PEOPLE FRIENDLY STREETS

Huron Street Improvements / First & Ashley Project / William Street Bikeway

COMMISSION ON DISABILITY MEETING

May 2018

DDA

CITY OF ANN ARBOR MICHIGAN

SMITHGROUP JJR

Toole Design Group

WADE TRIM

Q+M

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On a Mission to Strengthen Downtown Ann Arbor

*The mission of the **Ann Arbor Downtown Development Authority** (DDA) is to undertake public improvements that have the greatest impact in strengthening the downtown area and attracting new private investments.*

Streets are ***the primary*** public-space in the downtown and the means by which we connect with local destinations for exchange; including: shops, cultural centers, people, events, retail spaces, jobs, and ideas.

PEOPLE-FRIENDLY STREETS *Will …*

IMPROVE SAFETY AND COMFORT

A safe and comfortable street for everyone for all modes of travel.

PROMOTE GREEN DESIGN

Improves the city's sustainability by encouraging active transportation, using resources efficiently, and using practices that protect air and water quality.

STRENGTHEN BUSINESSES

Streets designed to increase access to local businesses while supporting commercial operations.

INCREASE ACCESS & CONNECTIVITY

Connects people to where they want to go and makes it easy to get there by foot, bike, car and bus. Designed to encourage people to connect to each other and the community around them.

DESIGN RESPONSIBLY

Keeps people in mind throughout the process. Design streets that make the best use of public dollars for the benefit of all.

CELEBRATE CIVIC LIFE & ACTIVITY

Streets that are fun and interesting and celebrate the character of downtown. They invite you to linger, to talk to your neighbors and to shop.

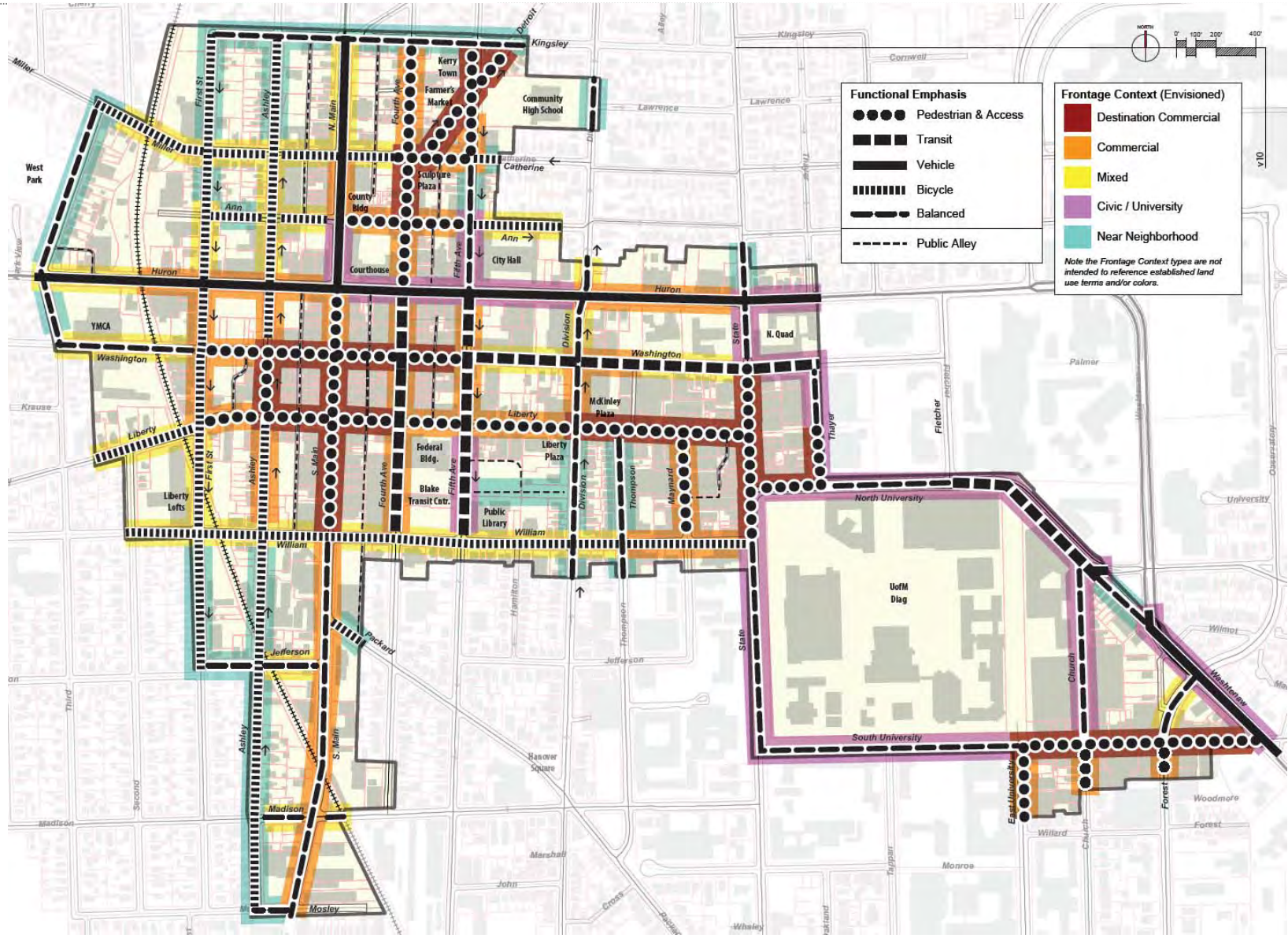
Streets are PLACES *and* CORRIDORS

Downtown Street Plan Key Points:

Acknowledge the land use context. *Streets are places.*

Not all streets can support all modes of travel equally.

Emphasize different modes of travel to create safe and comfortable networks for movement.

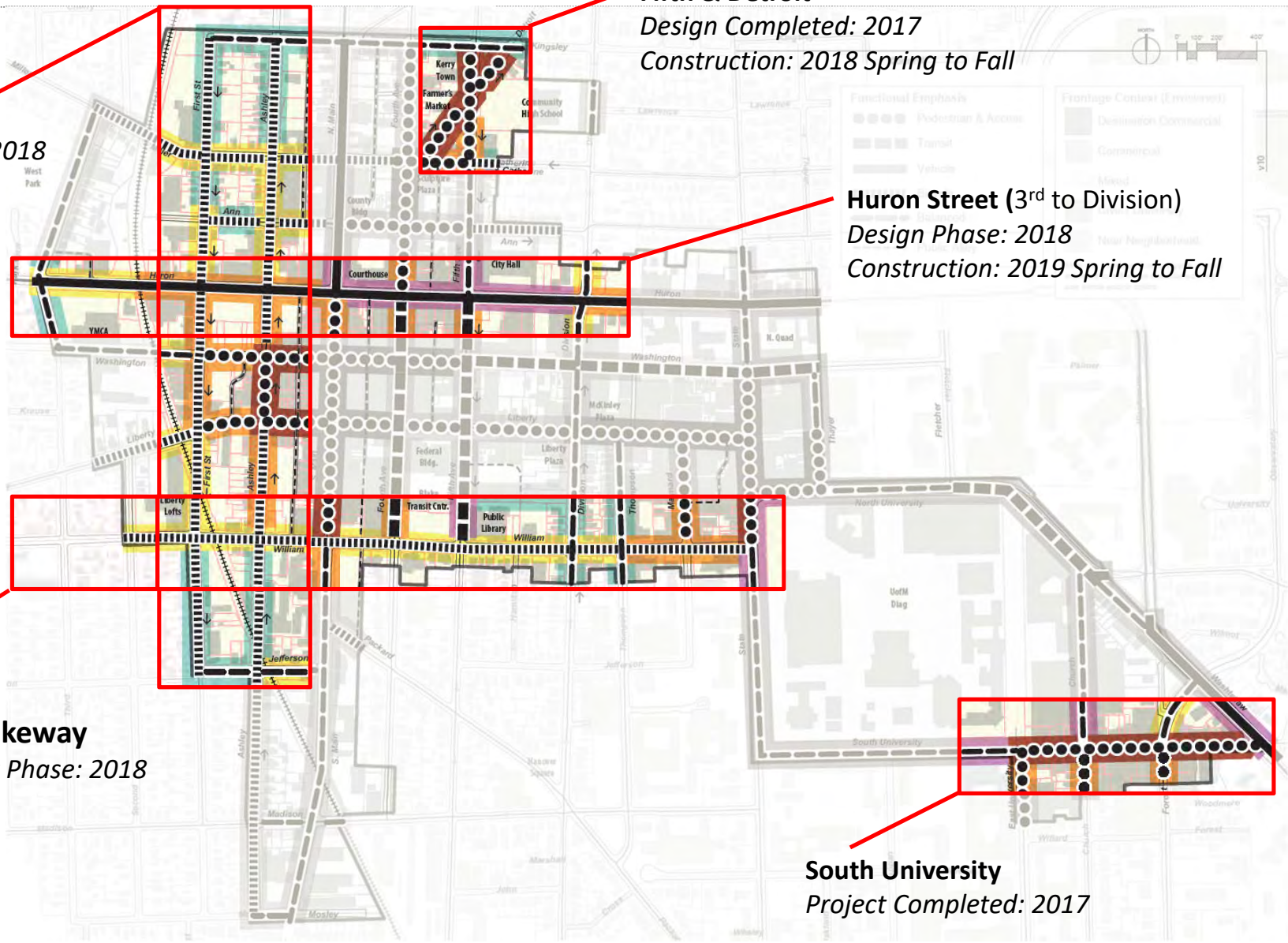


People-Friendly Street Projects

Fifth & Detroit
Design Completed: 2017
Construction: 2018 Spring to Fall

First & Ashley Project
Design & Feasibility Phase: 2018
Engineering: 2019
Construction: 2020

Huron Street (3rd to Division)
Design Phase: 2018
Construction: 2019 Spring to Fall



William Street Bikeway
Design & Feasibility Phase: 2018
Engineering: 2019
Construction: 2020

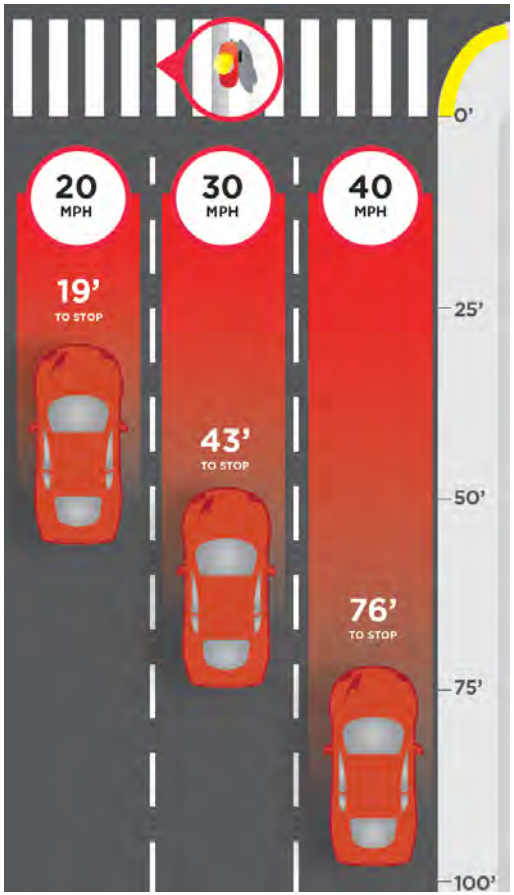
South University
Project Completed: 2017

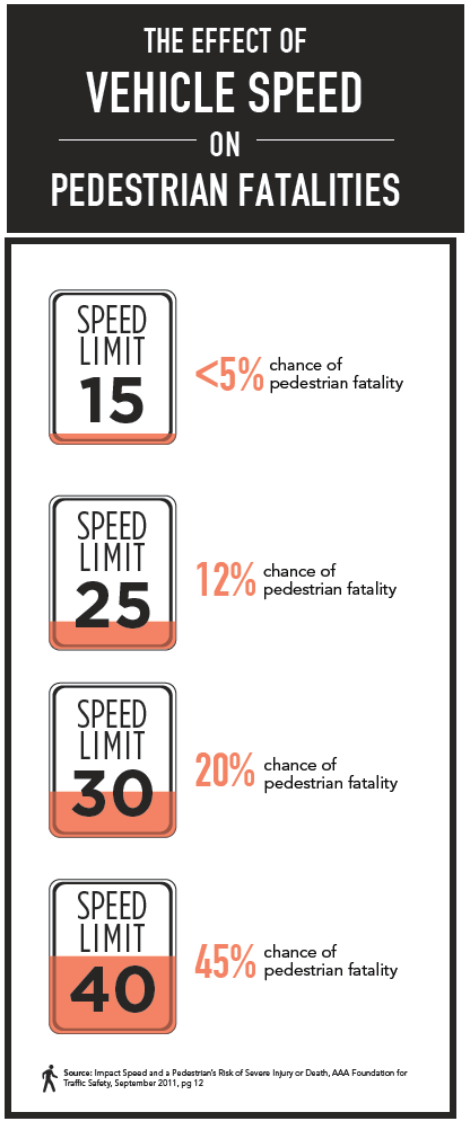
PEOPLE-FRIENDLY STREETS

KEY CONCEPTS

Key Concepts: **Safety, Comfort, & Vehicle Speeds**

- Safety is a critical community goal & value
- Everyone is a pedestrian when they walk in the front door.
  (regardless of how they got to the downtown initially)
- Slower speeds reduce injuries and fatalities for everyone: motorists, pedestrians, and bike-riders alike.
  Alignment with city's Vision Zero policy.
- Slower speeds make streets more welcoming and comfortable for customers, patrons, residents, and other street users.
- Slower speeds can improve street capacity





Key Concepts: **Designing for Vulnerable Users**

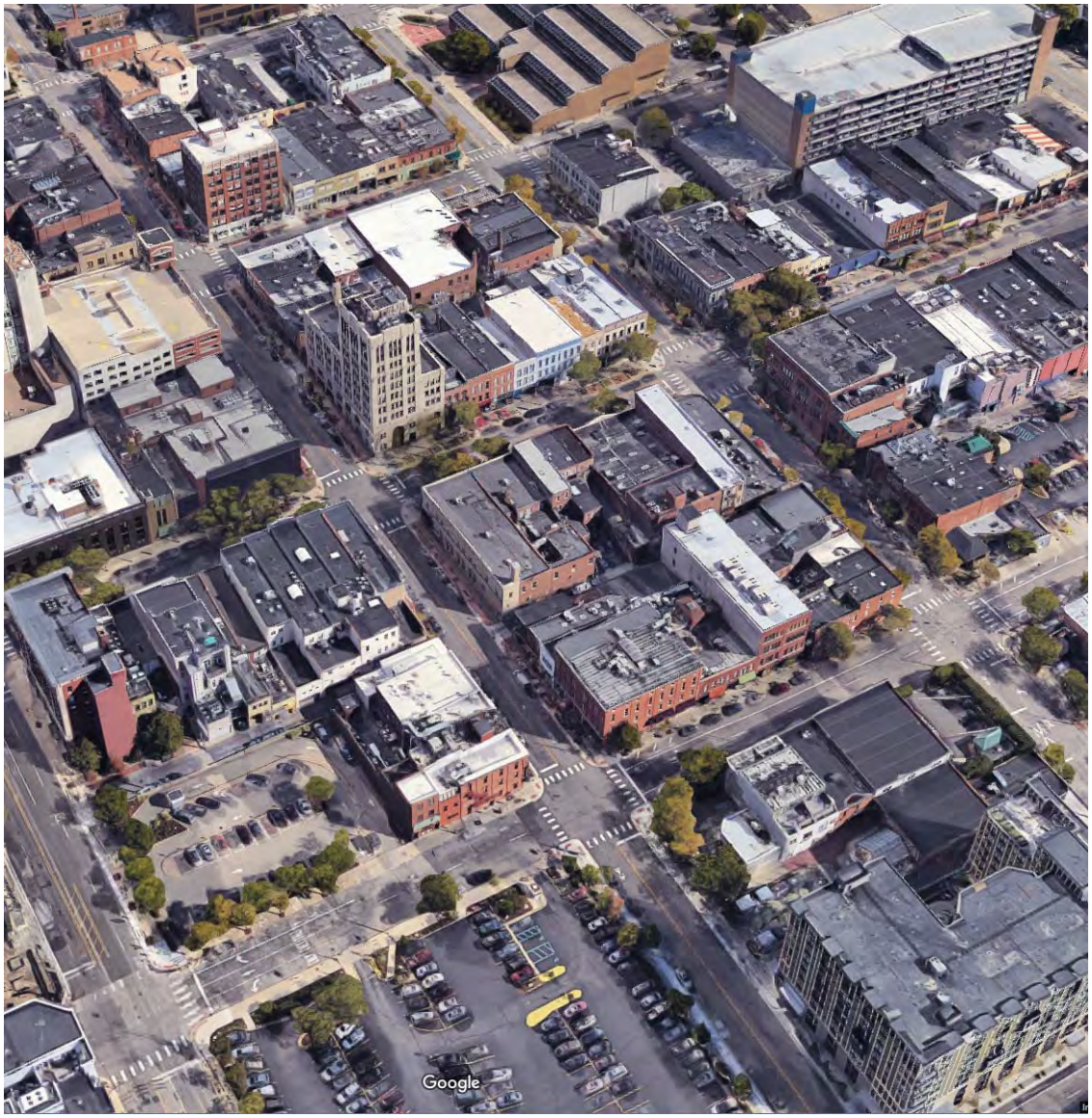
- Includes pedestrians, bike riders, adjacent property owners, street side uses (café, loading, service, transit riders etc.)

- City's Vision Zero Commitment
  - Underling Premise: No loss of life is acceptable
  - Goal: Zero traffic fatalities

- Physical Features
  - Good lighting
  - High visibility crosswalks (for drivers and pedestrians)
  - Clear, adequate width walk zones
  - Tactile paving
  - Physical protect: bollards, planters, other infrastructure
  - Curb ramps and smooth transitions

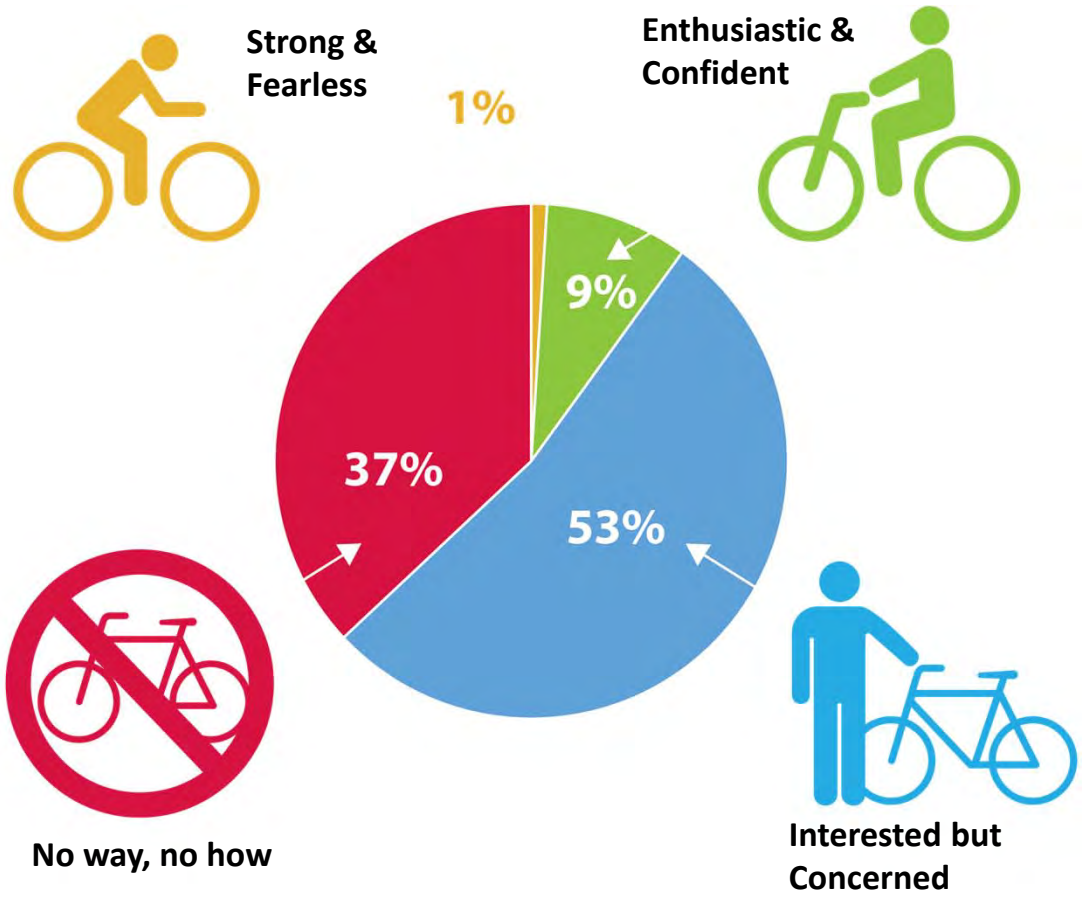
Key Concepts: **The Benefit of a Complete Street Grid**

- Easier navigation for everyone: residents, visitors, employees
- More direct connections to destinations
- Two-way traffic increases visibility to storefronts and supports commercial activity
- Slows traffic and reduces risky driving behaviors.
- Better distributes traffic, more turning options.
- Greater flexibility during special events or street closures



Key Concepts: **Bicycle Comfort & Level of Stress**

- Only about 10% of the population is comfortable using conventional bike lanes on busy streets.
- The majority of the population is "interested but concerned" about riding bicycles.
- Providing a network of higher level bicycle facilities (e.g. protected bike lanes) can dramatically increase comfort and ridership.
- Bike riders spend more on average than their car-driving counterparts.



Key Concepts: **Navigating Tradeoffs**

- Right-of-way space is limited and streets cannot accommodate everything, everywhere. Need to make trade-offs.
- Understand community values and priorities.
- Be clear about what is essential versus what is desired.
- Be clear about how a given street design fits into the broader street network.
- Use case studies and best practices to make sound design decisions.

PEOPLE-FRIENDLY STREETS

DISCOVERY WORKSHOP SUMMARY

March 19-22, 2018

Discovery Workshop

PEOPLE-FRIENDLY STREETS

HURON STREET

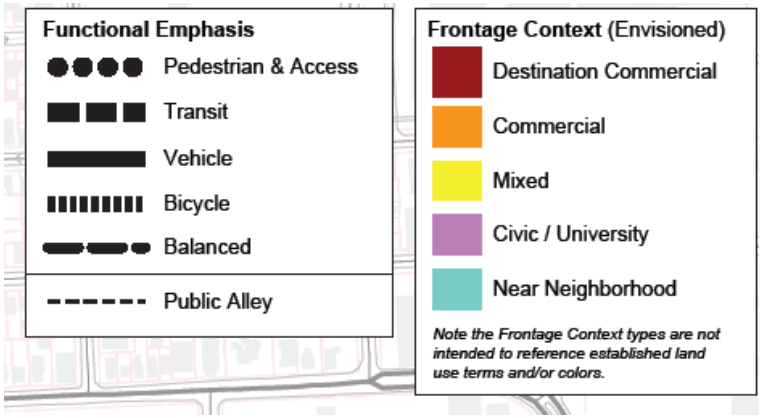
Street Typology: Map

Huron Street

- Vehicle Emphasis **but…**

  … Still needs to be comfortable and safe for pedestrians!

- Mixed, Commercial, and Civic frontage context.



Streetscape Design Objectives

1. Seek transformational change for the corridor
2. Provide a sense of protection and comfort for pedestrians
3. Increase pedestrian safety at street crossings
4. Develop an adaptable design for future street use patterns
5. Reduce vehicular speeds (and improve safety!) through streetscape design and non-rush hour curbside uses
6. Improve street for transit user comfort and function
7. Add more green and be sustainable!

Transportation Commission

- Supported the proposed plan (through resolution) to add non-rush hour parking, change signals, and make related improvements.

Design Input Sessions with City Forester

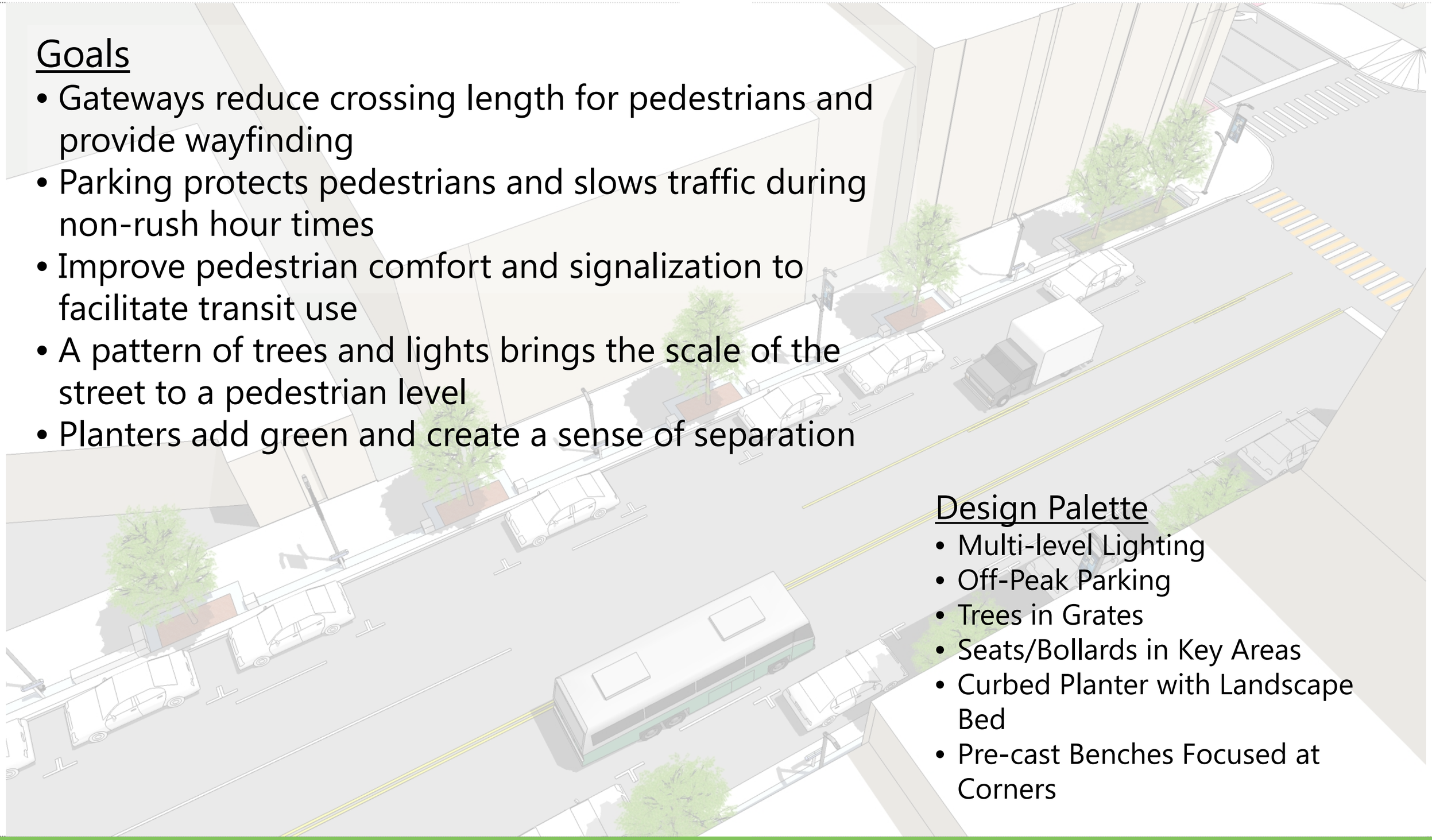
- Supports approach
- Discussions ongoing related to design details of tree pits and planters

Stakeholder Meetings

- Support on-street parking and streetscape upgrade

Public Workshops

- Support for non-rush hour parking and future street flexibility in use of outside lanes
- Concern about having too much open planter to maintain
- Appreciation for streetscape improvements focused on healthy trees
- Support for multi-levels of lighting-pedestrian and street focused
- Suggest including opportunities for art on the corridor
- Preference for forward looking design



Goals

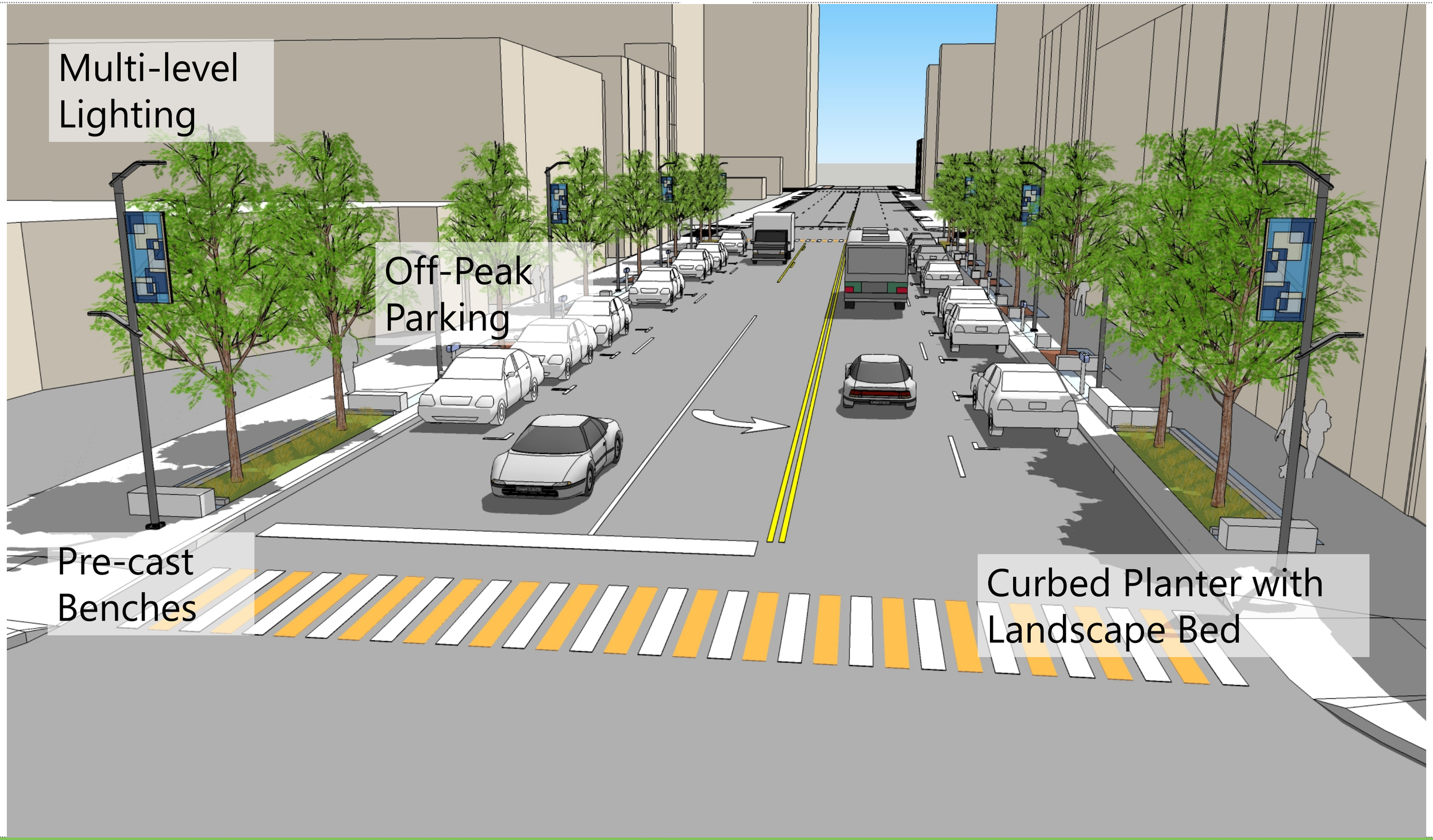
- Gateways reduce crossing length for pedestrians and provide wayfinding
- Parking protects pedestrians and slows traffic during non-rush hour times
- Improve pedestrian comfort and signalization to facilitate transit use
- A pattern of trees and lights brings the scale of the street to a pedestrian level
- Planters add green and create a sense of separation

Design Palette

- Multi-level Lighting
- Off-Peak Parking
- Trees in Grates
- Seats/Bollards in Key Areas
- Curbed Planter with Landscape Bed
- Pre-cast Benches Focused at Corners

Translating Goals into Design

Design Palette



Design Palette

Traffic Recommendations for the Corridor

1. No turn on red
2. Add permitted/protected left signal phase at Fifth
3. Optimize signals for pedestrians
4. Signal Improvements at Chapin/Third
5. Non-Rush Hour Parking

1. **Complete Schematic Design**
   - April 2018
2. **Complete Final Design**
   - May through October 2018
3. **Bid Plans**
   - November/December 2018
4. **MDOT Permitting**
   - December/January 2019
5. **Construction**
   - March-November 2019

PEOPLE-FRIENDLY STREETS

FIRST & ASHLEY PROJECT

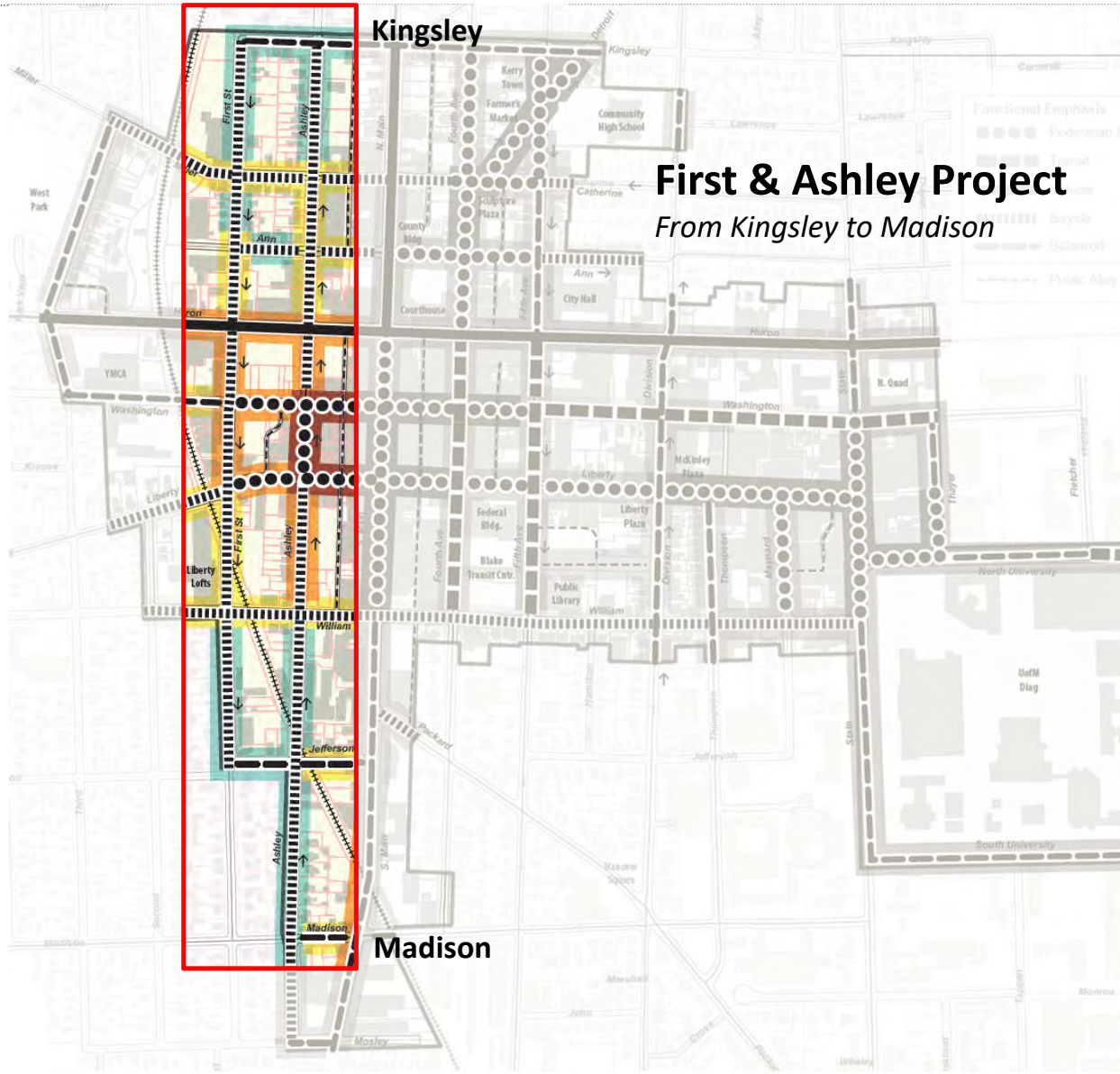
What is the First & Ashley Project?

This project will study the feasibility of:

1. Restoring First and Ashley streets to two-way travel;
2. Adding protected bike lanes and stronger connections to exiting bicycle facilities;
3. Advancing implementation of the Treeline Urban Trail;
4. Creating better connections to the surrounding neighborhood.

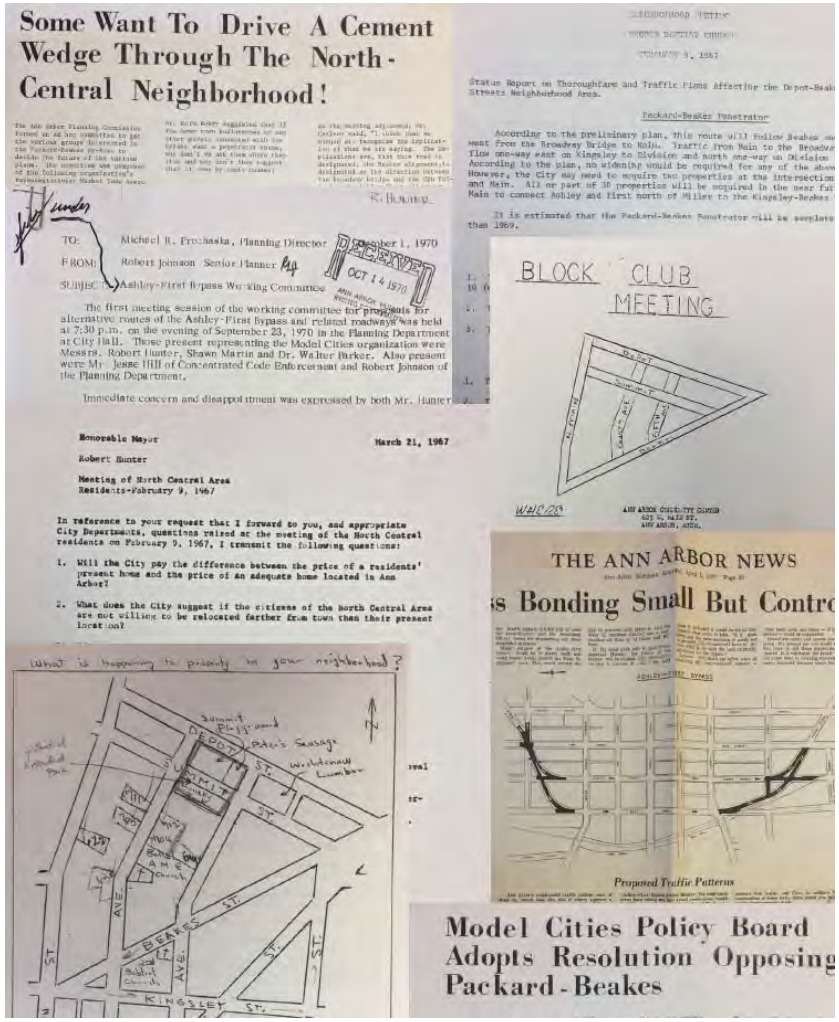
If feasible, the project will move forward into engineering and construction phases

– Streetscape improvements along portions of the corridor (TBD) are anticipated.



First & Ashley Project History

- First & Ashley were made into a one-way pair in the 1960's as part of a downtown "bypass" that was never fully-implemented.
  - Bypass was planned to skirt the downtown core using Beakes & Packard
- Significant public outcry against the bypass project in the late 60's.
- 2003 Downtown Development Plan noted the opportunity to study feasibility of two-way restoration.



Some Want To Drive A Cement Wedge Through The North-Central Neighborhood!

TO: Michael R. Prochaska, Planning Director
FROM: Robert Johnson Senior Planner
SUBJECT: Ashley-First Bypass Working Committee
December 1, 1970

The first meeting session of the working committee for proposals for alternative routes of the Ashley-First bypass and related roadways was held at 7:30 p.m. on the evening of September 23, 1970 in the Planning Department at City Hall. Those present representing the Model Cities organization were Messrs. Robert Hunter, Shawn Martin and Dr. Walter Barker. Also present were Mr. Jesse Hill of Concentrated Code Enforcement and Robert Johnson of the Planning Department.

Immediate concern and disappointment was expressed by both Mr. Hunter

Honorable Mayor
Robert Hunter
Meeting of North Central Area Residents-February 9, 1967
March 21, 1967

In reference to your request that I forward to you, and appropriate City Departments, questions raised at the meeting of the North Central residents on February 9, 1967, I transmit the following questions:

1. Will the City pay the difference between the price of a residents' present home and the price of an adequate home located in Ann Arbor?
2. What does the City suggest if the citizens of the North Central Area are not willing to be relocated farther from town than their present location?

What is happening to priority in your neighborhood?

Status Report on Thoroughfare and Traffic Plans Affecting the Depot-Beakes Streets Neighborhood Area.

Packard-Beakes Penetrator

According to the preliminary plan, this route will follow Beakes one-way east on Kingsley to Division and north one-way on Division. According to the plan, no widening would be required for any of the above. However, the City may need to acquire two properties at the intersection and Main. All or part of 30 properties will be acquired in the near fu Main to connect Ashley and First north of Miller to the Kingsley-Beakes

It is estimated that the Packard-Beakes Penetrator will be complete than 1969.

BLOCK CLUB MEETING

THE ANN ARBOR NEWS

s Bonding Small But Contro

Proposed Traffic Patterns

Model Cities Policy Board Adopts Resolution Opposing Packard-Beakes

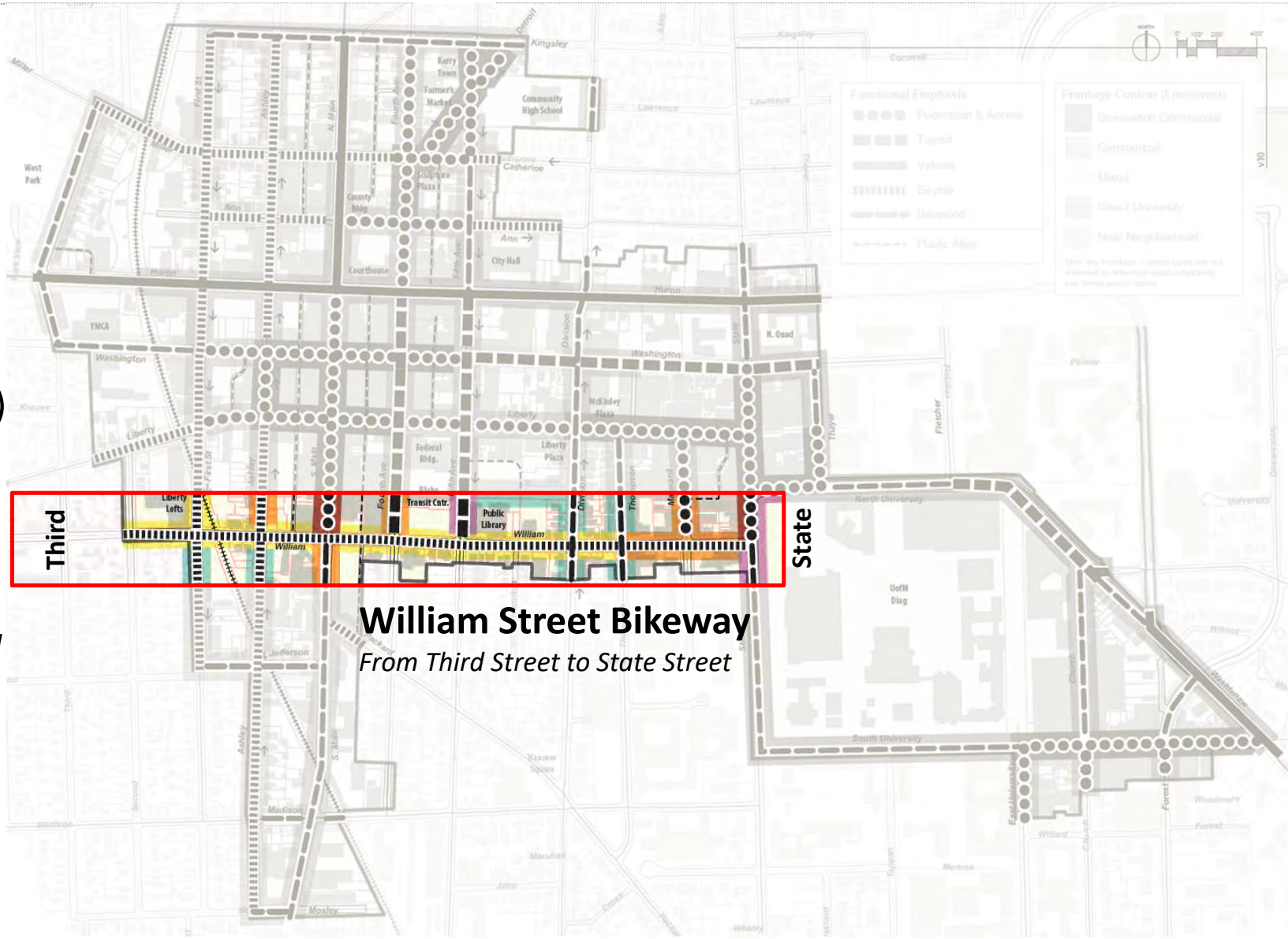
PEOPLE-FRIENDLY STREETS

WILLIAM STREET BIKEWAY

What is the William Street Bikeway?

- The William Street Bikeway Project will study the feasibility of developing an east-west bikeway (protected bike lane) on William Street.

If feasible, the project will move forward into engineering and construction phases



Why William Street for a Protected Bike Facility?

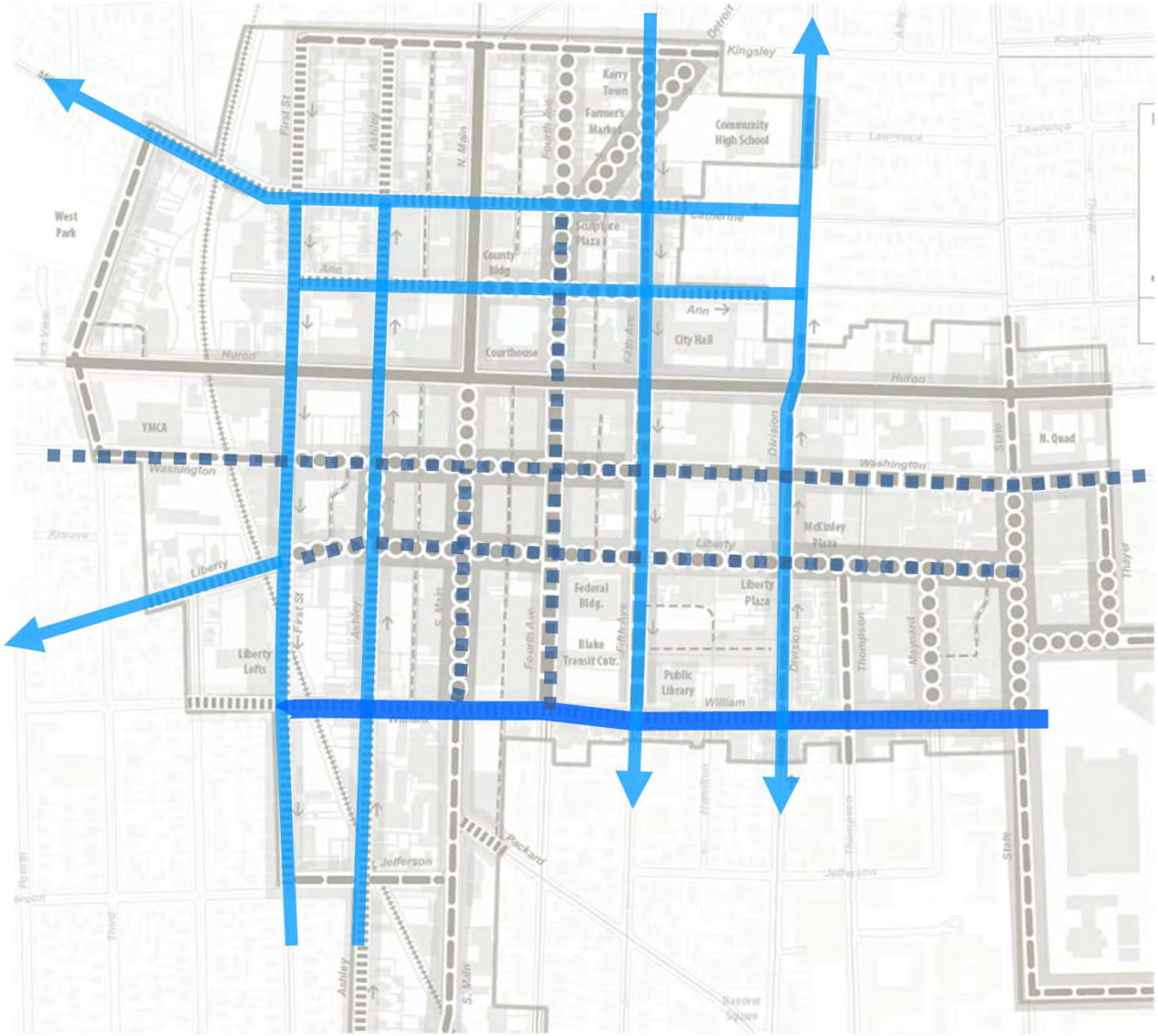
Project to be the first of many potential protected bike facilities.

– Connects to potential protected facilities on First/Ashley Streets

– Completes a "loop" of bicycle circulation:
- First/Ashley
- 5th/Division
- Miller/Ann/Catherine

This loop can get a bicyclists within one-block of almost any location in the downtown.

– Less traffic and vehicle demand along William Street (travel lanes, parking) compared to other parallel streets.



DISCOVERY WORKSHOP

FIRST & ASHLEY PROJECT & WILLIAM STREET BIKEWAY

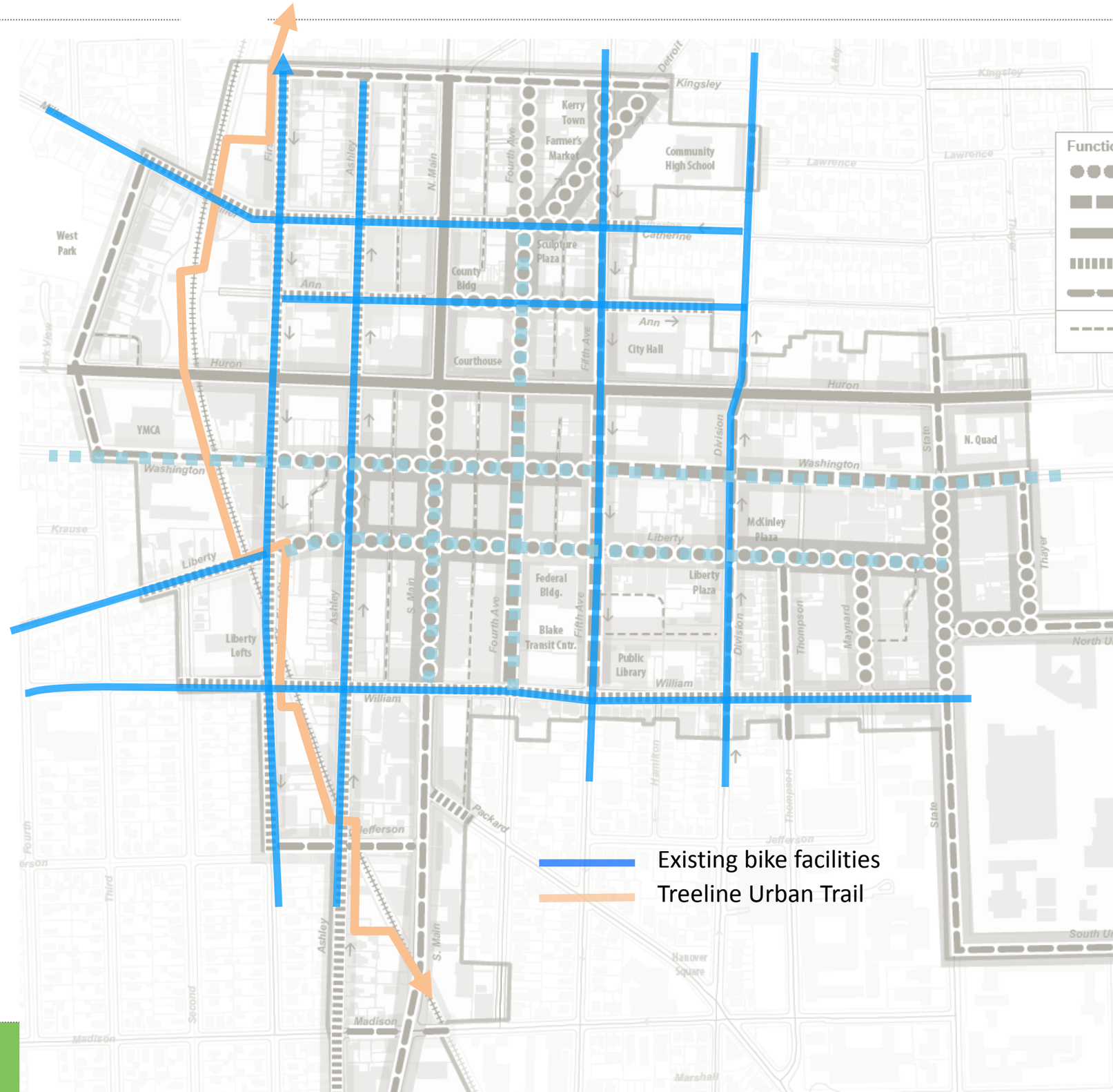
Discovery Workshop – What We Heard

Slower speeds desired
Pedestrian safety important
Improved bicycle facilities supported
Coordinate with businesses on loading zones
Expand ADA parking where possible

STARTER IDEAS

Ideas created with the community during the March workshop

Ideas that will continue to change based on analysis, on-going stakeholder meetings, and the June public workshop

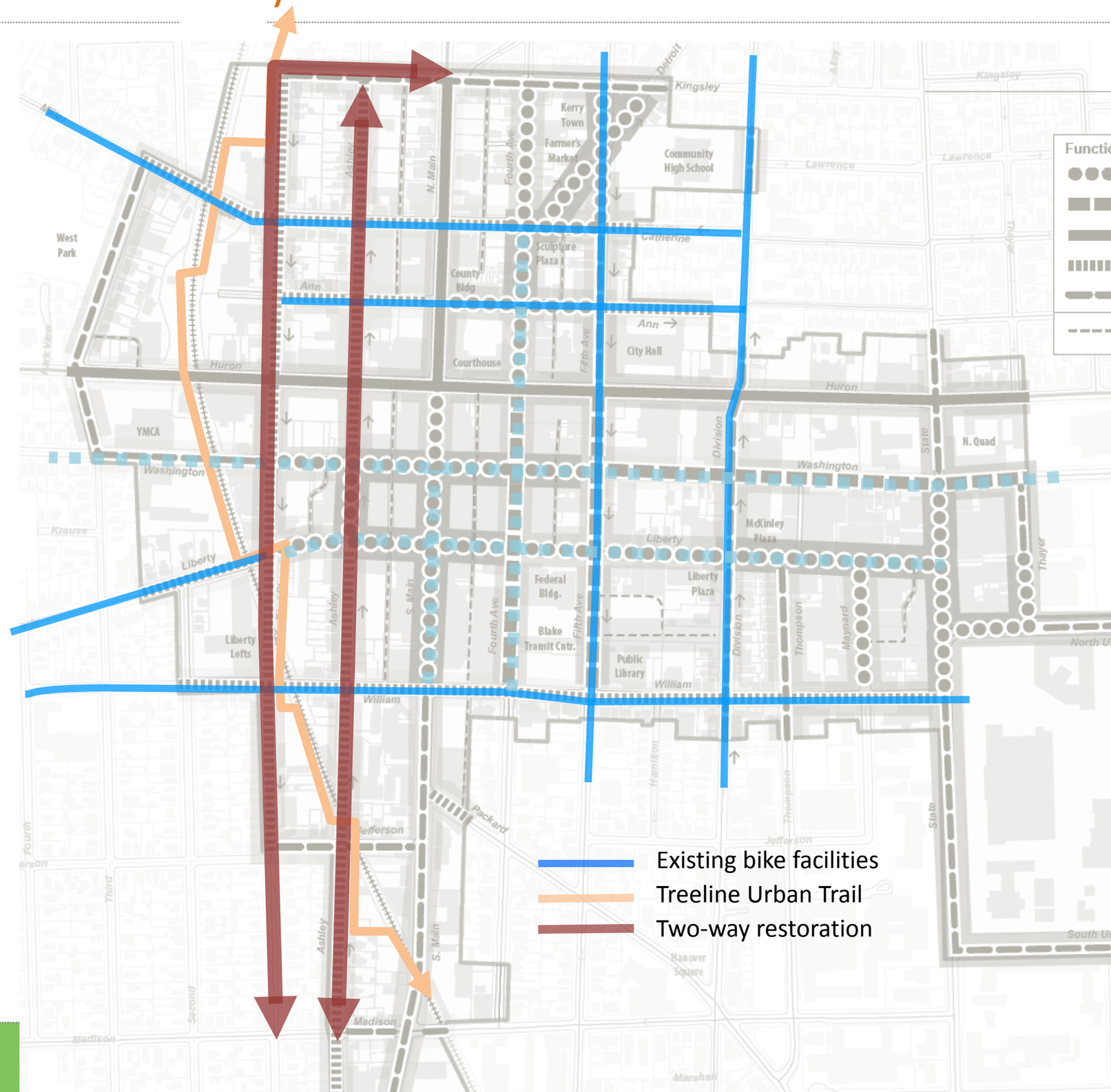


STARTER IDEAS: Two-Way Travel on First & Ashley

Based on existing traffic volumes, the two-way restoration is feasible – need to complete traffic analysis to confirm.

1. Generally one travel lane in each direction

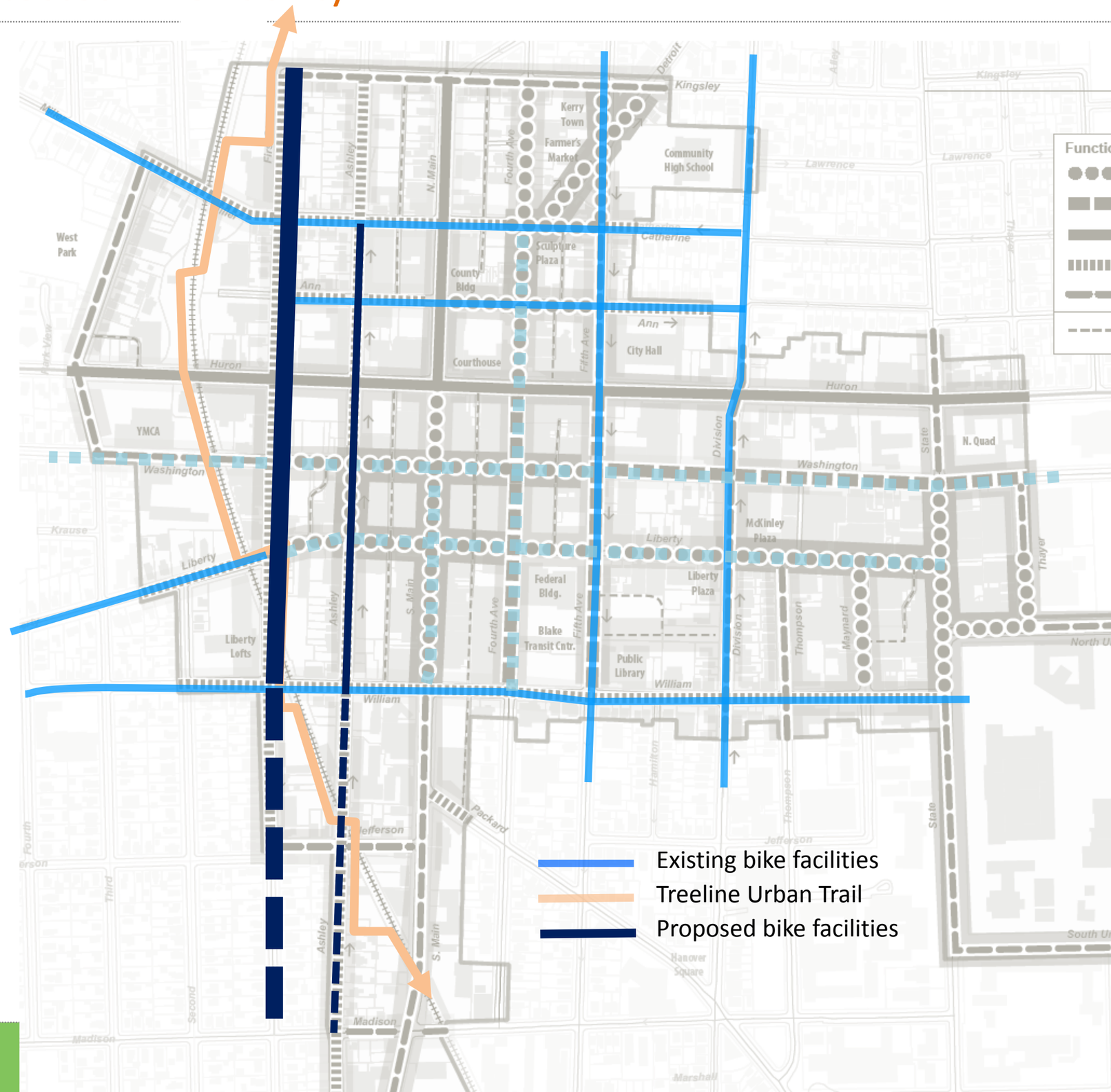
2. Includes two-way travel on Kingsley to the North Main Intersection



STARTER IDEAS: First & Ashley Protected Bike Facility

Proposed two-way bicycle facility from Kingsley to William Street on the eastside of First Street

1. Parking and loading generally preserved on west side of First Street.
2. Parking and loading generally preserved/expanded on both sides of Ashley.
3. Northbound bicycle lane on Ashley transferred to First.
4. Connection to Treeline at Kingsley.
5. Transition to residential "slow street" south of William on First and Ashley streets.



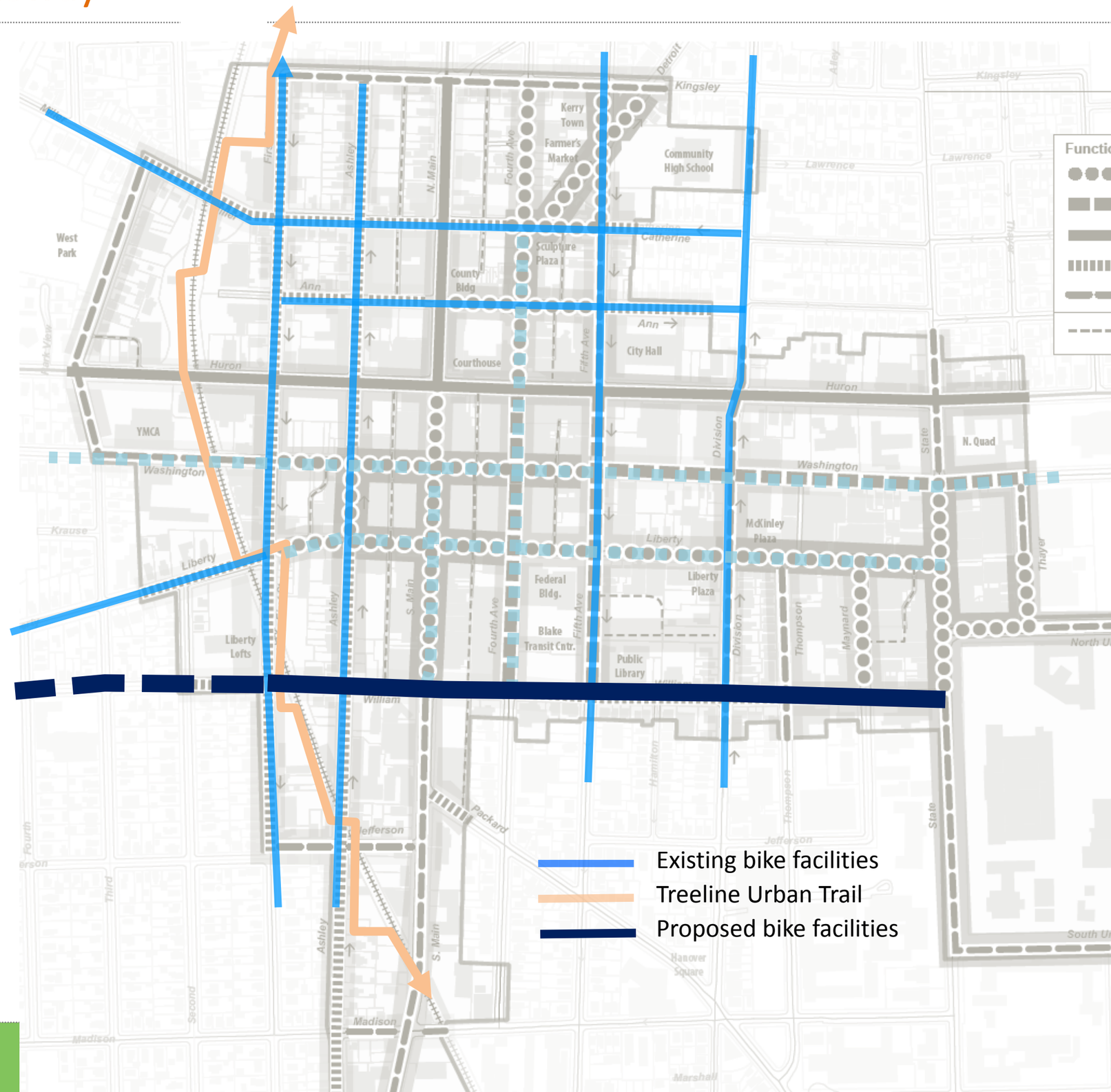
STARTER IDEAS: William Street Bikeway

Protected two-way bicycle facility from First Street to State Street

1. Corridor works with one travel lane in each direction. Left turn lanes preserved between Main & 4th Ave.

2. Parking and loading maintained on one side of the street.

3. Transition to residential "slow street" west of First Street.



Other Design Features & Considerations

- **Bump-outs added throughout**
  - Shorten cross-walks
  - No bump-outs at larger commercial loading zones to allow vehicles to pull directly into the loading zone
- **Analyzing intersection control including:**
  - Potential for 4-way stop
  - Leading pedestrian + bicycle signals for two-way protected bike lanes to get them into the intersection before vehicles
- **Review location and size of loading and ADA parking zones**
  - Looking to add, not remove, loading and other curb-side use zones
- **Generally work within existing curb**
  - Opportunities for curb modifications/other improvements will be noted

Residential “Slow Street” in Grand Rapids
w/ Advisory Bike Lane

Protected
Bicycle Lanes

First & Ashley Project – William Street Bikeway Next Steps

- Complete traffic analysis
- Complete topographic survey
- Continue with Stakeholder meetings
- Prepare for June workshop to finalize a recommended street design

Alternatives Workshop: June 4th - 7th, 2018

Ann Arbor District Library 343 S. Fifth Ave.

Monday, June 4th — **Evening Presentation**
6:00 – 8:00 PM

Tuesday, June 5th — **Open Design Studio**
1:00 – 5:00 PM

Wednesday, June 6th — **Open Design Studio**
9:00 – 11:00 AM

Thursday, June 7th — **Evening Presentation**
6:00 – 8:00 PM

THANK YOU