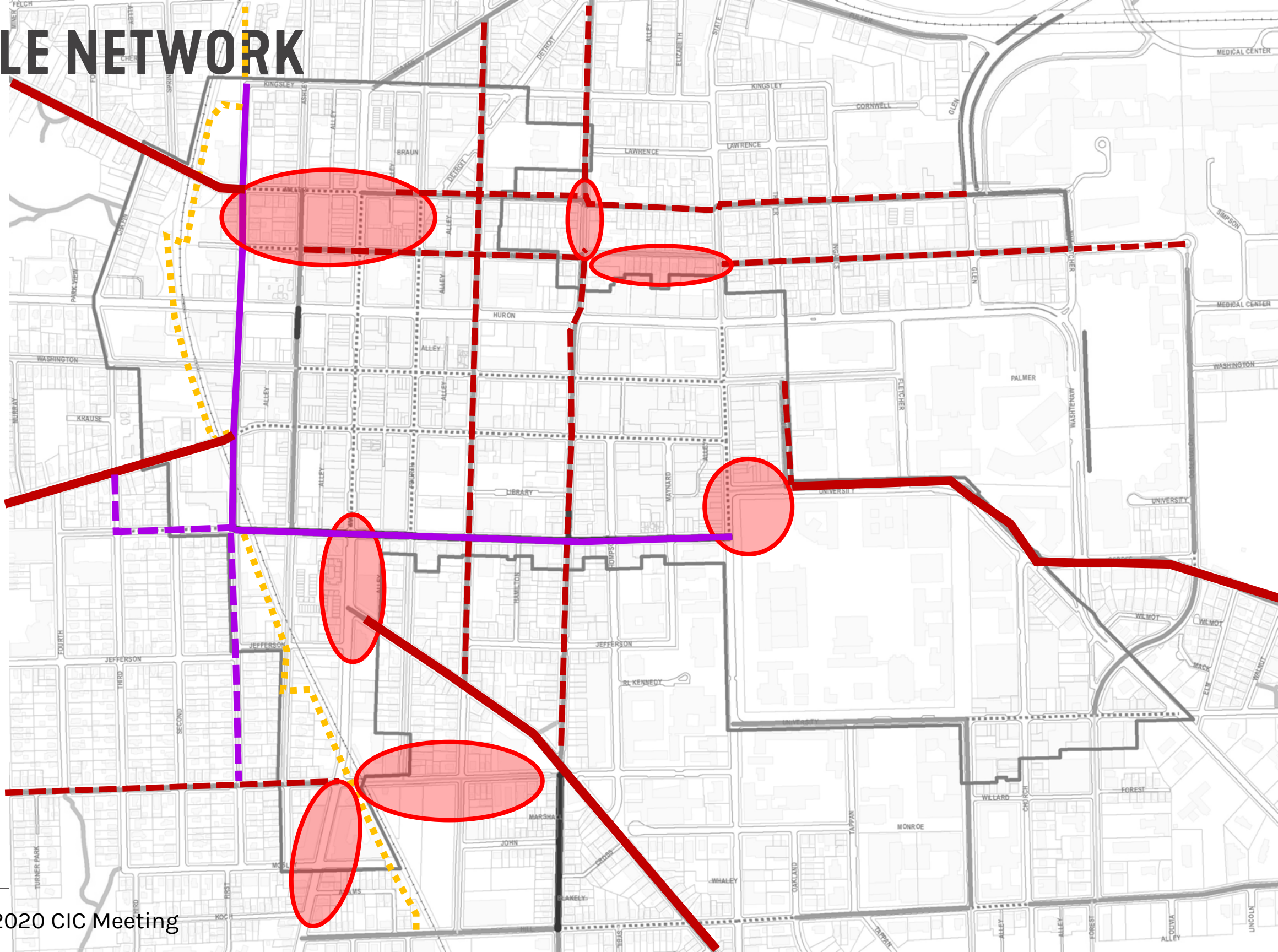
Expanded pedestrian space  
Where narrow sidewalks exist

Barriers at  
intersection  
approaches

# EXISTING BICYCLE NETWORK

## GAPS + HIGHER STRESS AREAS

-  Existing conventional bikes lanes, not fully low stress
-  As above, 1-direction only
-  Gap with no / limited facility
-  Existing / under construction separated bikeways
-  Under construction advisory bike lanes in NBH streets



# LOW-STRESS BICYCLE NETWORK

## INTERIM DESIGN PROJECT OPPORTUNITIES

### **A** Miller/Catherine Bikeway

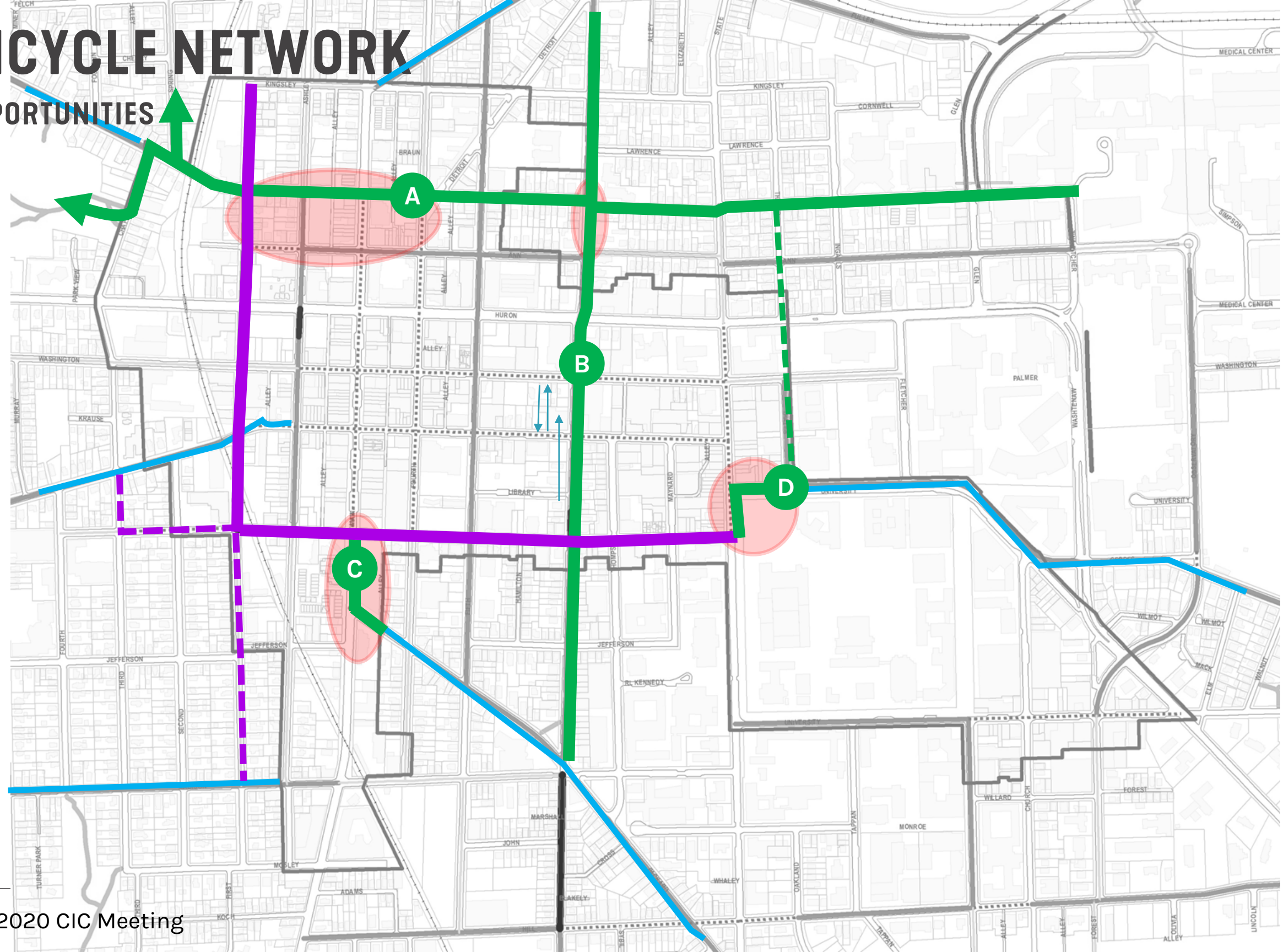
- Excess lanes and confusing lane assignments. Not currently 2-way

### **B** Division Bikeway

- 2-3-4 lanes, 2-way separated or 1-way

### **C** S. Main - Packard to William.

- Repurpose right-turn lane





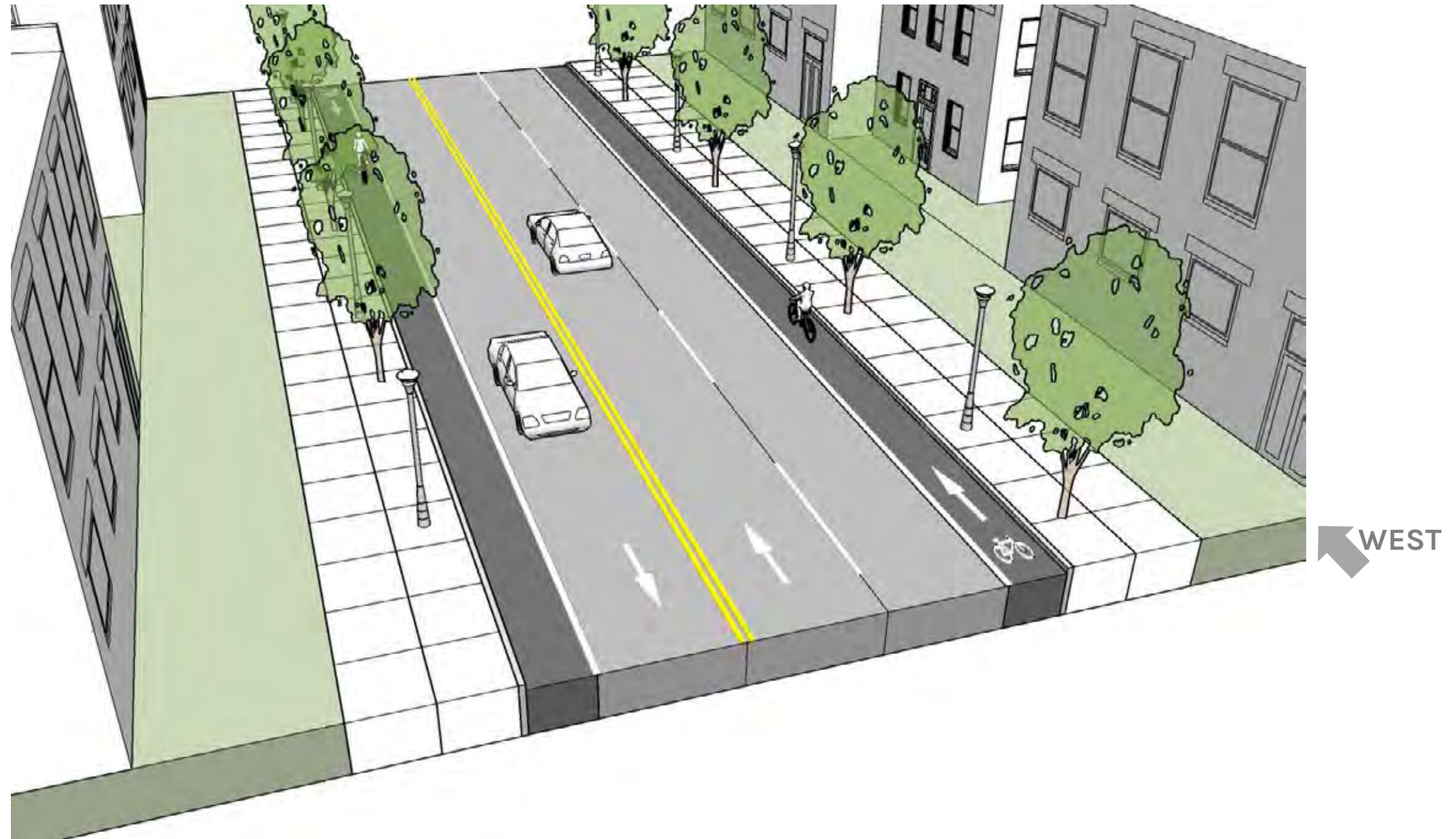
A

# MILLER / CATHERINE INTERIM BIKEWAY – EXAMPLE BLOCK

5<sup>TH</sup> AVE TO 4<sup>TH</sup> AVE

## Existing

- 42' pavement width
- Narrower existing sidewalk zone

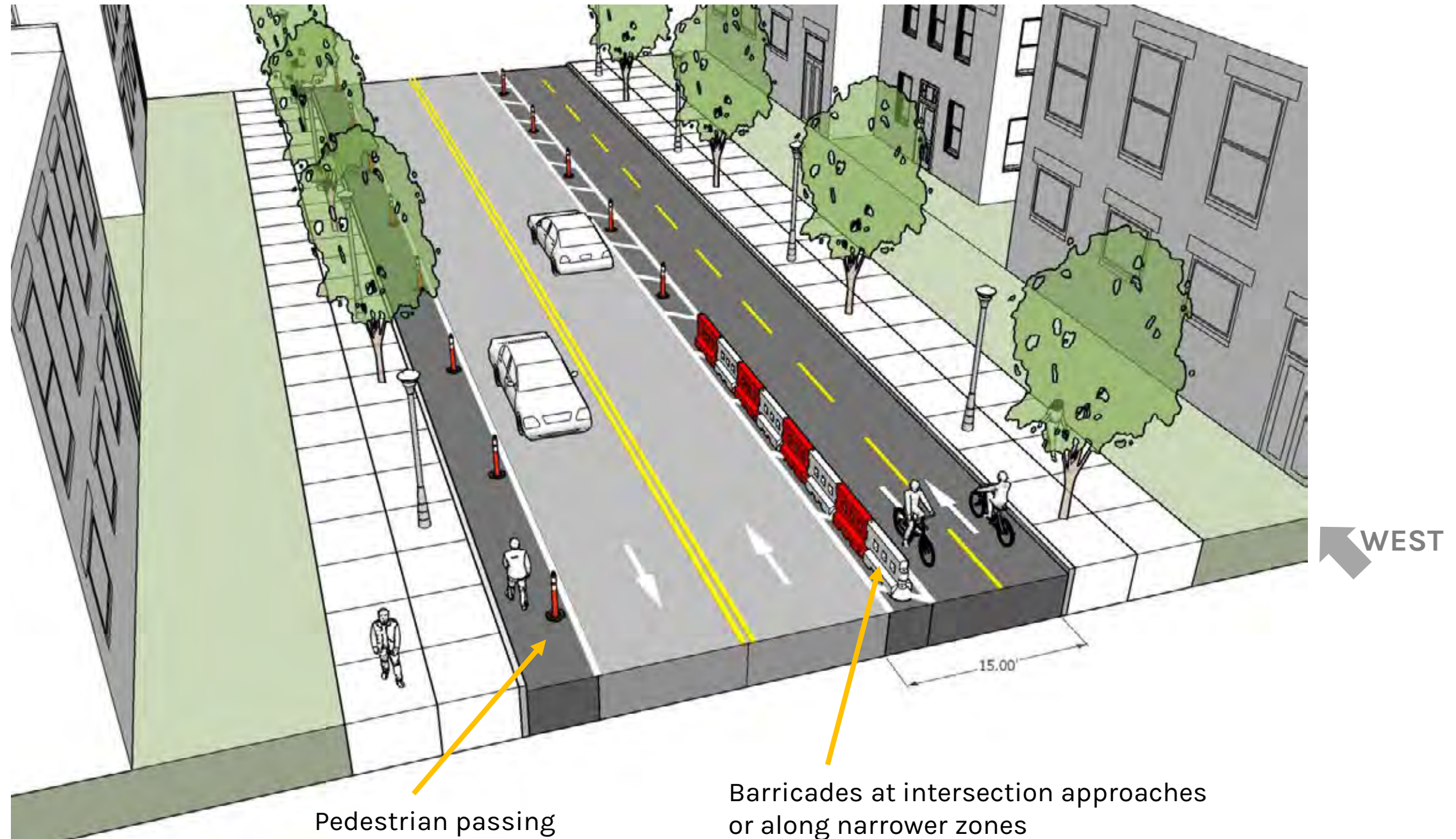


# MILLER / CATHERINE INTERIM BIKEWAY – EXAMPLE BLOCK

5<sup>TH</sup> AVE TO 4<sup>TH</sup> AVE

## Potential Direction

- 15' for bikeway
- Intersection at 4<sup>th</sup> Ave is all-way stop, conducive to lane reduction
- Use southside bike lane as additional pedestrian crossing space
- Minimal lane re-striping needed

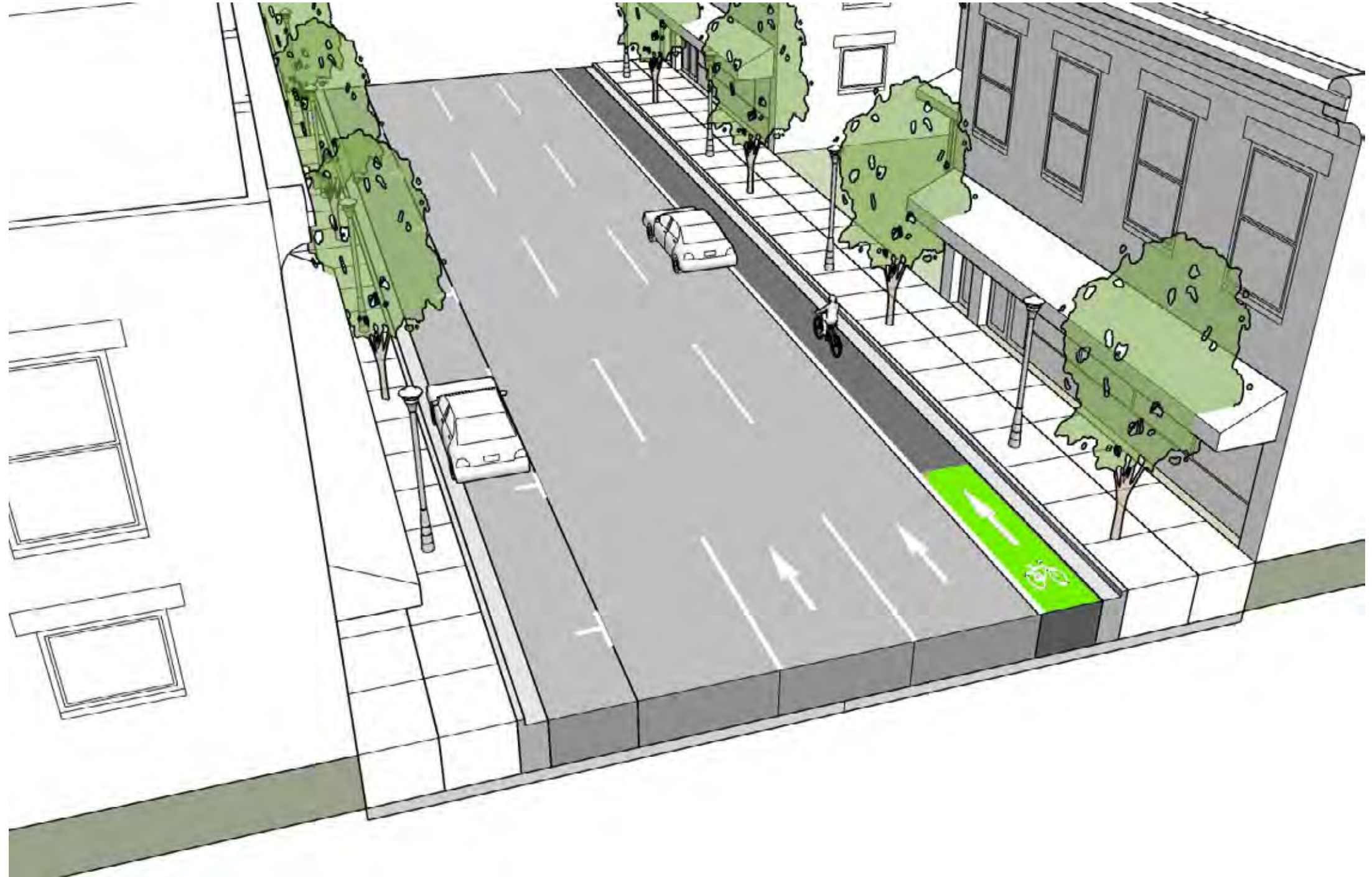


**B**

# DIVISION ST. BIKEWAY

CATHERINE TO ANN

Existing

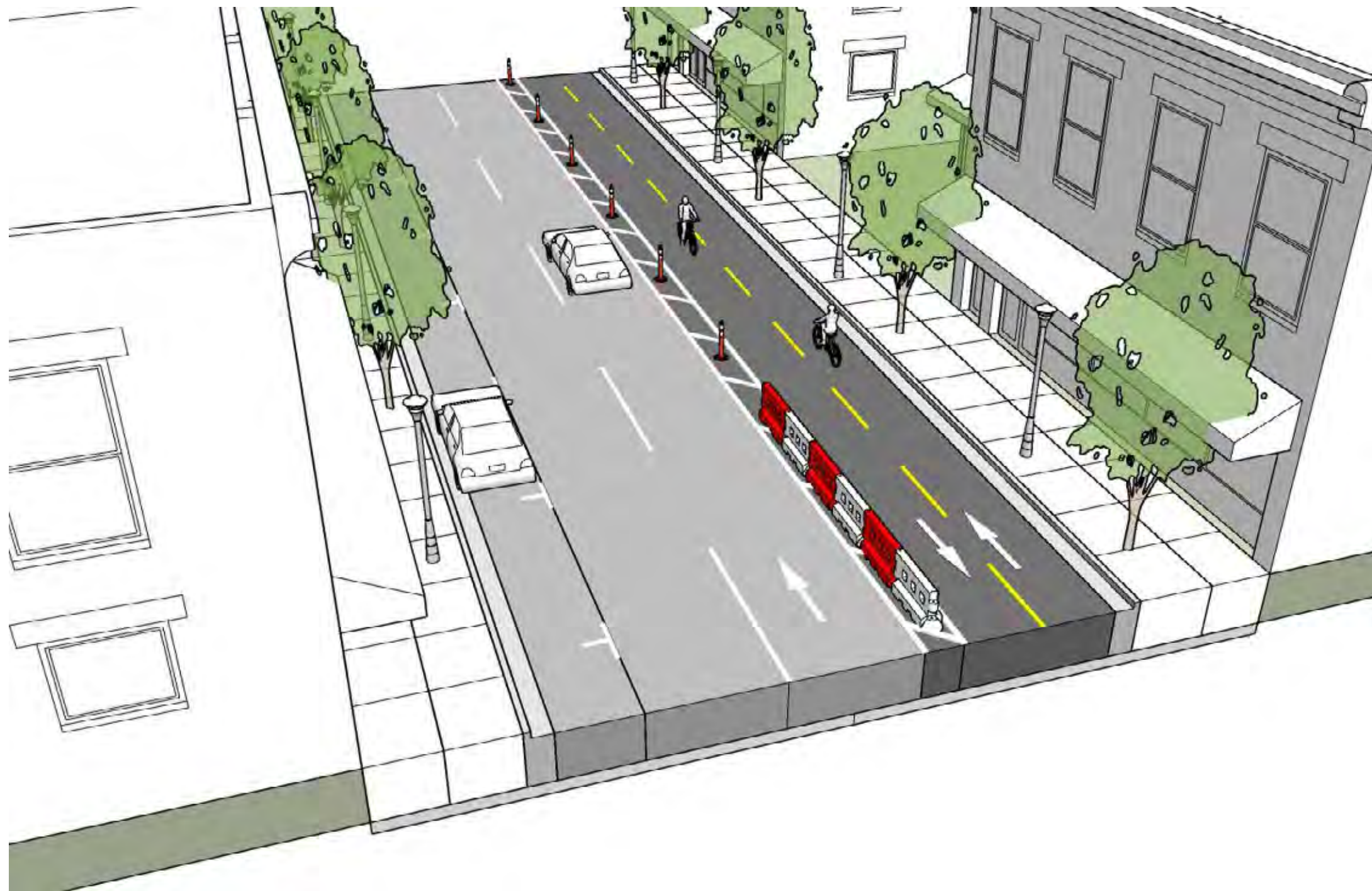


**B**

# DIVISION ST. BIKEWAY

CATHERINE TO ANN

Potential Direction



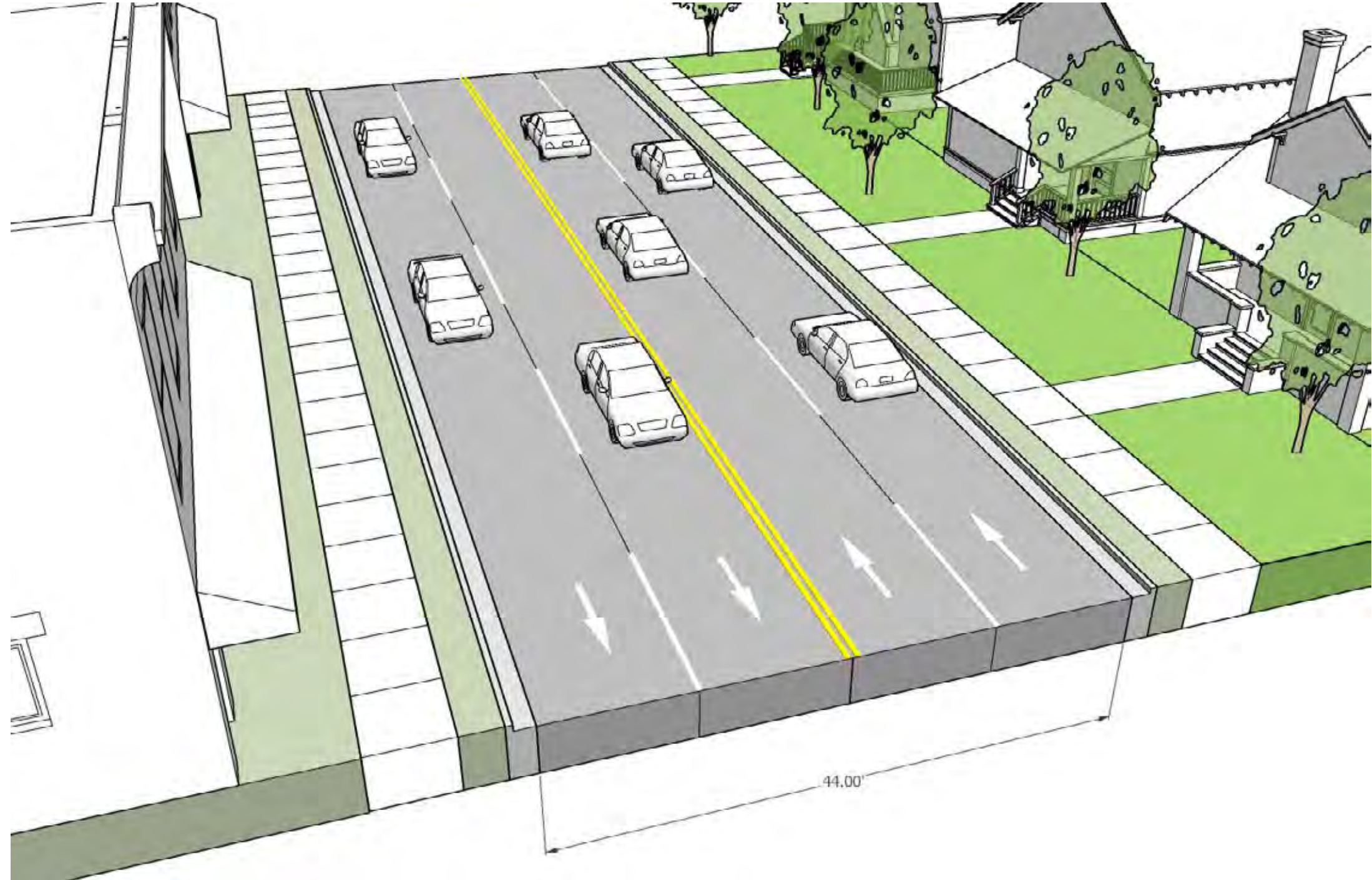


# S. MAIN STREET CONNECTION

## OVERALL

### Existing

- Four travel lanes
- No bike facilities
- Bikes frequently on the sidewalk
- Sidewalk narrow with limited pedestrian passing space)



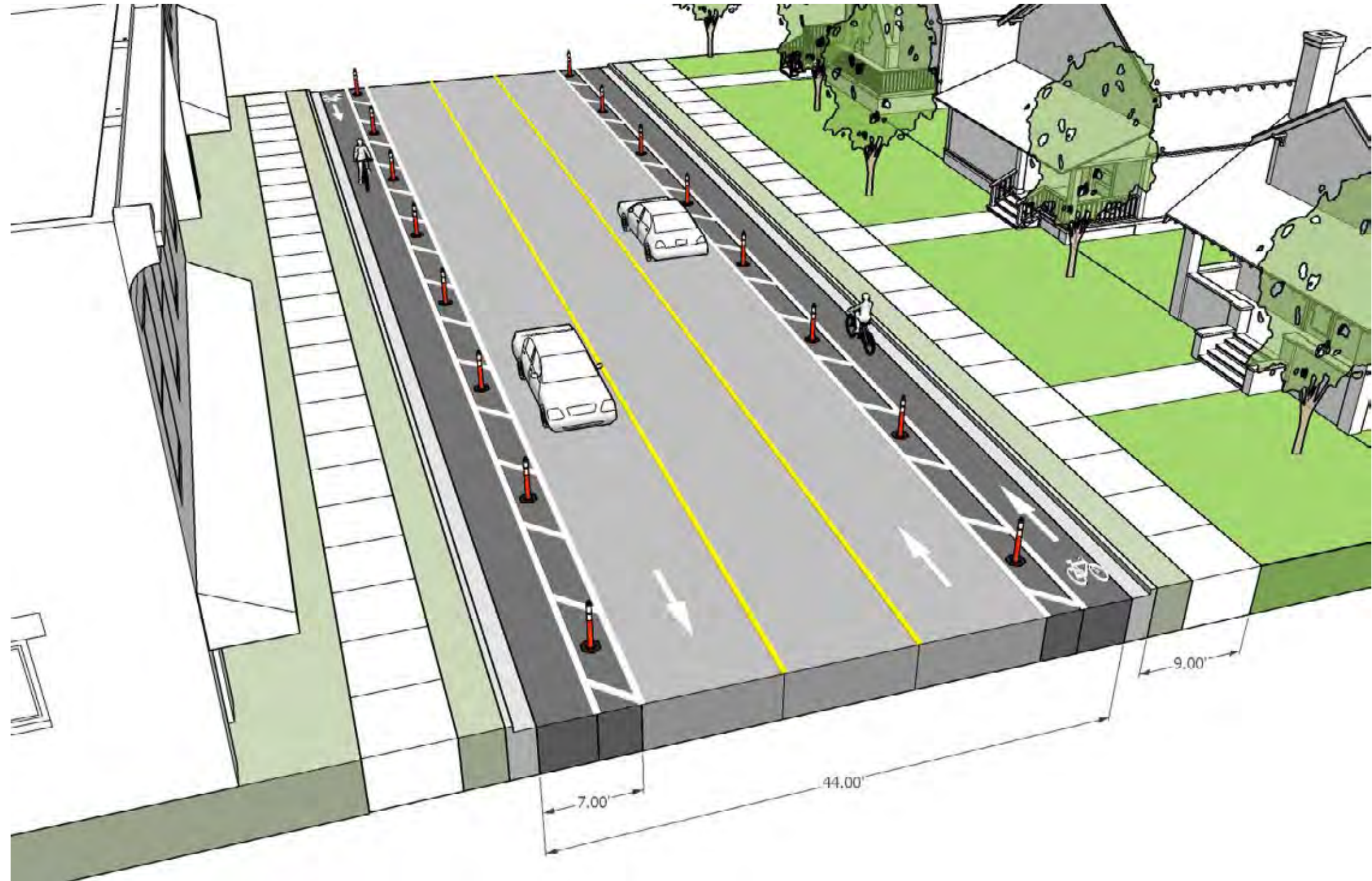


# S. MAIN STREET CONNECTION

OVERALL

## Potential Direction

- 4 to 3 lane conversion
- Add separated bike lanes with construction cones
- Bike lanes also provide extra pedestrian passing space along narrow roadway



# DRAFT EVALUATION OPTIONS FOR INSTALLED PROJECTS

## KEY CRITERIA

## POTENTIAL MEASUREMENT/METRIC/MONITORING

- **Safety (Vulnerable)** > *AAPD Incident report, public survey*
- **Equity** > *Access to key NBH's, affordable/senior housing*
- **Pedestrian Space** > *Feedback from business owners, public survey on perceived comfort*
- **Commercial Space** > *Feedback from business owners, parking space adjustment requests*
- **Bike Connectivity** > *Bicycle counters*
- **Bike Comfort** > *Bike rider surveys, bicycle counters*
- **Transit Support** > *Feedback from AAATA, rider surveys*
- **Vehicle Operations** > *Traffic counters (tubes?), video collection + evaluation – observed queuing backups*
- **Parking/Loading Zone** > *Utilization, business owner feedback*
- **Implementation Intensity** > *As-built costs, note of challenges*
- **Intersection Controls** > *Observations of vehicle/ped/bike behaviors*
- **Potential Permanence** > *Durability and maintenance feedback from the field*
- **Flexibility/Adaptability** > *Could adaptations be accommodated?*
- **Partnering** > *Involved partners*

# IMPLEMENTING INTERIM STREET PROJECTS

## NEXT STEPS

- **Finalize design for each project:**
  - Align recommendations with city-wide **Healthy Street** initiative (public and area engagement)
  - City Council approval needed for any travel or turn lane adjustments (June 2020?)
- **Installation and Monitoring:**
  - Establish monitoring workflow for each project (what will be measured when)
  - Establish review and long-term decision process
  - Communication strategy
- **Timeline & Engagement:**
  - Pilot projects will be a conduit for community engagement



