



ANN ARBOR

DOWNTOWN AREA CIRCULATION STUDY

Public Workshop 10/23/24

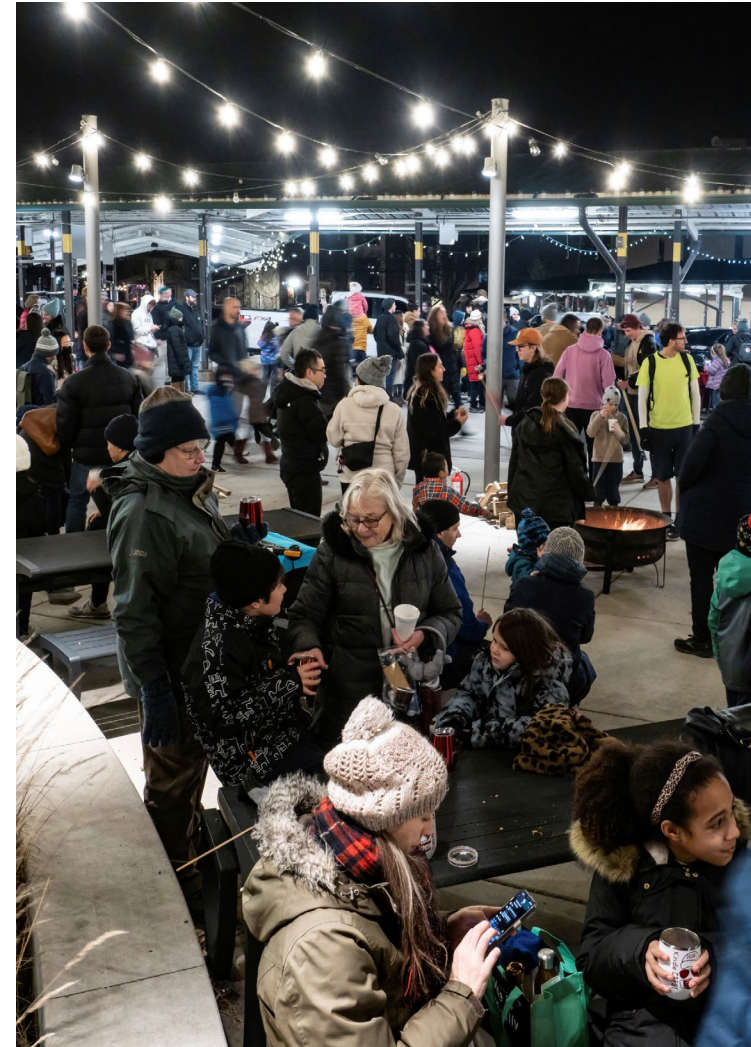
DOWNTOWN AREA CIRCULATION STUDY - FOUR COMPONENTS



**BICYCLE
SYSTEM**



**TRANSIT
ENHANCEMENTS**



**PEDESTRIAN
ENVIRONMENT**



**STREET
NETWORK**

VALUES + POLICY GUIDANCE

ZERO EMISSIONS



A²ZERO
EQUITABLE • SUSTAINABLE • TRANSFORMATIVE

VISION ZERO

**ANN ARBOR
MOVING
TOGETHER**
TOWARDS VISION ZERO

PLACEMAKING

The DDA
ELEVATE
Program

AFFORDABILITY



The City of
Ann Arbor
A NEW APPROACH TO
ECONOMIC
DEVELOPMENT

DDA GOALS

	Support a robust, diverse population + a livable downtown		Equitable, just access for all people
	Safe, comfortable streets		Connected community with inviting + active public spaces
	A resilient + sustainable downtown		Thriving + diverse local economy

MARCH/APRIL PUBLIC ENGAGEMENT – KEY TAKEAWAYS

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

DOWNTOWN'S ROLE

More housing options, affordability, and diversity of population. Strengthen as a place to gather, improving livability with expanded amenities, public space, services

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

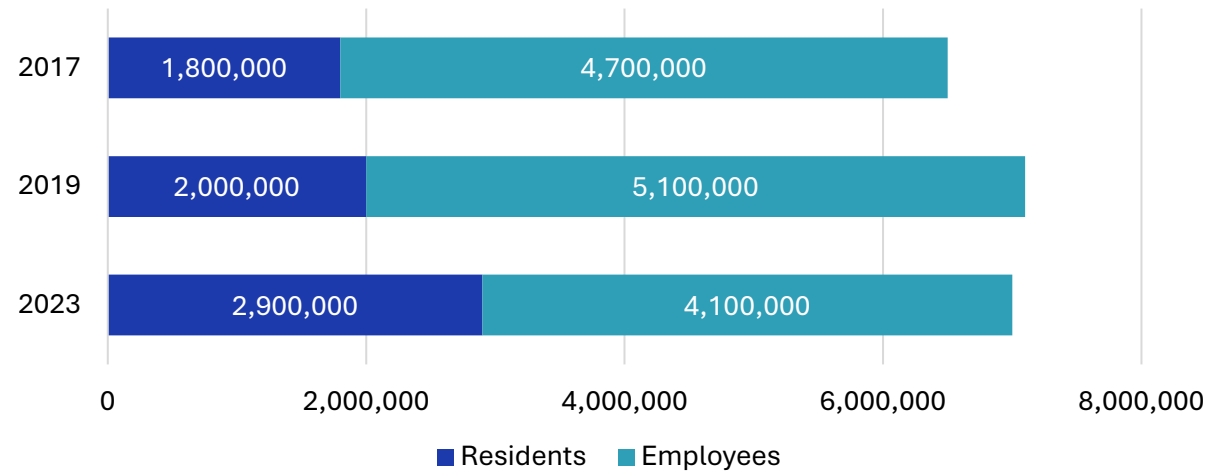
SUSTAINABILITY (comprehensive plan)

Environmental protection, climate action, reduction of car dependency, and renewable energy were the most cited desires

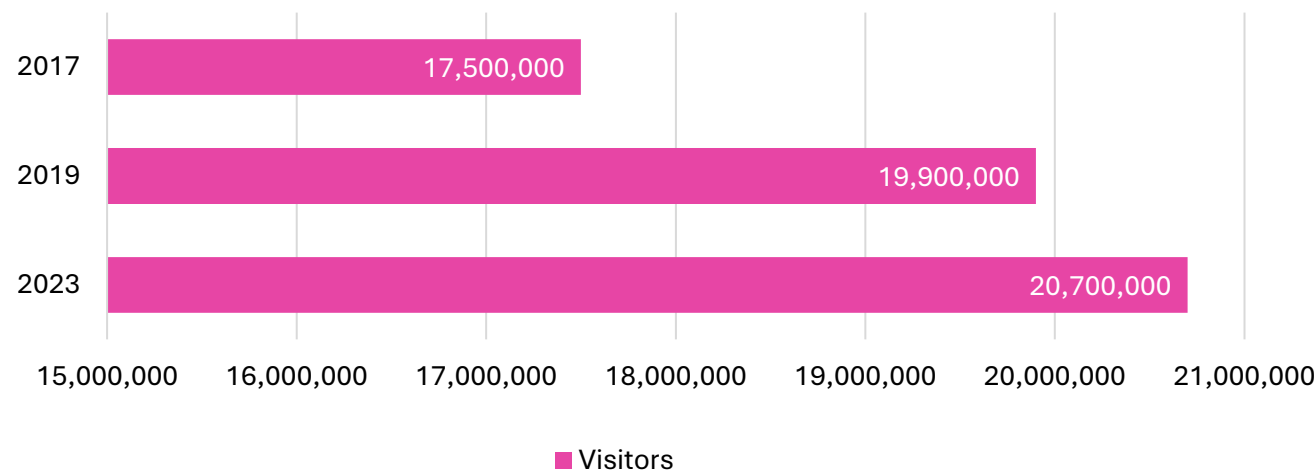
VISITS TO DOWNTOWN: 2017-2023

EMPLOYEES, RESIDENTS, & VISITORS (PLACER AI DATA)

DDA: Annual Resident & Employee Visits



DDA: Annual Visitor Visits



Change in Visits by Type: 2019 - 2023

	#	%
Resident Visits	+900K	+45%
Employee Visits	-1M	-20%
Visitor Visits	+800K	+4%

Overall visits to the downtown are above pre-pandemic levels.

Employee visits are down, while downtown resident and visitor trips are up.

STREET INVESTMENTS BOOST DOWNTOWN VISITS

FIRST + ASHLEY STREETS

+28% INCREASE TO VISITS ON PROJECT STREETS

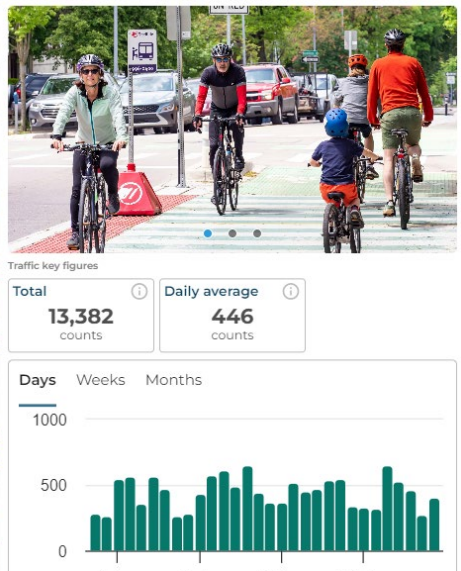
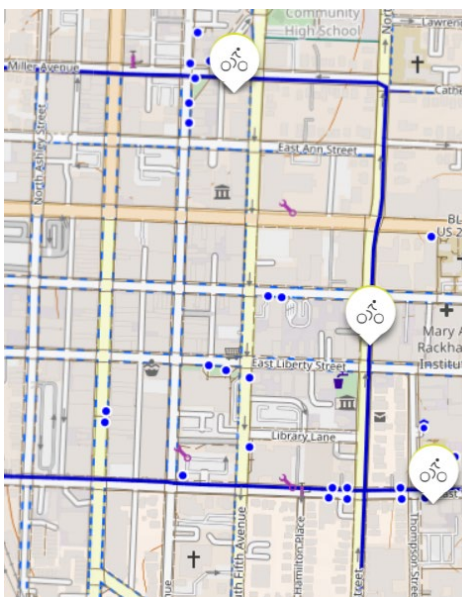
COMPARED TO 8% INCREASE FOR THE MAIN STREET AREA OVERALL



BIKEWAY PROJECTS OVERALL

+30% INCREASE TO VISITS ALONG BIKEWAY STREETS

COMPARED TO 8% INCREASE FOR THE DDA DISTRICT AS A WHOLE



OVER 27,000 BIKE TRIPS RECORDED IN JUNE 2024.

BIKES ACCOUNT FOR ABOUT 30% OF TOTAL TRIP VOLUME ON WILLIAM STREET

PROJECTS IMPROVE SAFETY FOR ALL TRAVELERS

TWO WAY RESTORATION FIRST + ASHLEY



The percent of drivers traveling above the speed limit **decreased by 43%**.

- 30% reduction in annual crashes.

SEPARATED BIKEWAYS



On streets with new bikeways, **no serious injuries or fatal crashes have occurred to street users of any mode (bikes, peds, cars)** even while bicycle traffic has increased significantly.

FIFTH AVE & DETROIT



Before the project construction, less than half (48%) of drivers stopped for pedestrians. In the post-construction study, **nearly all drivers stopped for pedestrians (97%)**.



BICYCLE SYSTEM

WHY THE BICYCLE SYSTEM MATTERS

VALUES AND OUTCOMES ALIGNMENT

1 Typically, **30% of people** in the community **do not have access to a car** due to age, ability, or other socioeconomic factors.

Others choose not to own a car and to walk, bike, or ride the bus for health, environmental or other personal reasons.

These people all need ways to be able to safely and comfortably get to destinations such as work, school, or other important places without relying on a car.

2 **The comfort of a given bicycle route** is directly tied to the type of bicycle facilities and roadway conditions



Conventional bike lanes, less than 15% of able-bodied riders willing to bike.



With **separated bikeways**, typically **60% or more** of able-bodied **bicycle riders** are willing to bike.

WHY THE BICYCLE SYSTEM MATTERS

VALUES AND OUTCOMES ALIGNMENT

3 **By building a connected network of separated bikeways** that provide access throughout downtown within 1 - 2 blocks and are connected to adjacent neighborhoods , **more people will have greater access** to comfortable facilities and the jobs, services, and amenities downtown.

More people biking...

✓ Slow speeds and improves safety for everyone

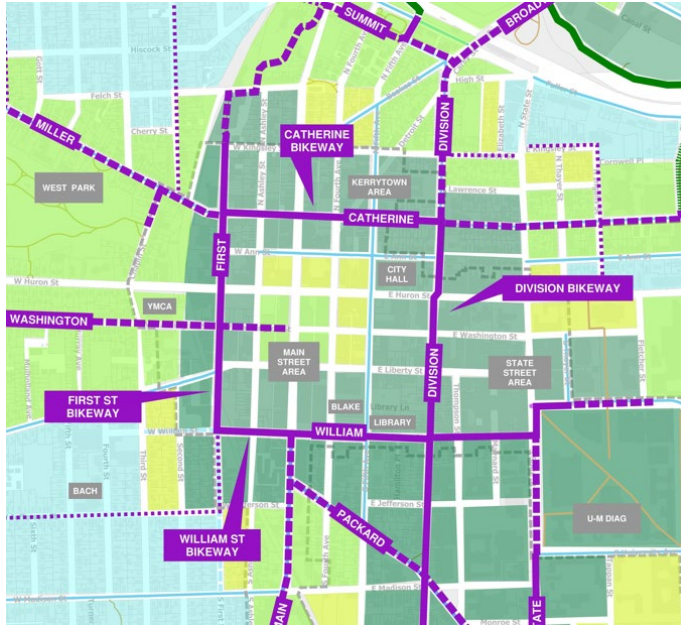
✓ Reduces the number of cars on the road

✓ Reduces carbon emissions

✓ Improves access and choices for all

BICYCLE SYSTEM – RECOMMENDATION TYPES

TO BUILD AN ALL AGES AND ABILITIES NETWORK



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.



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.

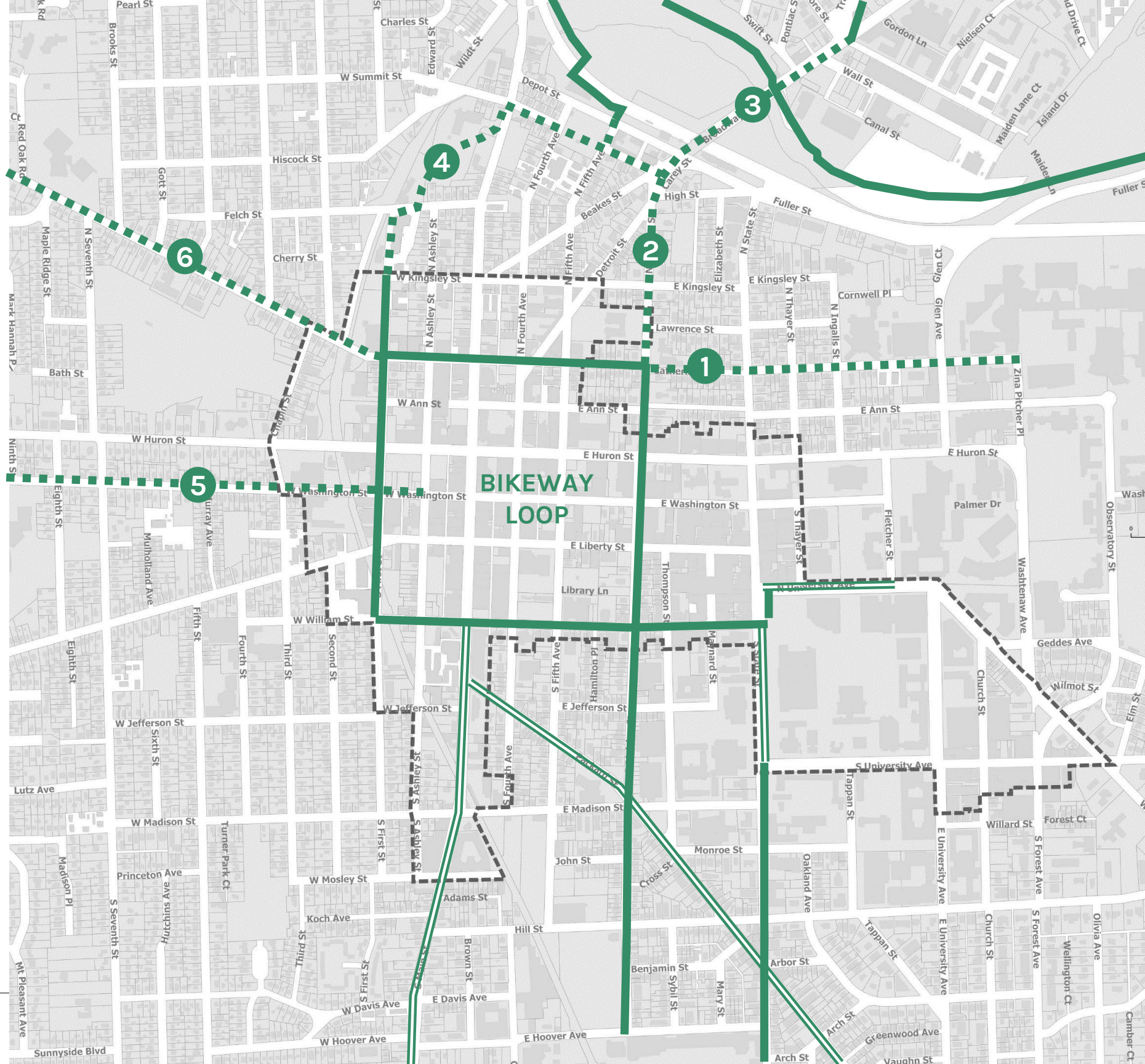
BIKEWAY PROJECT RECOMMENDATIONS

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 Extension

- State Street Bike Improvements
- Packard - Potential
- S. Main - Potential

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





TRANSIT ENHANCEMENTS

WHY TRANSIT ENHANCEMENTS ARE IMPORTANT

VALUES AND OUTCOMES ALIGNMENT

1 **The city of Ann Arbor is growing** and its institutions will continue to draw an increasing number of people to live, work, and study in Ann Arbor.

Many people choose to drive over riding the bus, because bus travel isn't as convenient as driving today for many trips.

If we don't invest in transit, and more people continue to drive, **both taking the bus and driving will take longer for everyone, decreasing our quality of life.**

2 **With the growing population there is opportunity to increase bus service and reliability**, making it easier for everyone to choose other transportation modes.

WHY TRANSIT ENHANCEMENTS ARE IMPORTANT

VALUES AND OUTCOMES ALIGNMENT

3

More than **50%** of those who are **experiencing poverty face transportation insecurity.**

Typically, **30% of people** in the community **do not have access to a car** due to age, ability, or other socioeconomic factors.

Enhancing transportation services will support creating equitable access for all people by helping to alleviate transportation insecurity issues

More people taking the bus...

✓ Increases our physical and mental health

✓ Creates investments in the local economy

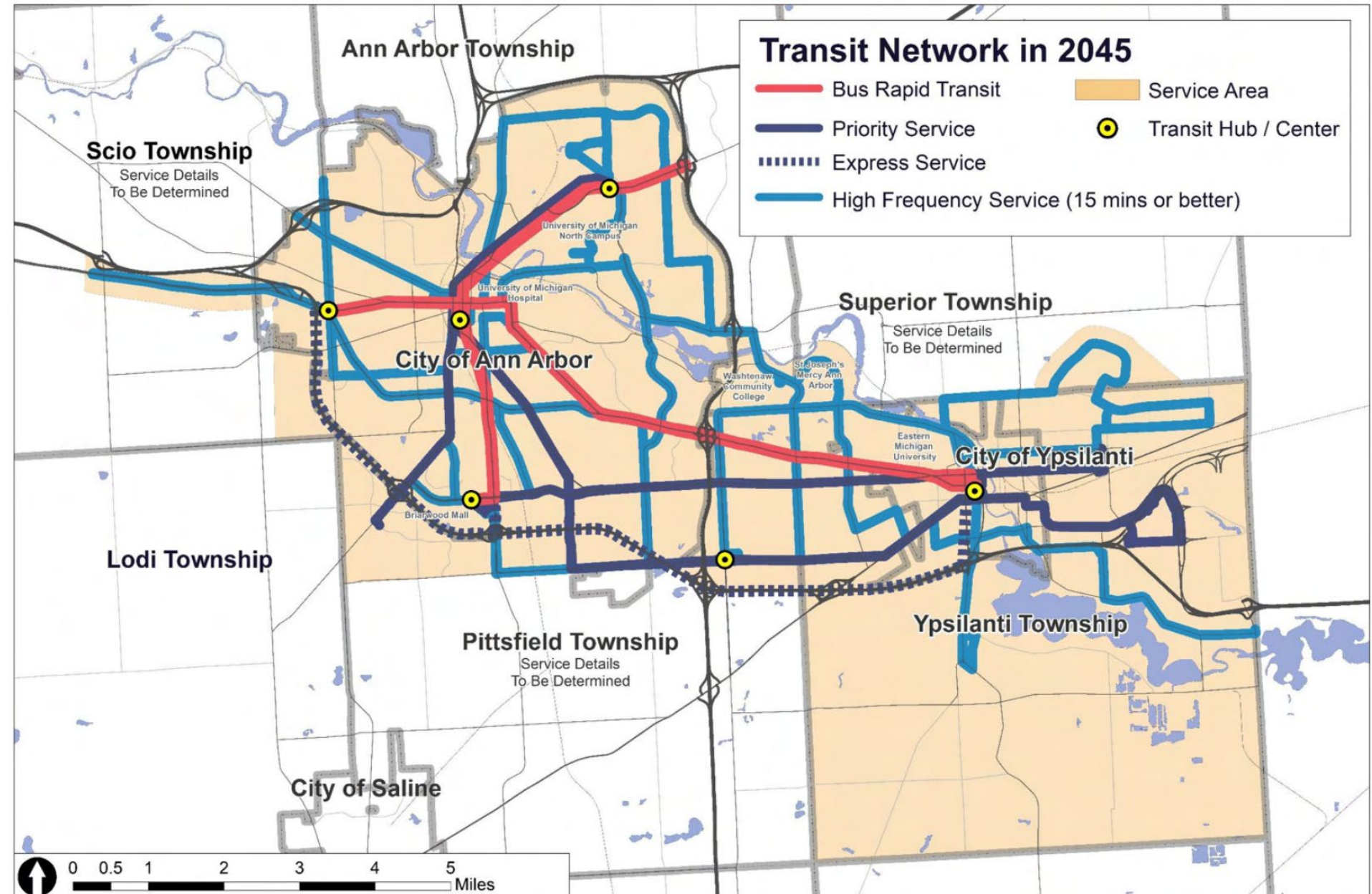
✓ Reduces carbon emissions

✓ Improves access and choices for all

TRANSIT AND THE GROWTH OF THE CITY

VALUES AND AAATA LONG-RANGE PLAN + A2 COMPREHENSIVE PLAN ALIGNMENT

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



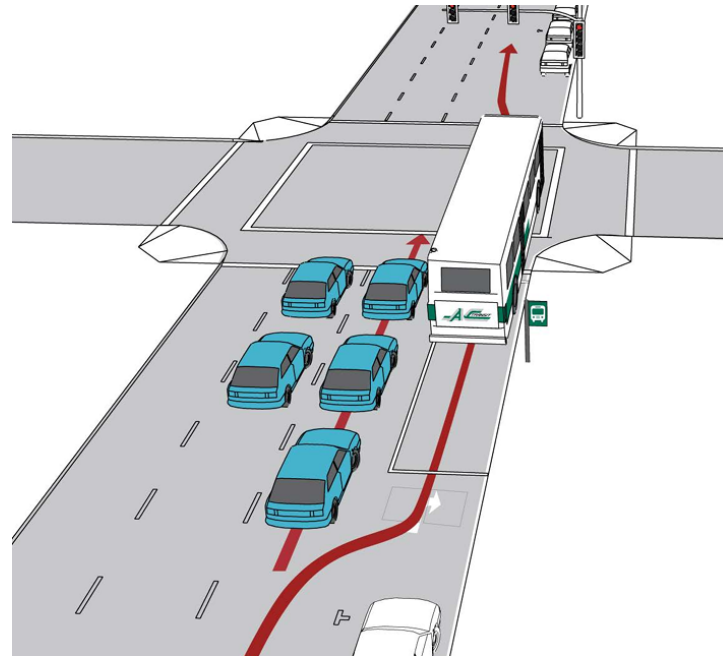
TRANSIT ENHANCEMENTS – RECOMMENDATION TYPES

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 ENHANCEMENT RECOMMENDATIONS

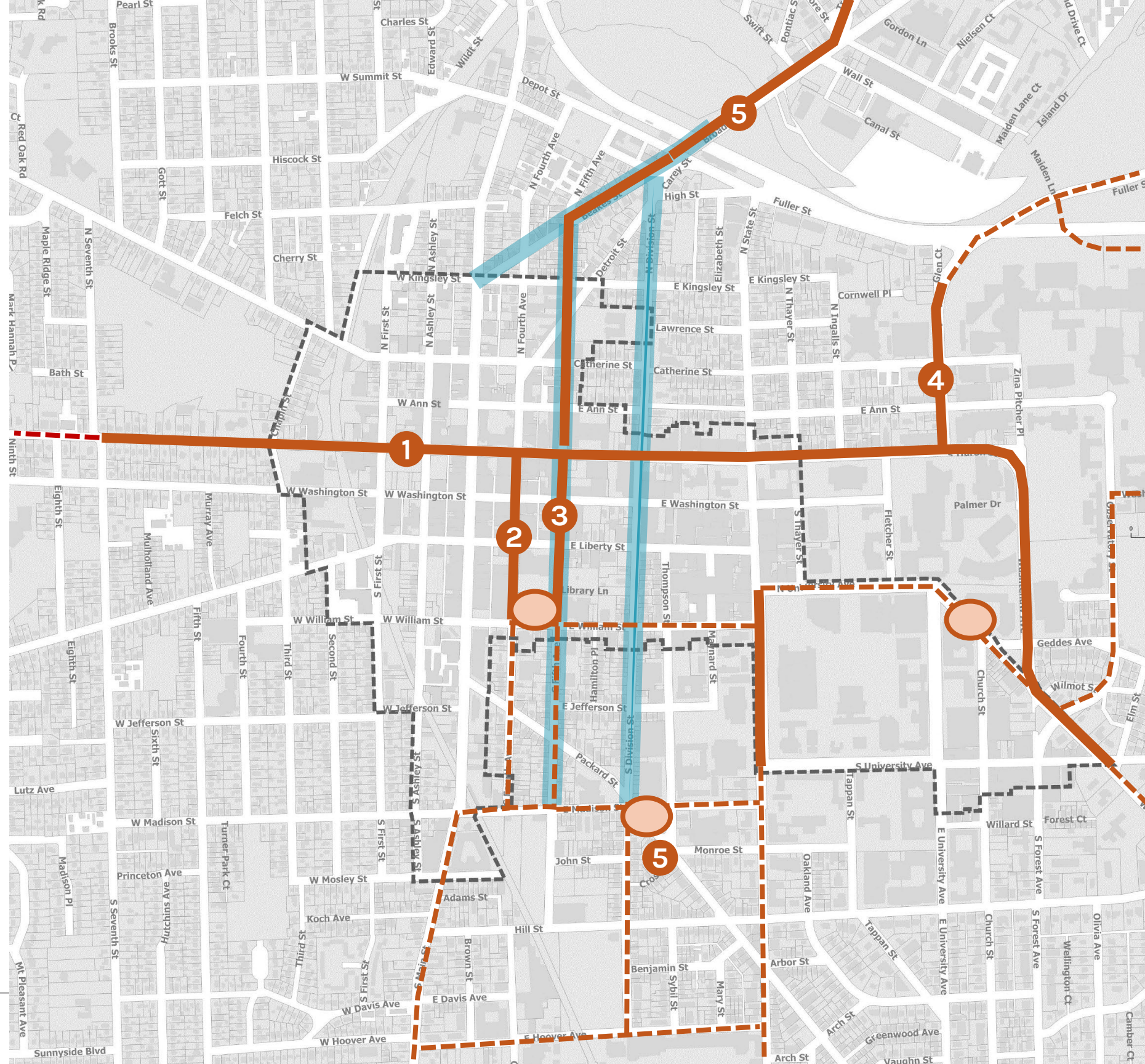
FUTURE PROJECTS

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
- Madison Transit Center (U-M)

-  Transit Infrastructure Focus Corridors
-  Frequent Transit Route Streets (no planned physical changes)
-  Two-way restorations





+ STREET NETWORK

WHY STREET NETWORK IMPROVEMENTS MATTER

VALUES AND OUTCOMES ALIGNMENT

1 **The city of Ann Arbor is growing** and its institutions will continue to draw an increasing number of people to live, work and study in Ann Arbor.

One-way streets prioritize vehicle flow at the expense of flexibility and ease of navigation as they require drivers (buses, cars, etc.) to take indirect routes to reach their destinations. **They also create confusion** for visitors.

With more people either living in or visiting, **creating an Ann Arbor that is easy to navigate encourages engagement with local culture, institutions, and business establishments.**

2 One-way streets can make traffic flow faster, while two-way streets slow it down. **By restoring our roads, we improve safety** for everyone, better accommodate multimodal travel, and **increase livability.**

WHY STREET NETWORK IMPROVEMENTS MATTER

VALUES AND OUTCOMES ALIGNMENT

3 **Two-way street conversions** can significantly boost economic growth by making areas more accessible and creating a more comfortable pedestrian environment. This allows people to explore local businesses more easily, which in turn **creates a vibrant and thriving local economy.**

Restoring two-ways...

✓ Increase economic benefits

✓ Enhances navigation and accessibility

✓ Improves safety

✓ Improves access and choices for all

STREET NETWORK – RECOMMENDATION TYPES

TO CREATE A MORE ACCESSIBLE AND SAFER DOWNTOWN FOR ALL



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.

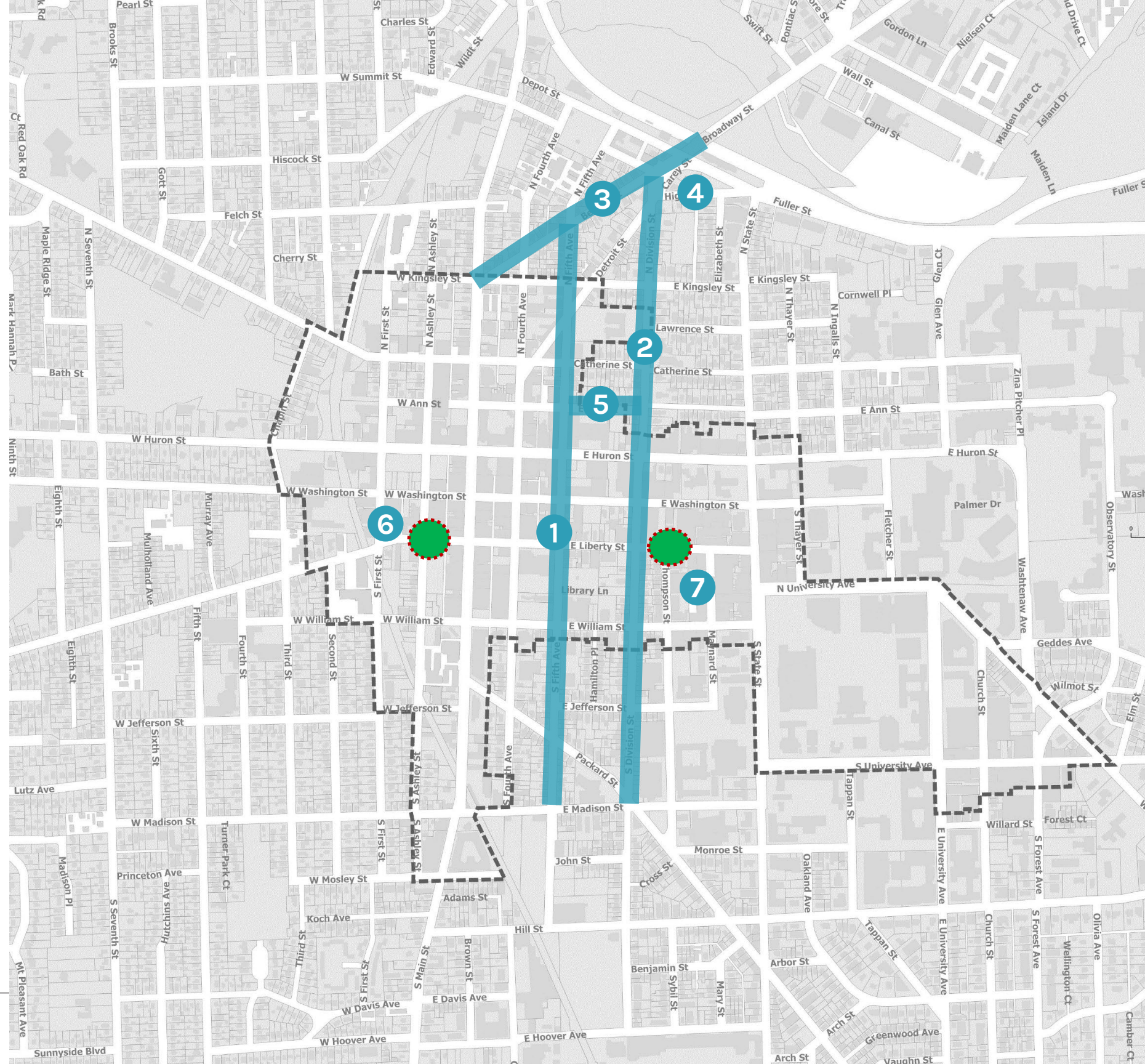
STREET NETWORK RECOMMENDATIONS

FUTURE PROJECTS

- 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

 Two-way restorations

 All-way stop conversion





PEDESTRIAN ENVIRONMENT

EVENT STREETS → PEDESTRIAN ENVIRONMENT

WHY THE PEDESTRIAN ENVIRONMENT MATTERS

VALUES AND OUTCOMES ALIGNMENT

1 In 2023, the US Surgeon General declared an **epidemic of loneliness and isolation**. Mitigation strategies include several recommendations to increase social connection through public infrastructure and activities

2 Many communities have shown that investments in the pedestrian environment increase the number of people in the space, which **promotes safety and reduces crime**.

WHY THE PEDESTRIAN ENVIRONMENT MATTERS

VALUES AND OUTCOMES ALIGNMENT

3

Studies have shown that in downtown areas, **many shoppers' actual and preferred way of getting around is** through a comfortable environment **outside of their vehicles.**

Cities around the United States have shown a strong correlation between **public space investments with regularly programmed activities** and **strong economic growth.**

Enhanced pedestrian environments ...



Increase economic benefits



Enhance navigation and accessibility



Improve safety



Improve access and choices for all

PEDESTRIAN ENVIRONMENT – RECOMMENDATION TYPES

TO SUPPORT A VIBRANT PEDESTRIAN REALM

DDA FOCUS – INFRASTRUCTURE INVESTMENTS



FLEXIBLE STREETS



ENHANCED PUBLIC SPACES



PLACEMAKING & WAYFINDING



BUSINESS AREA ASSOCIATION FOCUS



SEASONAL STREETS & ACTIVATION



PEDESTRIAN ENVIRONMENT RECOMMENDATIONS

FUTURE PROJECT OPPORTUNITIES

- A** Enhanced Space: Kerrytown Farmers Market
- B** Enhanced Space: Sculpture Plaza
- C** Enhanced Space: Liberty Plaza
- D** Enhanced Space: State & North U
- E** Enhanced Space: South U & East U
- 1** 4th Ave Transit Street Improvements
- 2** Flexible Street Design: Liberty
- 3** Flexible Street Design: Maynard
- 4** Flexible Street Design: Forest / Church
- 5** Placemaking & Wayfinding Connectors
- 6** Seasonal Streets - Main / Washington / Liberty **(extents are up to the Business Area Associations)**

- Flexible Street Improvements
- Placemaking & Wayfinding
- Public Space Enhancements
- Seasonal Streets - Areas for Consideration
- Parking Lots / Structures

South University Area

