



Ann Arbor Downtown Development Authority
Presentation to the Ann Arbor Transportation Commission

Susan Pollay and Amber Miller

11.15.17

For much of its history, downtown was Main Street

Ann Arbor town plat registered 1824 (John Allen & Elisha Rumsey)
University of Michigan: 1837



Facing A Modern Challenge: Downtown Begins a New Era after WWII

The automobile reshapes the city

After Briarwood & Arborland, downtown struggles

Little reinvestment; infrastructure deterioration

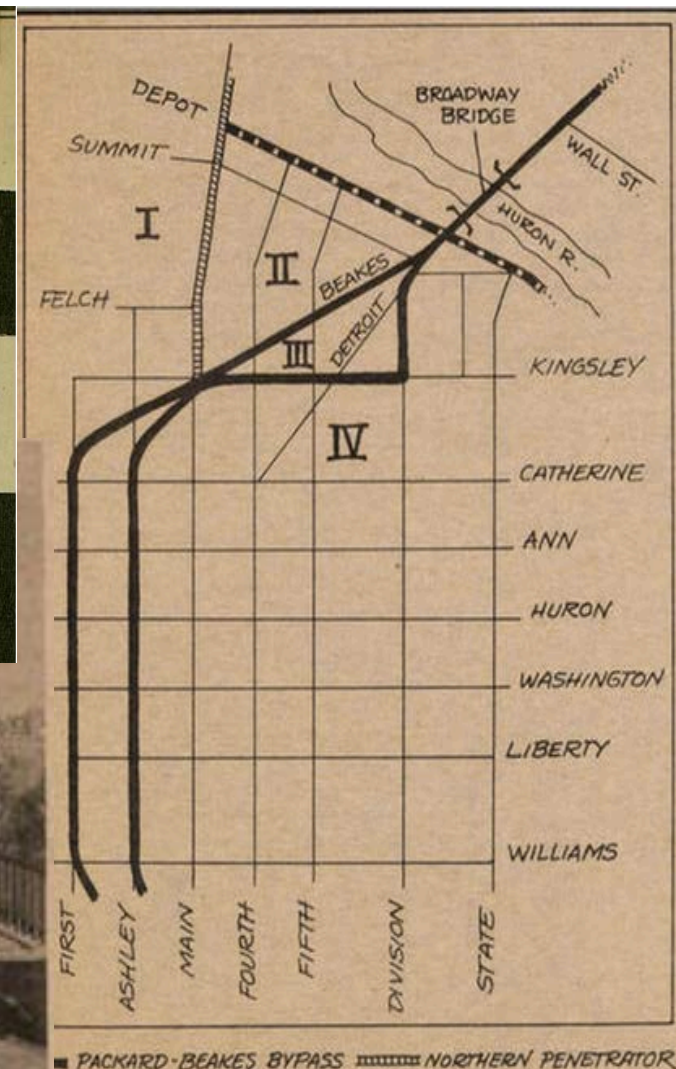


Is downtown obsolete?

Packard-Beakes
Bypass
May Be Under
Way In '69

Nov. 14, 1967

CITY PLANNING '67



DDA's - A Local Economic Development Tool

In 1975, the State of Michigan passed legislation enabling Downtown Development Authorities as a tool to reverse property value decline.

- Cities can establish DDA's
- Utilize a Tax Increment Financing (TIF) – capturing a portion of the taxes generated within the district to reinvest into the downtown

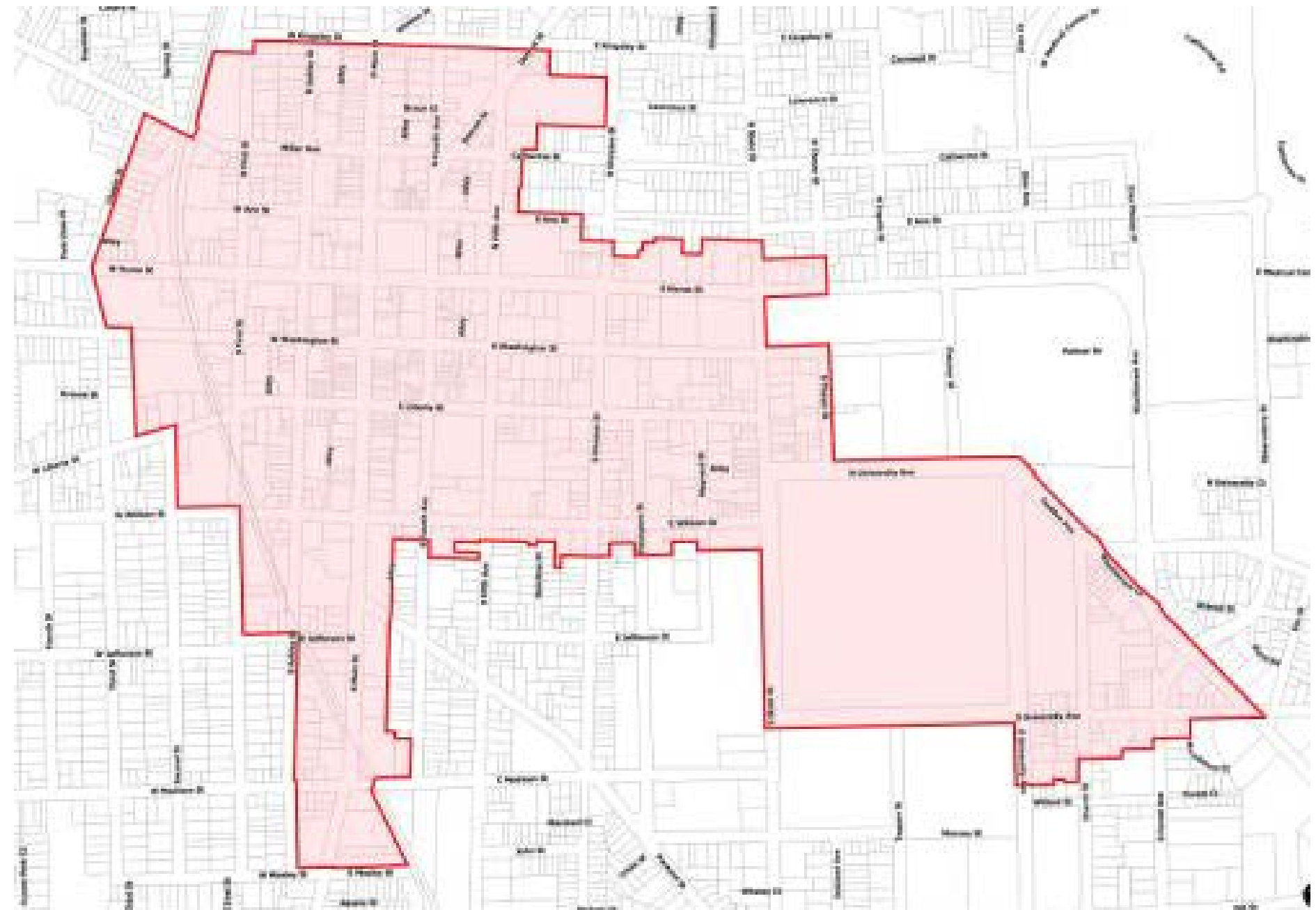


1983: Ann Arbor Downtown Development Authority Established

Undertake public improvements that have the greatest impact in strengthening the downtown area and attracting new private investments

Community-centric approach to:

- Increase property values / tax base
- Promote economic growth
- Attract new private investment



Development Plan Principles – Uniquely Ann Arbor

- **Identity** - Celebrate unique history & character
- **Infrastructure** – Improve & maintain to enhance quality of life
- **Transportation** – Encourage a menu of options to access downtown
- **Business Encouragement** – Promote downtown as center of commerce
- **Housing** - Encourage & facilitate a variety of residential development
- **Development Partnerships** – Leverage private & public funds to increase benefit
- **Community Services** - Maintain district as center for public & community services
- **Sustainability** – Encourage economic, physical, social, & environmental

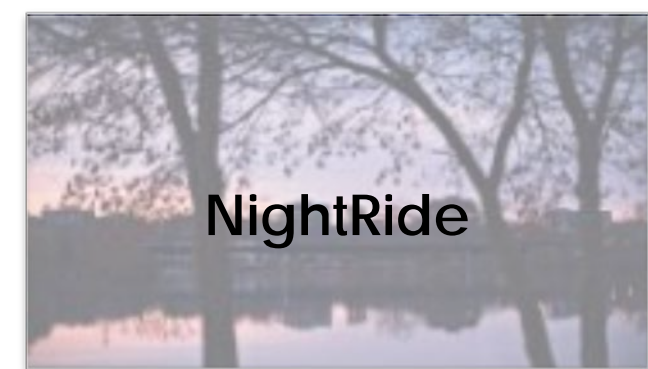
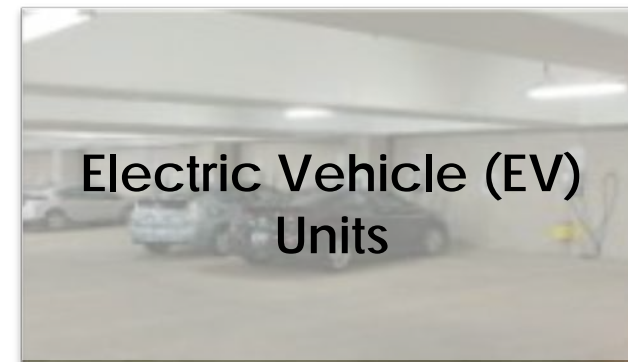
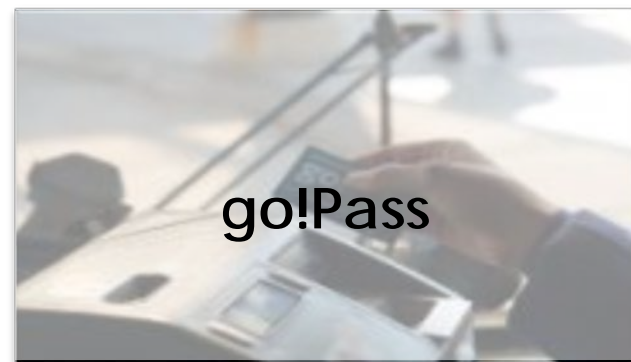


Wide Variety of Transformative DDA Projects

- Managing parking with Transportation Demand Management principles
- Street improvement projects planned through 2021
- Grants for transit service & go!pass
- On-going sidewalk repairs, tree plantings, holiday lights
- Grants to non-profits & affordable housing
- Parking structure maintenance and addition to Ann Ashley
- Bike Houses, locker, and in-street parking



Because parking is part of a transportation system, DDA uses parking revenues to sponsor transportation programs/projects:





Ann Arbor Downtown ***STREET DESIGN MANUAL***

Why a Street Design Manual?



Increasing Demands on Public Streets & Sidewalks

Downtown streets & sidewalks host:

- 100+ sidewalk cafes
- 73% of City special events
- Increasing space conflicts

Provide public space for:

- 29,500 employees (26% of total)
- 6,700 residents (+75% since 2000)

Investment & changing street dynamics:

- \$50 million private building projects
- More loading, deliveries, trash collection

Encouraging all transportation mode choices



Address Missed Opportunities & Key Issues

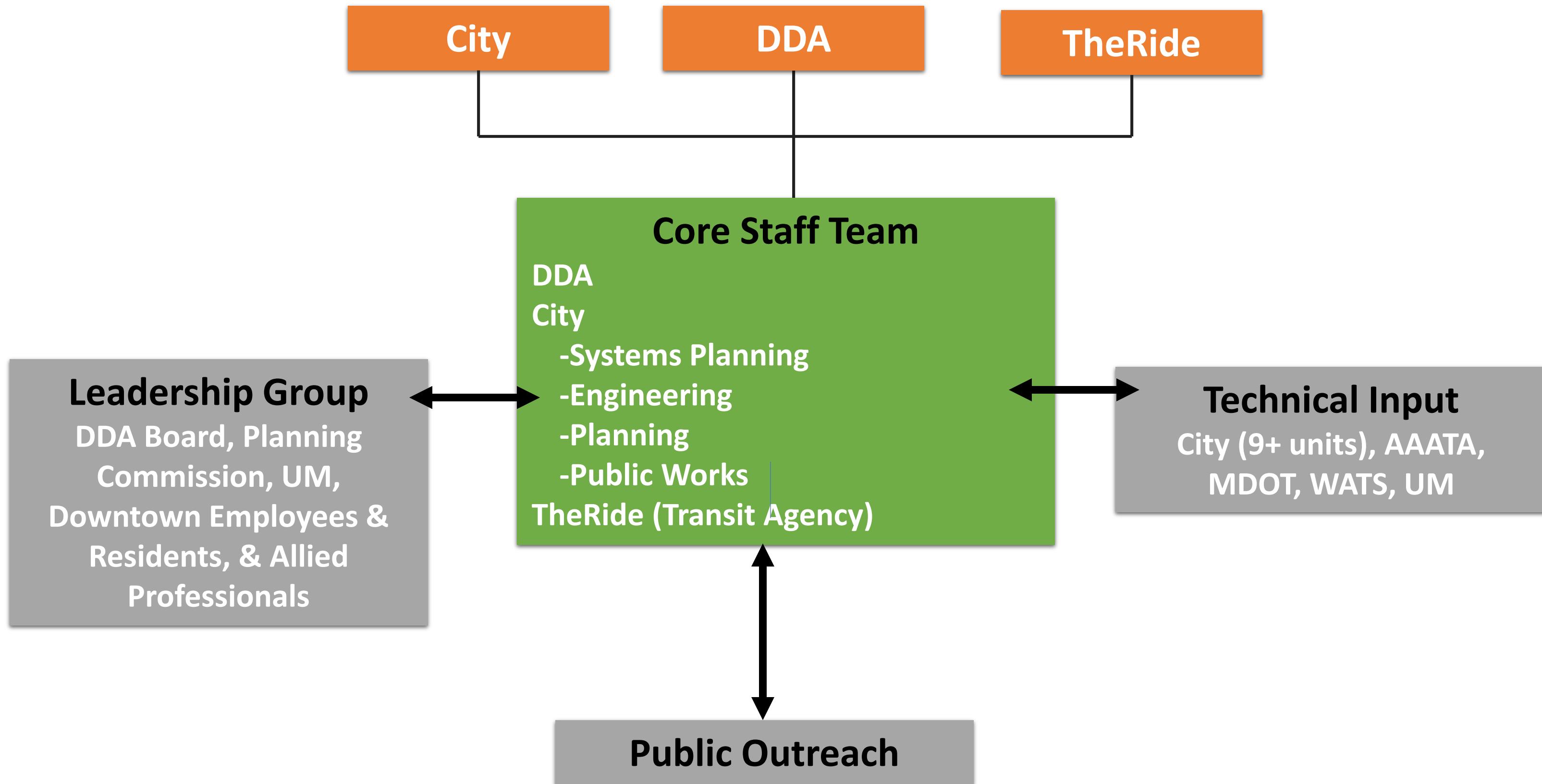




Ann Arbor Downtown ***STREET DESIGN MANUAL***

Project Approach

Project Structure: Inter-Agency Collaboration



Public Input Process

Ann Arbor DDA @A2DDA · Jun 12
We're out on the streets of #AnnArbor looking for your feedback on the #A2StreetPlan #PopUpWorkshop!

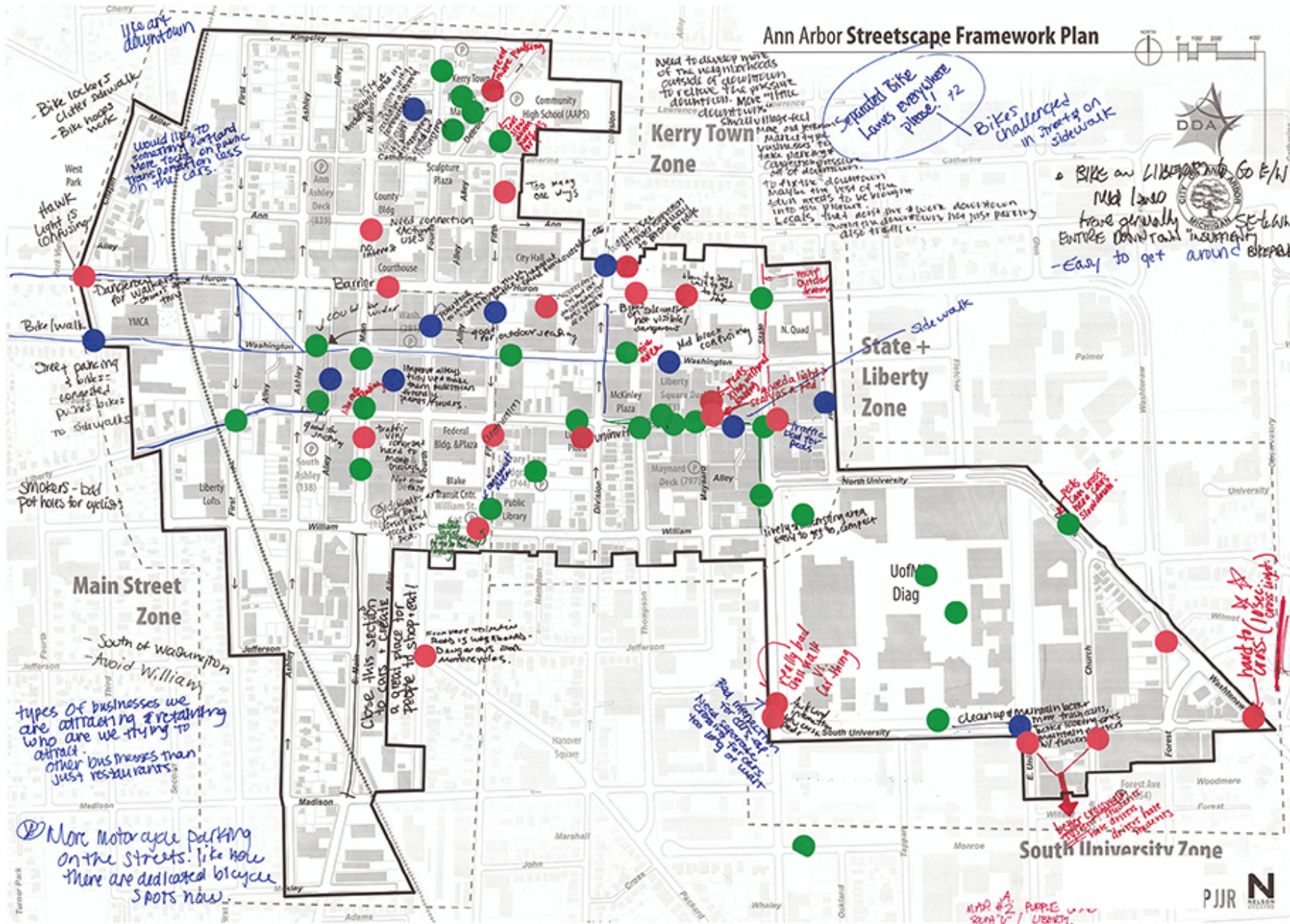
Jessie Stachowiak @jessiestach · Jun 12
Getting lots of great public input in Kerrytown! #AnnArbor #PopUpWorkshop #a2streetplan @A2DDA @SmithGroupJJR



Mary Vandevord @TheMareofDorsey · Jul 10
Great idea to get pub. input in Ann Arbor! MT @jessiestach #PopUpWorkshop @A2DDA @SmithGroupJJR @NelsonNygaard "



PicnicUrbano Maracay @PicnicUrbanoMcy · Jul 10
Así llevan la planificación urbana a la calle en Ann Harbor, EEUU #PopUpWorkshop citylab.com/commute/2014/0...



Manual Goals

CONNECTED

Enhance mobility, accessibility and safety in downtown; prioritizing an engaging and attractive pedestrian experience

MEMORABLE

Reinforce downtown's identity, unique sense of place and community stewardship. Promote a vibrant pedestrian environment.

ECONOMICALLY VITAL

Strengthen downtown as a center of commerce and a catalyst for activity. Encourage economic development by leveraging quality streets to attract and retain business and residents.

SUSTAINABLE

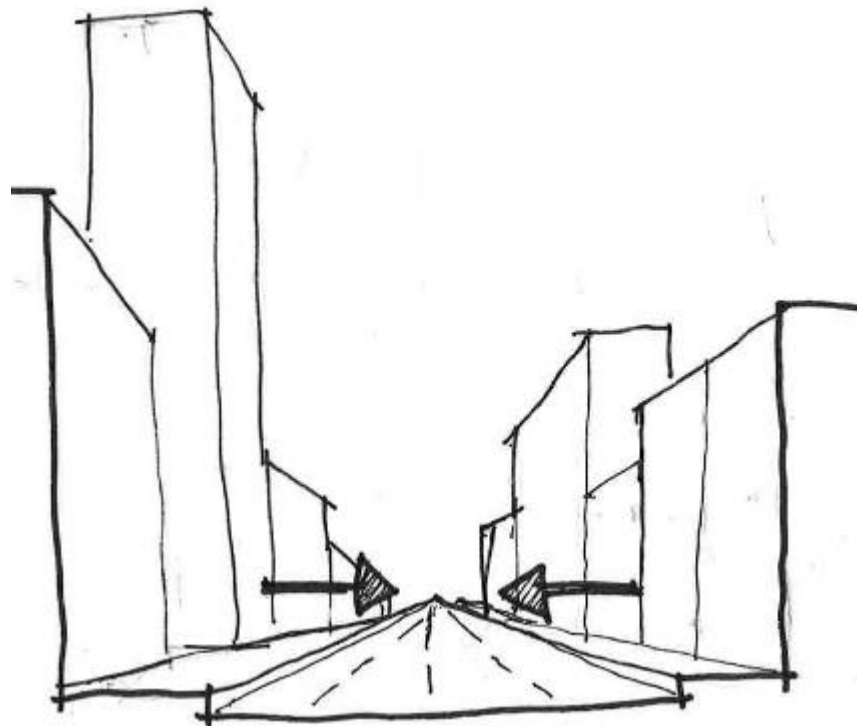
Demonstrate environmental practices, and Sustainability. Promote social equity and environmental health

EFFECTIVE

Create streets that are well planned, managed, adaptable, and readily maintained

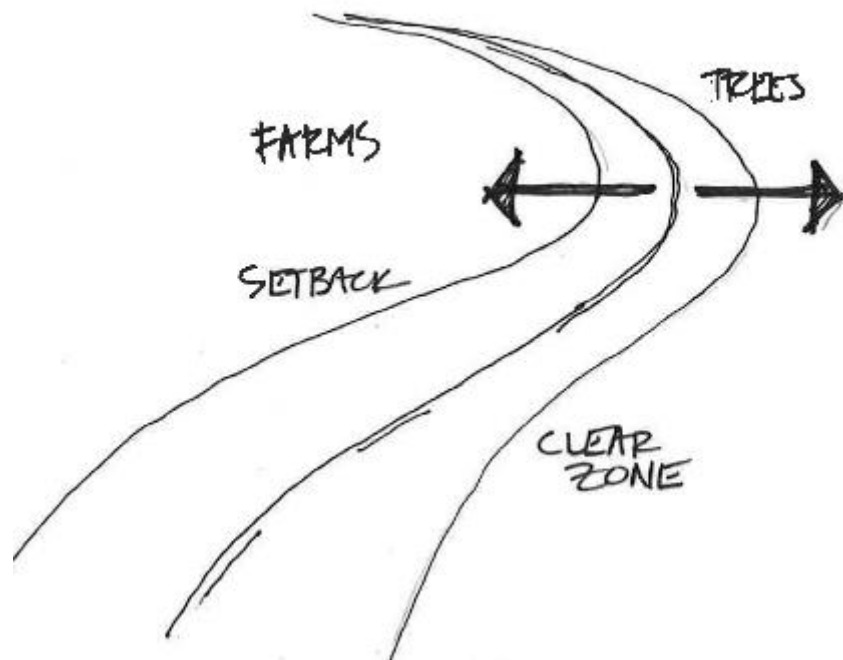


Street Typology: The Big Idea



Building “IN”

NOT centerline “OUT”



Typologies Consider Both

**Multi-Modal
Functional Emphasis**

+

**Context-Based
Design**

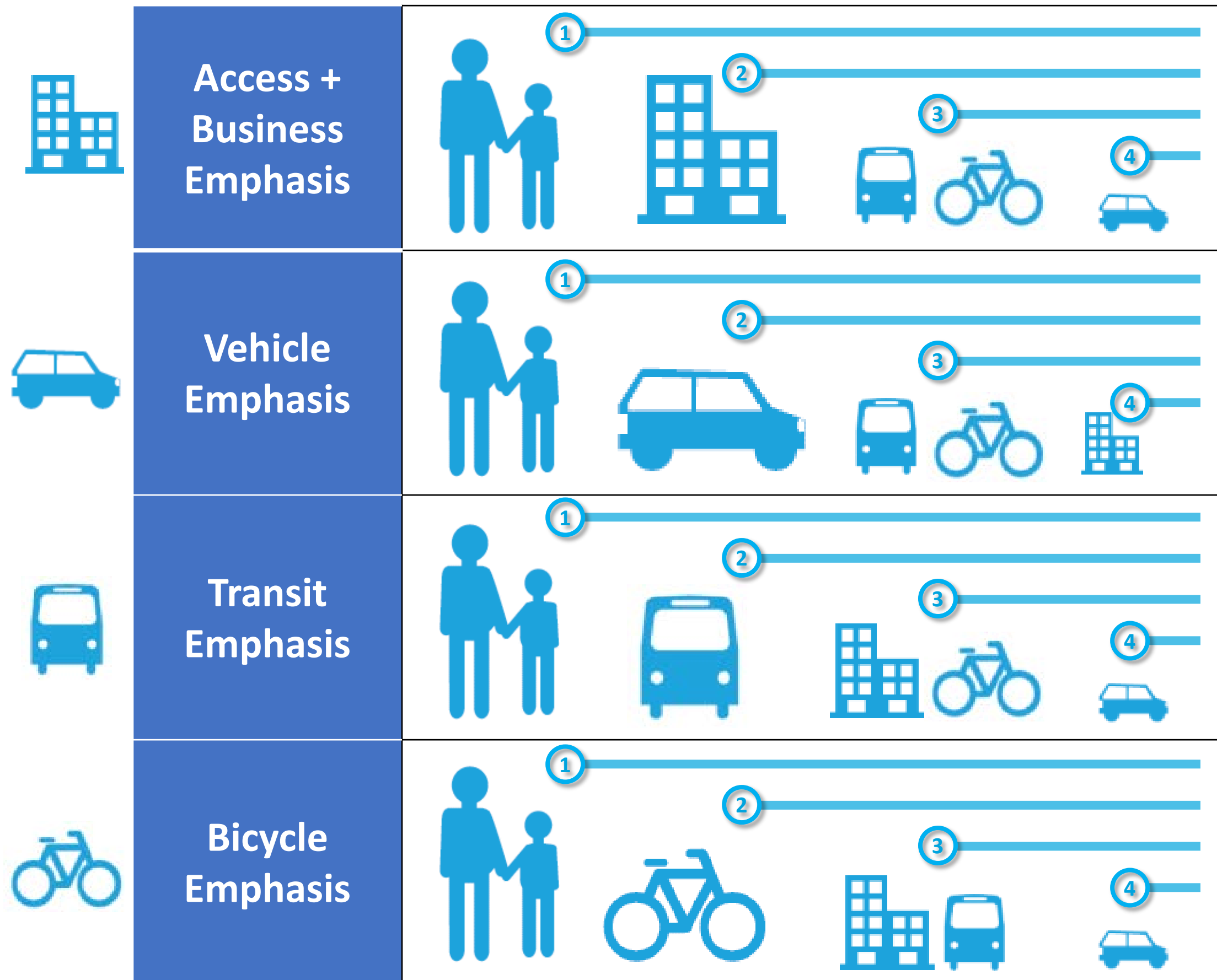
- Modality Level of service
- Capacity + access
- Lane configurations
- Engineering guidelines
- Use standards
- Maintenance

- Area character + built form
- Street definitions
- Connections + land use
- District traits
- Materials & Furnishings
- Atmosphere, aesthetics

The resulting street typologies determine what “design elements” are prioritized over others to inform the overall street design.

Design Elements: Prioritization Concept

- Street functions and resulting design elements are prioritized depending on each street's functional emphasis and context.
- All streets in the downtown are intended to provide a quality pedestrian experience.



Street Typology: Frontage Context and Functional Emphasis

Frontage Context

- Destination Commercial
- Commercial
- Mixed
- Civic / University
- Near Neighborhood
(mainly residential)

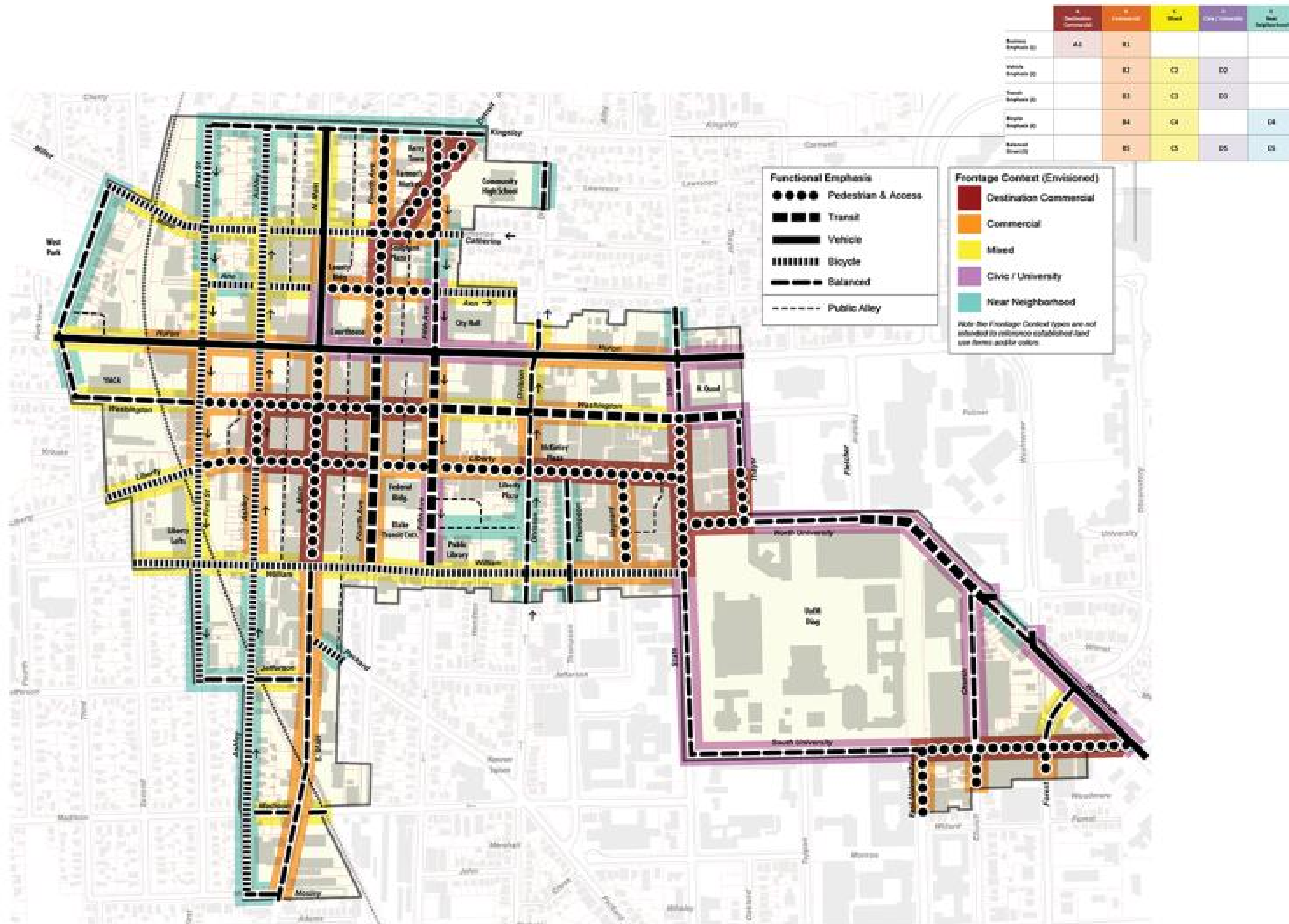


Functional Emphasis

- Pedestrians & Access
- Transit
- Vehicle (through movement)
- Bicycle
- Balanced street (no emphasis)
- *Public alley*

Note: Frontage Context is a reflection of both existing conditions and desired future conditions

Street Framework



Priority Chart

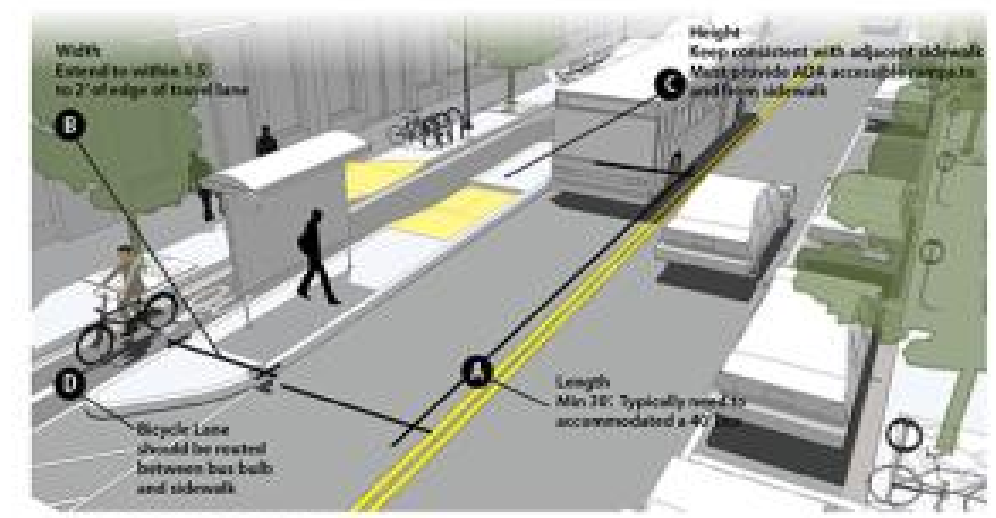
LEGEND Required Recommended Opportunity Restricted

Frontage Context	Destination Commercial	Commercial					Mixed					Civic			Near NBH	
Functional Emphasis	Pedestrian	Pedestrian	Transit	Vehicle	Bicycle	Balanced	Transit	Vehicle	Bicycle	Balanced	Transit	Vehicle	Balanced	Bicycle	Balanced	

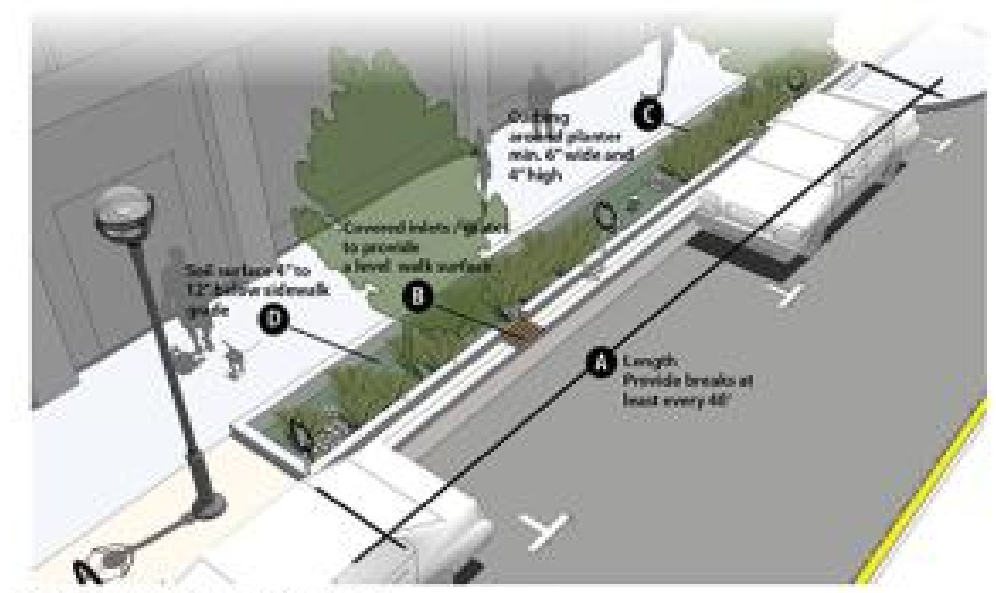
Section 4.1 - Pedestrian	Street Zone	Ped	Ped	Tran	Veh	Bike	Bal	Tran	Veh	Bike	Bal	Tran	Veh	Bal	Bike	Bal
Sidewalks + Pedestrian Areas	Pedestrian Area	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Crosswalks	Intersections	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Curb Ramps	Intersections	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Pedestrian Signal (countdown)	Intersections	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Waste & Recycling Receptacles	Amenity Zone	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Benches & Seating	Amenity Zone	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Wayfinding	Amenity/Variable	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Corner Bumpouts	Curbside Zone	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Mid-block Bumpouts	Curbside Zone	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Mid-Block Crossings	Roadway Zone	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Pedestrian Refuge Island	Intersection Zone	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Public Art	Varies	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

Section 4.2 - Commercial Support	Street Zone	Ped	Ped	Tran	Veh	Bike	Bal	Tran	Veh	Bike	Bal	Tran	Veh	Bal	Bike	Bal
On-Street Parking	Curbside Zone	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Café seating & Outdoor Retailing	Amenity/Frontage	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Loading zones	Curbside Zone	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Short-Term Parking & Drop-Off Zones	Curbside Zone	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Public Alleys	Varies	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

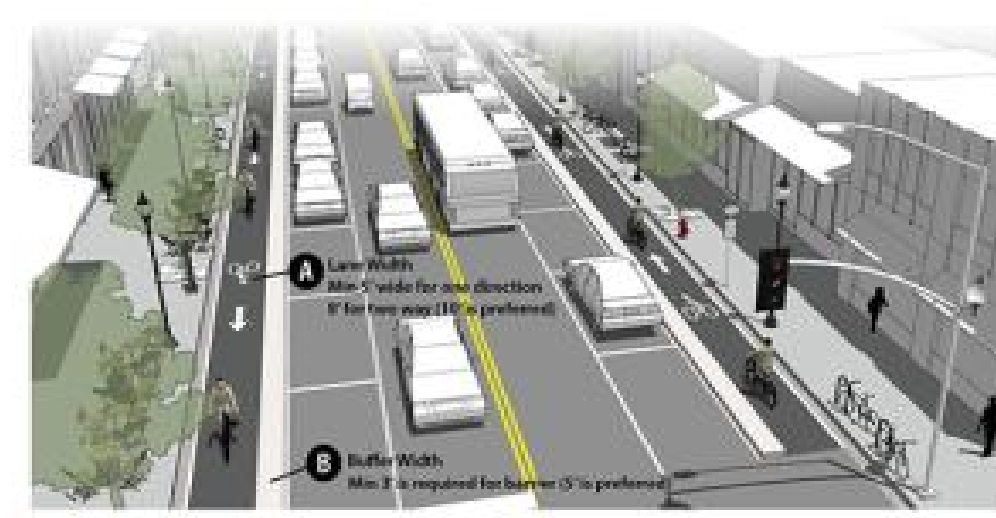
Section 4.3 - Bicycle	Street Zone	Ped	Ped	Tran	Veh	Bike	Bal	Tran	Veh	Bike	Bal	Tran	Veh	Bal	Bike	Bal
Bicycle Parking	Amenity Zone	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Bike Corral	Curbside Zone	✓	✓	✓	✗	✗	✓	✓	✗	✗	✓	✓	✗	✓	✗	✓
Sharrows	Roadway Zone	✓	✓	✓	✓	✗	✓	✓	✓	✗	✓	✓	✓	✓	✗	✓



CURBSIDE ZONE: BUS BULBS



STORMWATER MANAGEMENT



ROADWAY ZONE: PROTECTED BIKE LANES



Manual Adoption & Implementation

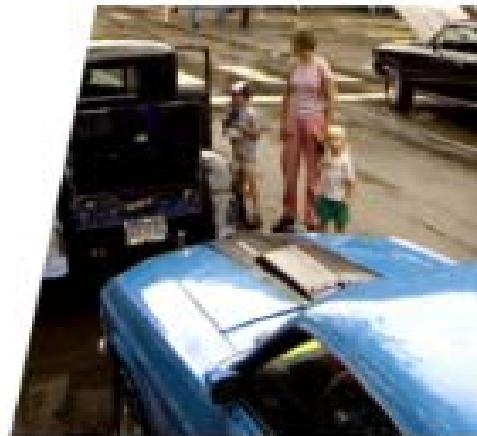
- **Technical Manual – City Std Specs**
 - Guide public & private development improvements
 - Street maintenance practices
- **Policy Best Practices**
 - Deliveries & Waste Management
 - Special Events
 - Sidewalk Construction Closures
 - Private Vaults
 - Street Furnishings
 - Platform Dining and Parklets
- **Implementation Approach**
 - Downtown Street Design Team

ann arbor downtown

STREET DESIGN MANUAL



BEST PRACTICE
FINDINGS



DRAFT MAY 12, 2015

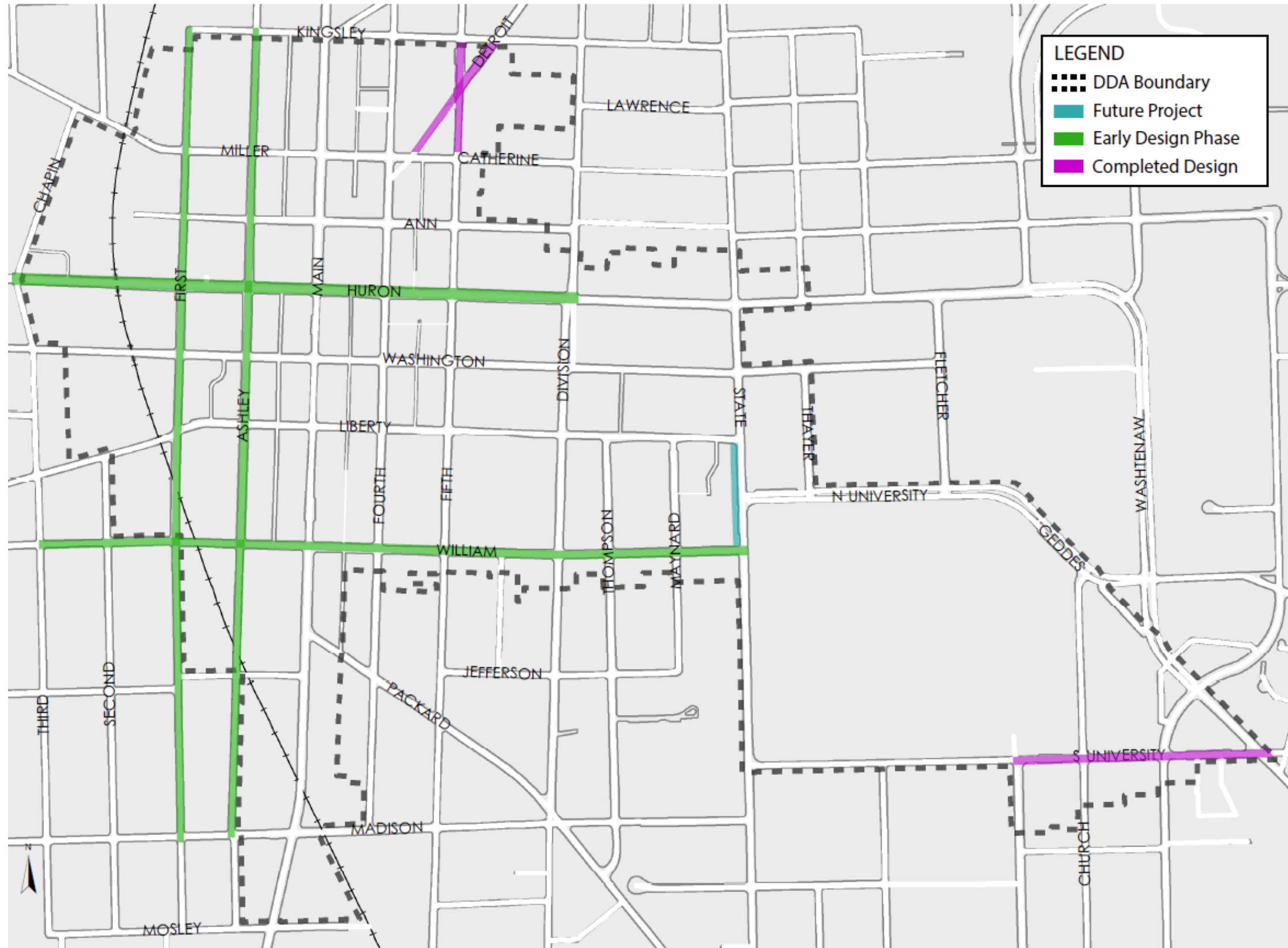




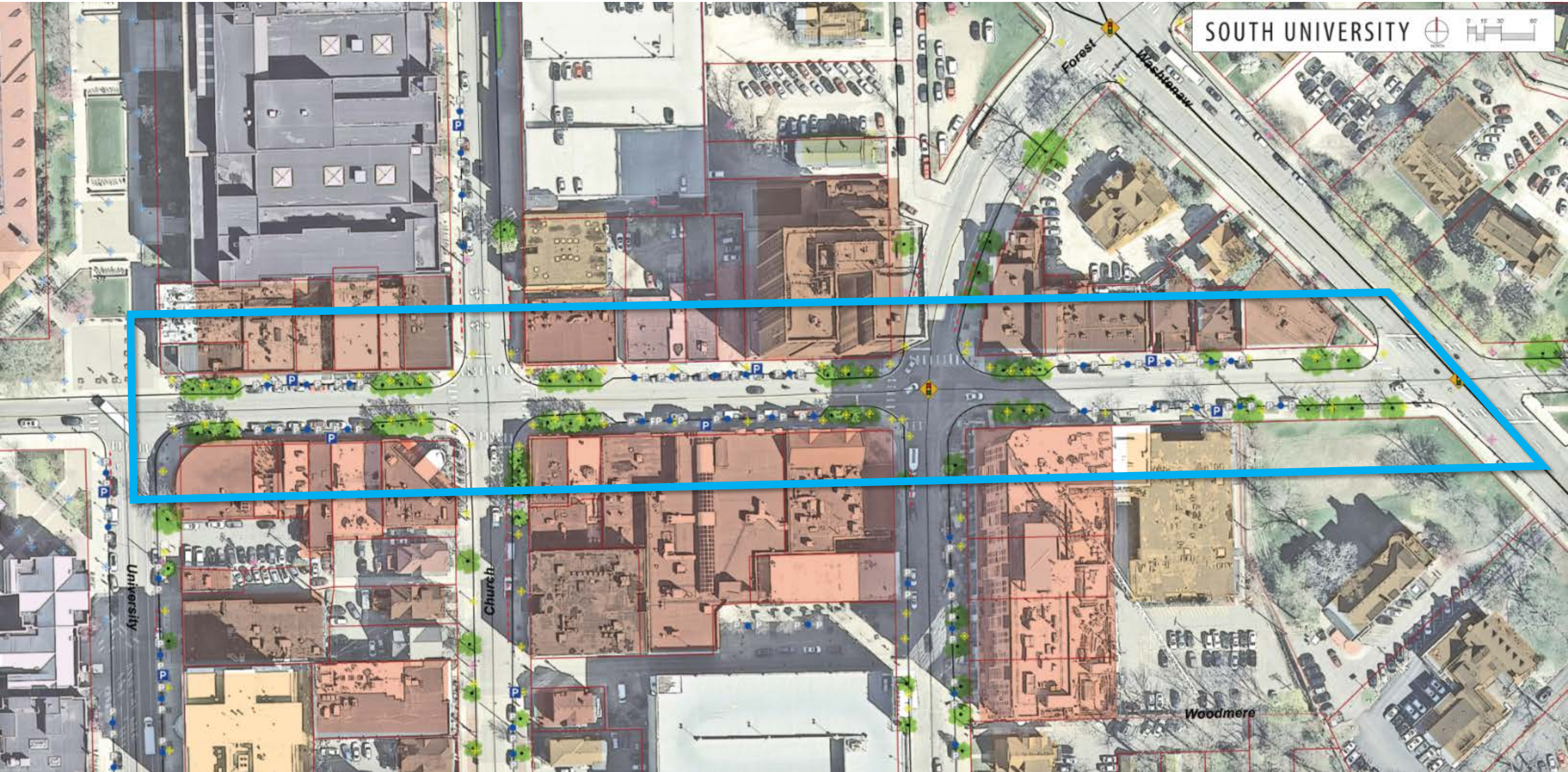
DDA Street Projects

Designing Streets as *Places*

Planned Street Improvements



South University Improvements



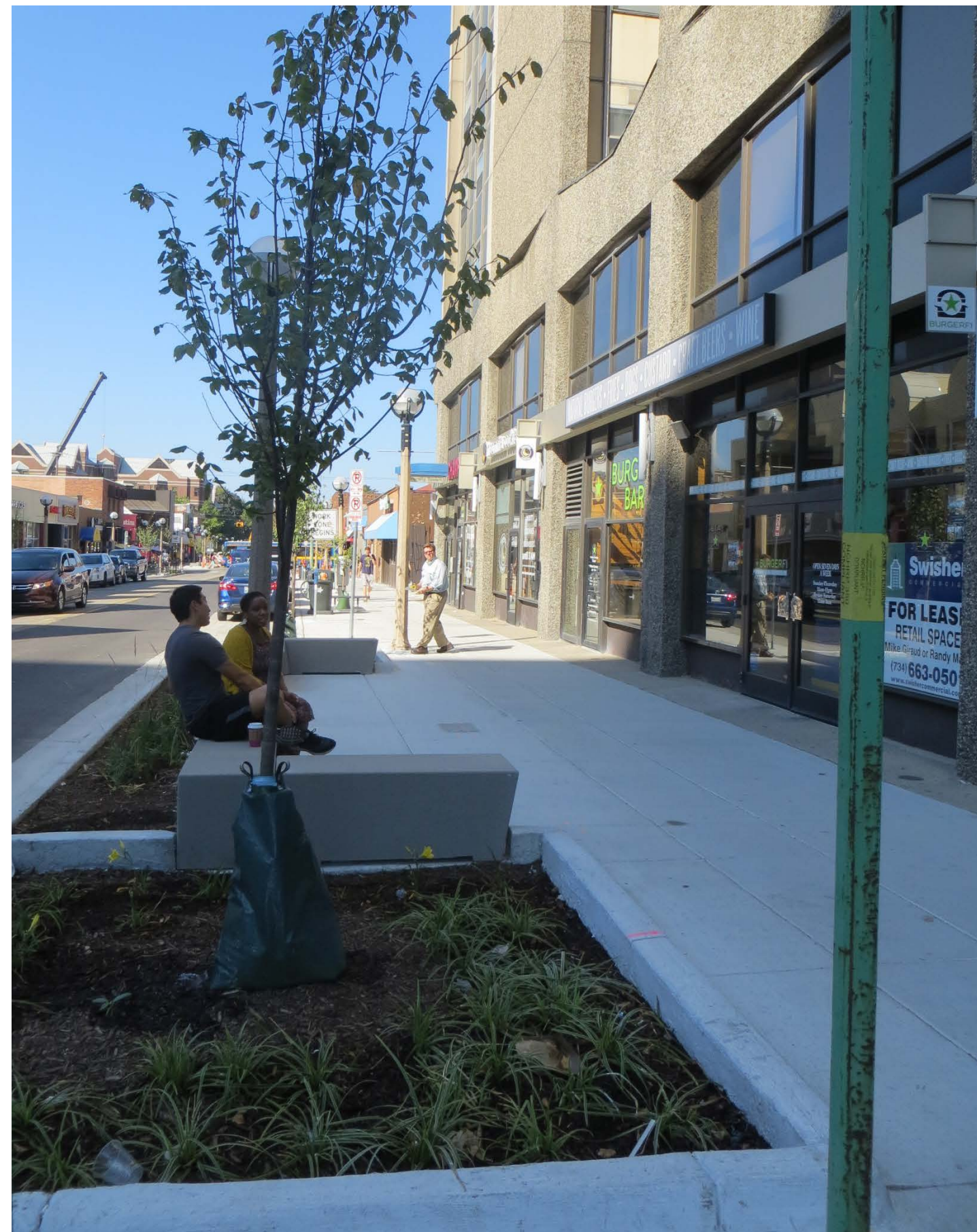
South University Improvements – Constructed 2017

Issues to Address:

- Damaged sidewalk (concrete) and heaving concrete pavers
- Dying trees and
- Ponding water in sidewalks
- Dark sidewalks
- Cluttered and constrained sidewalks

Constructed Summer 2017:

- Widened sidewalks & improved seating
- Shortened pedestrian crossing at Forest & S.U
- Rain gardens, landscaping, and new street trees
- Updated lighting



Fifth Ave and Detroit St Improvements

DDA + City Project Area

- Destination commercial street
- Complete reconstruction – streets, utilities & sidewalks

Issues to Address:

- Poor street condition & layout
- Long crossing distances
- Drivers not stopping for pedestrians
- Dark sidewalks
- Cluttered and constrained sidewalks



Established Project Goals

SAFETY

- Improve pedestrian safety
- Improve bicycle safety
- Improve vehicle safety

FUNCTION

- Increase pedestrian capacity
- Maintain on-street parking
- Enhance loading and delivery operations
- Improve passenger drop-off / patron loading
- Accommodate transit service

DESIGN

- Preserve historic character
- Improve vehicle legibility / wayfinding
- Improve sustainability
- Reflect the Street Design Manual

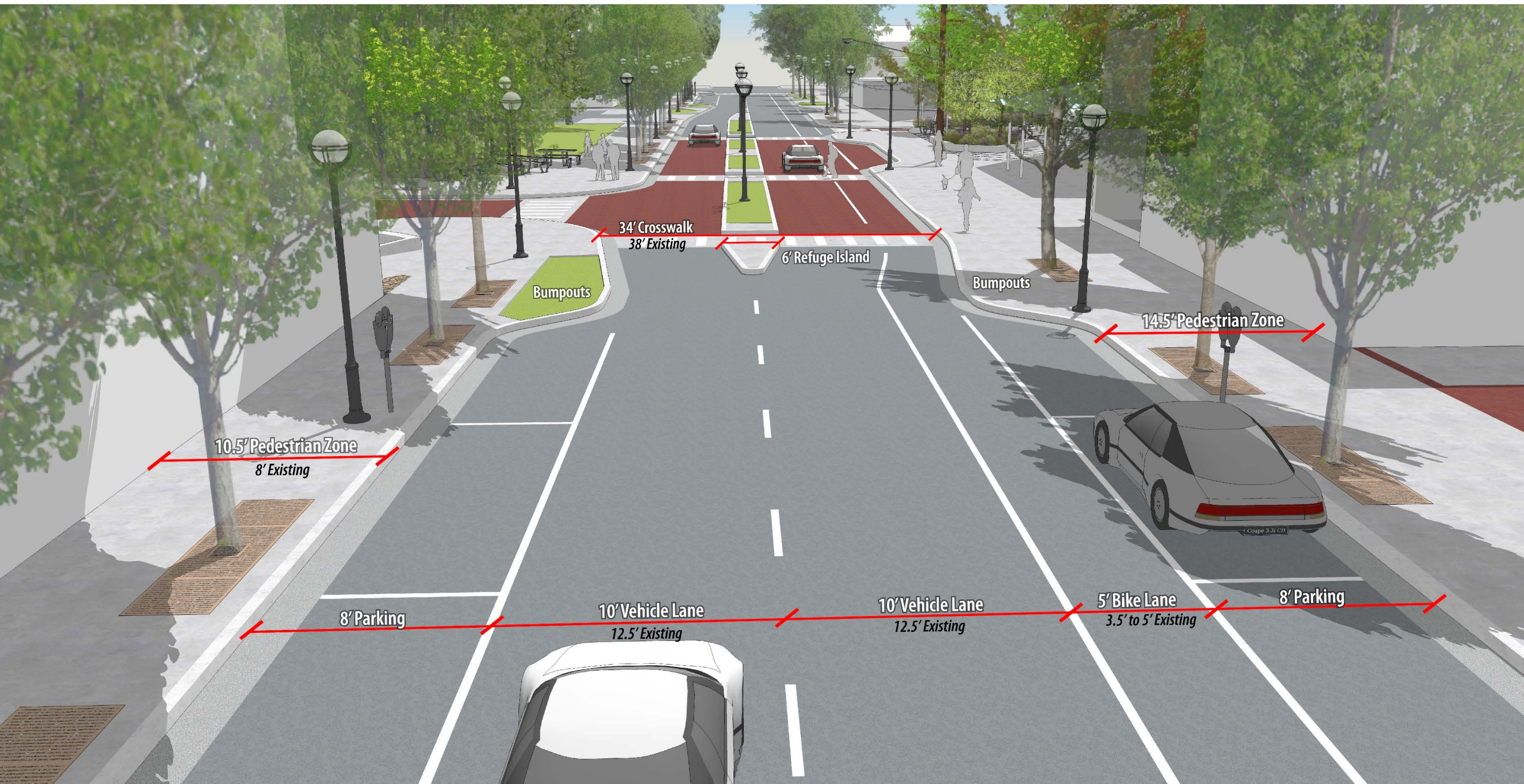


Street Configuration: Conceptual Layout

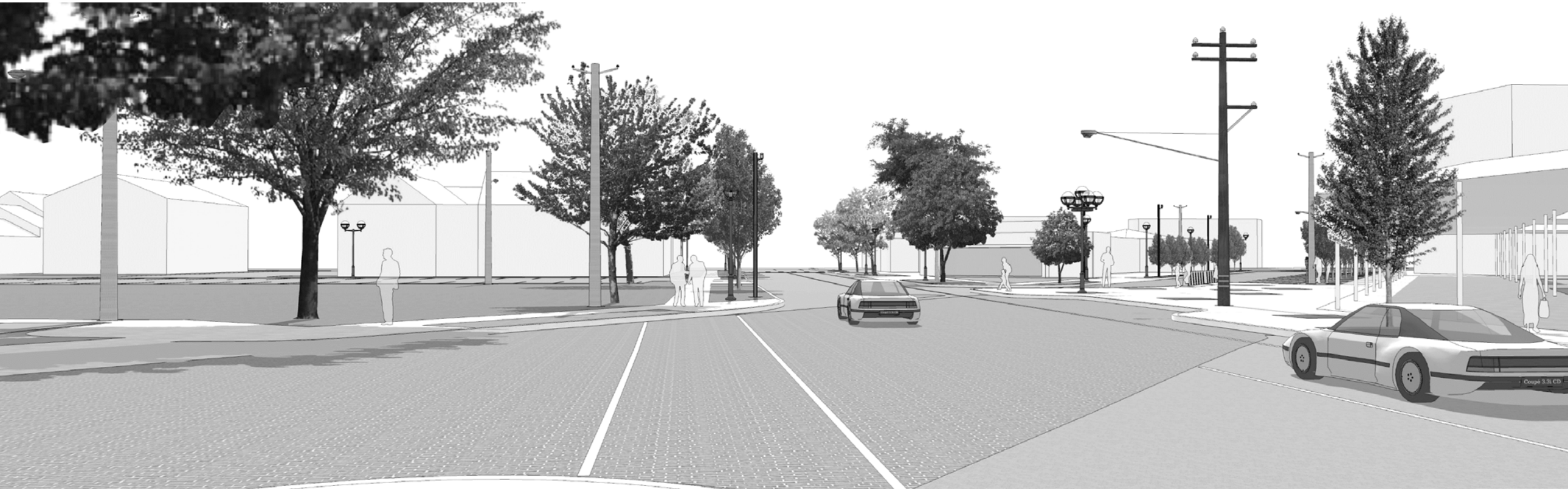


- Two-lanes with center median
- Expanded brick along 5th & Detroit to highlight pedestrian activity zone
- Larger bump-outs and pedestrian spaces at intersections

Street Configuration: Typical Dimensions



Plaza Design: CHS Plaza – View through seating area from west



Existing 5th – Detroit Intersection



Proposed 5th – Detroit Intersection



Upcoming Project – Huron Street (Third to Division)



Upcoming Project – First & Ashley Streets



Upcoming Project – William Street Protected Bike Lane

