



WALKER
CONSULTANTS

Ann Arbor Downtown Development Authority

Downtown Curb Management Planning Study Update

PARKING FUNDAMENTALS



DDA manages, operates, and maintains public parking through an agreement with the City. Day to day operations managed by PCI, DDA's parking operator.



Parking facilities are City assets



Parking system is a self-sustaining system



Parking revenues support other transportation related initiatives

PARKING FUNDAMENTALS

20%

City receives 20% of gross parking revenue (\$3.9M FY23)

- Public Services & General Fund



City manages enforcement and receives enforcement revenue



City manages and receives revenue for residential permit program

Curb Management Best Practices

- ✓ Understand the **value of curb assets**
- ✓ **Prioritize** curbs based on land use and goals
- ✓ **Price and regulate curbs to incentivize** behavior
- ✓ **Flex curbs** based on demand
- ✓ Use curbs to **increase access** for walking, biking, and transit
- ✓ Envision **curbs as community destinations**
- ✓ **Performance measure and evaluation** processes for decision making
- ✓ **Pilots** to test curb treatments
- ✓ **Digitize curb regulations** to prepare for the future
- ❑ **Modern Enforcement strategy** that increases access to business, reduces congestion and safety conflicts, keeps the system financially sound



Already Meeting Goals for Downtown Ann Arbor's Curbs!



Safe, comfortable downtown streets



Equitable, just access for all people



Affordable and inclusive community



Resilient, energy responsible downtown



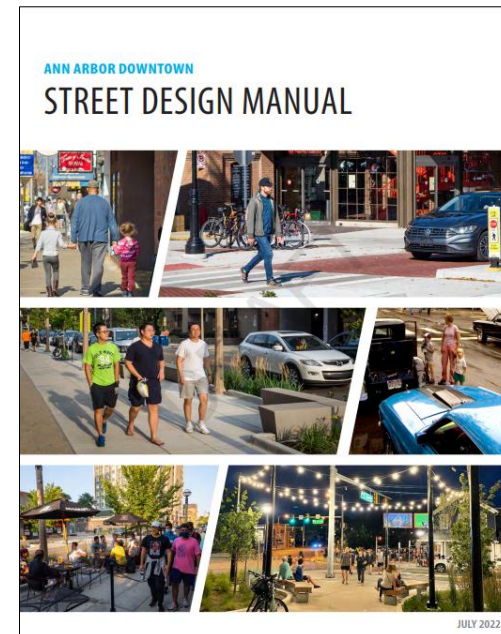
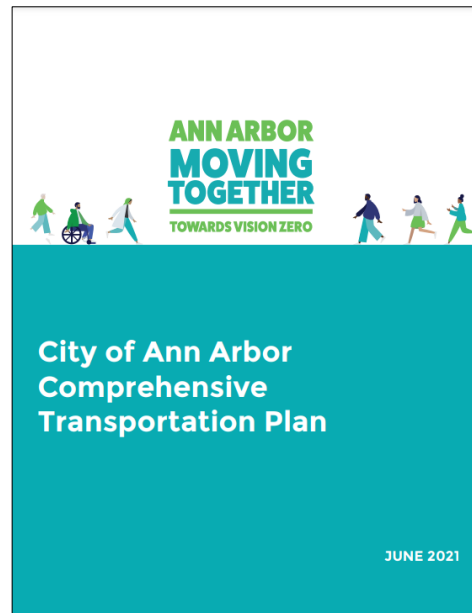
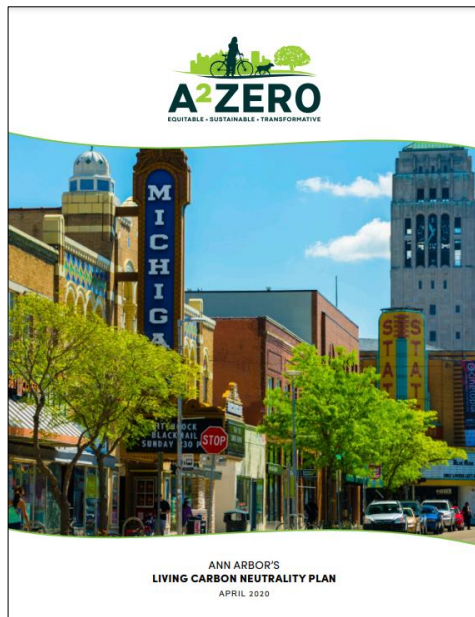
Vibrant and thriving local economy



Responsible design and implementation



Connected community with streets as civic space

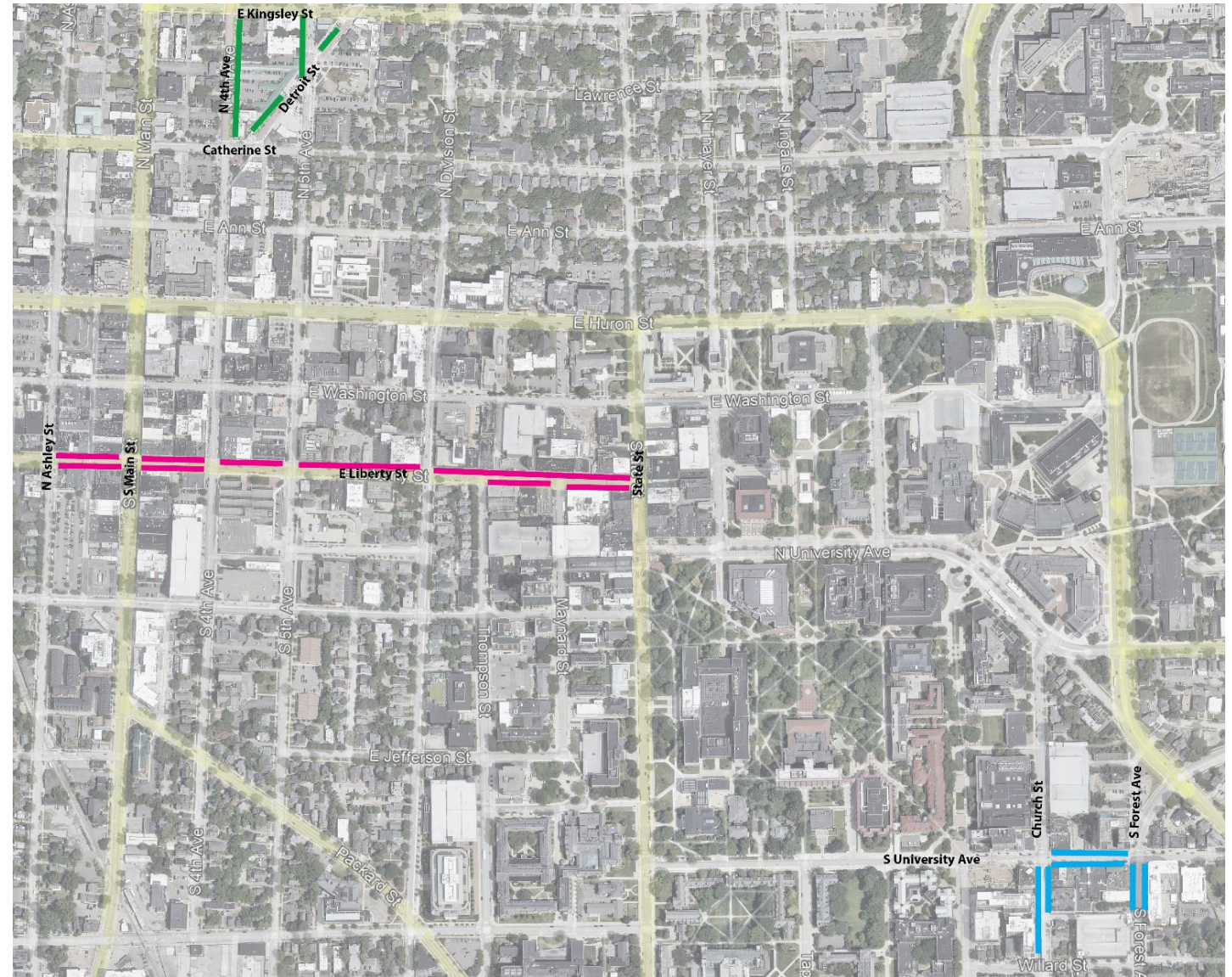


Curb Data Collection

Identify:

- What areas have the greatest use?
- Who is using these areas and how long are they staying?
- How do use patterns compare to existing regulations?
- **Green** – Kerrytown: June 18th to 24th from 6:00am to 1:00am
- **Pink** – Liberty Street: June 18th to 24th from 6:00am to 1:00am*
- **Blue** – South University Area: September 12th to 18th from 6:00am to 1:00am

*Liberty Street from Main Street to 4th Avenue and Liberty Street from Main Street to Ashley Street was closed from Thursday afternoon until Monday morning for outdoor dining, lowering the number of parking sessions on those blocks.



Data Findings



Curb Utilization

- Parking **utilization is high during times when meters are not enforced**
- Significant number of **short-term curb sessions less than 15 minutes** in spaces marked for paid parking
- Significant number of **short-term sessions in “no parking” areas**
 - In the S. University study area, **17% of sessions are violations with a median duration of 4 minutes, not including citations**
 - Approx 100 curb violations per day, not including citations
- **Vehicles parked in commercial spaces not conducting commercial activity, spaces unavailable for delivery**
- **Gap between meter payment and actual use**



Violations Matter and Prevent Access

- Violations prevent access to local business
- Congestion, safety conflicts, prevents system from operating in a financially sound way
- Areas regulated as “no parking” are still functioning as “parking”

Data Findings and Typologies



Typology: Dense residential, fast casual restaurants, and retail

- **Observations:** Significant short-term sessions and violations
- **Recommendations:**
 - **More short-term curb** spaces, move long-term parking to garage, **increase rates** and **expand meter hours of operation to manage peaks** and **ensure access to business**
 - **Nuance:** For example, on South Forest lots of illegal parking, need to create access and serve business, can remove parking, but **challenging to prevent parking in bike or bus lanes without enforcement or separation**



Typology: Neighborhood commercial (Kerrytown)

- **Observations:** Lower utilization, less violations (and areas to violate), still most sessions are short-term, supply supports demand
- **Recommendations: Parking can be removed** for other uses related to the circulation study and **considering off-street parking absorbing spillover, future development, and data**
- **Nuance:** Higher utilization and activity on Farmers Market days



Typology: Outside of dense areas

- **Observations:** Longer-term residential parking, bike lanes on some streets, supply supports demand
- **Recommendations: Parking can be removed** for other uses related to the circulation study, **considering off-street parking absorbing spillover, future development, and data**

Curb Data Collection: Kerrytown and Liberty Street

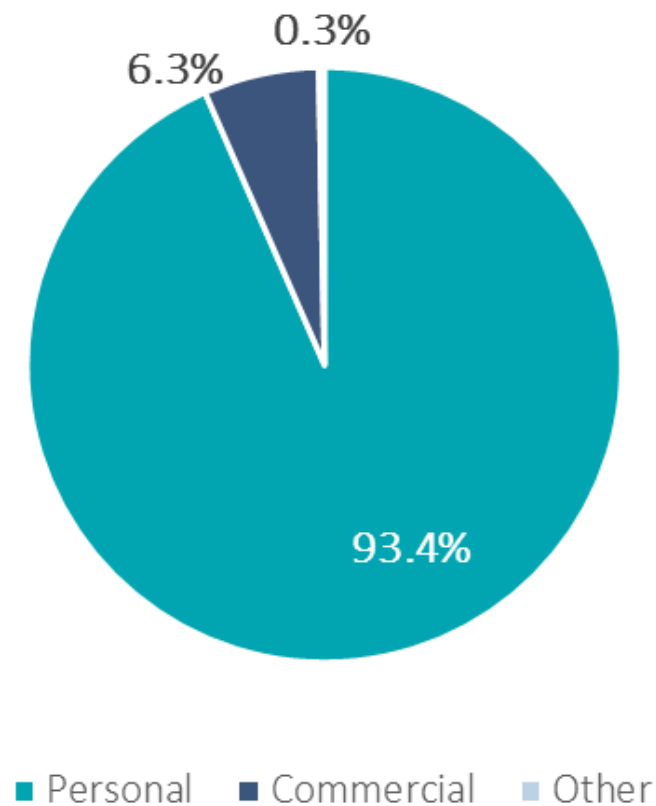
Length of Stay Summary – Kerrytown and Liberty Street

	Under 2 mins	Under 5 mins	Under 15 mins	Under 30 mins	Under 1 hour	Under 2 hours
Personal	18%	37%	61%	71%	82%	93%
Commercial	12%	29%	57%	75%	87%	92%
Overall	17%	37%	60%	71%	83%	93%

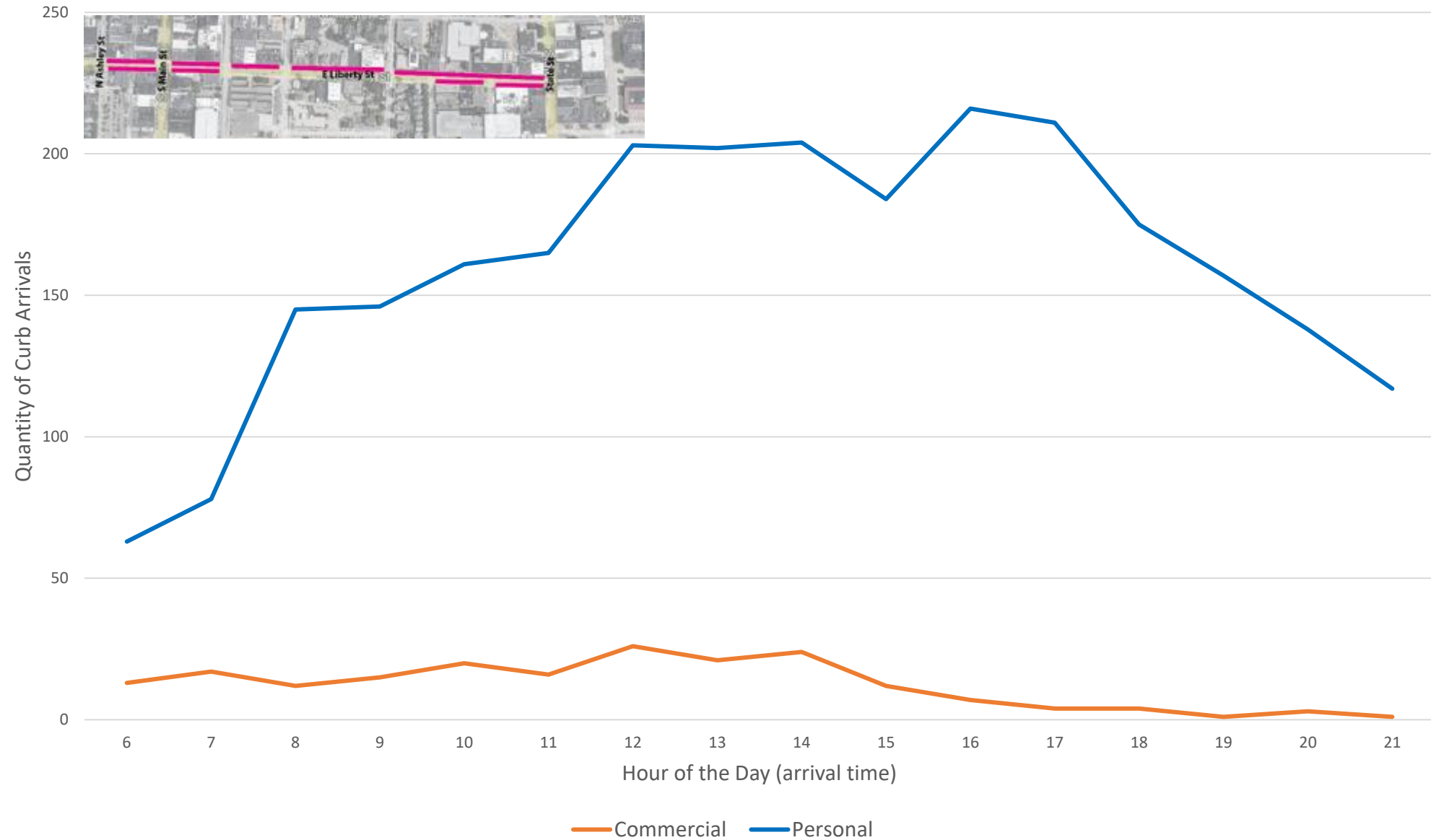
Key Takeaways:

- Overall, 71% of all sessions were less than 30 minutes and 60% percent were less than 15 minutes
 - Many parking in commercial and passenger loading spaces, no parking areas, not paying meter
- Areas regulated for passenger loading show a higher use of commercial vehicle delivery
 - Low or no commercial vehicle use on weekends
- Vehicles without a commercial license plate are parking in some areas regulated for commercial loading

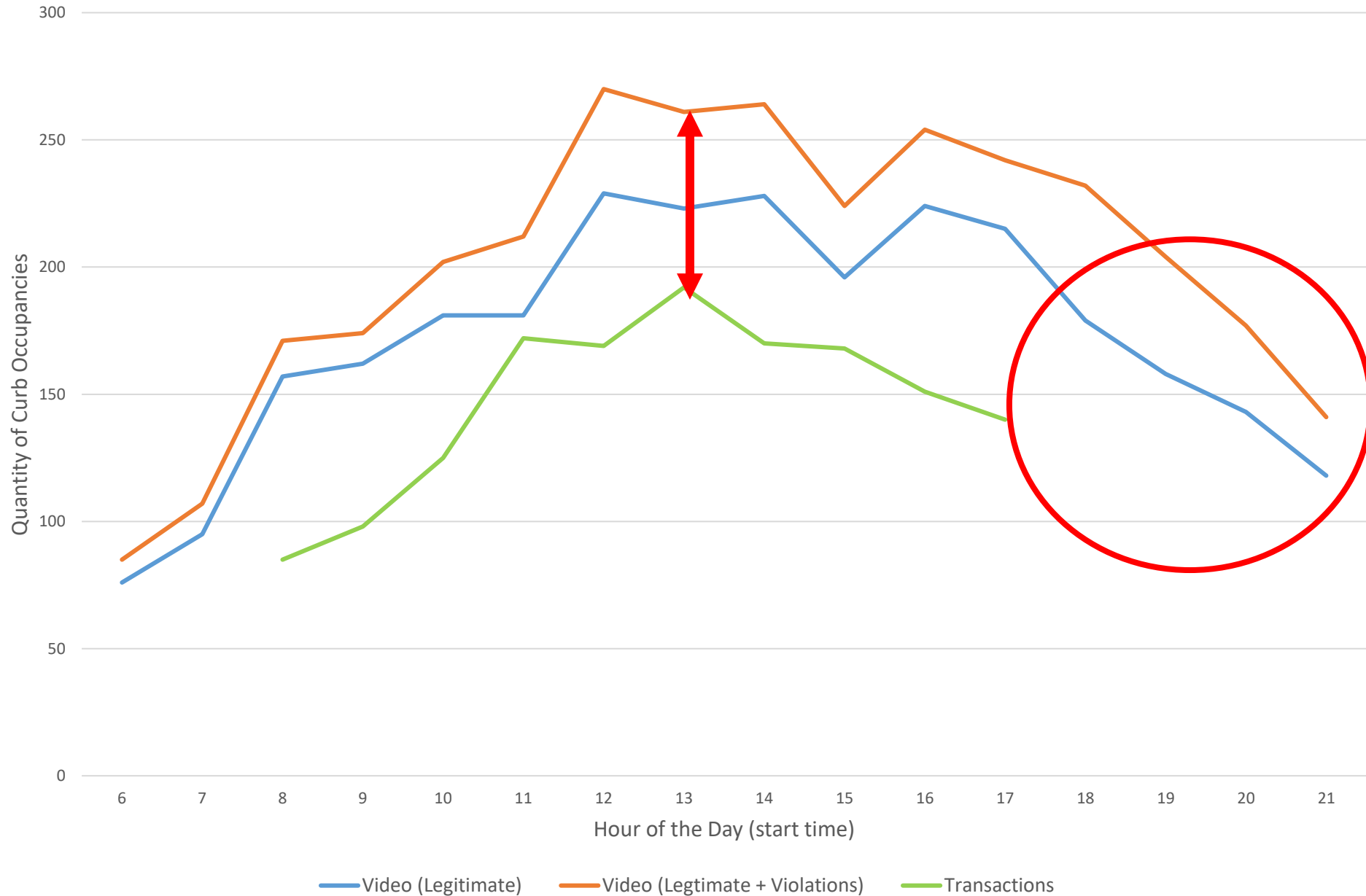
Share by Vehicle Type



Liberty Street: Vehicle Arrivals By Type



Liberty Street: Vehicle and Transaction Data by Hour



Violations include vehicle stopped in No Parking zone

Curb Data Collection: South University Area

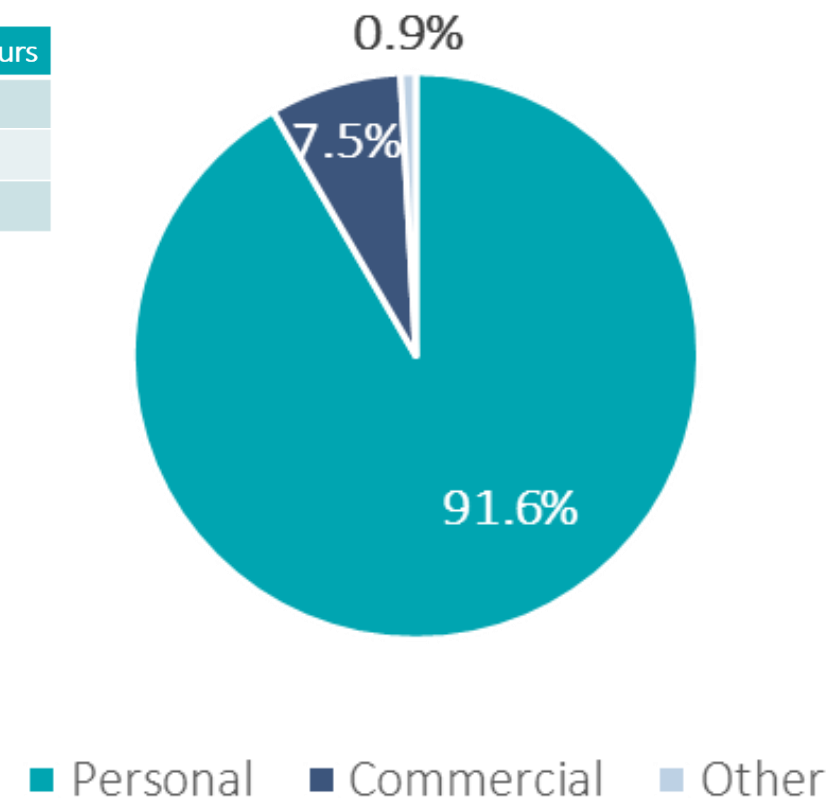
Length of Stay Summary – South University Area

	Under 2 mins	Under 5 mins	Under 15 mins	Under 30 mins	Under 1 hour	Under 2 hours
Personal	20%	43%	67%	76%	85%	93%
Commercial	10%	26%	53%	68%	89%	95%
Overall	19%	41%	66%	75%	85%	93%

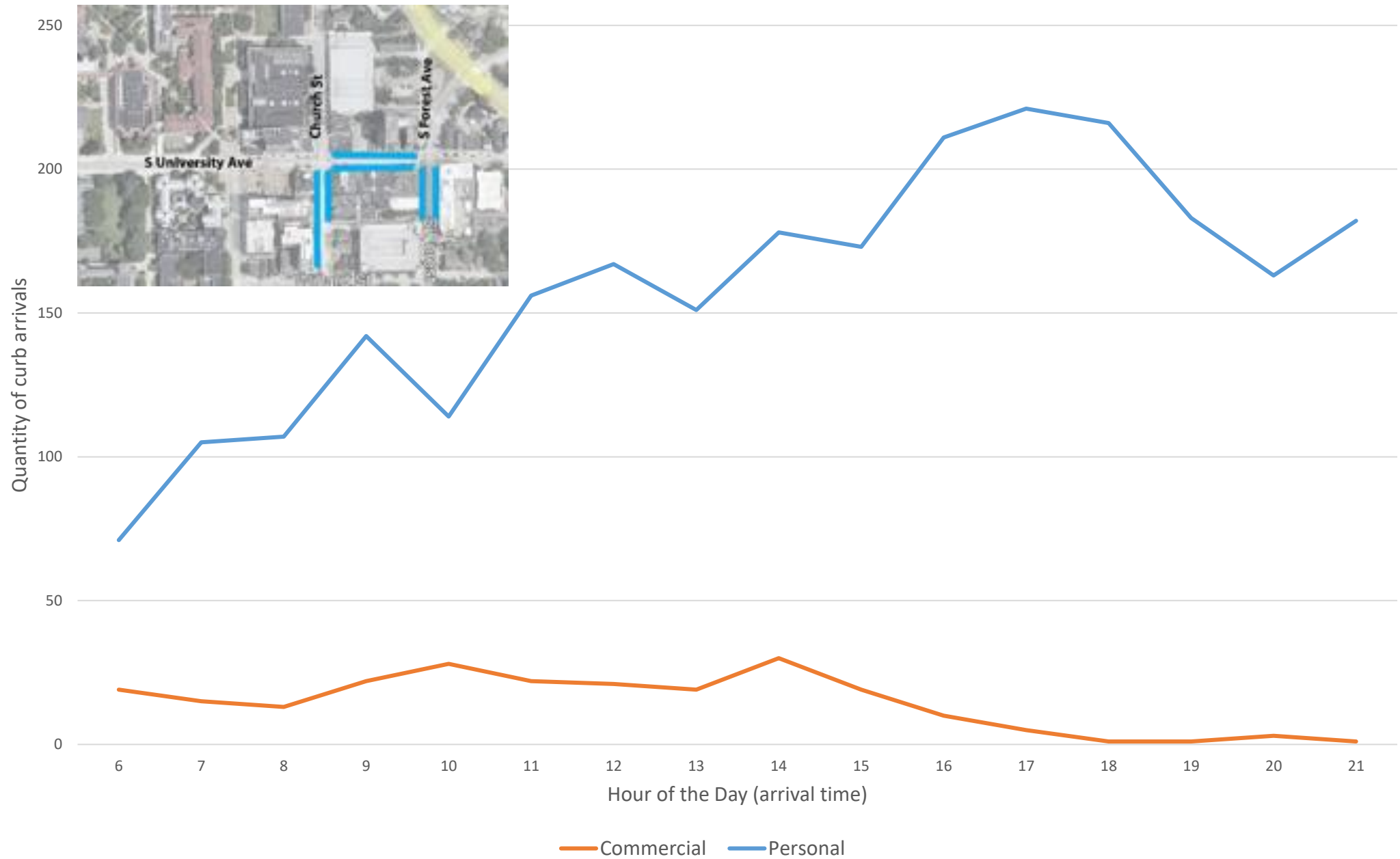
Key Takeaways:

- 66% of vehicles parked less than 15 minutes, and 75% less than 30 minutes
- Commercial vehicles had longer length of stays than passenger vehicles

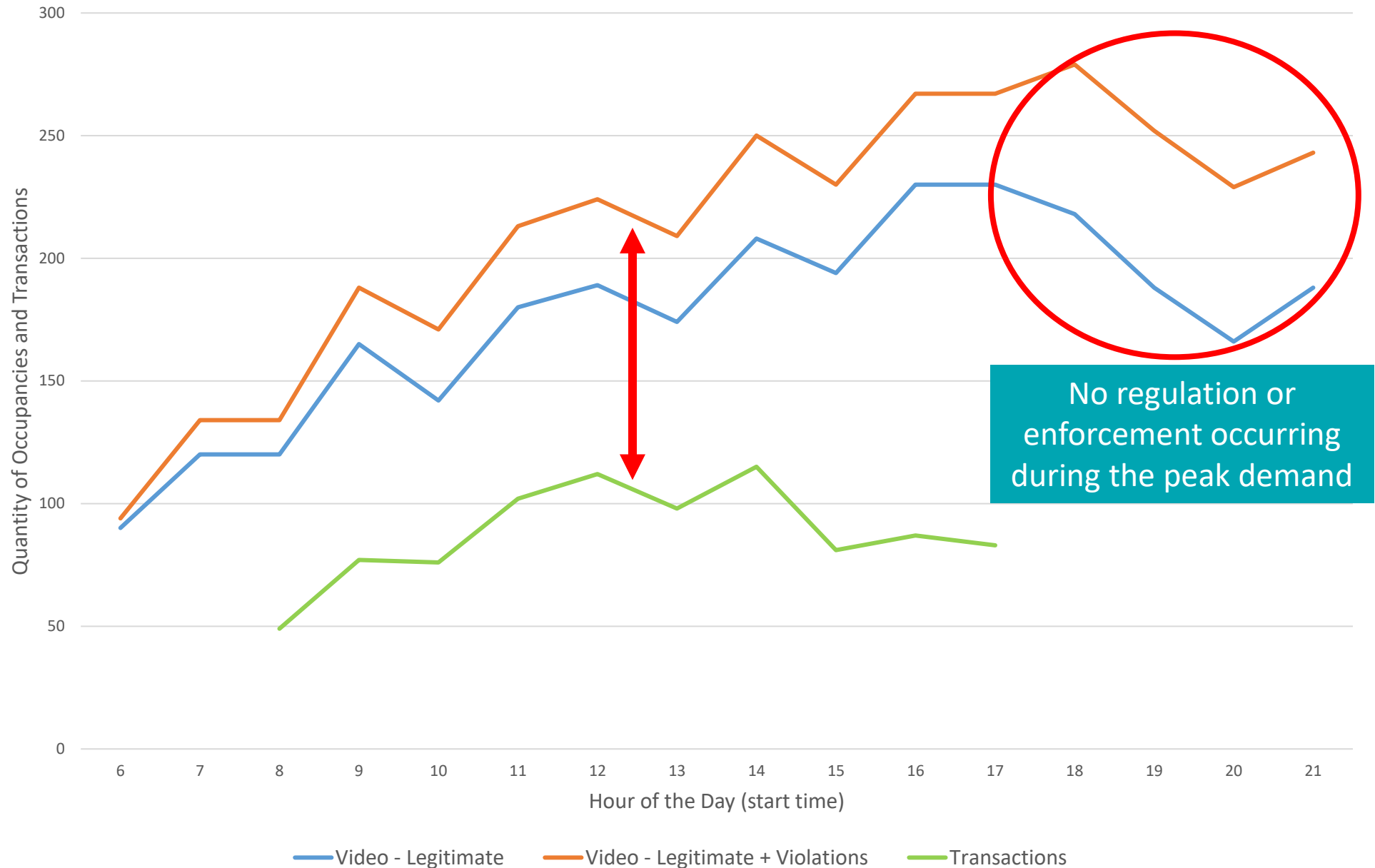
Vehicle Type Mix



South University Area: Vehicle Arrivals By Type



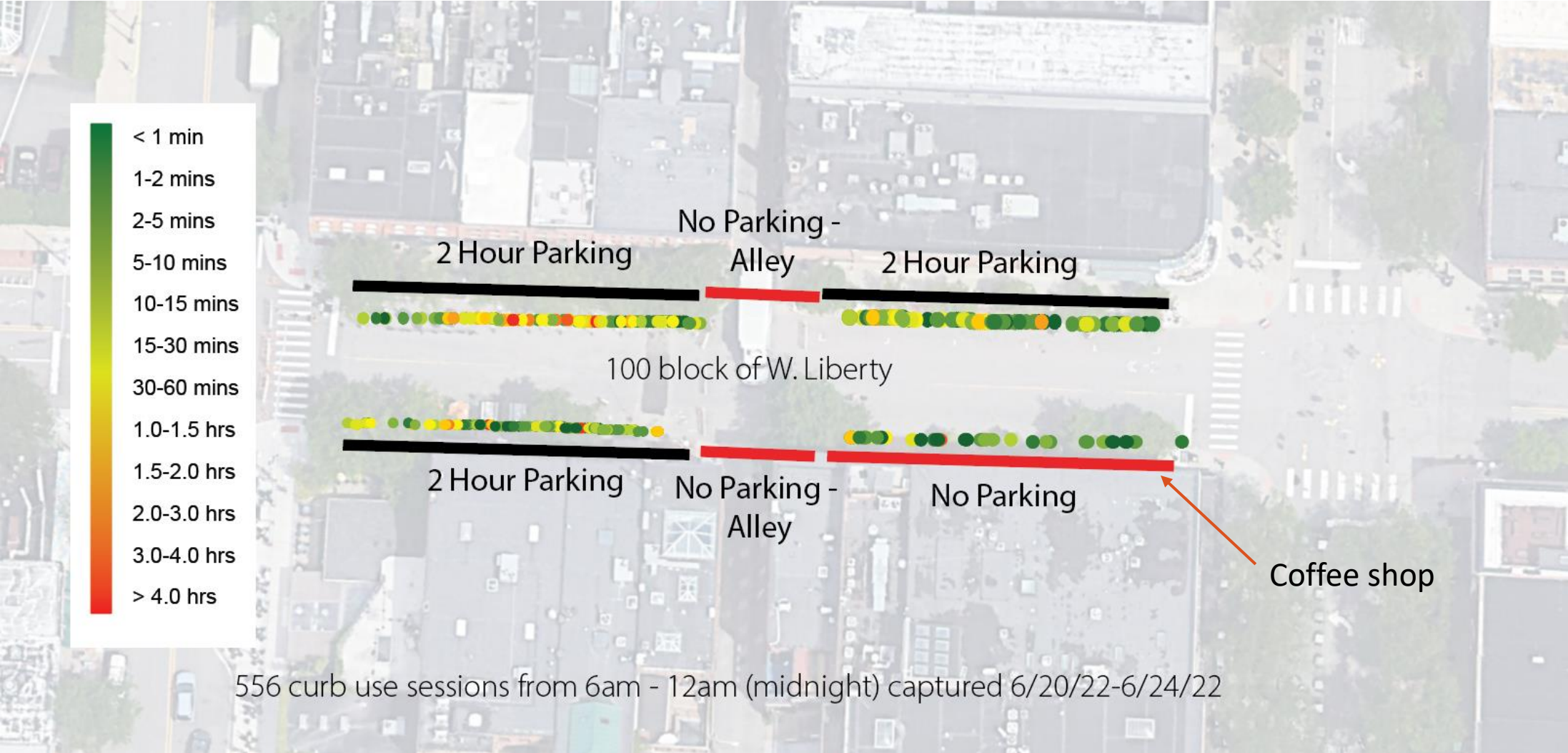
South University Area: Vehicle and Transaction Data by Hour



Violations include vehicle stopped in No Parking zone

Liberty Street (includes Legit and Violations)

- No locations to violate
- Longer-term stays in the 2-hour parking, but most stays are less than 30 minutes



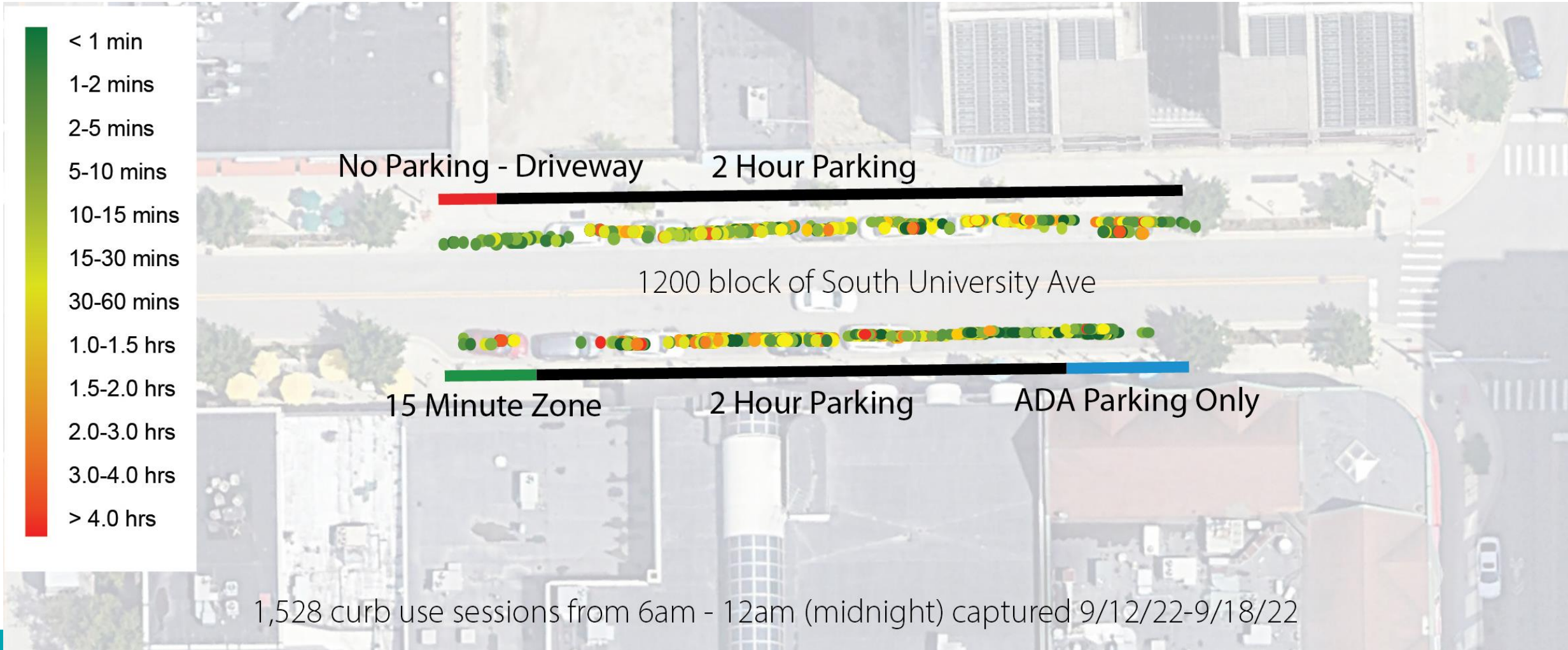
Kerrytown (includes Legit and Violations)

- Short term violations occurring in no parking zones
- 15-minute curb is working
- Longer-term stays in the 2-hour parking, but most stays are less than 30 minutes



South University Area Short term violations occurring in no parking zone/driveway

- 15-minute curb is working (except for one user)
- Longer-term stays in the 2-hour parking, but most stays are less than 30 minutes
- Meeting significant curb access needs





Address immediate needs first to ensure access and efficiency

Ongoing Testing and Data Collection



Setup for longer-term as policy and technology evolves



IMMEDIATE

1. Parking needs:
 - a. Update rates
 - b. More short-term spaces
2. Loading zone standard
3. ADA standard
4. Develop enforcement strategy
5. Develop data collection process
6. Develop performance metrics
7. Update curb typology/permit process updates
8. Integrate curb typology information into Street Design Manual

NEAR-TERM

1. Enact enforcement strategy
2. Update enforcement hours
3. Develop strategy to charge more curb users (i.e., paid loading zones)
4. Package lockers strategy
5. Use data and goals to evaluate changes at the curb

LONGER-TERM

1. More paid curb users
2. Curb digitization and technology processes
3. Vehicle guidance
4. Preparation for AVs
5. EV charging (curb)

William Street Bikeway – Thompson to Maynard

- Converted north side of street to bikeway.
- Maintained parking on south side.
- Maximizing access & trouble shooting enforcement challenges.

