

An aerial photograph of Ann Arbor, Michigan, showing a dense urban landscape with various buildings, streets, and a prominent tall building on the right. The entire image is overlaid with a semi-transparent blue filter. The text is centered over the middle of the image.

Ann Arbor DDA Update

Transportation Commission 1/21/2026

Intro

Intent: Provide a high-level overview of how City goals and values informed the DDA Development & TIF Plans, with a focus on transportation coordination and objectives.

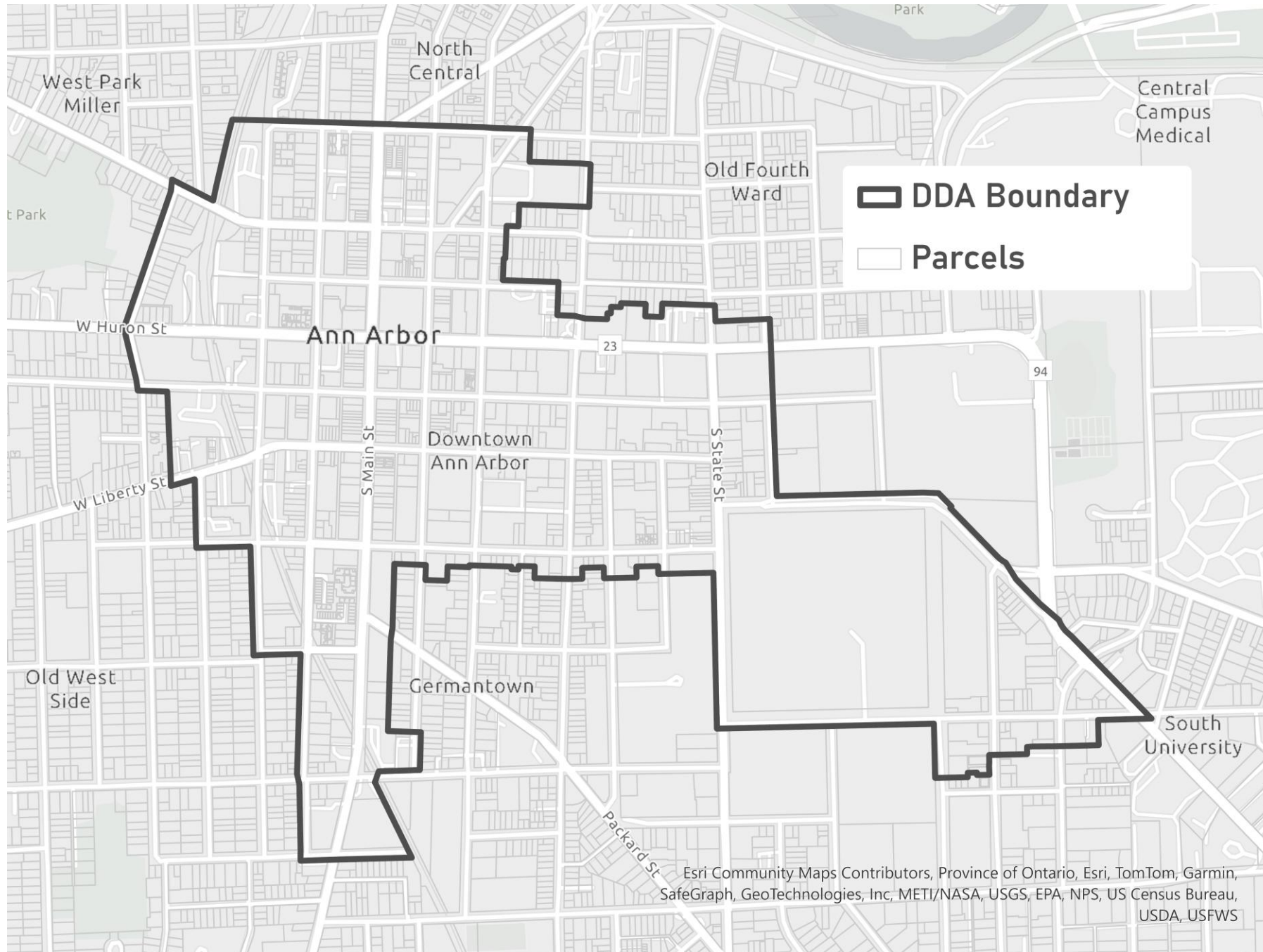
Overview

1. Review DDA Role & Function
2. Project Updates
 - Fourth Avenue Project
 - Downtown Area Circulation Study
3. DDA Development & Tax Increment Finance Plan
 - Identifying need
 - Prioritizing projects
 - DDA Boundary
 - Next Steps

An aerial photograph of a city skyline, heavily overlaid with a semi-transparent blue filter. The image shows a dense urban environment with various building heights and styles. In the foreground, several large, flat-roofed buildings are visible, some with rooftop HVAC units. In the background, a taller skyscraper stands out against the sky, with a construction crane visible near its top. The overall scene is a panoramic view of a city from an elevated perspective.

DDA Role & Function

Current DDA Boundary & TIF Mechanism



1 TIF District

67 city blocks; 271 acres

- DDA is a component-unit of the City.
- We capture TIF dollars only within this boundary.
- We can use TIF dollars on projects and programs only within this boundary.

Supporting Community Values

Comprehensive Plan Values

AFFORDABLE

EQUITABLE

SUSTAINABLE

DYNAMIC

DDA Development Plan Goals



Safe, comfortable streets



Connected community with inviting & active public spaces



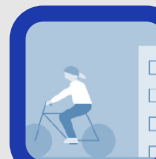
A robust, diverse population & livable downtown



Thriving & diverse local economy



Equitable, just access for all people



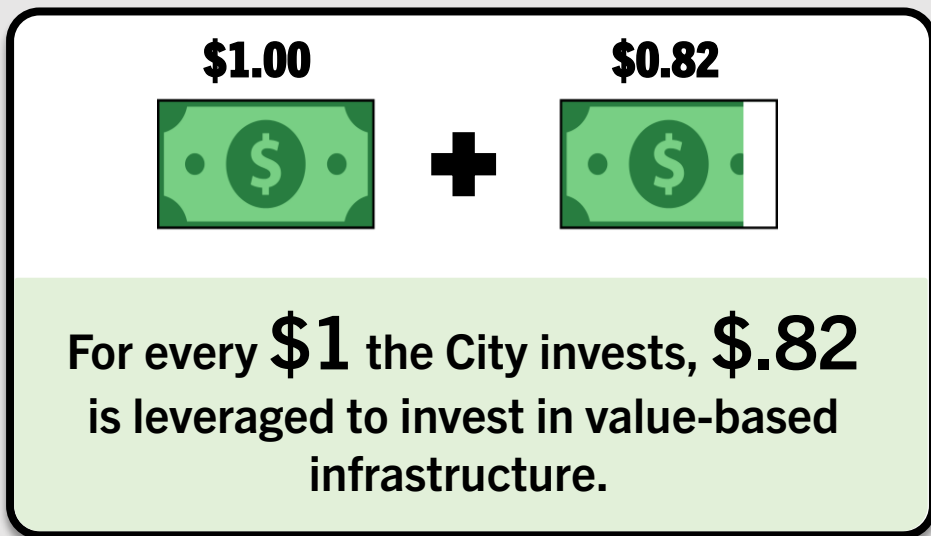
A resilient & sustainable downtown

Leveraging Investment

TIF – Infrastructure Funding Tool

Regional contributions from the County, Library, AAATA, and WCC help fund capital projects and maintenance in a regional downtown.

Without this tool in place, all future infrastructure projects and maintenance costs would be the responsibility of the City alone.

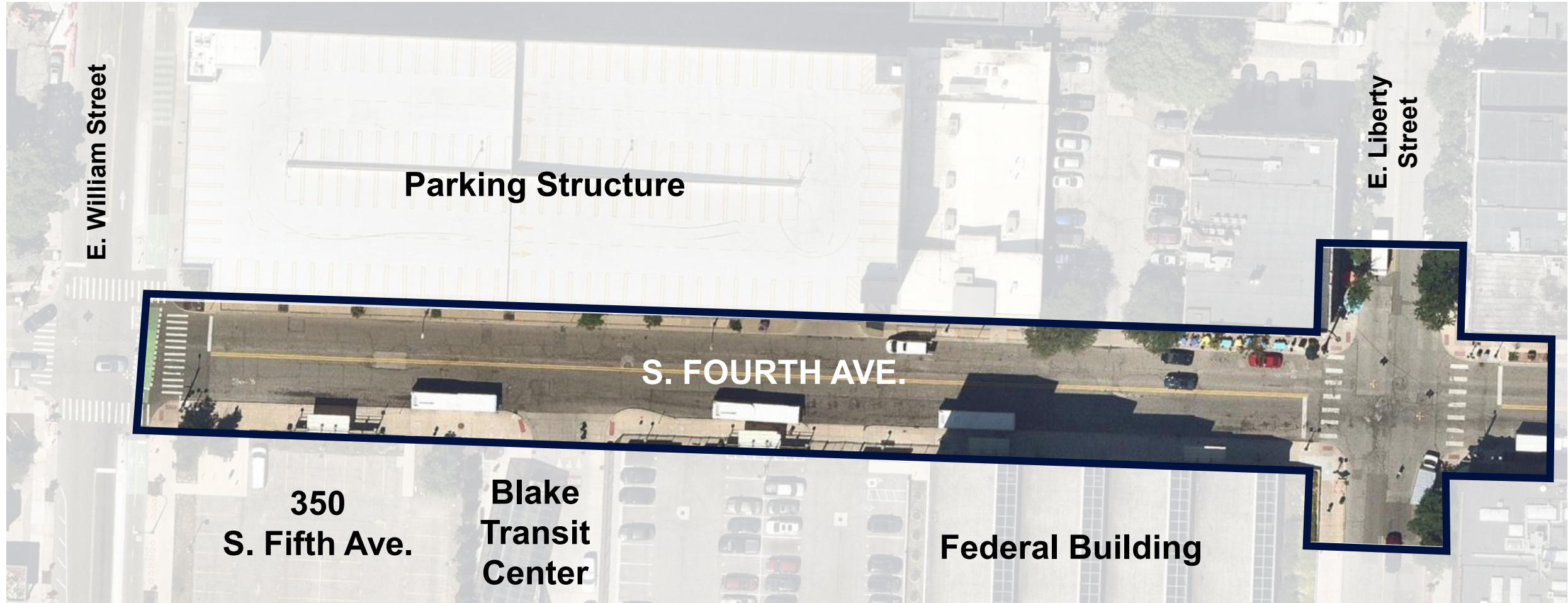


The State St. Project (2023) addressed multiple needs, such as transportation safety, accessibility, streetscape, stormwater, and utilities.



Fourth Ave Transit Street Improvements Update

PROJECT BOUNDARY



The project area includes Fourth Avenue from William Street to Liberty Street, including the Liberty intersection.

PROJECT GOALS

- Improve safety and comfort for all users.
- Create a street that functions as an extension of the Blake Transit Center.
- Support the future affordable housing development at 350 South Fifth Avenue (located on the former YMCA lot).
- Visually link the block with the “downtown feel” on Liberty Street.



PARTNERS & GRANTS

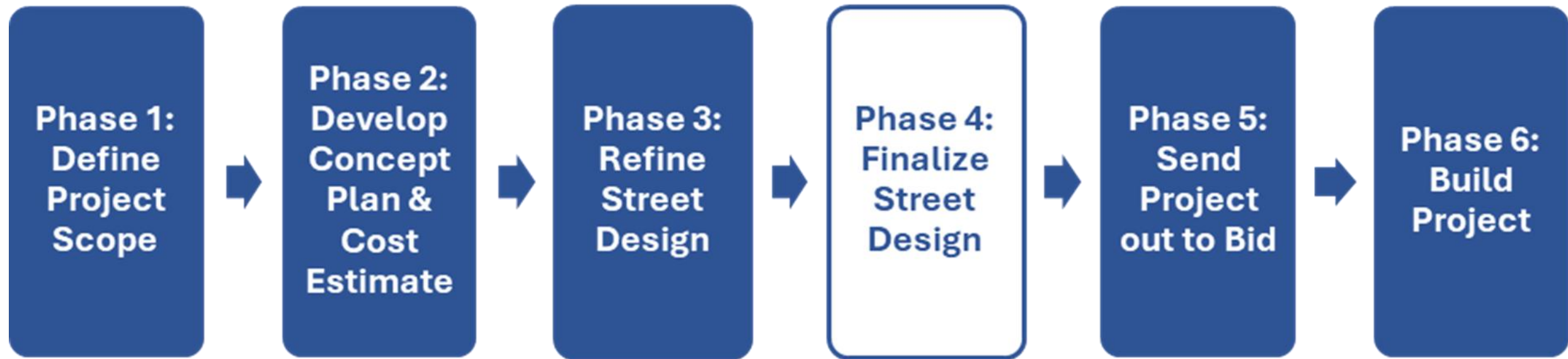
The Fourth Avenue Project has leveraged **\$5.5 million in grant funding** for transit and housing:

- \$400,000 MDOT RAP Grant for placemaking & transit
- \$800,000 MEDC Grant for placemaking & transit
- \$4.3 Million MEDC Talent Partnership Grant for housing & transit



TIMELINE

- **Design:** 2023 – 2025
- **Construction contract:** Out to bid
- **Planned construction:** May 2026-December 2026



EXISTING CONDITIONS & CHALLENGES



Many demands in limited space

- Transit rider comfort.
- Transit operations and future bus rapid-transit plans.
- Housing development needs, including solid waste.
- Loading (commercial and residential).

STREETSCAPE RENDERING - SOUTH



Design Elements

- Large transit shelters.
- Wider sidewalks.
- Defined bus loading lanes.
- New lighting.
- New audible pedestrian signals

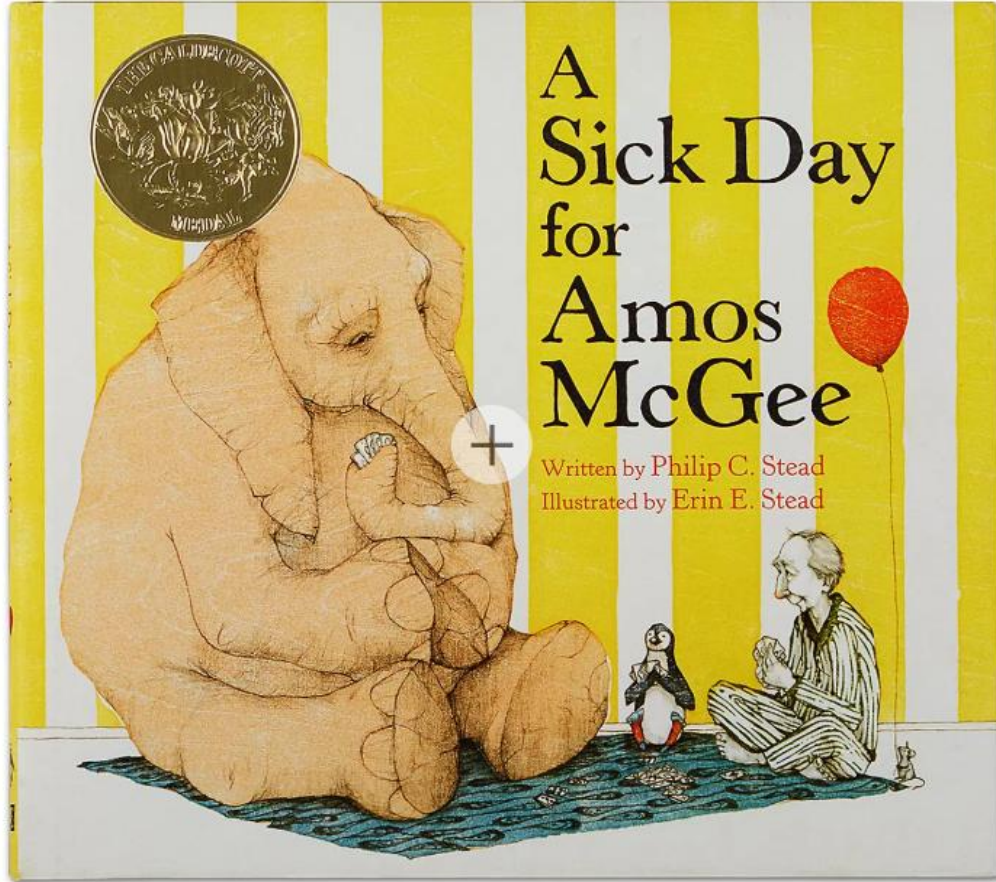
STREETSCAPE RENDERING - NORTH



Design Elements Cont.

- Mid-block crosswalk adjacent to Blake Transit Center.
- Audible RRFB.
- Directional tiles along the center of the walking path to guide users across transit center driveways and walking path shifts.

PUBLIC ART – COLLABORATION



Public art based on the Amos McGee series. A large installation on the ground floor of the parking structure to add creativity, warmth, and a sense of place to this critical transit block.

An aerial photograph of a city skyline, featuring various buildings and a prominent crane in the distance. The entire image is overlaid with a semi-transparent blue filter. The text 'Circulation Study Update' is centered in the middle of the image in a white, bold, sans-serif font.

Circulation Study Update

Three Parallel Planning Efforts

Comprehensive Plan

Determine **VISION AND PRIORITIES** for the future of the city

Determine future land use, desired policy changes, and priorities for public spending and capital projects

Downtown Area Circulation Study

Identify **FUTURE CAPITAL IMPROVEMENTS** to downtown area streets and transportation plan updates

Balance the demands on limited downtown area street space

DDA Development & TIF Plan

Guide the DDA's **PROGRAM AND CAPITAL PROJECT** initiatives into the future

Public Engagement – Downtown Takeaways



DOWNTOWN'S ROLE IS EVOLVING FROM STOP TO DESTINATION

- 1. Reflect community priorities**, a place for everyone in the community (families, employees, residents, visitors, students)
- 2. Make downtown a hub for gathering and living**, with vibrant public spaces, civic space, housing, commerce, events, and activity.
- 3. Improve access and connectivity**, reducing barriers, expanding transportation choices, improve safety and comfort.
- 4. Maintain Downtown that is welcoming to ALL** ensuring inclusive, safe, and inviting spaces year-round and unique experiences that draw people in



Spring 2024 Public Workshop at the Ann Arbor Downtown Public Library

Public Engagement – Transportation Focus

BIKE CONNECTIONS

Overall support and enthusiasm for increasing low-stress bike connections from neighborhoods into the downtown core, desire for context-sensitive designs

PEDESTRIAN ENVIRONMENT

Desire for strengthened public realm, including vibrant and beautiful pedestrian streets and amenities that attract a range of people/families

TRANSIT

Clear support for transit improvements, including better frequency, greater service hours and geographic reach, and amenities

STREET NETWORK

Support for restoring two-way traffic on Fifth and Division, desire for calm, safe streets and improved wayfinding and intersections



Ann Arbor

Downtown Area Circulation Study

August 2025



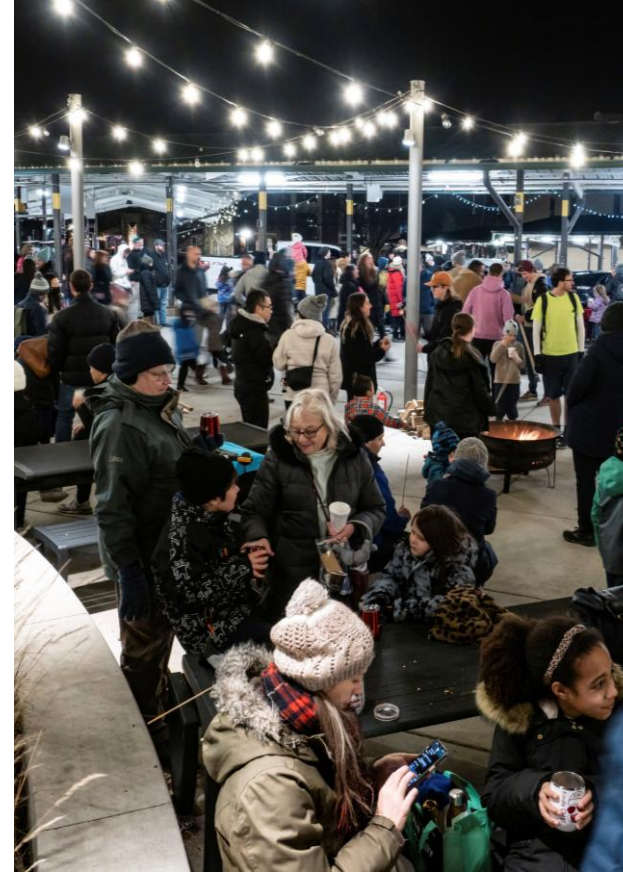
Downtown Area Circulation (DAC) Study Components



**BICYCLE
SYSTEM**



**TRANSIT
ENHANCEMENTS**

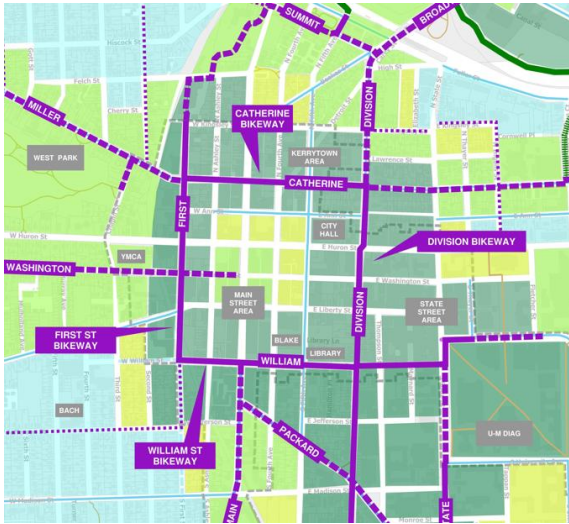


**PEDESTRIAN
ENVIRONMENT**



**STREET
NETWORK**

Bicycle System Recommendation Types



CONNECTED LOW-STRESS NETWORK

Balance access and coverage of the low-stress network through and to the downtown. Every area block within 1-2 blocks of the low stress network.

ALL AGES & ABILITIES BIKE FACILITIES



SEPARATED BIKEWAYS

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



BICYCLE BOULEVARD

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



SHARED-USE TRAIL

Trails for pedestrians and bicyclists that are fully separated from roadway corridors and street right-of-ways.

Bicycle System Recommendations

- Key projects identified plus continued coordination with Safe Streets 4 All projects and other bike projects

1 Catherine St. Bikeway Extension

2 Division St. Bikeway Extension

3 Broadway-Plymouth Side Path Extension

4 721 / Summit Connector

5 Washington St. Bike Blvd

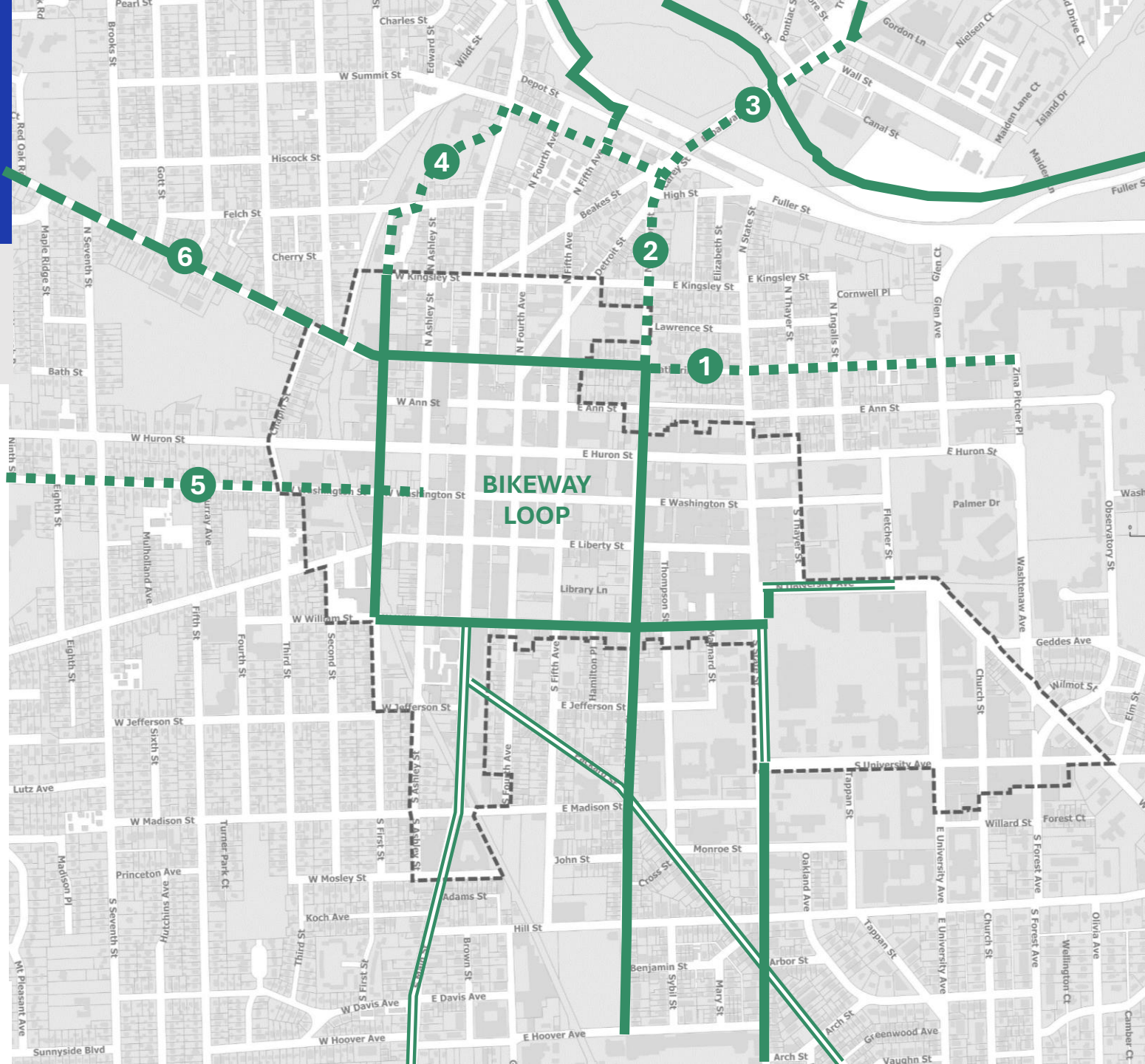
6 Miller Bikeway – **Completed!**

- *State Street Bike Improvements*

- *Packard – Potential*

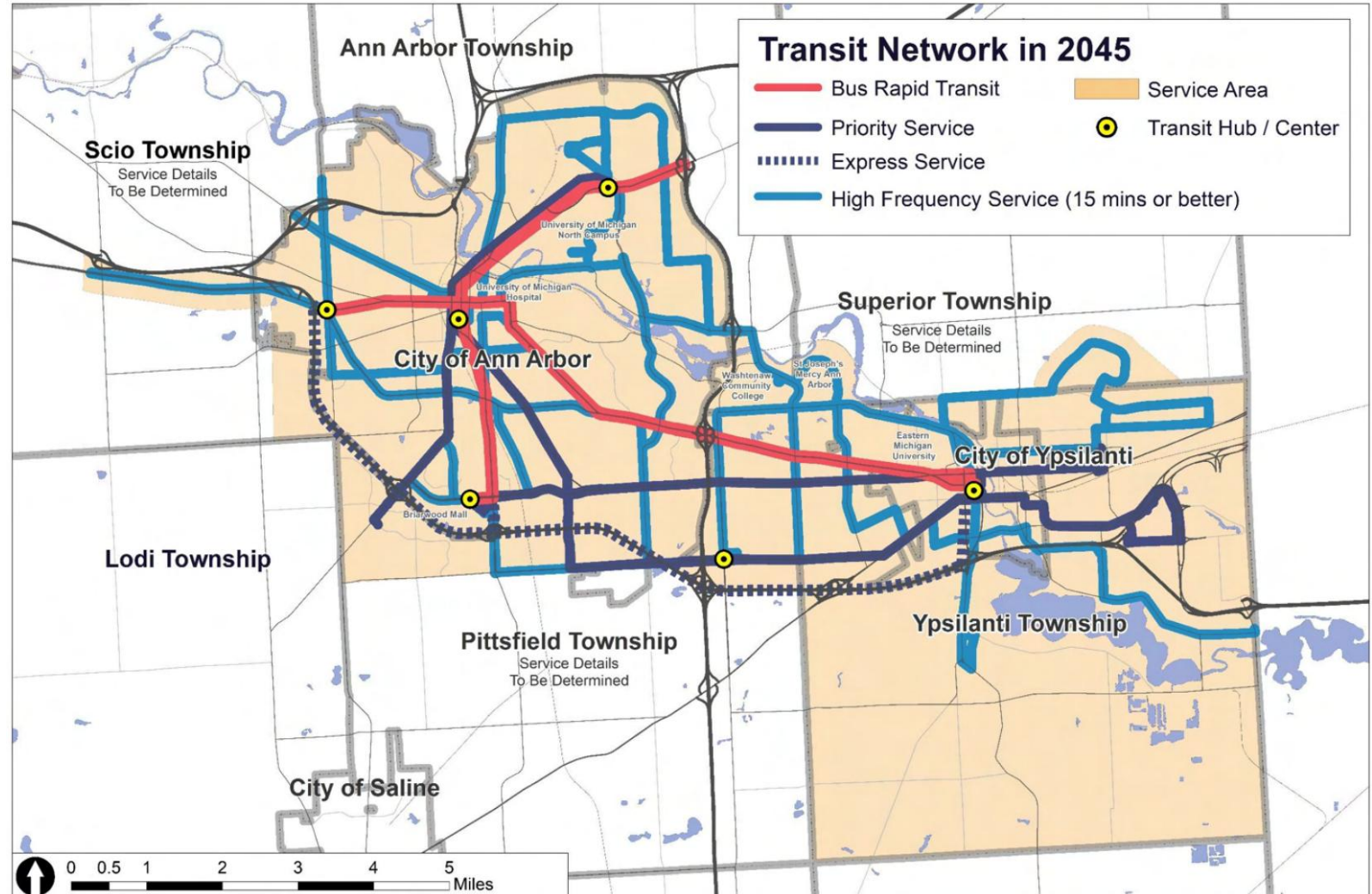
- *S. Main – Potential*

- Built Bikeways (Separated Lanes)
- Proposed Bikeways (Separated Lanes)
- Other Potential Bicycle Improvements



Transit System & the Growth of the City

- Bus Rapid Transit (BRT) and Priority Routes are planned
- Downtown is a key area for the future transit network.



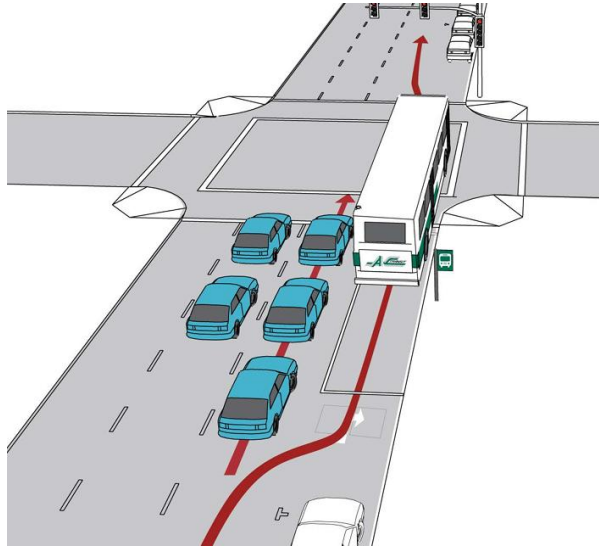
Transit System Recommendation Types

To support increased transit ridership



TRANSIT SIGNAL PRIORITY (TSP)

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



TRANSIT QUEUE JUMP LANES

Special lanes approaching intersections that allow buses to “get to the front of the queue” at a signal. Often used with TSP or bus-only signals.



TRANSIT ONLY LANES

Dedicated transit lanes along a street. Most often used in conjunction Bus Rapid Transit (BRT) for faster and more reliable service on high frequency routes



TRANSIT STOP ENHANCEMENTS

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

Transit System Recommendations

OVERALL APPROACH

- Reserve street space on key transit corridors for future improvements
- Support short-term operational needs

1 Huron Street Transit-Only Lanes

2 4th Ave Transit Signal Priority

3 5th Ave Transit Signal Priority


4 Glen/Fuller Transit Queue Jumps

5 Broadway Transit-Only Lane

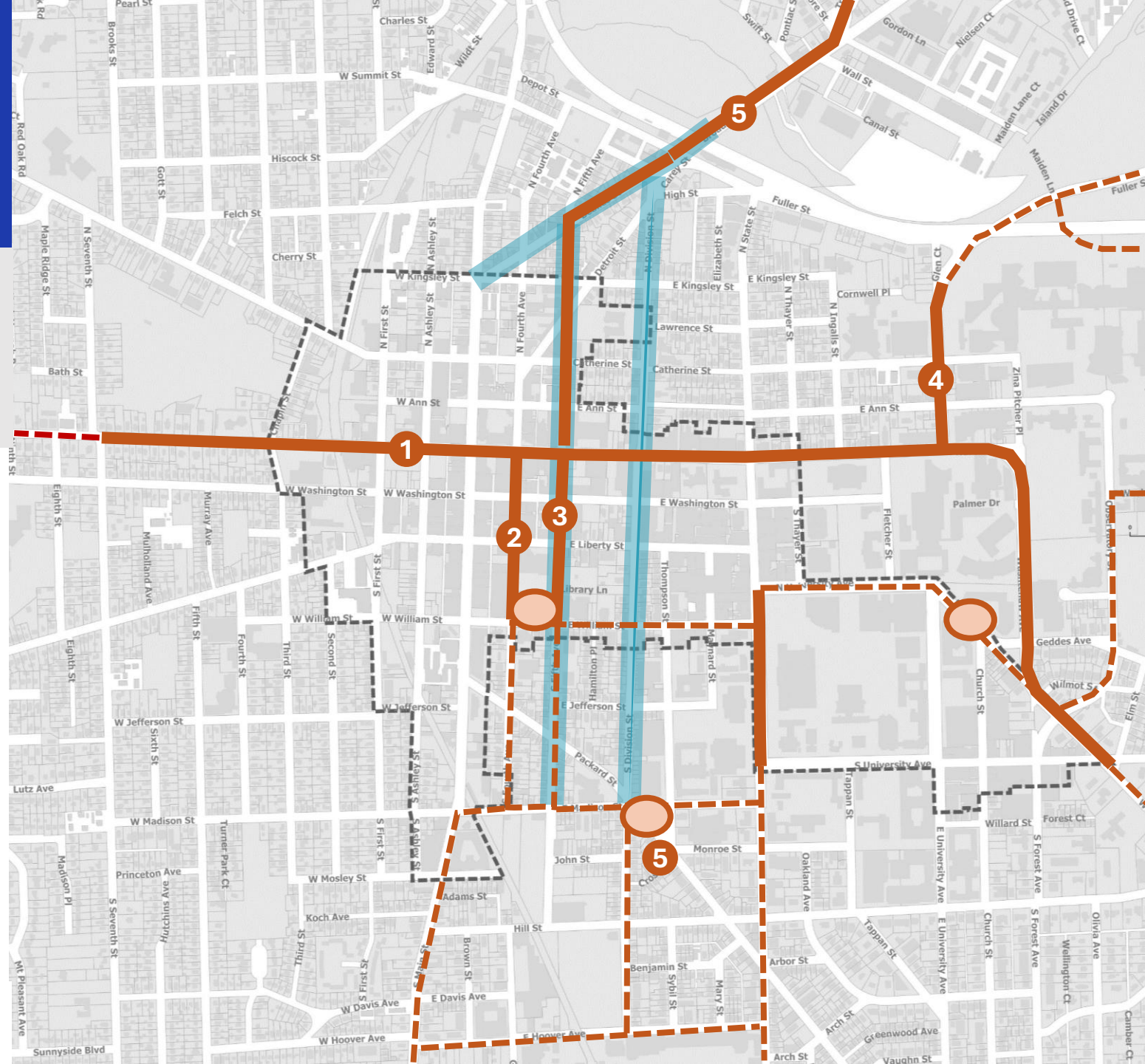
- State St. Transit Improvements – **Complete!**

- Madison Transit Center (U-M)

 Transit Infrastructure Focus Corridors

 Frequent Transit Route Streets (no planned physical changes)

 Two-way restorations



Street Network Recommendation Types

To create a safer and more accessible downtown



TWO-WAY STREET RESTORATIONS

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



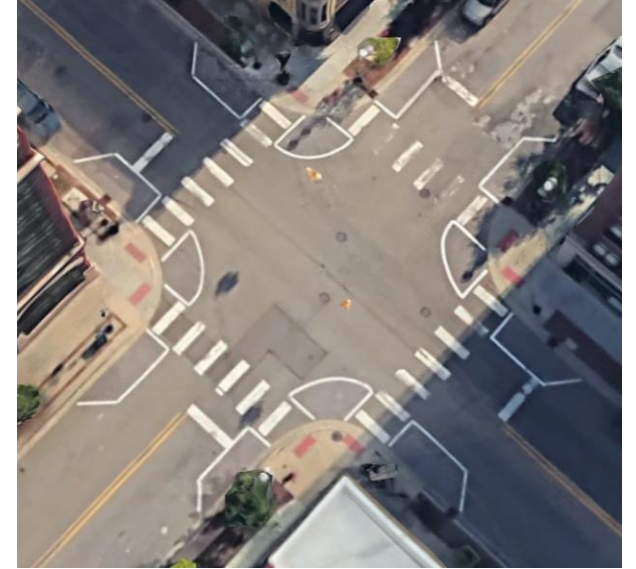
ALL-WAY STOP CONVERSIONS

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



SIGNAL ENHANCEMENTS

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

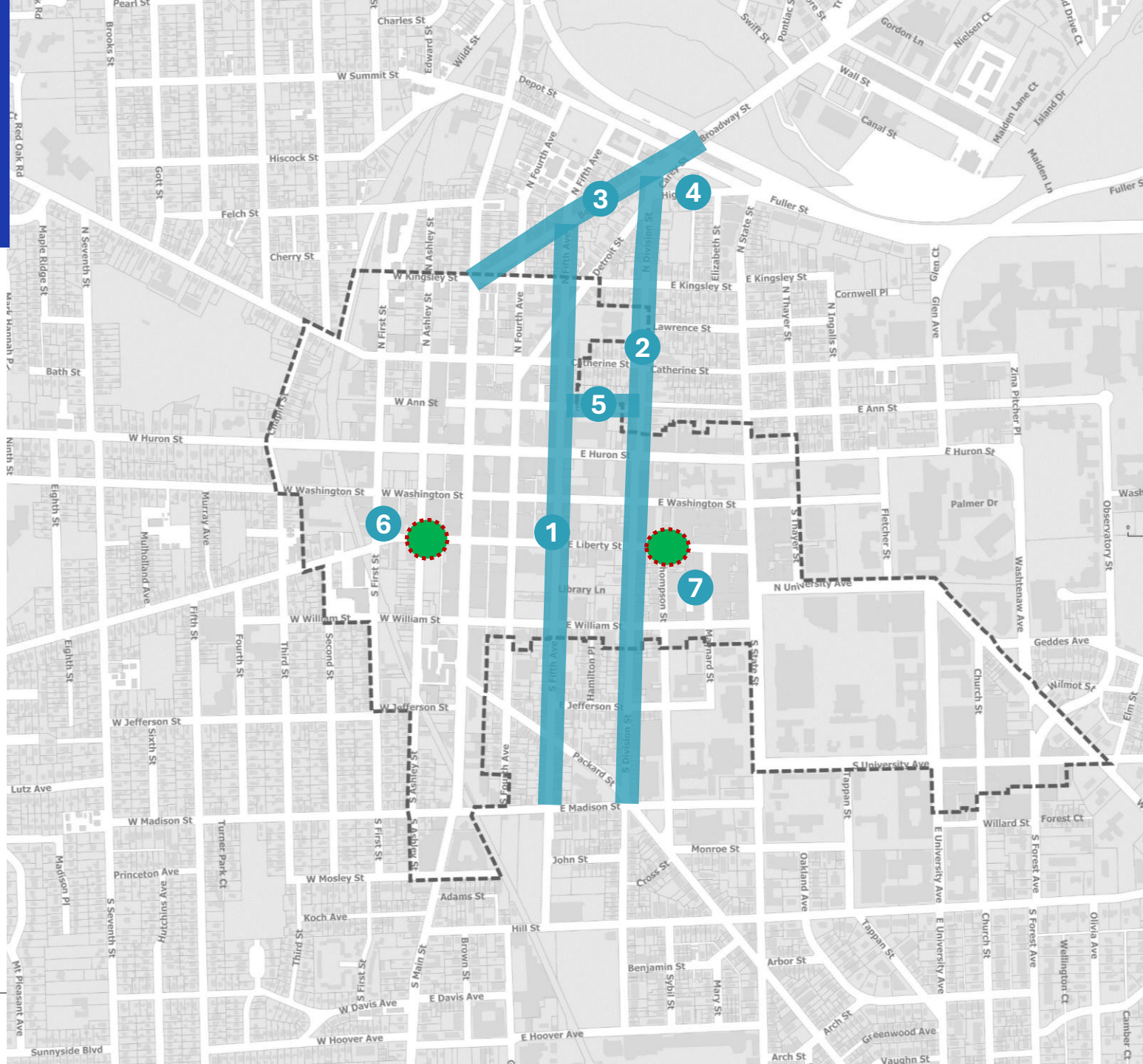
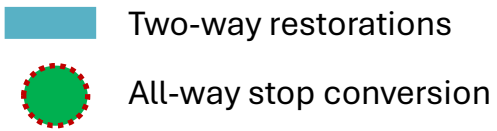


INTERSECTION IMPROVEMENTS

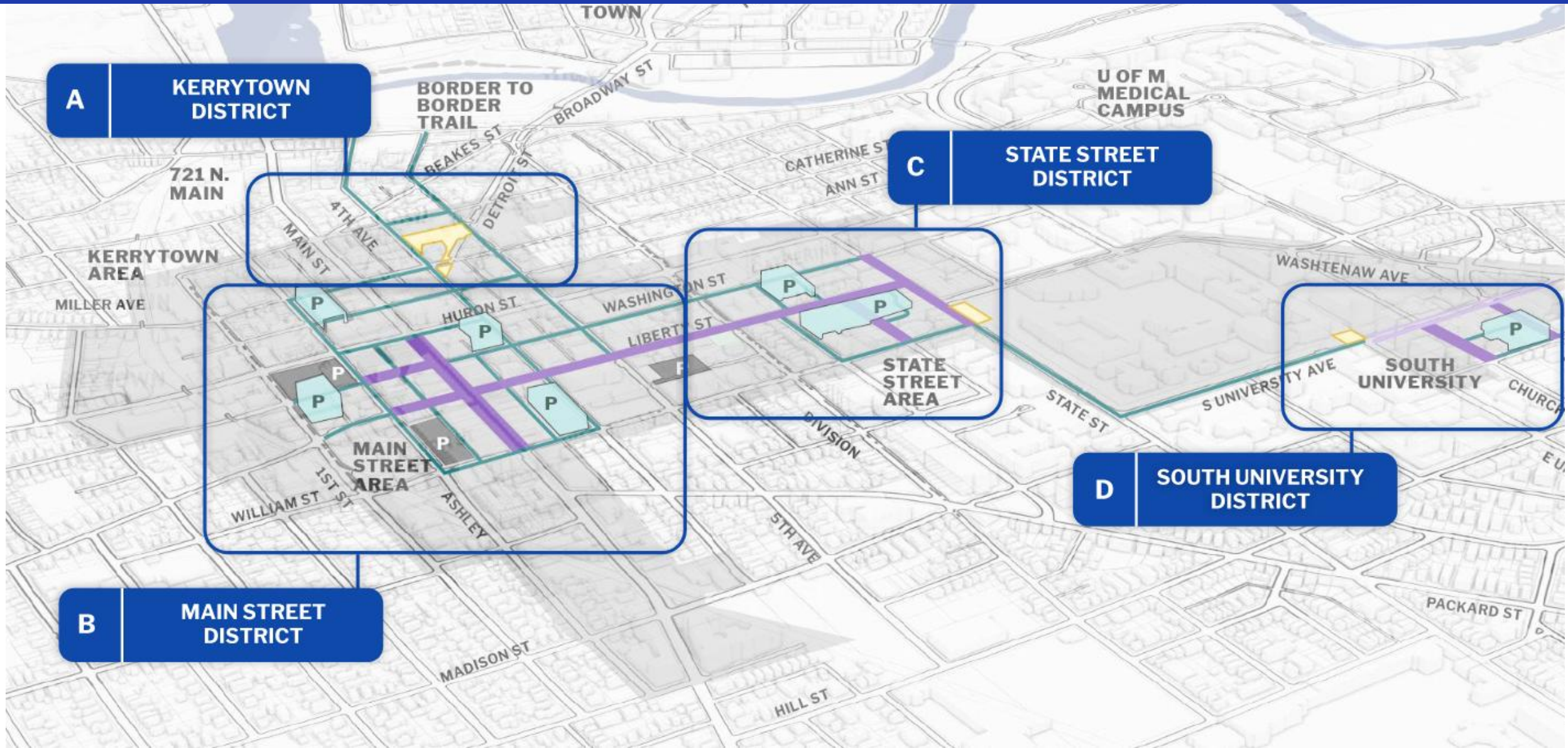
Includes quick-build improvements like hardened centerlines and bumpout construction.

Street Network Recommendations

- 1 5th Ave Two-way Restoration
- 2 Division St Two-way Restoration
- 3 Beakes St Two-way Restoration
- 4 Broadway Interchange Reconfiguration
- 5 Ann St. Two-way Restoration
- 6 Liberty & Ashley All-way Stop
- 7 Liberty & Thompson All-way Stop



Pedestrian Environment Recommendations



Pedestrian Environment Recommendation Types

DDA FOCUS – INFRASTRUCTURE INVESTMENTS



FLEXIBLE STREETS



ENHANCED PUBLIC SPACES



PLACEMAKING & WAYFINDING



BUSINESS AREA ASSOCIATION FOCUS



SEASONAL STREETS & ACTIVATION



ELEVATE Program – Public Art & Wayfinding



ELEVATE Program – Elevating History



An aerial photograph of a city skyline, showing various buildings and a construction crane in the distance. The entire image is overlaid with a semi-transparent blue filter. The text 'DDA Development & TIF Plan' is centered in the middle of the image in a white, bold, sans-serif font.

DDA Development & TIF Plan

DDA Development Plan Requirements

Michigan ACT 57 of 2018 requires all DDA's to create a Development Plan and TIF Plan. **The Development Plan establishes the boundary, and identifies the activities and projects the DDA will participate in.**

Tax Increment Finance Plan

The TIF Plan establishes procedures, requirements, and methods for the collection and use of tax increment revenues, in order to carry out the activities of the DDA.

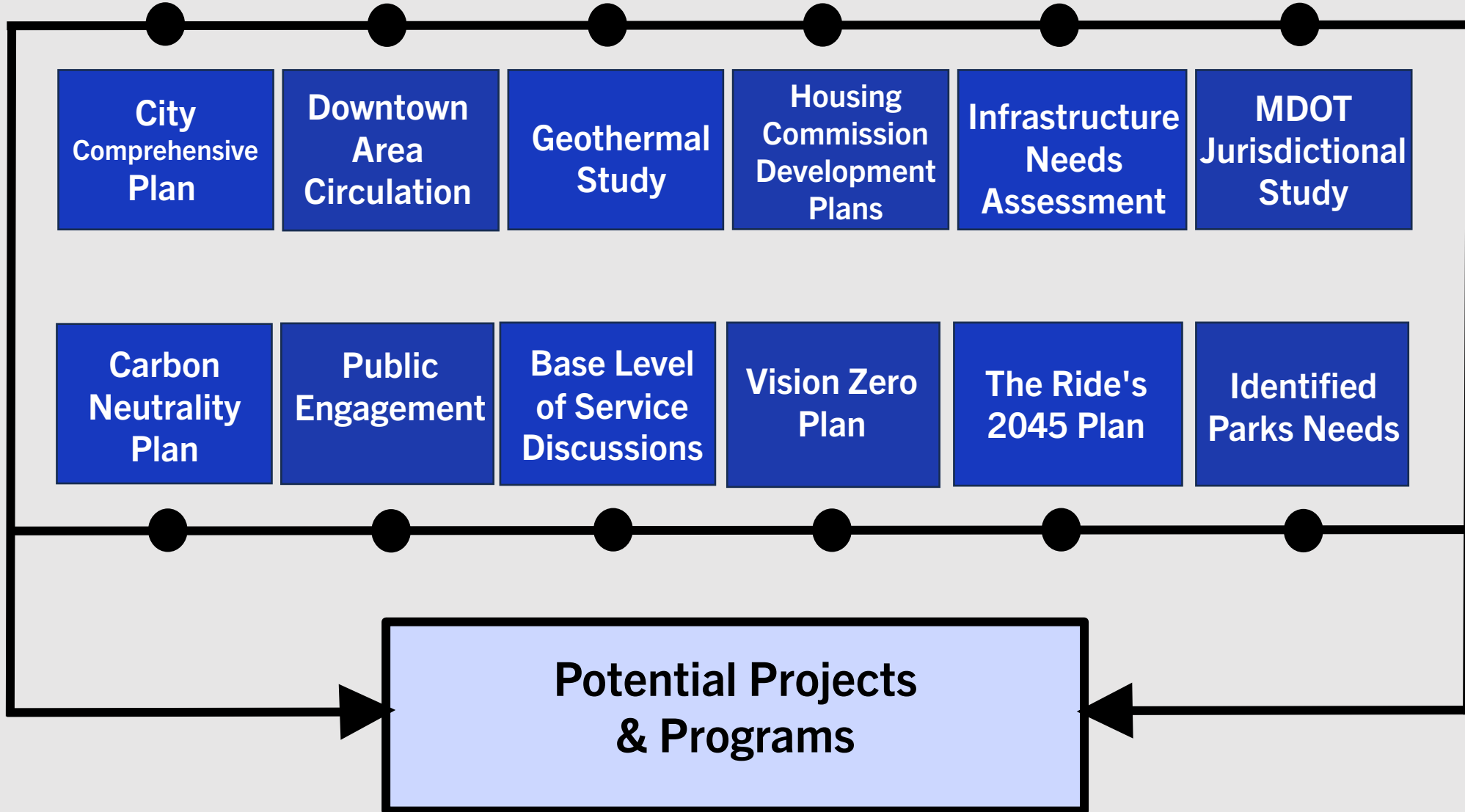
How will we use the Development and TIF Plan?

The DDA Plans:

- Demonstrate to our community the work we want to accomplish within the DDA boundary **over the next 30 years.**
- Provide an implementation roadmap:
 - Staff will use this as a basis for the annual Capital Improvement Plan (CIP) and budget
 - The DDA Board will reference this in decision-making and oversight



Identifying Potential Projects and Programs



Program Categories

Service & Maintenance



Public Restroom Service



Affordable Housing Support



Other Grants, Programs, and Services



Capital Project Categories

Streets



Placemaking



Transit



Parks & Plazas



Utilities



Bikeways & Trails



Sustainable Energy



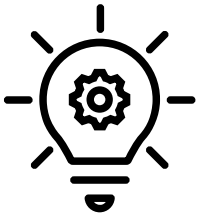
Capital Maintenance & Small Projects



A blue-tinted photograph of a city street. In the center, a white bus with the number 520 and 'TheRide' logo is stopped. To the left, there are street signs for 'S. Fourth' and 'NB MAIN DETOUR' with an arrow pointing left. A building with a 'HAYMA' sign is visible on the left. In the background, there are multi-story brick buildings and a traffic light. The overall scene is an urban intersection.

Project Prioritization

Capital Planning Process



Identify project needs and scopes



Prioritize needs based on strategic values



Program projects based on:

- Priority rank
- Budget & staff capacity
- Urgency
- Project coordination



Staff develop a proposed Capital Improvements Plan (CIP)



Planning Commission is the decision maker for CIP approval:

- Does the CIP align with the priorities identified in existing comprehensive plans?



Develop a capital budget based on the CIP

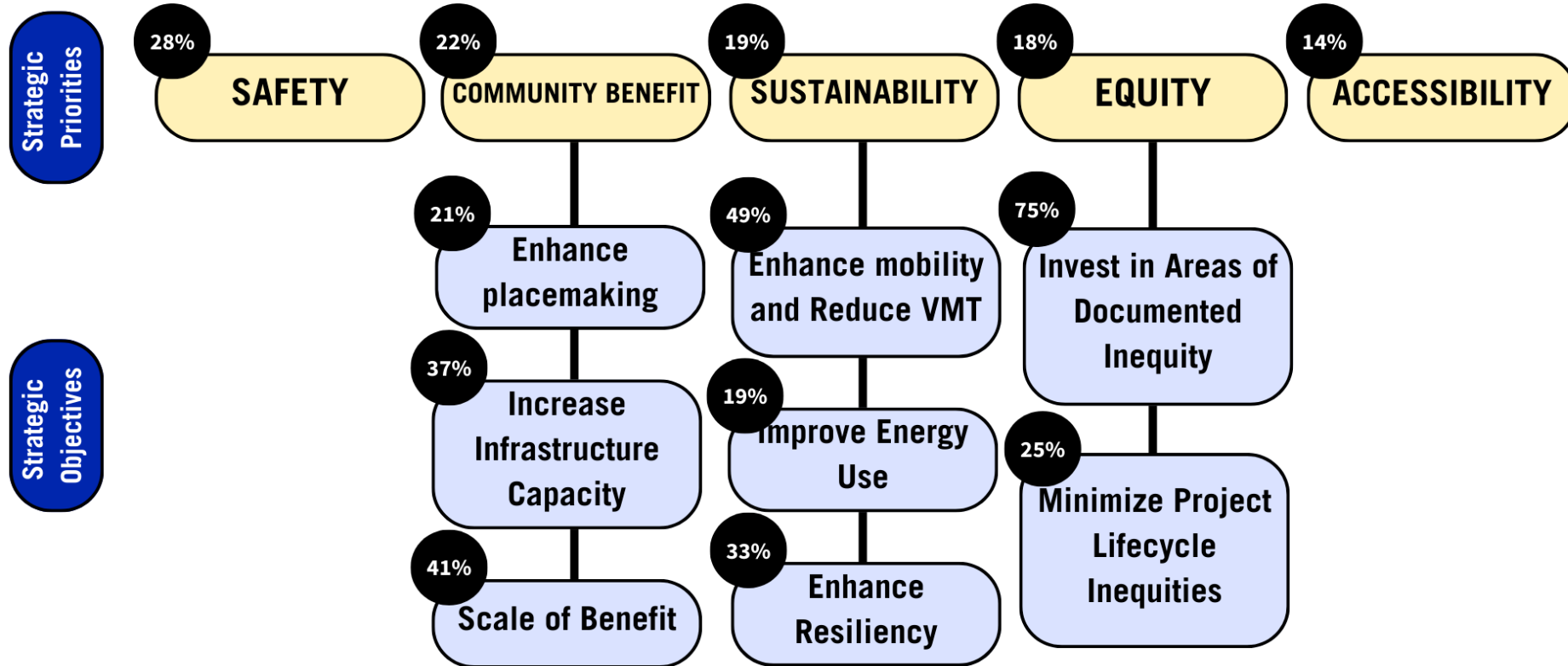
- Requires City Council approval
- Allocates real dollars for project implementation





Prioritizing Projects Based on Strategic Value

Strategic Value Scorecard for “Other Infrastructure” Category



How we Score Each Project

How well does the project achieve community goals and staff recommendations?

How does expected value of one project compare to another?

Timing Considerations

Timing considerations may include urgent projects, addressing immediate safety concerns or critical infrastructure needs, or time-sensitive opportunities for strategic value enhancement and coordination.



Urgency (Construction Year)

Event Bollards (2025-2027)

Farmers Market demolition (2025)

Coordination (Construction Year)

The Ride's Bus Rapid Transit Implementation Timeline

- East/West BRT on Huron Street (2026-2030)
- North/South BRT on Fifth Ave & Division Street (2032 – 2036)

Planned CIP Projects - coordinate with other planned work

- N. Main Study (2026-2027) and Construction (2031)
- Washington Street (2031-2032)
- Farmers Market (post 2026 study)

Public Site Development Support

- Housing Commission
- Library
- City-owned

A blue-tinted photograph of a city street scene at night. The image shows a pedestrian-friendly environment with string lights hanging across the street. In the foreground, a bicycle is parked on the left. Several people are walking and sitting on modern, curved benches. In the background, there are streetlights, traffic signals, and a building with a sign that reads "P.L. LINDSEY". The overall atmosphere is vibrant and urban.

10-Year Project Scenario

Phase 1 (2026-2035)



Balancing Priorities Across Categories

Thriving downtowns invest in streets, utilities, transit, parks, placemaking, non-motorized transportation, housing, and sustainability.



Fund across project categories

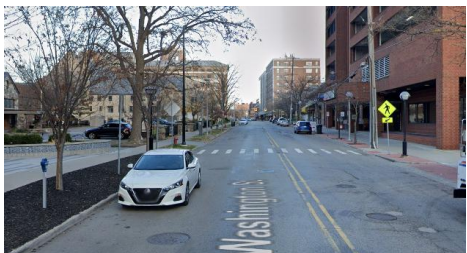
Phase 1 Scenario: Transportation Highlights



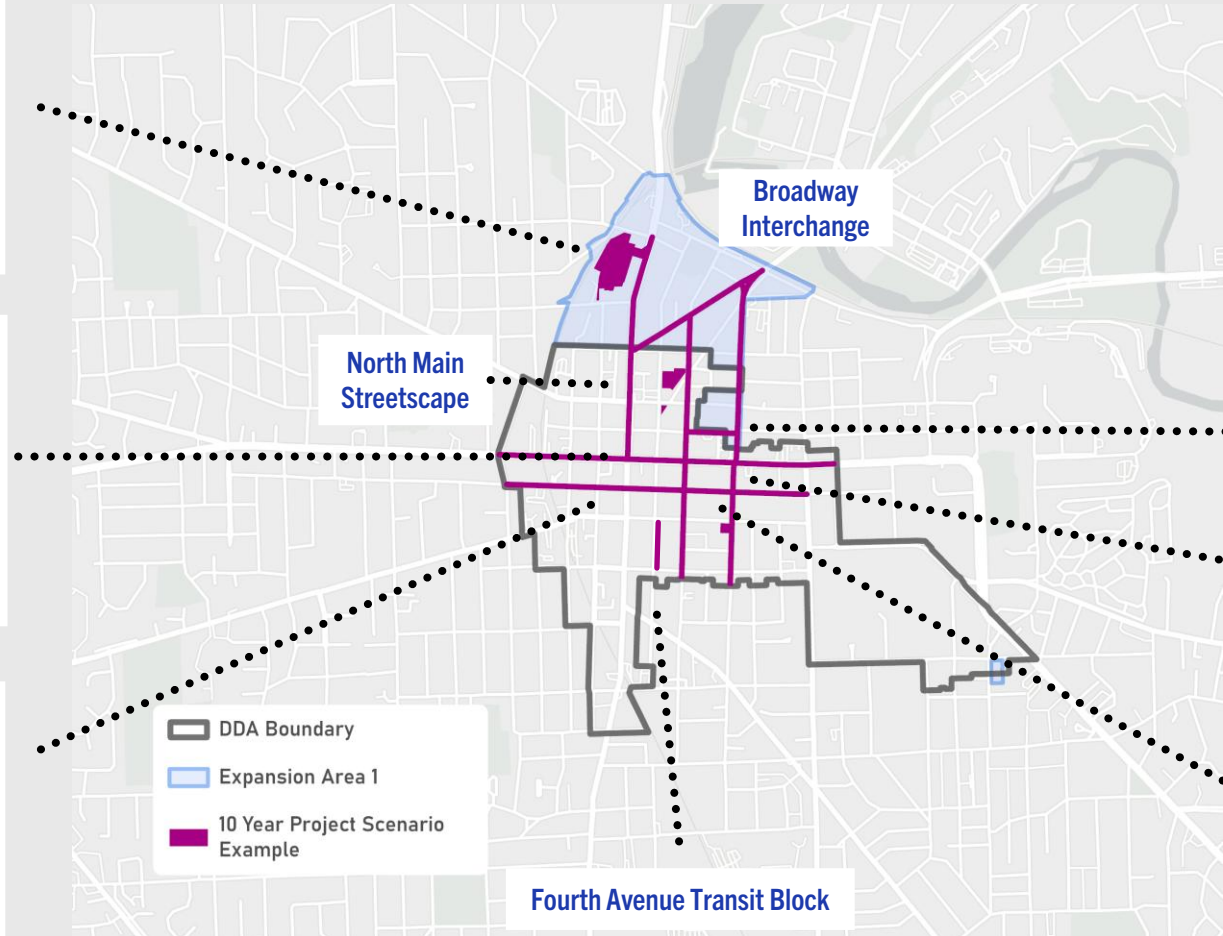
721 N. Main Park & Trail Phase I
(City Property)



East/West Huron Bus Rapid Transit



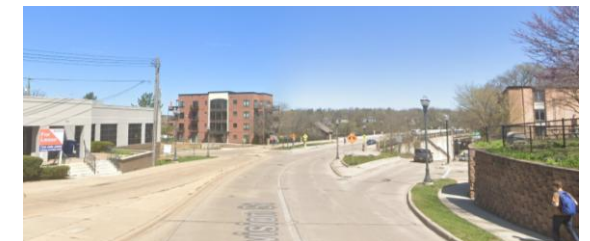
Washington Street Reconstruction



Event Bollards & Portable Vehicle
Barriers

Ann Street Reconstruction & Streetscape

Division Street Bikeway Extension



Fifth/Division North/South Bus
Rapid Transit (BRT) & Reconstruction

DDA Boundary Recommendation

A blue-tinted photograph of a city street scene. In the foreground, a person is walking on a sidewalk carrying bags, and several cyclists are riding on a designated bike lane. A car is visible in the middle ground. In the background, there are buildings, traffic lights, and a street sign that reads 'W. Liberty'. The sky is cloudy. A large white text overlay is centered on the image.

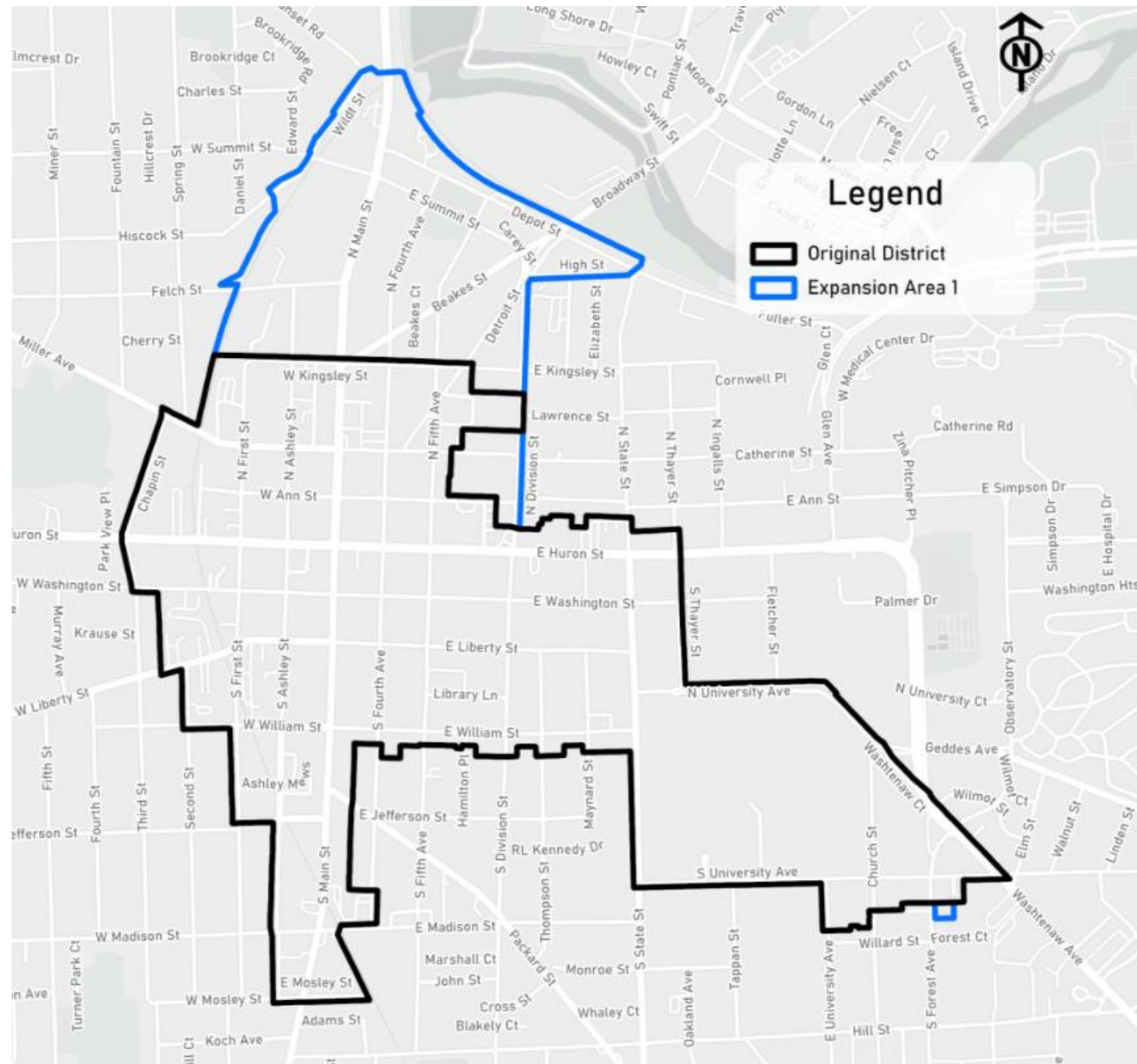
Recommended DDA Boundary Update

1 TIF District

+ 19 city blocks; + 271 acres

38 New Projects in Expansion Area

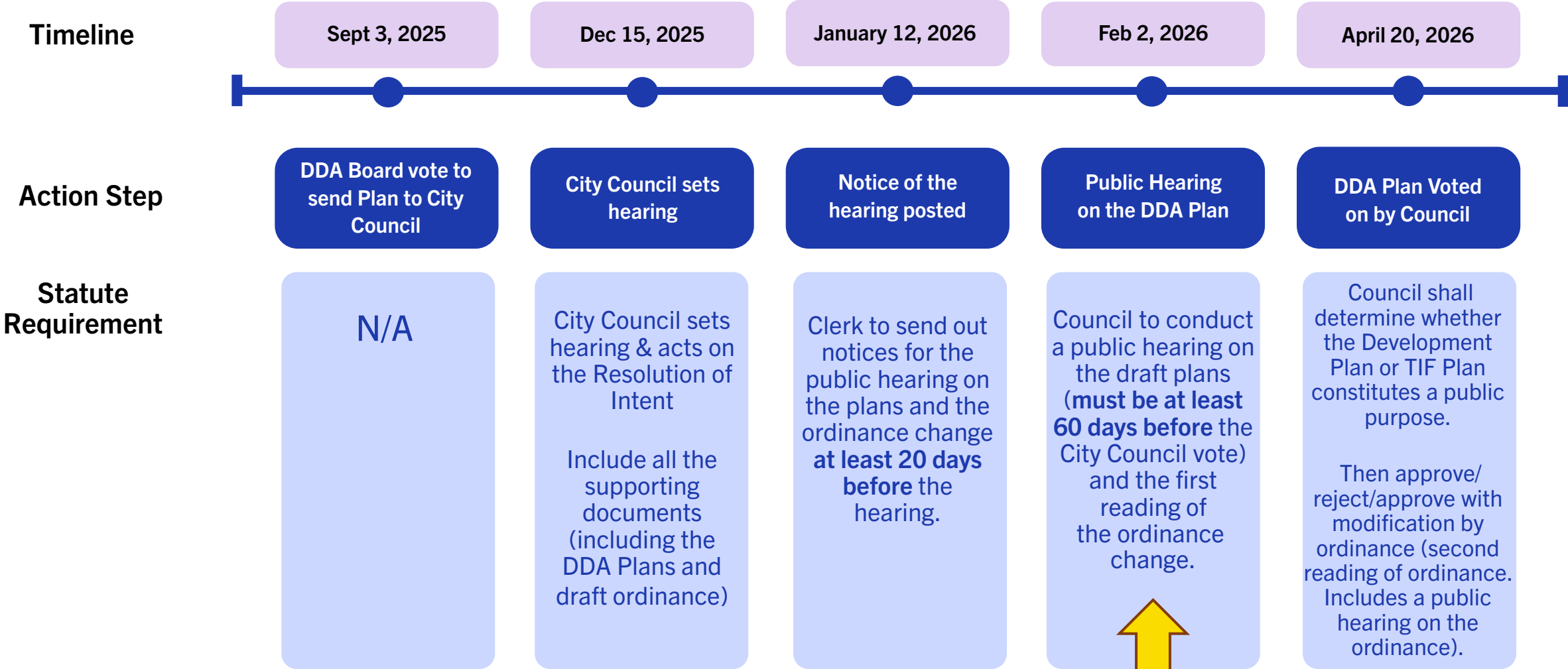
- Encompasses 2 primary gateways into downtown (North Main & Broadway Bridge)
- Connects downtown to the river and the Broadway West Development.
- Expands where the DDA can undertake street improvements, support affordable housing, upgrade utilities, and enhance/maintain City Parks.



Next Steps



Next Steps: Approval Process & Timeline



Questions?

