

PEOPLE-FRIENDLY STREETS OUTREACH SUMMARY



Prepared by
Ann Arbor Downtown Development Authority

June 2018

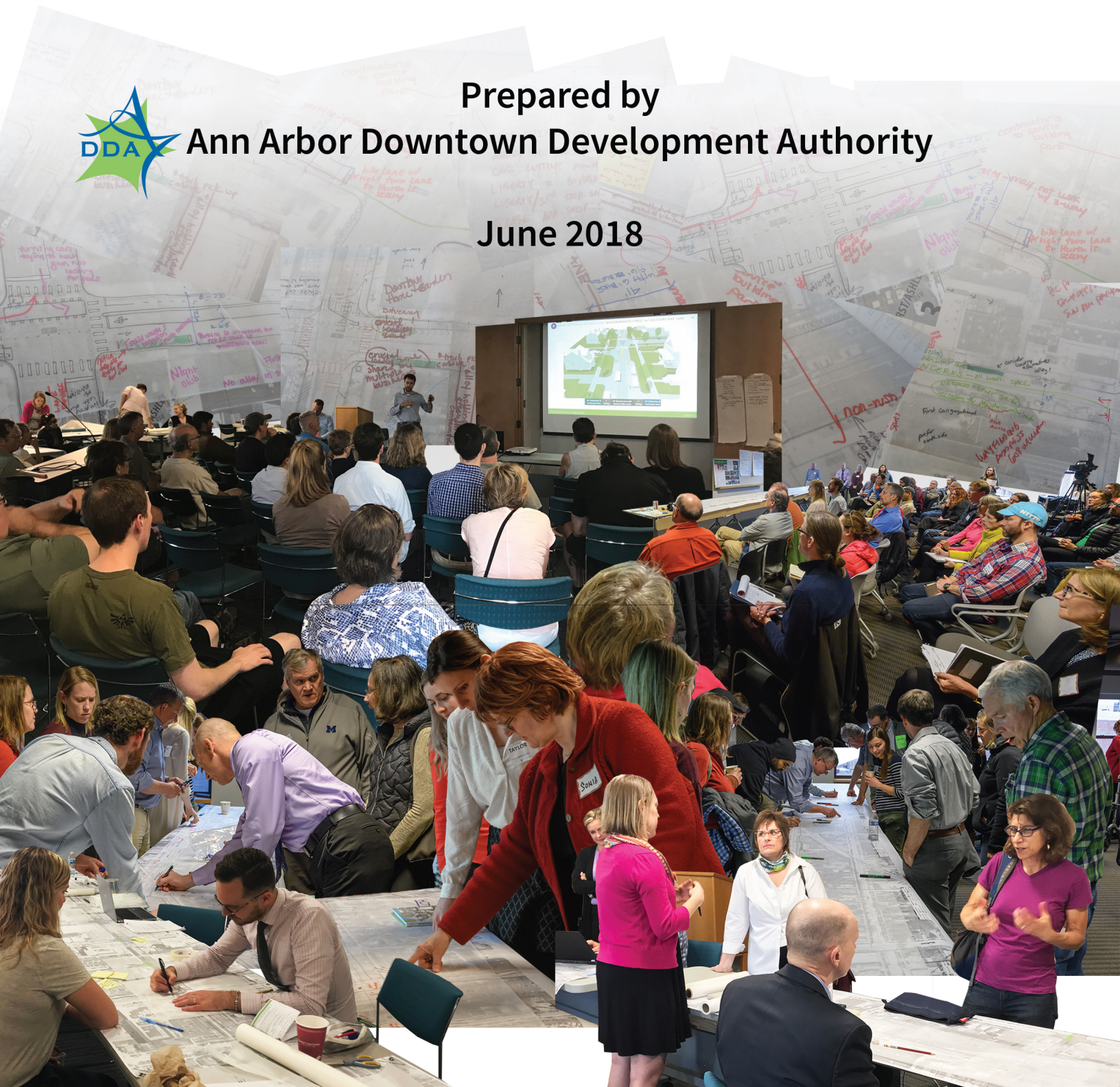


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OUTREACH OVERVIEW

Given the complexity and range of stakeholder interests involved in the First & Ashley, William, and Huron Street projects, the DDA engaged in a broad range of public engagement and communication outreach strategies aimed at ensuring an interactive and transparent design process.

Stakeholders were engaged at multiple points and through numerous channels throughout the process including individual meetings, focus group meetings, small/large group meetings, phone calls, and email correspondences. Broadly, stakeholders encompass adjacent property owners/tenants, business owners, business associations, residential neighborhood groups, special interest groups, and city boards and commissions.

Collective community input was sought throughout the design process. Engagement efforts included eight public meetings in a workshop style. These interactive workshops allowed the public to collaborate with the design team on a vision for the projects. These sessions offered the unique advantage of giving immediate feedback to the designers and, in many cases, finding solutions to issues and concerns on the spot. In addition to these meetings, the public was also engaged via social media, a dedicated website, one on one and small group stakeholder meetings, pop-up workshops on street, and event workshops.

The Huron Street project construction is planned to begin in spring 2019, and the First & Ashley and William Street construction projects are planned to begin in spring 2020. As a result, the Huron Street public engagement process began in summer 2017 and wrapped in summer 2018. The First & Ashley and William Street engagement began in spring 2018 and is on-going.

ENGAGEMENT EFFORTS



ENGAGEMENT EFFORTS

Individual and Group Stakeholder Meetings

Over 40 meetings reaching over 175 community members including residents, property owners, business owners, employees

- Will and Mary Hathaway
- Bike Alliance of Washtenaw county
- LIVE and The Last Word
- Sweetwaters
- East end of William Street Stakeholders (including businesses, First Congregational Church and Saint Mary's) – multiple meetings
- Owner of Three Chairs and Praxis Properties
- Cahoots – multiple meetings
- Duo Security
- Dahlmann Properties – multiple meetings
- Ann Arbor YMCA – multiple meetings
- County Courthouse – multiple meetings
- County Facilities – multiple meetings
- University of Michigan Credit Union – multiple meetings
- First Martin – multiple meetings
- Ann Arbor Hands on Museum – multiple meetings
- Downtown Citizens Advisory Council – multiple meetings
- Owner of Downtown Home & Garden and property owner – multiple meetings
- Main Street BIZ
- Ann Arbor Railroad
- Sloan Plaza
- Mlive
- West Huron Properties
- Ann Arbor School of Yoga
- Blom Meadworks
- South First Neighborhood – S. First resident hosted at his home, a second meeting is currently being scheduled with this group
- 111 N. Ashley residents
- Doughty Montessori School – multiple meetings
- County Volunteer Gardner's
- Wickfield Properties
- West Huron Properties
- Alt Transportation Committee

Meetings with Public Bodies and Commissions

- Dean Fund Committee
- University of Michigan
- Transportation Commission – multiple meetings
- Commission on Disability

Technical Meetings

- WATS
- AAATA Planning Staff – multiple meetings
- MDOT – multiple meetings
- WATCO
- Library Staff

Collaborative Meetings with City Staff

- Monthly Street Design Team Meetings since August, 2016 (Engineering, Planning, Systems Planning, Public Works, DDA, Parks, AAATA) – 22 meetings to date
- City & DDA Staff Huron Workshop
- City Transportation Staff – multiple meetings
- City Engineering – multiple meetings
- Public Works – multiple meetings
- Forestry – multiple meetings
- City Streetlight staff
- City Stormwater, Forestry, and Maintenance Staff
- City Utility staff
- AAPD
- AAPD Community Engagement – multiple meetings
- City IT/Fiber
- First, Ashley, William Work Group (City Transportation, Planning, Systems Planning, DDA) – multiple meetings

Public Engagement Meetings

131 attended March 19 - 22

101 attended June 4 - 7

Postcard Mailing

1673 postcards mailed to addresses within project areas announcing March public meetings

1573 postcards mailed to addresses within project areas announcing June public meetings

Email and Hand-Delivered Invitations to Public Meeting (invitations and schedules sent for both March and June meetings)

7 neighborhood associations

8 property managers/community managers apartments/condos

300+ individual businesses, residents, property owners, community members, Council Members, City staff, church staff, and other interested parties

Ongoing correspondence with many stakeholders throughout process and continuing

Press Release – Announcing March and June public meetings

June 4, 2018: WEMU “Civic Matters” segment: <http://wemu.org/post/civic-matters-ann-arbor-parking-fees-people-friendly-streets-initiative-and-more>

June 1 2018: Mlive: [Here's how to help shape the redesign of downtown Ann Arbor streets](#)

March 6 2018: Mlive: [See options for redesign of Huron Street in downtown Ann Arbor](#)

March 16, 2018: Public meeting announcement included on 107.1 news update

May 18, 2018: Click on Detroit: [Ann Arbor DDA to hold public meetings June 4-7 for feedback on three upcoming street projects](#)

1290am radio – DDA interviewed about projects and June meeting schedule

Previous related coverage:

March 8 2018: Mlive: [Ann Arbor DDA urges MDOT to support curbside parking on Huron Street](#)

November 16 2017: [Big changes in the works for some of Ann Arbor's downtown streets](#)

January 11 2017: [Downtown Ann Arbor streetscapes getting major upgrades over 9 years](#)

December 28 2016: [Will an east-west 'bicycle highway' through downtown Ann Arbor happen?](#)

July 7 2016: [\\$4M streetscape project to make Huron Street pedestrian-friendly, greener](#)

Website

Dedicated website – www.peoplefriendlystreets.org – capturing project information, meeting schedule, project updates, presentations and video

DDA website also provided meeting schedules and project information

Social Media

Facebook events: March 19, 20, 21, 22 – total reach 7,892, 345 viewed, 162 responded

June 4, 5, 6, 7 – total reach 4,890, 143 viewed, 111 responded

Bicycle Alliance of Washtenaw: Facebook event – bike ride to March 19 meeting and bike train to June 4 meeting

Facebook postings / shares / reposts on multiple accounts

Twitter – multiple postings on DDA account, getDowntown, A2 Climate partners, WDIV, CivCity

Instagram – multiple postings and stories on DDA account

Newsletters

DDA

Nextdoor

111 N. Ashley Homeowners Association

getDowntown

CivCity

Miscellaneous

Community Television Network – session taped and running on station at various times, also archived

Mayor's Green Fair – June 8 – three DDA staff spoke directly to over three dozen Green Fair attendees, 24 people signed up for DDA Newsletter

Community Pop-Up Workshops – July 2017 (3 locations, over 100 participants)

HURON POP-UP WORKSHOP

DATE: July 2017

LOCATION: Huron Street between Fifth Avenue,
Main & Huron, and First & Huron



HURON POP-UP WORKSHOP

MEETING SUMMARY

Date: July 2017

Location: Three locations along the corridor – Huron between Fourth and Fifth Avenue, Main & Huron, and First & Huron.

Workshop Purpose: To engage those who are using Huron Street and capture their feedback to help shape the project goals. A mobile workshop allows us to quickly talk to many stakeholders and understand key issues and opportunities.

Participants:

DDA staff: Amber Miller, Patricia Wheeler, Elizabeth Rolla

Consultant team members: Bob Doyle (SGJJR), Oliver Kiley (SGJJR), Chris Wall (FTCH)

Intern: Lauren Grove

The team talked to about 100 stakeholders about the Huron Street Project. Team members or individual participants captured the feedback by writing comments on the boards and marking up maps of the project area (see attached - check marks or stars indicate that comments were noted more than once).

Some common themes included:

Function

- Overall unpleasant for pedestrians & cyclists
- Hard for pedestrians to cross the street, esp. when cars are turning left
- Pedestrians are vulnerable without a buffer
- Speed of vehicles = street loud & dirty
- Driver behavior is poor – speeding, not looking for pedestrians
- Works well to move cars (except left turns) & a desire by some that it continue to carry commuter traffic

Use & Activity

- Some buildings are architecturally interesting
- Huron does not feel like downtown, feels like the edge; “we avoid it”
- Many blank walls or recessed entrances
- Encourage more pedestrian friendly land uses

Aesthetics & Landscaping

- Unattractive, barren – beautify the street through landscape, art

- Landscape could help buffer from street
- Dark in the early morning/evening
- Some private signage obstructs views
- Flooding under railroad bridge

Detailed comments from the event are attached.

SHARE YOUR VOICE!

HURON STREET Street Improvement Project

What makes **HURON STREET** unique or special to you?

What issues or challenges do you see on **HURON STREET**?

What activities or features would you like to see on **HURON STREET**?

small town character

it is the border street where walkable downtown "ends";

I could care less about Huron Street.

Wide, traffic

Signal timing

→ flooding

high rise development

lack of infrastructure to handle traffic

Busy and Noisy ✓ (not for new Yorkers)

Better planning detours & truck traffic

- difficult to turn left when travelling West by car

- Left turn at Main and Huron ✓

- major arterial that gets congested during rush hour ✓

- Embassy Hotel - safety issue

- ugly/hideous

- Banks

- Flashing is unsafe - caters to cars ✓

- Avoid because not ped. friendly. Use other streets, like Washington ✓

- Peds have to yield to cars

- Some blocks sterile / need landscaping

- High amount of traffic

- Car speed is too high ★

Events that bring out the unique "townie culture" that makes Ann Arbor special.

♥ trees + bushes ✓✓

Protected/separated bike lane ✓✓

Businesses facing ~~Main~~ St Huron St.

Walkable, street level activity, ped friendly, more seating

Better parking

Don't take away travel lanes ✓

Friendly walking area ✓✓✓

slow traffic, improve crossing, improve foot traffic for businesses
signal is too short, ped gets stuck

SHARE YOUR VOICE!

HURON STREET Street Improvement Project

What makes **HURON STREET** unique or special to you?

HURON STREET Reminds of Huron River and Huron Lake

LIKE - traffic lights in SEQUENCE

GARDEN, like @ city hall - NEED MORE.

Some unique older buildings w/nice architectural features, play it up

"IT'S NOT"

like lane widths + traffic mares

ITS JUST A HIGHWAY +1

Hands On Museum +1

- some terrific bldgs along street
- feels like it's all the sides of buildings
- you can actually arrive on it

What issues or challenges do you see on **HURON STREET**?

Huron Street doesn't have coffee shops +1 or music venues
WAY TO MUCH TRAFFIC AND CONGESTION.
NOT INVITING TO PEDESTRIANS

NEEDS to LOOK NICER

TRUCKS & BUSES STOPPING & BACKING THINGS UP.

LOTS of TRAFFIC,
NO TREES. ITS UGLY AND TREES!
SO MUCH CONSTRUCTION!

Speed of traffic on downtown blocks + risks drivers take try to turn left from Huron onto 5th Ave

- not very walkable
- "really nothing here" +1
- lots of collisions @ 5th: car/bike, car/ped
- awkward left turns but w/kids @ museum feels really dangerous for kids

- Highrise developers from Chicago are the only residents

- 4-lane road; too high-speed.

- feels kinda empty
 - loud & over bright. don't even notice when you're next to a pretty bldg
 - not bike friendly (& Washington isn't a great option) too much steering/boxing out
- not much character, compared to Main St

What activities or features would you like to see on **HURON STREET**?

It will be great if Huron street will have something like a coffee shop and a Music Venue. It will be a fantastic if there is a music club that will compete with Necto

Safer pedestrian crossings esp. near Hands On Museum & Fire Dept.

needs to be beautified: banners, flowers +1

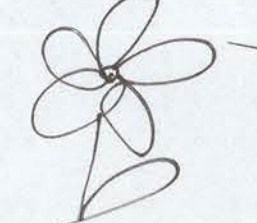
LEFT TURN SIGNAL @ 4th?

smoother pavement for bikes

Local business / NOT CONDOS!

ZIP LINE

SAFER PEDESTRIAN CROSSINGS
EASIER TURNS ONTO FIFTH, ETC.

More Green! 

- More landscaping + retail development.
- Traffic calming.

- bike racks & other amenities

- more trees ("soften" sidewalks) +1

- circulator

- pedestrian islands

SHARE YOUR VOICE!

HURON STREET Street Improvement Project

What makes **HURON STREET** unique or special to you?

- bus stop locations work well
- easy to drive (unlike Main St - too congested)
lights run well
- Hawk at Third
- feels safe to walk
- economic diversity, mixed zoning community
(important to preserve walkability)

What issues or challenges do you see on **HURON STREET**?

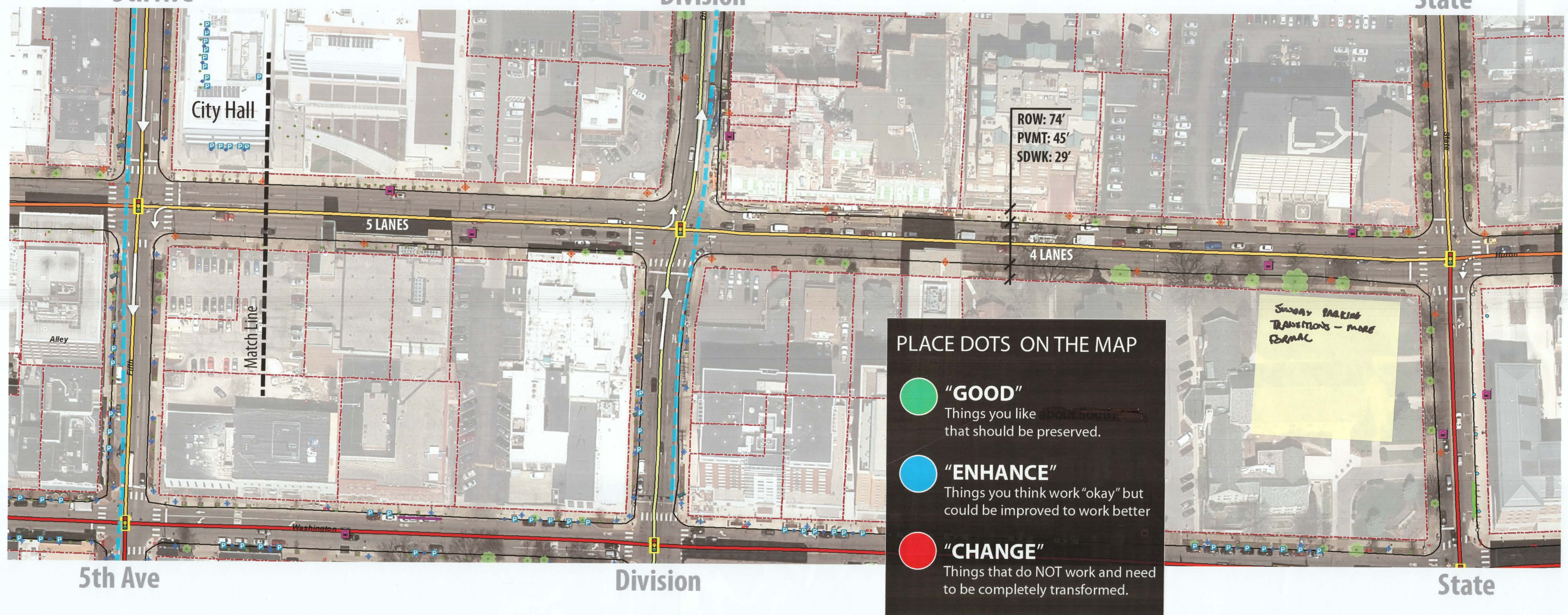
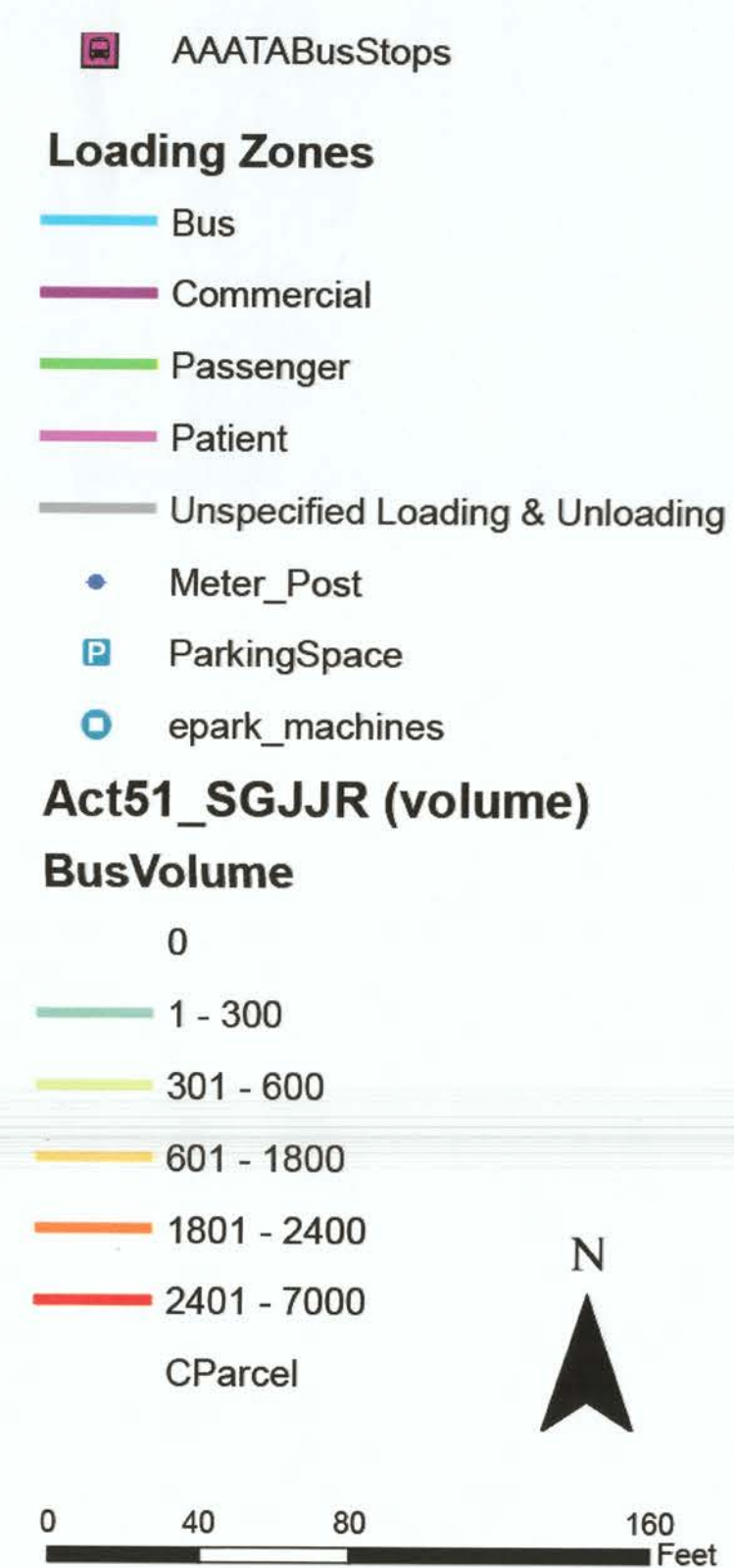
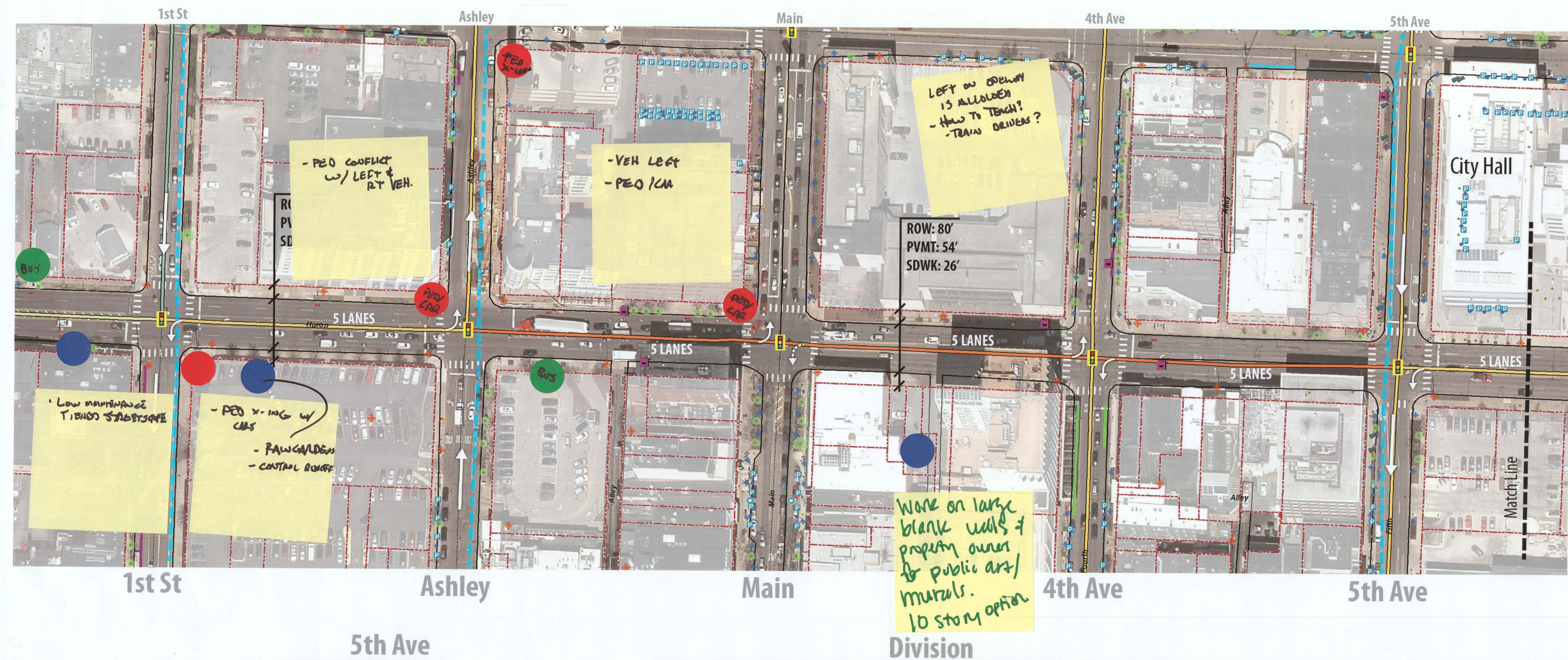
- * driving etiquette - people rushing running lights, T-bone accidents
- * * * * *
- * cars turning not watching for peds ← worst
- No protected L-turn @ Main/Huron bad for peds trying to cross
- Bike lanes blocked on side streets
- inconsistent compliance @ Hawk
- people running red lights high ped. traffic
- NW First/Huron ramp feels too close to traffic
- flooding under bridge
- L turn 5th to Huron - painful
- One-way streets cross traffic
- L-turners gunning it from Huron to First

What activities or features would you like to see on **HURON STREET**?

- another mid-block ped xing (Hawk) btwn Third and First
- * bike lanes
- green space - boulevards
- rain gardens / enhance streetscape
- fewer buses-only L-turns - confusing for out-of-towners
- Signal at Third - replace Hawk
- fewer banks (kill activity)
- public art
- skatepark - as art
- community-enabling space - alleys, courtyards, etc. pedestrian-friendly
- Full bus stop/stations as place markers more than sign posts

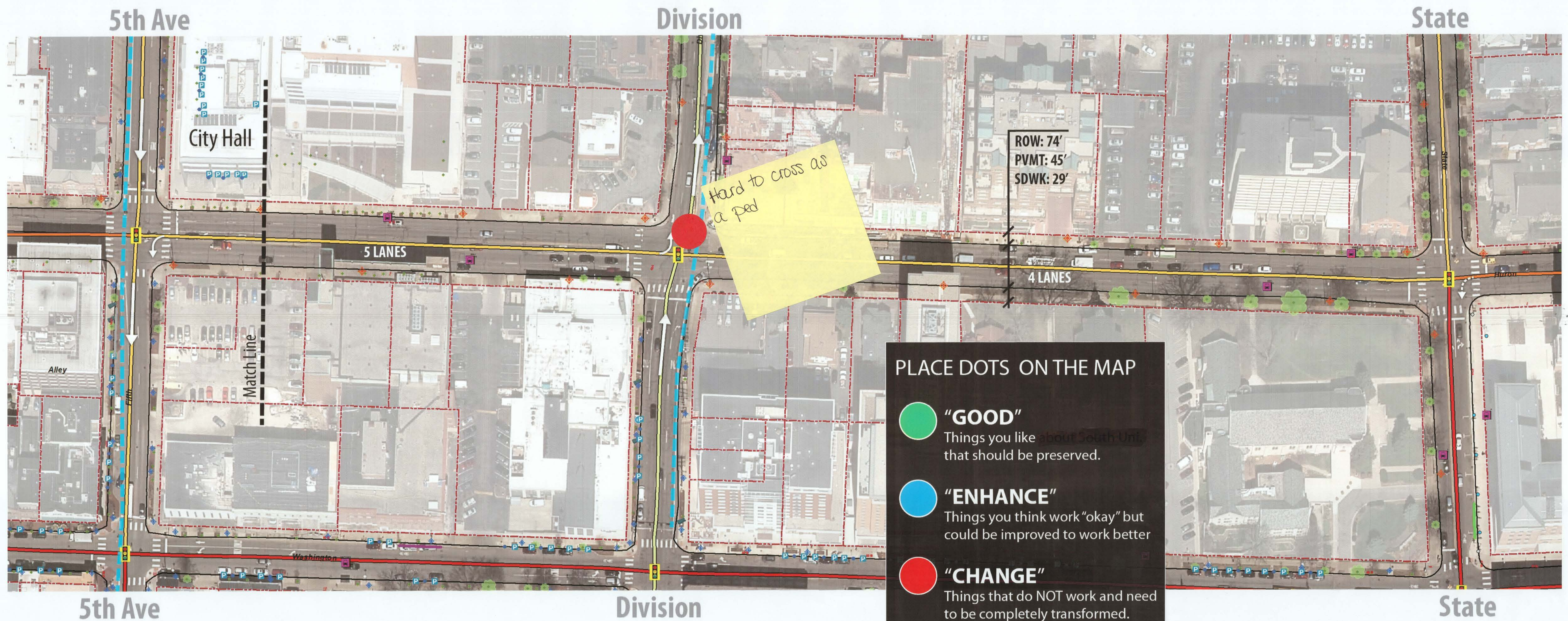
(DVD-parks more bikes than cars ~ 300 workers in 2 buildings)

HURON STREET DESIGN



HURON STREET DESIGN

side lane not enough
need protection (sep.
sidewalk) crowded
Huron = busy, noisy



PLACE DOTS ON THE MAP

- "GOOD"**
Things you like about South Union that should be preserved.
- "ENHANCE"**
Things you think work "okay" but could be improved to work better
- "CHANGE"**
Things that do NOT work and need to be completely transformed.

ONE ON ONE MEETING SUMMARY

Huron Street

DATE: Summer 2017 - Spring 2018



HURON STREET PROJECT – ONE ON ONE MEETINGS

MEETING SUMMARY

Date: Numerous one on one meetings, Summer 2017 to Spring 2018

Meeting Purpose: To connect with property owners, business owners and residents along the corridor to ensure awareness of the Huron Street Project and inform project goals, critical issues, and design details.

Attendees:

- 111 N. Ashley Residents
- A2 School of Yoga
- Ann Arbor Hands on Museum
- Blom Meadworks
- Community Engagement, AAPD
- County Infrastructure Management and County Courthouse
- Cahoots
- Dahlmann Properties
- Duo Security staff
- First Martin
- Mlive
- University of Michigan Credit Union (UMCU)
- West Huron Properties (Yellow Barn)
- YMCA

This summary is provided based on notes taken at the meetings. This is not a direct transcription of the meeting discussions.

OVERVIEW

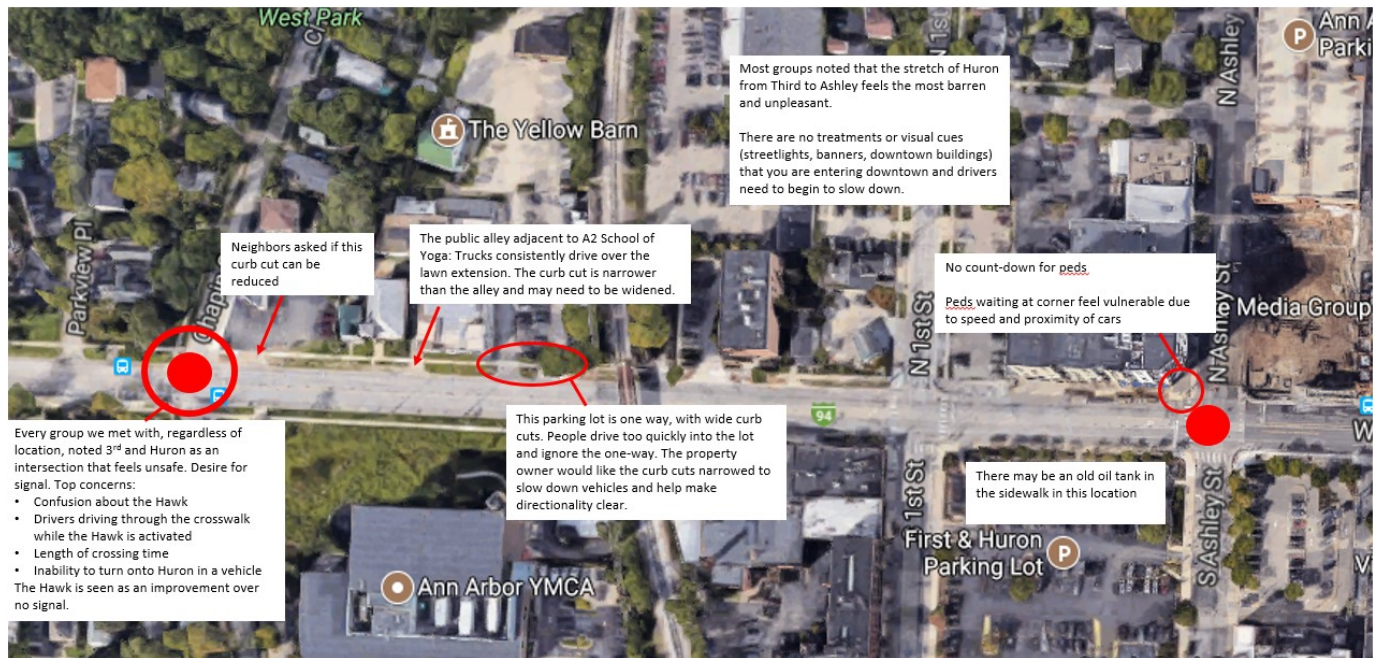
An overview of the Huron Street Project was provided and stakeholders were asked to share concerns, issues and opportunities.

Some common themes included:

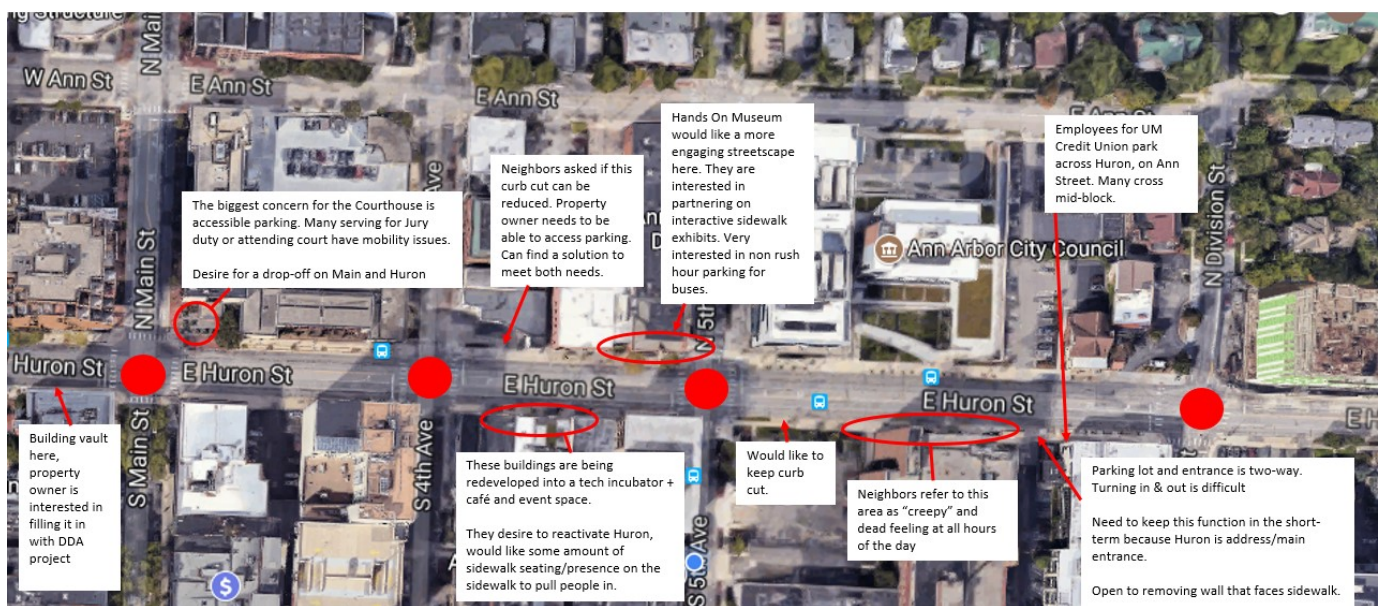
1. Cars speed, pedestrians are vulnerable
 - a. Need to slow traffic
 - b. Need a sidewalk buffer
2. Dark in the early morning/evening - need for pedestrian lights.
3. Hard to cross Huron at most intersections – need for longer signal timing and more pedestrian protection

4. Third & Chapin is viewed as dangerous and confusing. It was the most noted intersection in the discussions.
5. Huron does not feel like downtown in form or function - moving toward Huron is viewed as moving away from Downtown, walking along and crossing is avoided by most.
6. Unattractive, bleak, and loud.

FEEDBACK



● Noted as a problematic intersection for ped crossing, most often by the stakeholders adjacent to it.



● Noted as a problematic intersection for ped crossing, most often by the stakeholders adjacent to it.

111 N. Ashley Neighborhood Meeting (22 attendees)

1. Visibility getting out of garage on Huron of great concern. They conveyed that it's already dangerous could parking on either side of egress could further hinder visibility. Would like the DDA to ensure visibility when determining where to place on-street parking. Felt comfortable that the DDA would address this issue.
2. Wanted to understand if changes will impact emergency vehicles getting to building and if it could cause delays. Felt comfortable that two-way traffic allows for improved access.
3. Loading on Ashley an issue, many people moving in and out of building. A loading zone would help to solve this issue.
4. Two of the attendees did not support the projects and asked that the group vote, only two were not in favor of the projects. Overall, supportive of projects.

A2 School of Yoga

1. Please no landscaping in lawn extension, do not block view of landscaping on the property
2. Need for bike parking, but can it be located in lawn extension in front of neighbors' property? (again, please don't block view of landscaping)
3. Enterprise is an eyesore and dead zone – the sign is too big and blocks view Huron/Chapin

Blom Meadworks

1. The Huron Street Project is the reason that they felt confident investing in their location. They realize the block/area is in transition – this project could help improve comfort and walk by traffic.
2. Supportive of non-rush hour parking, safety improvements, and design direction.
3. Interested in sidewalk café space on 4th Ave side.

Cahoots

1. Very supportive of non-rush hour parking and loading, this is a key need for them
2. They need sidewalk café space in front of 206 Huron. The overall direction of the Huron design, including non-rush hour parking will help to support this
3. The concrete barrier and seat walls feel safer/stronger barrier
4. As they renovate, they will keep the historic façade the same – design 2 fits Cahoots style
5. River design is cool, but it feels like it may be too constraining/crowded on the sidewalk space
6. Most of their employees take 4th Avenue to Kerrytown, so this crossing is critical
7. Alley issues
8. Supportive of the final design direction

Community Engagement Officer, AAPD

1. Biggest concern is the need for a pedestrian buffer and the Third/Huron intersection – hear concerns from Lurie Terrace and YMCA. Would like a signal here.
2. For other challenging intersections – consider no turn on red and dedicated left (maybe at 5th, Main, and 4th?)

County Courthouse at Main and Huron

1. The biggest concern for the Courthouse is accessible drop-off. Many serving for Jury duty or attending court have mobility issues. Those attending court may also have cognitive impairments. The courthouse hears a lot of concern about proximity of accessible parking/desire for drop-off.
2. The only public entrance is located on Huron Street. Only a small number of staff can enter through the back entrance.
3. The police-only parking on 4th avenue and Ann Street must remain.
4. ADA parking on 4th and Ann works for some, but many need drop-offs. Drop-off on 4th or Ann would not serve the intended purpose of getting vulnerable customers close to the Court.
5. Drop-off and police only parking on Main Street and Huron Street would help to address these needs. Long-term parking does not work adjacent to the Courthouse due to security needs.
6. Improve wayfinding, bus stop, and landscaping (will help maintain – no more dead trees, please). Crossing at Main/Huron is dangerous. Staff member is hit, once per year
7. Very supportive of overall design, felt it would be a really positive change, especially in front of the courthouse where it is so stark
8. Shared who is most likely to use the parking near the courthouse during the day. It is probably a defendant who is running close to his/her court time. Once in trial or waiting for trial, they are unlikely to move their car even if they know they are over the time limit.
9. Very supportive of the potential to use non-rush hour parking in front of the Courthouse for pick-up drop-off and law-enforcement only parking. This would serve their needs very well and wouldn't have the potential negative side-effects

Dahlmann Properties

1. Vehicles drive faster than other downtown streets = increased building maintenance because salt, rain, slush hit the buildings
2. Lights seemed timed to move cars through, makes Huron unpleasant
3. Raised planters and trees would help to buffer from these things
4. Check with fiber companies and DTE prior to construction (fiber companies keep digging up sidewalk, gas lines need to be updated)
5. Main Street BIZ should maintain the plantings that are installed within the BIZ area
6. City Center Building location (5th/Huron) is dark and very dangerous to cross the street, 4th & Huron is a bad intersection also
7. Key Bank Building is brighter due to Main Street
8. When they were remodeling the City Center Building they came very close moving the front entrance to 5th Avenue. They had designs and all of the tenants preferred the move to 5th Avenue, but they lost too much leasable space, so they couldn't justify it. They came very close to facing away from Huron.

9. Would like to explore closing the private underground building vault at the Key Bank Building. They put a lot into repairs, but delivery trucks and other vehicles park on the sidewalk on this section of Huron and they can't keep it in good repair/free from leaks.
10. Extra parking is always good, agreed that outside of rush-hour Huron feels empty. Non-rush hour parking is great.
11. Loading and unloading may be helpful by the City Center Building (Huron & 5th), not needed by the Key Bank Building (Main & Huron), which has an alley for service
12. Rackham crossing is also a challenge, asked that we share that with the City and MDOT
13. Rosie's (old gas station at 4th & Huron) has wide curb-cuts on both 4th & Huron that allow them to park 9 parking spaces in the lot. Need to be able to keep all 9 parking spaces, even if the curb cuts are reduced.
14. Native grasses in landscaping are great
15. The Mighty Huron design is nice, but may be challenging for snow removal and skate boarders
16. The colors in design option B are nice
17. Lighting is key – Huron is dark during the winter especially
18. Medians may help to prevent wrong-way turns
19. No need for seating on Huron

Duo Security Staff Meeting:

1. Consider expanding transit opportunities
2. Consider protected left turn from Huron onto Main Street
3. No turn on red would be helpful – pedestrian was bumped by a car turning right on red at Ashley
4. Huron needs to be resurfaced too
5. Any way to improve the lane shift at Division?
6. HAWK – confusing because people only encounter it in that one place

First Martin

1. Huron is too wide/traffic dominated to support retail. Even with their multiple sites on Huron, they have not been able to make the case for retail on Huron Street.
2. The width of the street makes it intimidating to cross. Huron is not a street pedestrians will linger on, they will cross the street and walk down the sidewalk as quickly as possible
3. Willing to explore partnership to explore expanded transit stops. There is not a desire to set back future buildings to accomplish this. Setting the building back will provide even less interaction with pedestrians and will continue to make retail on Huron harder to accomplish.
4. Off-peak parking could be really helpful to provide a buffer, pedestrian refuge islands could make crossing the street less intimidating and bring down the scale of the street
5. Include GFI's and banners on lights
6. Desire to keep curb cut at the 5th & Huron lot

LIVE and The Last Word

1. Huron improvements welcome, non-rush hours parking embraced and a good counter to possible loss of spaces in private lots and as part of protected bike lane.
2. Huron and First Street traffic moves fast, cars floor it to make the streetlight timing
3. Storm water containment could be improved (likely desire is for low maintenance approach to managing storm water)
4. Interested to know if angle parking is possible – seems easier for elderly and people with children to navigate
5. Huron frontage is dark and very unpleasant

Mlive

1. Specific ideas to make Huron feel more like the rest of downtown/safer:
 - a. Streetlights with banners
 - b. Buffer – including sound buffer (very loud, even inside!)
 - c. Well painted crosswalks & countdown signals
 - d. Mature trees and pedestrian islands
 - e. Limit speed to 25mph
 - f. Increased enforcement presence and speed tracker sign
 - g. Murals on blank walls

UMCU

1. It is very hard for drivers to turn into and out of the Huron Street entrance (primarily admin duties only in this building)
2. They cannot change their main entrance because people are driving to the location based on the address. The one-way streets compound this, because if you miss the drive, it is complicated to turn around
3. Current state of Huron – poorly maintained, uncomfortable, all employees exit toward Washington Street.
4. Overall, supportive of design direction

YMCA

1. Biggest concern is the Third/Huron intersection – Hawk is an improvement, but it is still not safe for peds and really hard for vehicles to turn in and out. Need permanent signal, more time for peds to cross, need to feel safe that children and elderly can cross
2. The challenges of Huron put more pressure on Washington, making it too congested. Improve Huron = improve Washington.
3. 100% supportive of full signal at third and Huron. Would like to write letters of support and help to get this implemented. This is a primary concern of theirs – they feel it is a safety issue for their members, particularly children and elderly members. Also, members driving down Third cannot exit onto Huron.

4. Can always use additional parking. Supportive of non-rush hour parking in that sense. Did note that Huron can feel busy around 2pm – are we sure we can lose lanes mid-day?
5. Related to design – they wanted to make sure that we were being sensitive to diverse abilities
6. Traffic is moving fast headed east on Jackson, when vehicles get to Third Street it feels like you have to take the corner fast. You don't want to get rear-ended by the vehicles behind you, but you don't feel the corner is safe to take at those speeds.

ONE ON ONE MEETING SUMMARY

First, Ashley & William Street

DATE: Spring 2018 - Ongoing



FIRST & ASHLEY AND WILLIAM STREET PROJECTS – ONE ON ONE MEETINGS

MEETING SUMMARY

Meeting Purpose:

To connect with property owners, business owners and residents along the corridors to ensure awareness of the First & Ashley and William Street Projects and inform project goals, critical issues, and design details.

Attendees:

- 111 N. Ashley Residents
- Bike Alliance of Washtenaw
- Dahlmann Properties
- Downtown Home & Garden
- Duo Security staff meeting
- First Martin
- Hathaway's Hideaway
- LIVE and The Last Word
- Sweetwater's
- State Street Stakeholders: Cottage Inn, First Congregational Church, NYPD, Neopaplis, Boutsikakis Properties, Hunter House, Ioria's, St. Mary's, Exscape, SSAA
- Three Chairs and Praxis Properties

This summary is provided based on notes taken at the meetings. This is not a direct transcription of the meeting discussions.

OVERVIEW

An overview of the First & Ashley and William Street Projects was provided and stakeholders were asked to share concerns, issues, and opportunities. Common themes included:

1. Fast-moving traffic. A desire for slower speeds and improved safety for residents riding their bikes and walking in their neighborhood and into downtown.
2. Importance of curbside uses, i.e. parking, loading zones, pick-up drop-off area.
3. Supportive of enhanced bicycle infrastructure and two-way restoration
4. Poor visibility and driver behavior, ensure sightlines throughout project areas.
5. Poor lighting, especially at intersections

FEEDBACK

111 N. Ashley Neighborhood Meeting:

1. Wanted to understand if changes will impact emergency vehicles getting to building and if it could cause delays. Felt comfortable that two-way traffic allows for improved access.
2. Loading on Ashley an issue, many people moving in and out of building. A loading zone would help to solve this issue.
3. One attendee felt that bikes do not belong on any streets, biking should be on paths and in parks.
4. Two of the attendees did not support the projects and asked that the group vote, only two were not in favor of the projects. Overall supportive of projects.

Bike Alliance of Washtenaw

Very supportive of projects, felt that many bike alliance members fit the 50% of category of bikers who would bike more if safer conditions

Dahlmann Properties

Meeting was primarily focused on Huron, but provided supportive feedback for First, Ashley, William

1. Protected bike lanes as part of other projects are great. Stakeholder bikes regularly and William is her main cut through. Ann Arbor should aspire to be more like Madison, WI – where you can get everyone by bike.
2. Restoration of two-way traffic is a good idea. Ann Arbor is known to out of towners as the City of two-way streets and is very confusing for those who aren't familiar.

Downtown Home & Garden

1. The business is unique – it is always changing and thrives on evolving
2. Loading and unloading is a top need for them. They go through a very large quantity of product, product that is large/unusual in a downtown space.
3. A dedicated loading zone would be helpful and necessary.
4. Two-way traffic will be fine, they will continue to evolve.
5. Would not like street trees in front of their store, they maintain a significant amount of landscaping.
6. Need improved lighting.
7. Alley issues need to be solved.

Duo Security Staff Meeting:

1. The intersection at Ann/Ashley needs a stop sign. Pedestrians aren't visible and it is dangerous, pedestrians have been hit crossing Ashley (intern hit near Grizzly Peak). Is it possible to do something in the interim?
2. Bicyclist traveling west bound on Liberty was hit by a left-turning car onto Ashley Street.
3. What about snow removal in the protected bike lane?
4. Miller and Ashley is dangerous as well, pedestrians are not visible and cars are trying to turn left quickly.

First Martin

1. Two-way traffic on First and Ashley is desirable

Hathaway's Hideaway

Observations shared:

1. Traffic moves quickly along the street
2. First/Ashley seemed like a good idea at the time it was converted, has turned out to be terrible
3. Snow piles on the sidewalks and it can be hard to get out of car/street and onto sidewalk

Generally supportive of concept with the following concerns:

1. Loading zone in front of building is used frequently by surrounding business for loading/unloading and drop off. School of Rock, business next door, has frequent student drop off. Hathaway's has frequent unloading needs that are not commercial. Signage change to eliminate "commercial vehicle" requirement would be beneficial. DDA exploring.
2. Need to maintain loading/unloading in restoration
 - a. Buildup of traffic to get into surface parking lot when street turns to two-way – just a comment understood that this would further slow traffic.

LIVE and The Last Word

Generally supportive of concepts with the following concerns:

1. Active loading zone in front of LIVE on First used for deliveries and for pick up area for ride share at night (Uber, Lyft) – ideally could use 2 or 3 spots designated as pick up area
2. Metered parking is a priority over pick-up drop-off, but both functions would be nice
3. On street parking is important. If they ran a retail shop or more standard daytime restaurant, they would be adamant about keeping parking, but their business type can be more flexible
4. Solid waste and recycling pick-ups occur curbside, no alley – this function must remain (2 trash, 3 recycle bins currently)
5. Recognize First and Huron lot will be developed creating parking deficit
6. Huron and First Street traffic moves fast, cars floor it to make the streetlight timing.

7. Storm water containment could be improved (likely desire is for low maintenance approach to managing stormwater)
8. Interested to know if angle parking is possible – seems easier for elderly and people with children to navigate
9. Bike parking on First Street would be helpful
10. Can there be a dedicated left turn signal on First Street?
11. People often drive the wrong way on 1st Street
12. Would like to be able to slow traffic and close traffic for special events

State Street Stakeholders– Cottage Inn, First Congregational Church, NYPD, Neopaplis, Boutsikakis Properties, Hunter House, Ioria's, St. Mary's, Exscape, SSAA

1. Why William? Why not Washington or Liberty? William leads to dead end, Liberty and Washington have further reach.
2. Parking structure and Blake Transit noted as issues to be examined.
3. Critical nature of parking. Biking seasonal, need driving customer base. Would like demographics on the 50% biker population project would target.
4. Curbside uses include active and necessary loading zones and recycling cart pick up.
5. Noted safety at First and William intersection due to downward slope west of intersection and uphill on east, bikers pick up speed and don't stop.
6. First Congregational has 6 or 7 parking spaces that are critical to congregation including ADA spots that lead to an accessible route to entrance.
7. One attendee noted that as the downtown and city grow, the metered parking spaces in their section of Huron become less impactful on the whole and that parking is a larger/separate overall issue.

State Street Stakeholders – Follow up meeting in May 2018

1. Supportive of the design direction
2. Appreciative that the project accounted for the need for ADA parking access and Art Fair layout

S. First Street Neighborhood Meetings (18 attendees)

1. An understanding that commuter traffic travels on First Street currently and will continue, but agreement that it should do so on the terms of those who live there and in a way that respects the neighborhood
2. Concerns about loss of parking in the neighborhood
3. Education will be a key component of introducing protected bike lanes
4. Consensus support for two-way traffic and slower speeds
5. Strong interest in continuing a protected bike lane for a portion of First Street south of William Street. Attendees expressed interest in continuing the bike lane protection into the residential portion of First Street. There was concern that this section of First Street may not feel

comfortable to cyclists without protection. In addition, there was concern about visibility backing out of driveways with the amount of parking that occurs on the street. Interest in extending the bike lane protection varied by block, including:

- a. Consensus desire to continue the protected bike lane to Jefferson Street
- b. Strong interest in continuing the protected bike lane south of Jefferson Street, but some questions and concerns that need to be addressed:
 - i. How will the protected bike lane and physical barrier work with driveways and trash collection?
 - ii. How will we help cyclists be more visible?
 - iii. How will the improvements be maintained? What is the impact to snow removal?
 - iv. How will this work with the residential parking permit program?
 - v. If a protected bike lane continues south of Jefferson, does it need to be green and have planters as the physical separation? Could the design be less intense?
 - vi. If there is only parking on one-side of the street, there is a strong desire that it be limited to the residential parking permit program. However, there were also questions about how a protected bike lane will accommodate service and delivery vehicles.

Post Meeting Note: Our recommendation is that we continue to explore two options, a protected bike lane option and a slow street option, so that we can all better understand the trade-offs and discuss further before making a final decision. Subsequent feedback indicates that advisory bike lanes may be the best alternative.

The First Street neighborhood meeting included a map exercise – Feedback from Map notes, below:

Ashley between Madison and Jefferson

- 1 side bike lane, other side resident only permits parking
- How will trash collection work?
- Delivery trucks furniture, etc.
- Resident = owning house on 1st on this block
- Will parking be lost? Need ample parking for guests
- Additional lighting for required illumination on bikes
- Good to see parking maintained and expanded

First between William and Kingsley

- Protected bike lane will be tricky for out of town guests. Needs education to work well. Work with UM to communicate with people.

First between Madison and Jefferson

- If one lane of parking, must be residential.
- Bike lane protection less harsh? Drop the green or the planters?
- 1st St (south of Jefferson) bike lane east side; resident parking on other west side.
- 2-way traffic - yes!
- West bound Madison should have left turn flashing yellow signal

First between Jefferson and William

- Protected bike facility on First Street, south of William & north side of William is okay with me.
- I'm fine with 2-way traffic on First and Ashley south of William. Parking both sides.
- Two-way on 1st & Ashley, parking on 1 side is fine, resident priority
- Speeding vehicles are an issue, downhill
- Needs Residential Parking Permit (RPP) on this block
- Protected bike lane here- difficult to see out of driveways, concern for safety with parking on this side
- Love the idea of protected lane on 1st between William and Jefferson
- Clarify RPP program
- 2-way bike traffic- yes! Bike lane- yes!
- Stop signs on corner of First/ Jefferson
- Sight lines to the north are a problem
- Improved lighting
- Snow removal
- Maintenance

Intersection of First and Jefferson

- 4-way stop sign here!

Intersection of William and Ashley

- Traffic light! This is a nightmare on foot and in a car at rush hour

Sweetwaters

1. Very supportive of projects however emphasized that parking should be priority. (a few 10-minute spots would help them with quick coffee pick-ups)
2. Loading and unloading is a need as well, but would not prioritize this over parking

Three Chairs and Praxis Properties

Overall very supportive, particularly of recognizing Ashley and First Streets as destination streets rather than pass through streets

Issues raised:

1. Improved lighting would be a great benefit of these projects
2. Deliveries could be more difficult on two-way street, loading zones are limited, some deliveries take place in drive lane, which won't be possible on two-way
3. Furniture store would benefit from a loading zone with a longer limit – deliveries can take a few hours. The group asked, "Can these deliveries take place in the alley behind Mitchell Gold and Downtown Home and Garden instead of on the street?"
4. Supportive of more trees

5. N. First between Huron and Ann has a very wide sidewalk with a rolled curb (117 N. First), this space is used for deliveries, trucks pull up on sidewalk, this functions well for the office building. Please DO NOT remove this function.
6. Grading on that section of First is bad, there are stairs on the sidewalk, not ADA compliant – need curb ramps
7. Not happy with wayfinding system
8. Noted that the First and Ashley one-way conversion always seemed like a bad idea, it turned out to be a bad idea. There are unforeseen consequences to the best intentions. How can we avoid unintended consequences with these projects?
9. Overall supportive, two-way traffic makes sense

PEOPLE FRIENDLY STREETS WORKSHOPS SUMMARY

DATE: March 19 – 22, 2018

June 4-7, 2018

**LOCATION: Ann Arbor District Library and
Ann Arbor DDA**



PEOPLE FRIENDLY STREETS WORKSHOPS

OVERARCHING SUMMARY

The DDA hosted two week-long workshops, one in March 2018 and another in June 2018. The workshops were broadly publicized and open to the public, drawing in a total attendance of approximately 232 people. The format consisted of public presentations and open design/feedback sessions. This format encourages the public to collaborate with the design team to identify key issues and opportunities and help shape a vision for the projects. These sessions offered the unique advantage of giving immediate feedback to the designers and, in many cases, finding solutions to issues on the spot. Due to the timing of the projects, the March workshop provided an opportunity to inform a Huron Street design direction, while the First & Ashley and William Street conversations were just beginning.

Feedback Format

Through these input sessions, the DDA received a range of feedback on each of the projects. Feedback was provided in three primary ways during these sessions:

- Comments made during Q & A
- Direct conversations with members of the design team and other attendees
- Written notes and comments on maps

Q & A comments were the least common form of input during the session, approximately 45 people or 20% of attendees provided feedback in this format. Most of the feedback was provided during the collaborative or one on one interactions.

Feedback Sentiment

Attendees fell into three primary categories:

- Those who arrived supportive and enthusiastic about the projects
- Those who arrived with questions and concerns, but had their concerns alleviated through the workshop and left feeling comfortable/supporting the projects
- Those who fundamentally disagreed with the overarching goals of the projects and left with their perspective unchanged

While it is hard to quantify the feedback due to the interactive and one on one nature of the workshops, interactions at the meetings indicate that most attendees belonged to the first two categories. A small number of attendees, approximately 6 individuals or 2.5% of attendees, voiced overt opposition to the project(s) goals or data at these meetings. Additional feedback of this nature was received via email. To ensure transparency, a summary of comments received over email is compiled in Appendix A.

Examples of enthusiastic comments received during one on one interactions:

- “These projects are inspiring. This whole room is inspiring. Thank you for what you are doing.”
- “It means a lot to me that these projects are legitimizing cycling.”
- “I am here to talk about streets for people. How can I support these projects?”

For those who had questions and concerns, the project team sought to address their concerns. Examples of concerns the team was able to address through these discussions:

- Desire to keep parking and loading
- Need for more loading/unloading
- Need for pick-up drop-off

Ann Arbor DDA staff and the design team recognize the critical nature of parking and loading zones. Although parking is impacted in portions of the protected bike lane area, other street changes allowed for the addition of parking where it currently does not exist. Curbside use was discussed at length with stakeholders.

All loading zones were identified throughout the project area. With input from stakeholders, loading zones will be maintained, moved, and/or added to locations. In addition, curbside use is evolving to reflect mobility changes and the need for pick-up and drop-off areas has increased. These projects provide the opportunity to reevaluate current curbside use. Loading and pick-up drop-off areas specifically addressed in the plans include Downtown Home & Garden, Doughty Montessori, Live/Last Word, 111 N. Ashley Street, Duo Security, Hathaway’s Hideaway and numerous properties along Huron Street.

- Need for ADA parking

There will be no impact to the number of ADA parking spaces in the project area. The DDA worked closely with First Congregational Church to ensure ADA parking remains and is expanded, if possible.

- Confusion about neighborhood street with advisory bike lane treatment

The design team heard multiple points of feedback related to confusion around the advisory bike lane treatment. It is a new concept that reinforces the function of a traditional neighborhood street. The team is now recommending piloting it on a portion of William or First, rather than installing on William, First, and Ashley. This helped some Ashley Street residents feel better about the improvements.

- Impact to traffic volumes and speeds (concerns included both perspectives - that the project may increase or decrease volume/speed)

For the most part, once attendees understood the traffic impacts and that the goal was to slow traffic and improve safety, they felt comfortable with the projects.

Examples of concerns the team was not able to address:

- Desire for traffic to move quickly
The City of Ann Arbor and Ann Arbor DDA have embraced Vision Zero. Moderating vehicle speeds is a key factor in furthering this commitment, as slower speeds reduce the frequency and – more importantly – the severity of crashes. The project team did not feel that facilitating fast-moving traffic within the project corridors is in alignment with Vision Zero.
- Desire for people on bikes to stay out of the road
People are legally able to ride a bike in the street. Improving safety and providing additional infrastructure for people on bikes is a key component of these projects and the City of Ann Arbor’s non-motorized goals.
- Disagreement with the traffic team’s findings regarding impact on vehicular travel time or the two-way restoration benefits
Huron Street: The traffic analysis indicates that during rush hour, vehicular travel time will reduce slightly across the entire corridor due to signal timing improvements and a dedicated left turn signal at 5th Avenue and Huron Street. During the non-rush hour, the analysis indicates about a 15 – 20 second delay per block. These estimates are based on future traffic growth projections and so they are conservative estimates (meaning they overestimate the increase in travel time).

First, Ashley, and William Street:

Most trips (85%) are local (only a few blocks in length), and vehicular travel times are estimated to decrease slightly for these users because of more direct routing due to two-way travel (i.e. drivers don’t need to circulate around one-way streets as often).

For the 15% of vehicles traveling the entire length of the corridor and using it as a bypass - travel times increase the most during the PM rush hour. For this 15%, the largest increase is an additional 72 second on Ashley Street for drivers going all the way from Kingsley to Madison.

The changes in travel time align with anticipated speed reductions for drivers speeding today. Given the commitment to Vision Zero and the safety benefits for all users, the project team feels that the change in travel time is acceptable/desirable. Please see Appendix B for more detailed information regarding the analysis.

A summary of detailed workshop comments is included in the following sections.

PEOPLE-FRIENDLY STREETS DISCOVERY WORKSHOP

MARCH WORKSHOP SUMMARY

Date: March 19th – March 22nd, 2018

Location: DDA Office, 150 S. Fifth Avenue, Suite 301 (March 19th – 20th) and Ann Arbor District Library – Downtown Multipurpose Room, 343 S. Fifth Avenue (March 21st – 22nd)

Workshop Purpose: To provide project information, identify key issues and opportunities along the project corridors, and allow the public to collaborate with the design team on a vision for the projects. These sessions offered the unique advantage of giving immediate feedback to the designers and, in many cases, finding solutions to issues on the spot.

Format: Sessions on March 19th and 22nd consisted of a [45-minute presentation](#), followed by approximately 20 minutes of Q & A and an hour for the open design studio/one on one feedback with the team. Sessions on March 20th & 21st consisted fully of the open design studio/one on one feedback with the team. 131 people attended these sessions.

- Monday, March 19, 6pm - 8pm: Presentation and Design Studio/Feedback session
- Tuesday, March 20, 1pm - 5pm: Open Design Studio
- Wednesday, March 21, 9am - 11am: Open Design Studio
- Thursday, March 22, 6pm - 8pm: Presentation and Design Studio/Feedback session

Participants:

DDA staff: Amber Miller, Maura Thomson, Susan Pollay

Consultant team members: Bob Doyle (SGJJR), Oliver Kiley (SGJJR), Neal Billetdeaux (SGJJR), Monique Bassey (SGJJR), Keenan Gibbons (SGJJR), Ian Lockwood (Toole Design), Addie Weber (Toole Design), Erica Guidoboni (Toole Design), Taylor Dennerlein (Toole Design), Bonnie Moser (Toole Design), Chris Wall (Wade Trim)

Public: 131 attendees (sign in sheets attached)

This summary is provided based on notes taken at the meeting. This is not a direct transcription of the meeting discussion. Where staff responses or clarification were provided, they are denoted in italics.

Q & A Summary

Monday, March 19th

A 45-minute presentation with an overview of the scope of the projects followed by an open discussion and the opportunity to talk with the design team.

Video of presentation can be found here: <https://a2ctn.viebit.com/player.php?hash=PIPP0GXA7jYQ>

- I'm generally opposed to signals, but I support a signal at Third and Huron. Main and Huron is also very scary.
- Huron and Division is also a bad intersection. The left turn is bad there.
- On Division Street, loading and unloading takes place on both sides of the street and blocks traffic.
- I'm a resident on First Street – have we determined parking trade-offs? I'm concerned about loss of parking.

We are still examining that. It is possible that parking will need to be removed to accommodate a protected bike lane. We will know more once we have a better sense of the bike lane placement and configuration. Input will help to shape the design.

Post meeting note: The recommended protected bike lane placement is the east side of First Street and the north side of William Street. There is currently a bike lane on the east side of First Street from Miller to just south of Liberty, so this location has little impact to parking/loading south of Huron Street. Parking can be added to the west side of First Street where there is currently no parking. The bike lane on William Street is recommended on the north side of the street and parking would be removed from the North side. Some of this parking can be shifted to the south side of the road where there is currently no parking. Overall between the three roadways, we anticipate only a slight reduction in on-street parking, which can be mitigated through other parking improvements in the downtown area.

- These are great projects. How can we share ideas for new projects?
Ideas for new projects often come from meetings like these. Please find a team member after the meeting and talk with us about your ideas and concerns.
- Some communities reduce one-way streets down to one lane to make them safer/more ped friendly. Is that possible here?
- Could we address speeding concerns with speed bumps and stop signs?
Some cities on the east coast do this for their neighborhood streets. This treatment is not ideal for these locations/not possible for these streets.

Post meeting notes: Speed-bumps are not a substitute for good street design. Traditional two-way streets that "feel" narrow with on-street parking or protected bike lanes will be the most effective tool to address speeding. We are examining adding stop signs at key intersections where our analysis indicates visibility or speeding may be a problem.

- I really appreciate the presentation. I think some things are working against us/making it hard to achieve community goals. 1)UM and thousands of commuters daily 2) Public schools cut busing/parents don't feel safe letting kids walk to school and 3) Townships and growth in townships. How do we get traffic numbers reduced?
The University recognizes the value of a "soft/safe" pedestrian environment; they have closed off streets and ensured that this exists once you are on campus. However, the expectation is that

people traveling to and from the university by car can get their quickly and with limited interruption. This is pushing the negative externalities on the community - there should be recognition that the campus road closures have created challenges by disrupting the network/limiting street choice options and that the residents, employees, and visitors to off-campus locations deserve this same safe environment.

Commuting is not the problem; however, speeding is the problem. The problem is degrading a place and the experience of those who live, work, spend time there so that others can drive through quickly. Change the paradigm so that commuters are still welcome through, but in a way that respects the downtown, neighborhoods, and community.

Post meeting notes: Investing in walking, biking and transit helps provide more attractive options for those who choose/need to not drive. Other communities that have invested in protected bike lanes have seen usage increase. As the protected bike lane network increases, ridership has increased more quickly.

- Have you considered game-days and the impact to traffic?
There are about 7 games/year, so 7 days when traffic is impacted. We don't recommend that streets be designed for 7 peak traffic days a year. Additionally, the two-way restoration effectively doubles many of the turning opportunities and provides more ways to get through the downtown during heavy congestion periods.
- How will the bike lane be maintained?
In coordination with the other bike lanes. We will know more once we have a recommended design and are working with City staff, including Public Works, to evaluate the needs for bike lane maintenance

Post Meeting Notes: The design team is recommending a two-way protected bike lane because it is easier to keep clear of snow/can accommodate a greater variety of equipment, possibly equipment already owned by the City.

- Is the protected bike lane redundant with what is recommended as part of the Treeline Trail?
No. In the short-term the protected bike lane can provide a connection to the northern-most portion of the Treeline Trail. In the long-term, when the full Treeline Trail is implemented, the protected bike lane will serve a different, complementary purpose and provide more direct access to downtown.

Thursday, March 22nd

A 45-minute presentation with an overview of the scope of the projects followed by an open discussion and the opportunity to talk with the design team.

- These streets are arterials; need to be able to drive quickly through. Bicycles belong in the parks, not on the streets.

- (Community member response to prior comment) I'm a resident on S. First Street and I disagree. There is dangerous speeding taking place on these streets. Many people have grandchildren or small children and feel it is unsafe. I have lived on this street for several decades and my wife and I walk downtown regularly and contribute to the local economy. I want to be able to continue doing this safely.

- Why are these projects being pursued?

There is a community commitment to Vision Zero and a desire for safe streets and the recognition that downtown is a special place where exchange, both economic and social, occurs. Two-way streets were part of the original street grid that facilitated commerce and community interaction. In addition, implementation of dedicated protected bicycle facilities will enhance the City's modal network providing more options for residents and visitors. The DDA supports creating a stronger commercial and safer pedestrian environment these projects will provide.

- I moved here recently, in part because Ann Arbor has a reputation for being a bicycle-friendly community. I have been disappointed in the lack of infrastructure so far. I support these projects.

- I support these projects – two-way streets and bike lanes.

- How does the bicycle safe passage law apply to these streets? How will I be able to pass someone on a bike? I can't cross the yellow line.

*It is already illegal in Michigan for motorists to pass a bicyclist in an unsafe manner, so this statute adds teeth to law by specifying the distance **if conditions allow**.*

Post Meeting Note: Section 10:18 of Chapter 126, Traffic, Title X was amended in December of 2016 to include the following (bold added for emphasis):

Section 1: That Chapter 126, Traffic, of Title X of the Code of the City of Ann Arbor be amended to add a new section 10:18 to read as follows:

10:18. Safe passing of bicyclists, pedestrians, and persons in wheelchairs.

*(1) Except as otherwise provided in this section, the driver of a motor vehicle, when passing a bicyclist who is proceeding on the roadway in the same direction as the vehicle, shall pass the bicyclist at a safe distance, which, **if conditions allow**, shall be at least a five-foot separation between the right side of the driver's vehicle, including all mirrors or other projections, and the left side of the bicyclist.*

- What will be the impact of the projects? Will they calm traffic? Make the streets busier?

The First/Ashley Two-way restoration will slow travel speeds for cars and help discourage speeding along these corridors. This has measured, documented safety benefits. Two-way

streets are also more comfortable for pedestrians, and create an environment more conducive to shopping, commerce, and sidewalk activity.

- Slow street/advisory bike lane is confusing.
The slow street/advisory bike lane is a new concept for Ann Arbor. Many two-way streets surrounding the project area already function as recommended. Two-way traffic with parking on both sides of street naturally guide vehicles closer to the midline of the street, encouraging drivers to slow down and wait for oncoming vehicles to pass. Advisory bike lanes are one idea to transition from a protected bike lane into a slow, neighborhood street.

Post Meeting Note: The DDA is considering a pilot project approach to introduce this concept to the community.

- What side of the street is the bike lane on? Is it recommended for First and Ashley?
We are still exploring this, currently the protected bikeway is being considered on the east side of First street from Kingsley to William Street, and on the North side of William from First Street to State Street.
- I am a downtown resident and business owner. I fully support these projects.
- I am a long time downtown business owner, I support these changes. We can make them work.
- I have multiple people in my household that have mobility challenges. In the winter, we are house-bound. Sidewalks are not consistently cleared or enforced – it is challenging to access our car or travel downtown.
Enforcement is an important point for many street related issues. Snow clearing, particularly at intersections and curb ramps, is important. A2 Fix It can be used to report issues or concerns. For future projects, curbless/raised streets can help to provide improved access and flexibility.

Huron Street Feedback Summary – Reaction to Design Options

Since the Huron Street design was further along than the First, Ashley, and William Street design, the project team sought feedback on design options during the March Workshop Open Studio feedback sessions.

What we heard:

- 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

MARCH WORKSHOP – Feedback from Map notes

COMMENT THEMES:

- Preserving/enhancing service access is essential (loading/unloading/solid waste)
- Need intersection protection for people walking and biking and improved visibility for all users
- Speeding is a concern/desire for slower speeds
- Reduce conflicts between people in cars, on bikes and walking
- Residential parking is important

FIRST & ASHLEY ST.

Kingsley to Miller

- Too fast!
- No bike lane
- On First St.
 - Residential area is redeveloping with higher density
 - Issue with dumpster loading for new development. Dumpster in lawn extension.
 - Use of bollards/delineators in buffer area at intersections
 - Any signals or warning treatments for this crossing? Gateway? Advance? In-road treatments?

Intersection of Kingsley & First

- Need better visibility around the corner

Intersection of Ashley & Kingsley

- Scary, crosswalk! Fast cars, they cannot see you
- No stop, fast
- Downhill
- Hard to drive slow
- Cars will get aggressive where the bike lanes end.
- 4-way stop?

Intersection of Miller & Ashley St

- Cars often going wrong direction coming from North
- Strong pedestrian crossing

Miller between Ashley and First St

- Lighting issue
- Fast down a bike lane / no bike lane
- Biking space switches

Intersection of First & Miller

- Drivers turning left off Miller onto first aren't looking for pedestrians
- Bike box on no turn on reds

Ashley St between Ann to Miller

- Ann St garage impact on traffic value

Intersection of Ashley and Ann St.

- As vehicle, it is difficult to see pedestrians, traffic, and bikes for left turn
- Foot traffic from Ann & Ashley parking structure

Intersection of Ann & First

- Cars don't stop, hard for pedestrian to cross
- Rolled curb, building owner uses for loading/unloading, highly valued

First St. between Ann and Huron

- Dirt lot, redevelopment opportunity
- Cars do not stop, hard for pedestrians to cross

Ashley St. between Huron and Ann

- Conflict between cyclists and drop-off
- Used for moving and Delivery, conflicts with bike lane

Intersection of Huron and Ashley

- Need crosswalk light button on for pedestrians
- Bike lane with right turn lane on Huron is scary
- Parking may not work with 2-way

Huron St between Ashley and First

- Non-rush hour parking is great, but can traffic handle it?
- Suggest non-rush parking 10am-5pm, one side only
- Contractors to service building park at the corner of Huron and Ashley St.

Intersection of Huron and First

- Cars turning left onto first from Huron are trying to beat gap, not looking for pedestrians
- Conflict between bikes and cars turning left, cars have to take lane
- Improve left turn

Ashley Street between Huron and Washington

- Pay attention on the one-way entrances
- Existing bike lane is a problem

First Street between Huron and Washington

- Solid waste collection must continue
- Notice drop-off early evening for club
- Parking is important, but not as much as traditional retail
- No alley on this block, trash service happens on street
- Brown Block redevelopment opportunity

Intersection of Washington and Ashley

- Speed limit sign
- Need better lighting on the street
- Pay attention on the loading and unloading space

Ashley Street between Washington and Liberty

- Pay attention on the deliveries spot
- Location of trash pickup curbside
- Alley holding garbage and recycling containers
- Trench drain property owners help fund with grease separator
- Crucial loading zone shared by multiple businesses

First Street between Washington and Liberty

- Night clubs and concert hall - people line up on sidewalk
- Bump out curb
- Liberty and First will be rebuilt for sewers. Check with public works about what will be built.

Washington between First and Ashley

- Possible loading zone

Ashley between William and Liberty

- Loading and customer drop off, add pick up space
- Parking lot external
- Vehicles cut intersection here, was struck on bike travelling west bound on Liberty

First between William and Liberty

- Currently dirt on east side, protected bike lane/sidewalk would be great
 - Second that!
 - Third this as a runner, best to cross at 4-way stop at William and First

First between William and Jefferson

- Need parking on east side of street
 - Disagree! Think protected bike lane east side street would be AMAZING!
- I bike here daily and it currently works well

- Illegal left access the east side of street

Intersection of William and Ashley

- Heavy rush hour crossing both pedestrian & vehicle. Difficult to see traffic coming up hill travelling east on William St.

First between Jefferson and Madison

- Use street parking often
- Biking on this street currently works well and feels safe
- I live here. I'd trade one lane of parking for a dedicated bikeway
- Traffic is faster than it should be because of one way
- Keep parking on both sides of street

First between Madison and Mosley

- Residential parking permit is important

Ashley between Jefferson and Madison

- I bike here every day- don't think protected bike lane is necessary because traffic is low.
- Keep parking on both sides

Intersection of Ashley and Madison

- Convert to 4-way stop

WILLIAM St.

In general

- Pavement quality poor on William St. bad for bikes.

Maynard to State

- Consider loading alternatives in alley
- What should connection to campus look like
- Handicap parking & drop off, potential conflict with the bike lane, especially on Sunday morning (church)
- Wayfinding issues William St.
- Potentially connect the William St. bike lane with North University (future bike lane location)

Maynard to Thompson

- No permanent vertical elements on bike lane barriers, conflict with art fair lay out

Fifth to Division

- Waste & recycle pick up for residential properties

Fifth to Fourth

- Bus traffic
- Move AirRide to here (Fourth St.)
- Bike signal / Bus conflict
- Fifth might be narrowed by protected lane
- Exit only in PM hours (parking structure)
- Lots of drive ways

Intersection at Main St. & William St.

- Dangerous, vehicles turning are not looking for pedestrians
- Traffic light should be timed to get through Main without speeding
- Heavy left toward interstate waiting for permissive left
- Commercial activity on Main stops at William St. - can we encourage people to cross over William St.

Intersection at 5th and William

- Busy intersection, with AirRide stop
- A lot of post office trucks busy

Intersection at 4th and William

- Protected left

Main to 4th

- Lots of cars entering/exiting parking structure.

Main to Ashley

- Businesses would see more pedestrians from William St. bike lane.
- Parking lot- future development

Intersection at Ashley and William

- Visibility, street topography
- Sight distance issue
- Pedestrian navigation

Intersection at First and William

- Transition from commercial to residential
- Complex, 3-way stop
- 4-way? Eastbound bicycle movement through intersection

First Street

- Bikes ride both ways
- 2nd street has 2 ways, acts like a yield street
- Heading out is confusing

First to Ashley

- Question on parking lot usage / greenway

Intersection at Third and William

- Busy intersection
- Take advisory bike lane to Fourth

Intersections at Third and William and Fourth and William

- These intersections are bad in the morning with cars cutting down from Liberty to bypass the Liberty/3rd stop sign. Please add stop signs.

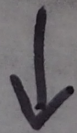
Residential Parking Permit is important

*RESIDENT
PARKING
PERMIT.

I live here.
I'd trade one lane of parking for a dedicated bikeway.


Traffic is faster than it should be b/c of one way

Keep parking on both sides of street



I bike here every day - don't think
protected bike lane is necessary
because traffic is low



- ① Anne has money to
test planning tools
- ② Current state of what
we use.
 - ~~Adm~~ end of week
 - Ross Sanders
 - Oguma
 - Workplace studio.
 - Railroad Proxix Proj.
 -  Anna Adams as a logio.

this side

← disagree! think protected bike ln. east side would be Street AMAZING

second!

I bike here daily and it currently works well



Liberty + First
will be rebuilt
for sewers.
Check with Public
Works about what
will be built.



Converts to
parkland, if
not parking

currently dirt on this side
protect w/ bike lane / sidewalk would be great

1st
2nd
3rd

3rd this as
a runner, best
to cross, best
stop @ William + 1st

TRAIN TRACKS



turning cars
trying to beat
gap, not
looking
for peels

[solid waste
collection
- must continue -

Parking is important, but
not as much as
traditional retail

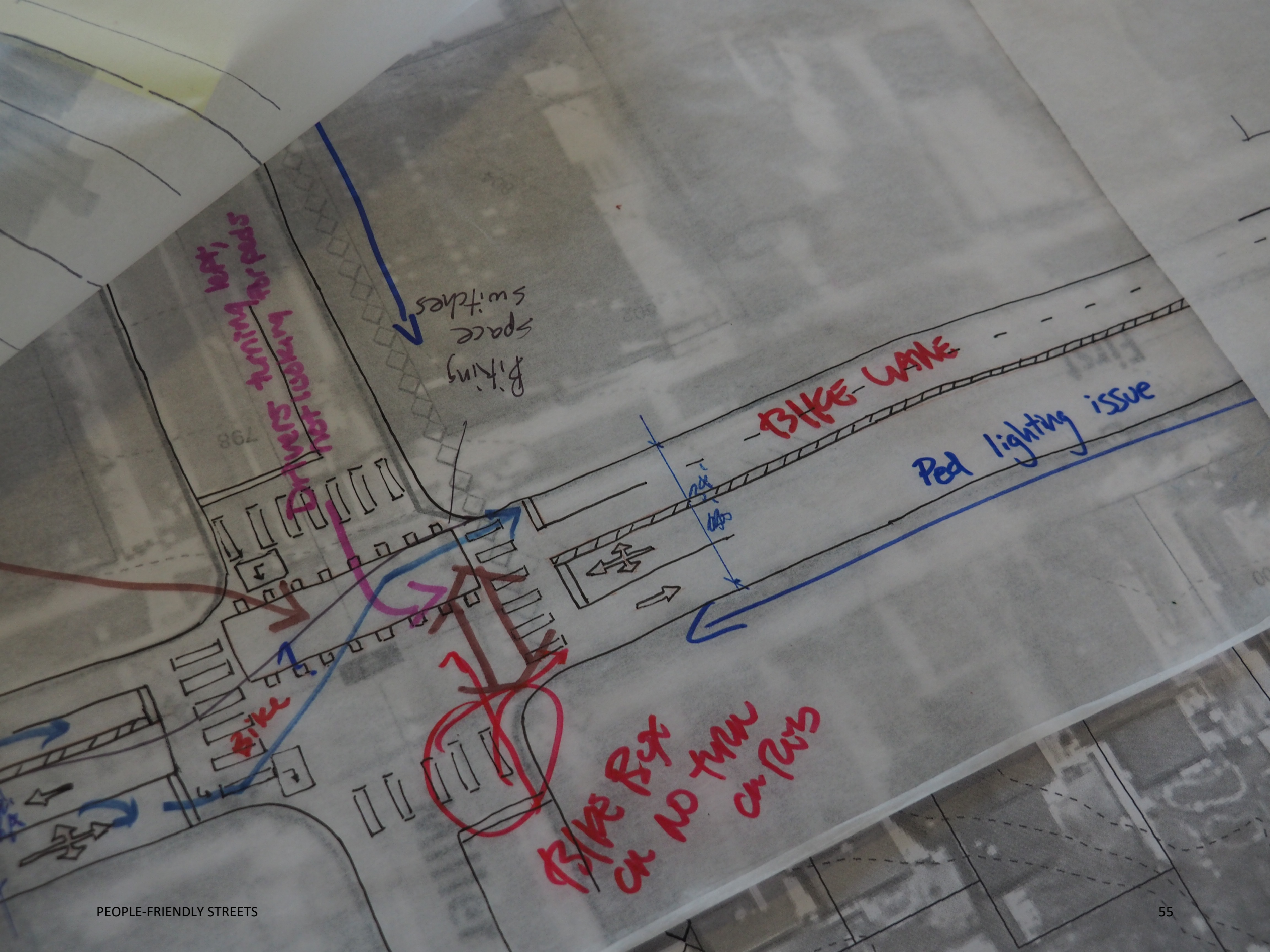
Night
club

First Martin office

No alley on this block, trash

LAWYERS
PAPER

while
day off
early pm
for club



862
798
Biking
space
switches

BIKE LANE

Ped lighting issue

Bike Box
on NO turn
on Peds

Cars often going wrong direction coming from 2 way

1K on bike

fast down on bike if no bike lane

NECKDOWN (NO PARKING @ WEST)

STRONG PEDESTRIAN CROSSING

NO BIKE LANE

BIKE LANE EAST OF MAIN



contractors to service building park

non-rush hour

suggest non rush parking 10am-5pm one side only

parking - may not work w/ 2-way

with 6 bike

bike lane w/ right turn lane on Huron is scary

Used for moving & deliveries important

CONFLICT between cyclists & drop off
DROPP-OFF

NEW HOTEL

Need cross walk light button for pedestrians Main & Huron

Contractors
to service
building
park

Parking

may not work
w/ 2-way

bike lane w/
right turn lane
on Huron is
scary

non-work

non
park
10 min
con

Closed

Need
cross walk
light

2-way
thanks

contractors
to service
building
park

existing bike lane
is a problem

Parking - may not work
w/ 2-way

BIKE LANE

with 6' bike
buffer

bike lane w/
right turn lane
on Huron is
scary

side path 2,
bike 1

WALK minimum
HC PARKING on MAXIMUM
Drop off / PICKUP ROUTE
SUN BAN PARKING

consider
loading
alternatives
alley,

CURB-TO-CURB
MAYNARD - THOMPSON

Maynard

residential

Alley

WALK minimum
the parking on Maynard
Drop off / passenger route
Sun bus parking

NO CURB
ACCESS

B

21(45)

delivery driver issues

consider
loading
alternative
alley?

CONCERNS - all booth space

ADA spaces + other space
necessary for parishioner entry/exit

First Congregational

prefer
north side

ADA
ACCESS

WAYFINDING
AND ACCESS
WALK minimum

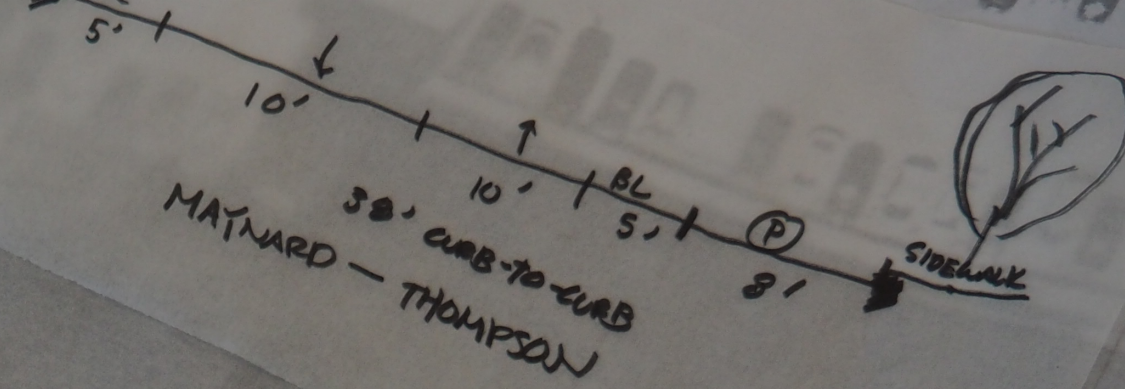
ADA ADA
Seating

FAIR

15(36)

ART

no vertical
element



St. Mary's

parishoner pkg
19(45)

not permit

residential

curb side waste mgmt
[B]

CANT CURB

ART

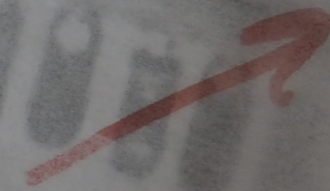
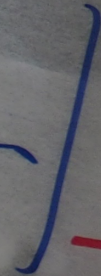
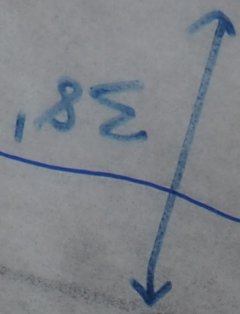
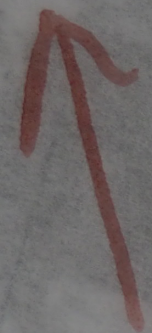
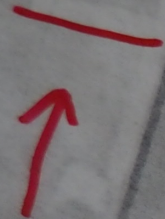
FAIR
15(36)

no vertical elements

NO C
[B]
210
delivery
C
R

BUS STOP
50+ RIDER
RT 5

430945100



THESE INTERSECTIONS ARE BAD
~~W/~~ IN THE MORNING W/
CARS CUTTING DOWN FROM
LIBERTY TO BYPASS THE
LIBERTY/3rd STOP SIGN.
PLEASE ADD STOP SIGNS.

955.333.0803



FIRST

790

788

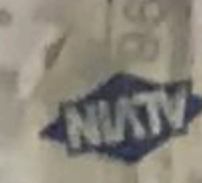
784

782

Ashley

798

FIRST/ASHLEY



TREELINE TRAIL

Cars aggressive where bike lane ends (going from "you're not a car" bikes to Kingsley)

yes! too fast

FAST

NO STOP

Hard to drive slow

Bike lane

A way stop

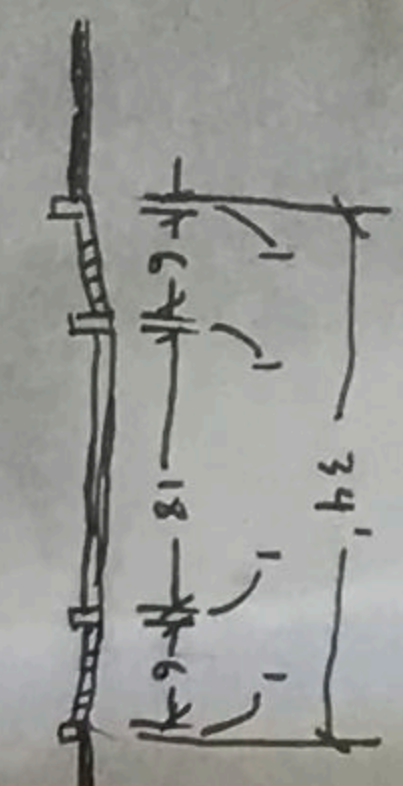
Scary crosswalk! fast cars can't see you

FAST CARS

TO BIKE

Rain garden park

Red little curbside corner



10' CROSSWALK

USE OF BOLLARDS / DEUSING IS BUFFER AREAS AT INTERSECTIONS?

KINGSLEY - MILLEN

- Streetlight / Owner
- DDA / City
- Private
- U of M
- AAATA Bus
- Rail
- Primary Route
- Bus Routes
- Supporting

Any signals or crossing treatments for this gateway?
- Avenue?
- In-Road Treatment?

3
FIRST/ASHLEY

Left turn on red
on parking lot

Red lighting issue

Bike lane

Drivers turning left, not looking for peds

Biking space switches

slow uphill, some use sidewalk on bike

Red lighting issue

to bike lane
left turn

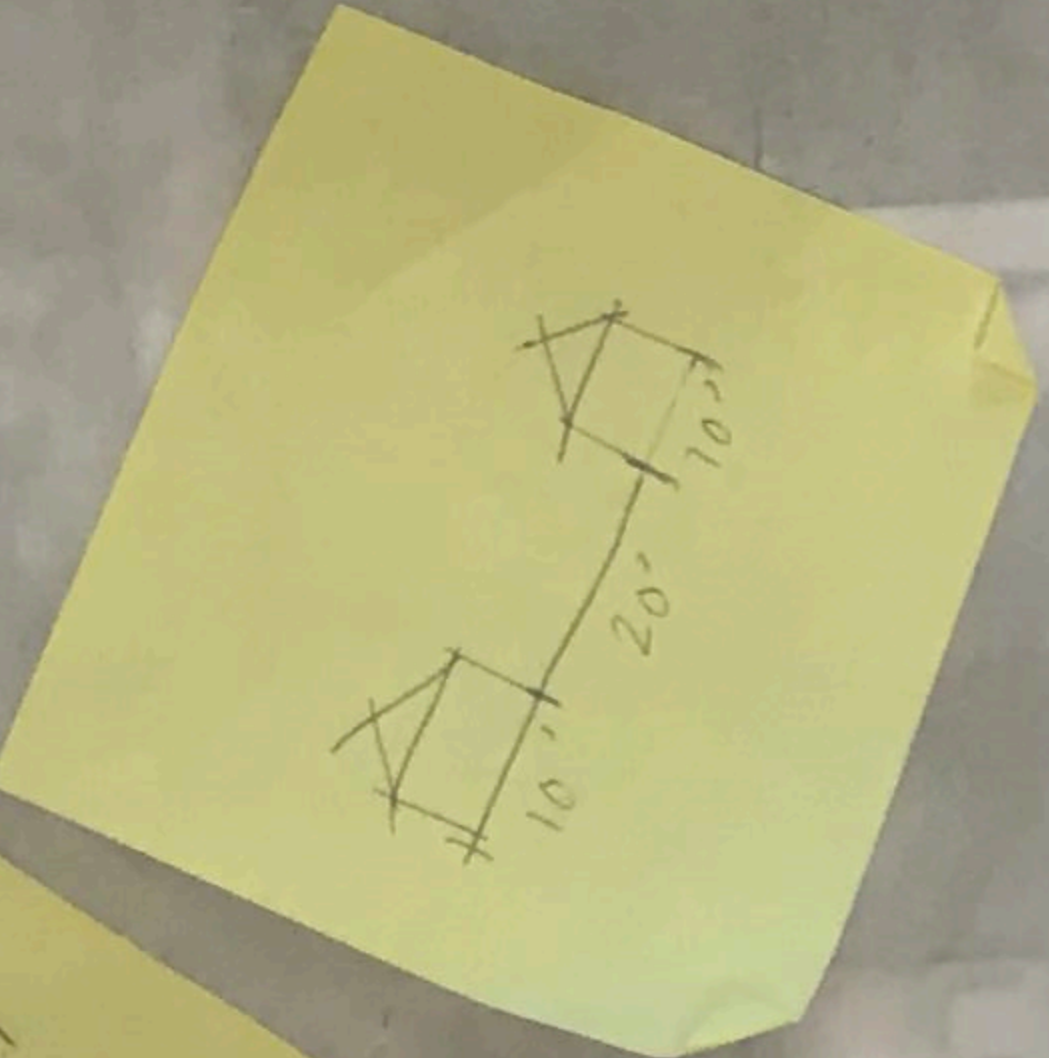
fast down on bike w/ no bike lane

Cars often going wrong direction coming from 2 way

Strong pedestrian crossing

Right turn
bike lane
left turn

Ann 5+
6 people impact
traffic volume



Tight right turn - 90°
Sign

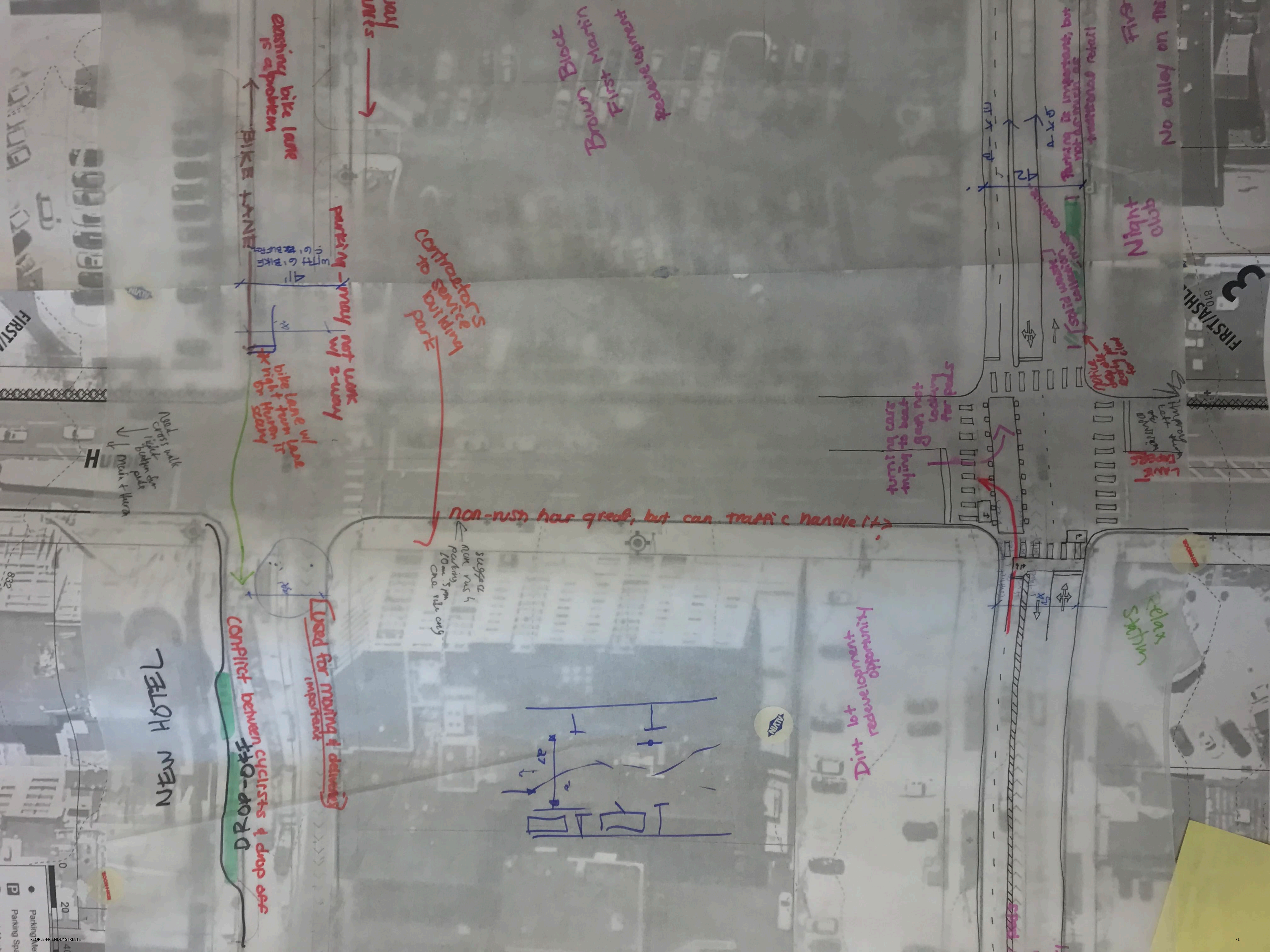
Scale: 0 20 40

Type

- Parking Meter Post
- Parking Space
- ePark Machines

Legend:

- Railroad
- Treeline Primary Route
- Treeline Supporting
- 2-Foot Contours



3

No alle on the

Night club

First
Floor
retail
Parking is important, but not a must

2nd floor

1st floor

turning cars
trying to
beat at
light
get not
looking
for pads

Dirt lot
redevelopment
opportunity

Relax
Station

Contractor's
building
to service
part

parking - may not work
w/ 2 way

existing bike lane
is a problem

BIKE LANE

bike lane w/ lane
high & turn it
for safety

non-rush hour great, but can traffic handle it?

suggest
now has
parking
10am-5pm
one side only

Used for moving & delivery
important

Conflict between cyclists & drop off
DROPOFF

NEW HOTEL

North walk
crossing
light
bushes
H
Main & Huron

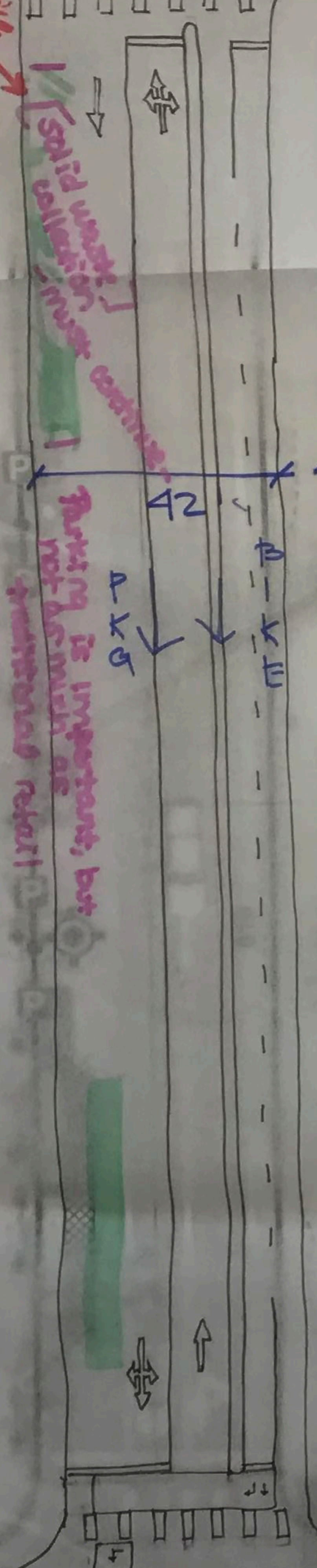
FIRST/ASHL
018
3

Night club

No alley on this block, trash service happens on street

Five main office

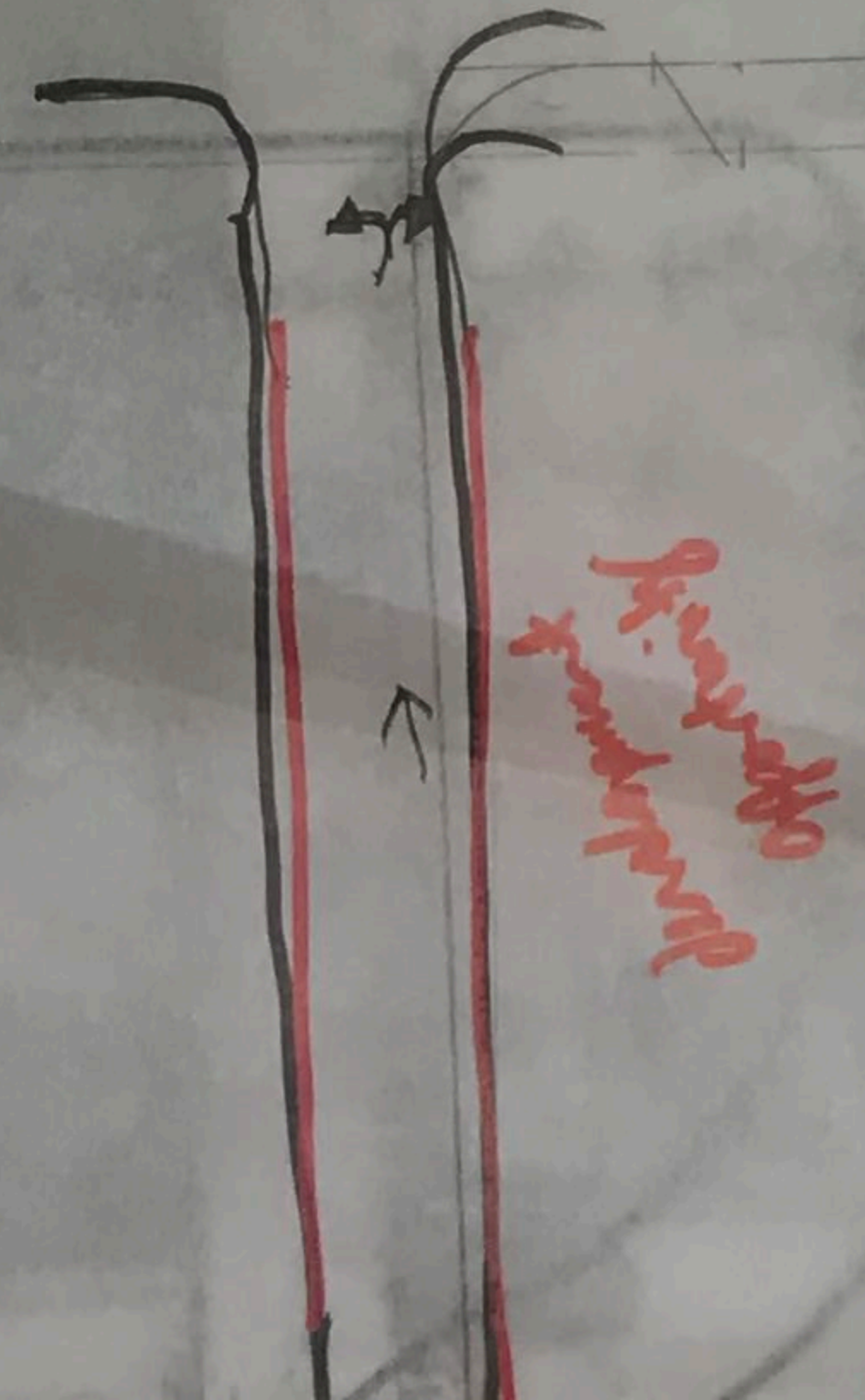
Night
+ Car



Turning is important, but not as much as pedestrian retreat

bike lane east side

POSSIBLE LOADING.



possible loading

Brown Block
First Martin
pedestrian movement opportunity

Contractor's building to parking

parking - may not work w/ 2-way

existing bike lane is a problem

one-way entrance

BIKE LANE

with 6' BIKE
6' BUFFER

4'
95'

PEOPLE FRIENDLY STREETS

Streetlight / Owner

DTE

Types of Loading Zone

Bus Stop

Bus Stop

Other Loading

Commercial; Other Loading

DDA / City

Private

U of M

AAATA Bus Stops

Bus Routes

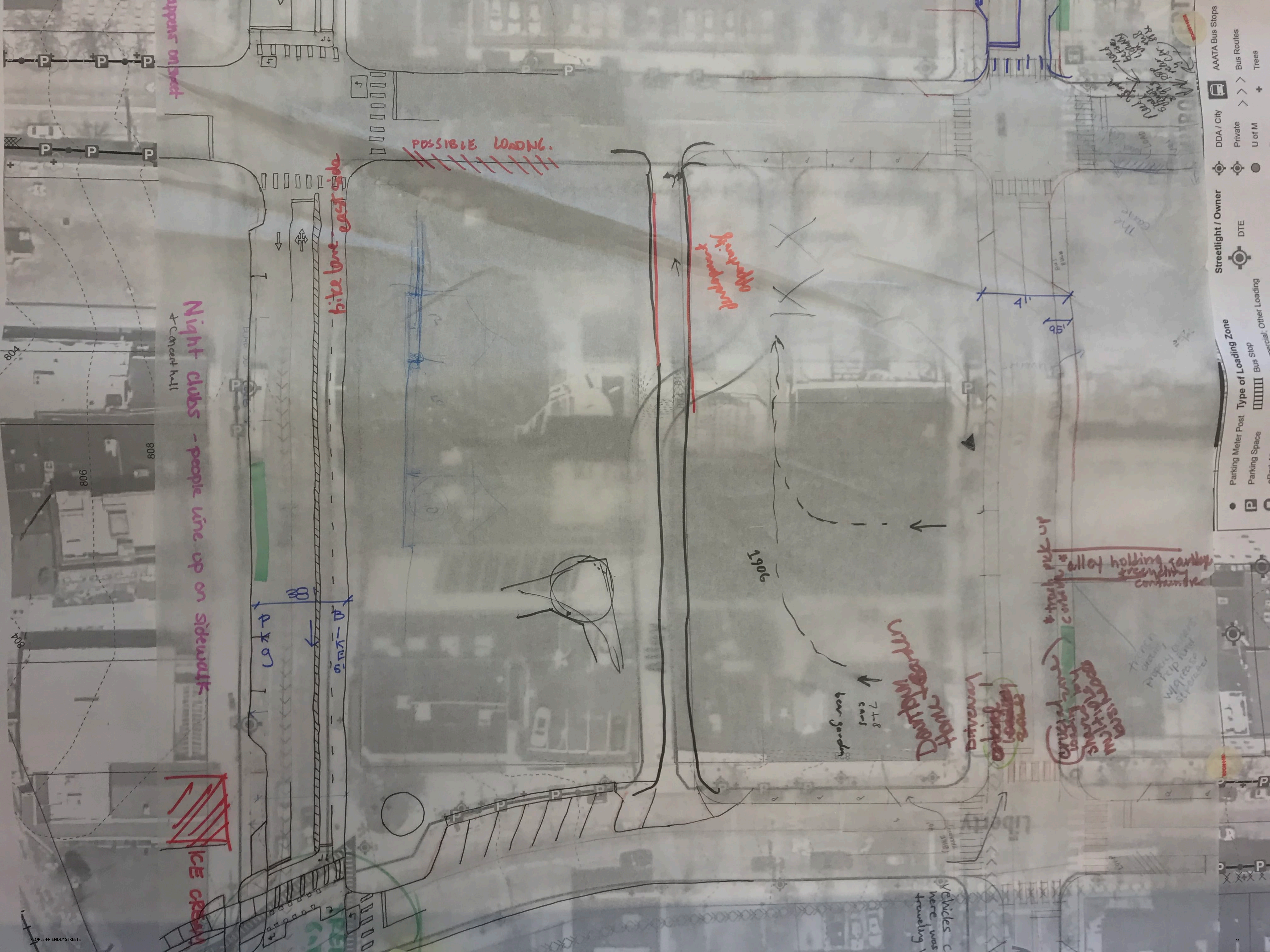
Trees

Railroad

Treeline Primary Route

Treeline Supporting

2-Foot Contours



Night clubs - people line up on sidewalk

ICE cream

bicycle east side

POSSIBLE LOADING.

Don't park here

Driveway

alley holding cars

vehicles here was traveling

Legend:

- Streetlight / Owner
- DDA / City
- Private
- U of M
- AAATA Bus Stops
- Bus Routes
- Trees
- Parking Meter Post
- Type of Loading Zone
- Parking Space
- Bus Stop
- Other Loading
- DTE
- P

1 parking
10 min

9' w
12' PKG
g k p
and

loading & customer
drop off/pick up Ashley

vehicles cut intersection here, was struck on bike traveling W bound on Liberty

Diversion
behind
counter
sale

Don't know
how

8003
8776

beer garden

1906

Liberty + First
will be rebuilt
for sewers.
Check with Public
Works about what
will be built.

KE 230

clubs - people line up on sidewalk

10.405
10.407

comm drive

lots of
bicycles
trucks seen

① Are there money to
test planning tools
② Current state of what
we use.
Agenda
Russ Sanders
Workplace study
Railroad Phoenix Rep.
Allen Adams as a topic

I bike here every day - with traffic
protected bike lane is necessary
because traffic is low

Biking on this street
currently works well
and feels safe

First

Traffic is fast

I'd have

JEFFERSON - MADISON

Streetlight / Owner

DDA / City

Private

AAATA Bus Stops

Railroad

Primary Route

DTE

826

ALVIN

Residential parking permit is important

First

convert to 4-way stop

822

Ashley

822

820

Madison

MADISON - MOSLEY

0 20 40 80 Feet

- Parking Meter Post
- P
- O
- Type of Loading Zone
 - Parking Space
 - ePark Machines
 - Bus Stop
 - Commercial; Other Loading
 - Patient Loading

Streetlight / Owner

- DTE

DDA / City Private

- AAATA Bus Stops
- Bus Routes

Railroad

- RA
- Tr
- Tr

FIRST/ALVIN

STATE - MAYNARD

38' CURB-TO-CURB

Allyl →

X

L




Handwritten: *Handwritten*

more life value

13th of June
Canton
London
- P. 1000

particular



下

University

BIKEWAY

Owner / jht
DTE

STATE - MAYNARD
30' - curb to curb

AM BIKEWAY

PEOPLE-FRIENDLY STREETS



lots of
snails

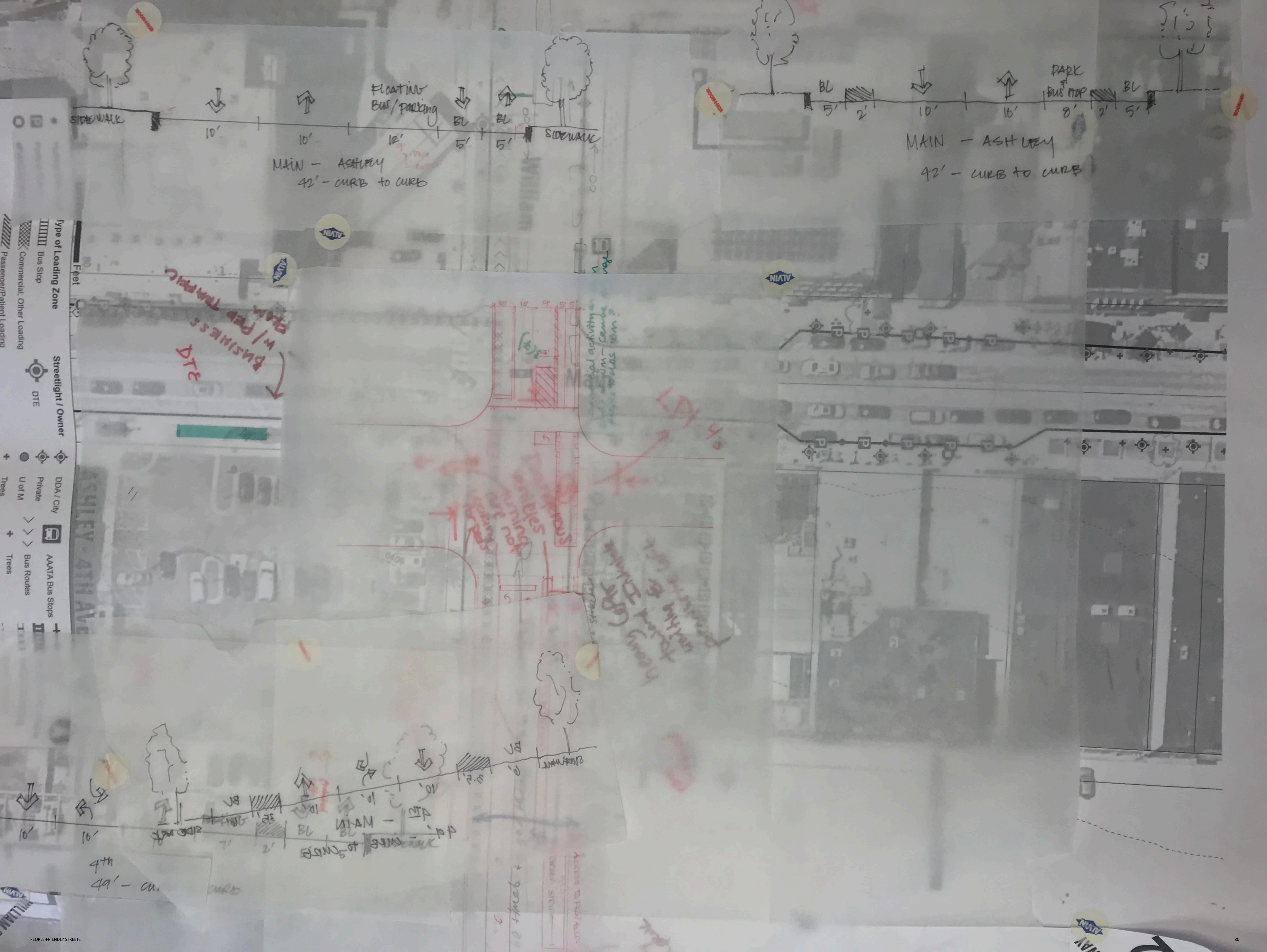
Time at

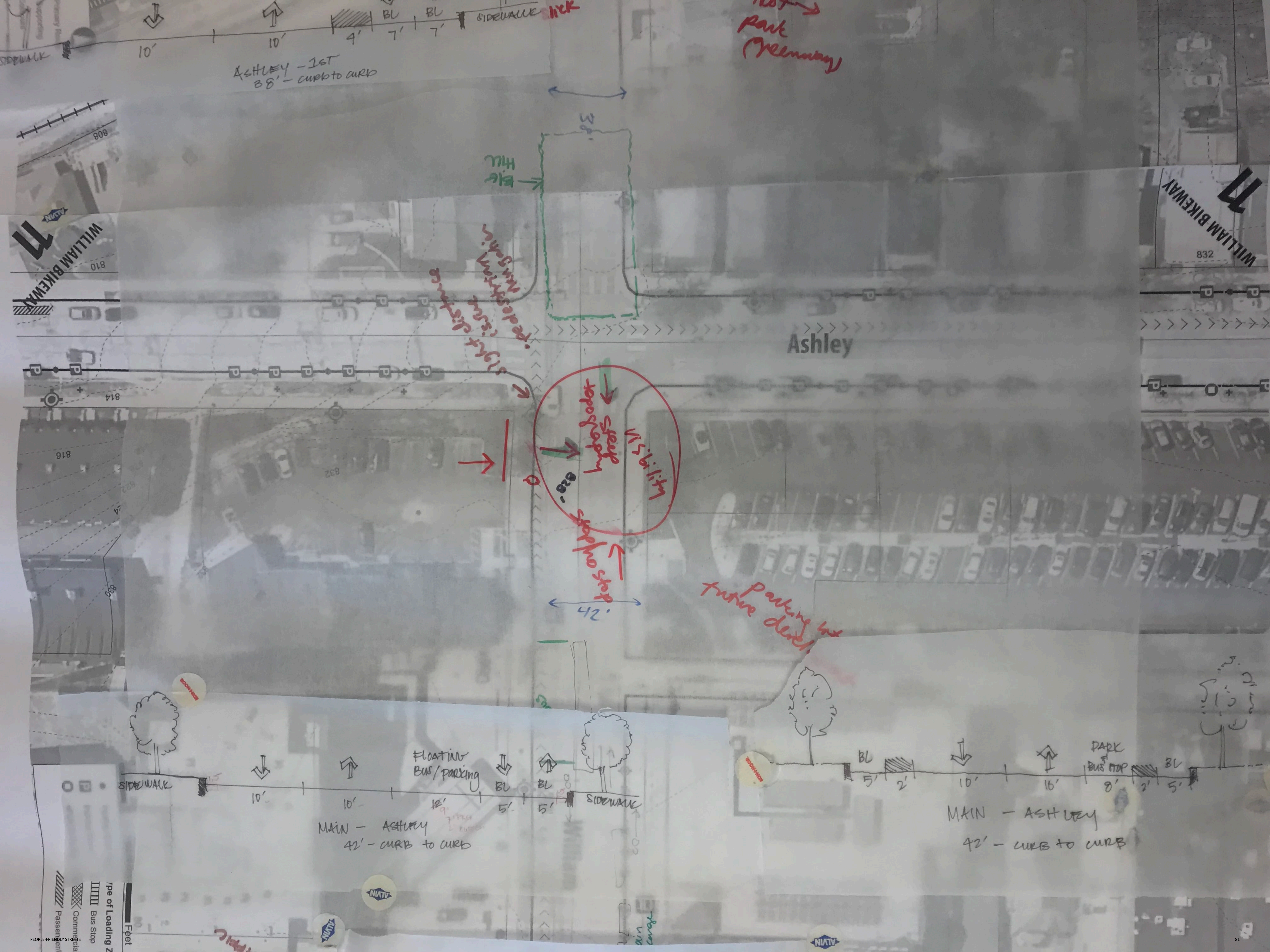
Blake Transit Center

5th - 4th
42' - WPB to WPB

AR KIPES SHULTER REQ

(Handwritten note)





ASHLEY - 1st
38' - curb to curb

not
park
(greenway)

WILLIAM BIKEWAY
832

Ashley

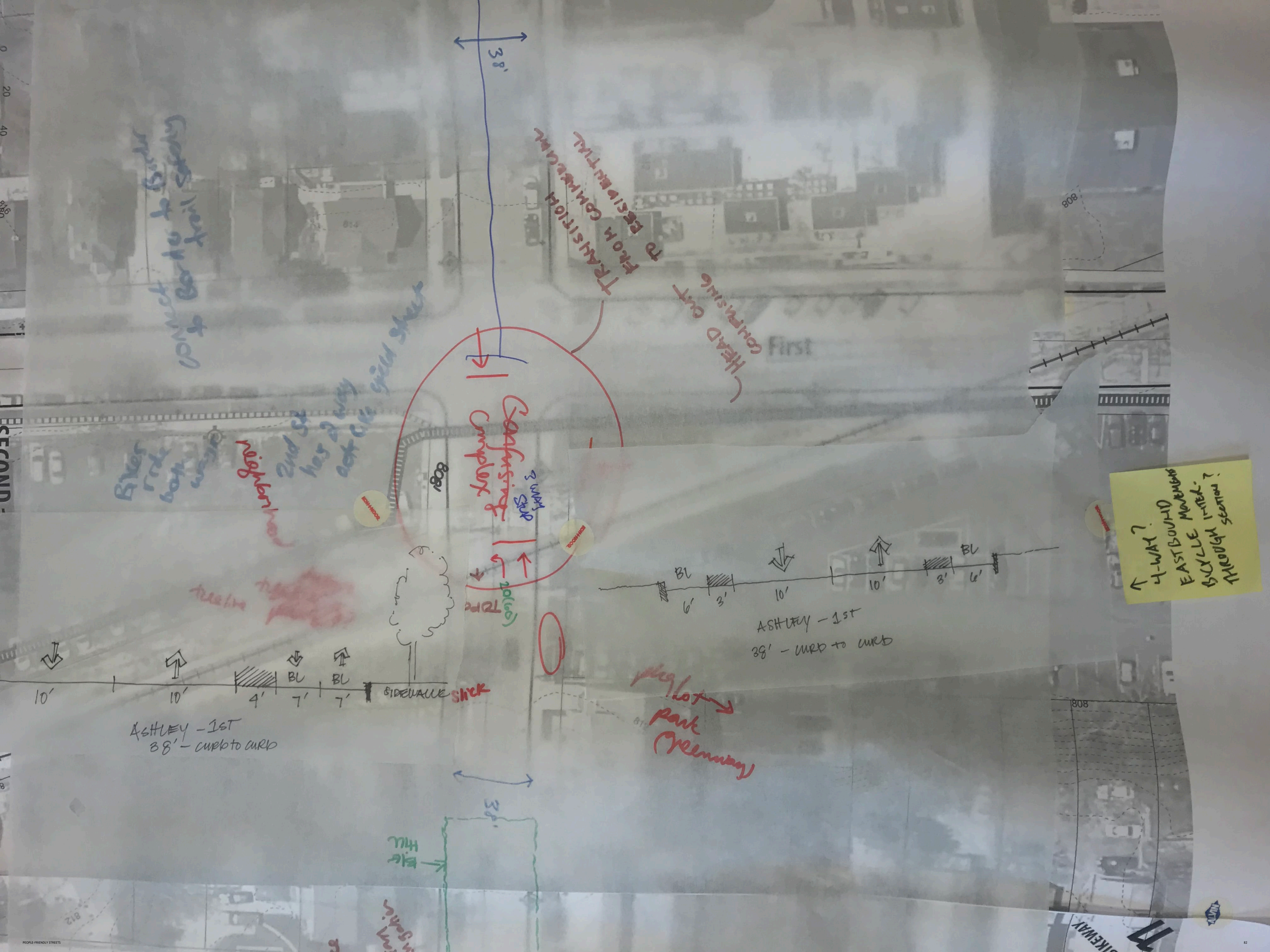
visibility
stop
stop
stop
stop

parking for
future detour

MAIN - ASHLEY
42' - CURB TO CURB

MAIN - ASHLEY
42' - CURB TO CURB

Feet
/pe of Loading Z
Bus Stop
Comme
Passen



connect up to Bixby
up to 200 ft

Bikes
ride
both
ways

neighborhood

2nd St
has 2 way
det. CLE green street

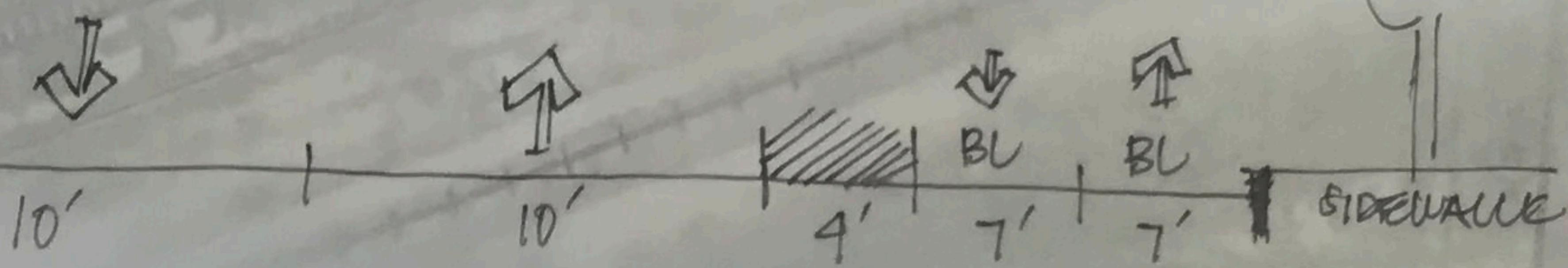
Confusing
Complex

3 way
stop

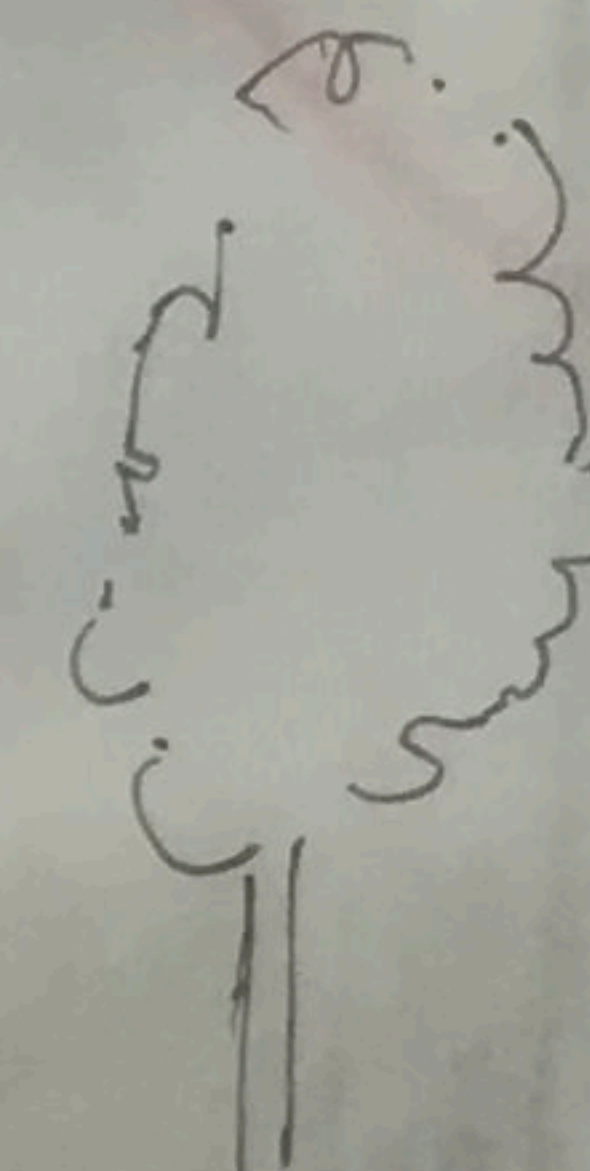
TRANSITION
TO FROM COMMERCIAL

HEAD CUT
COMPENSATE

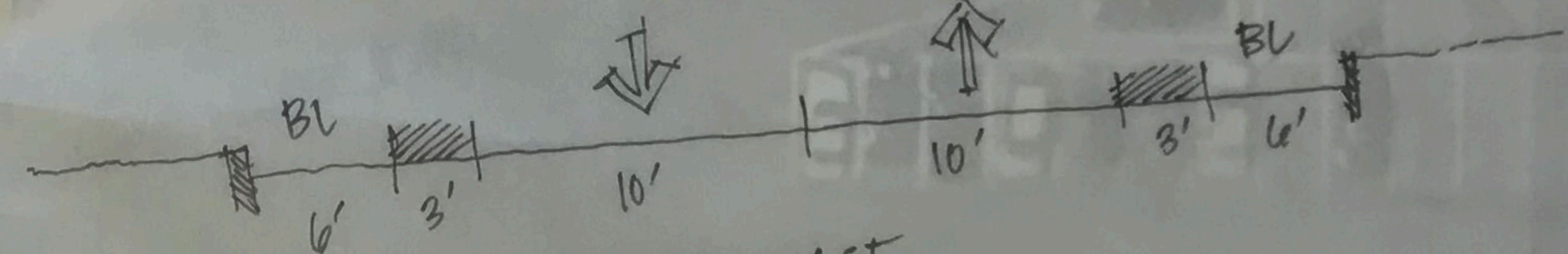
4-WAY?
EASTBOUND
MOVEMENT
BIKES
THROUGH SECTION?



ASHLEY - 1st
38' - curb to curb



SHOCK



ASHLEY - 1st
38' - curb to curb

park
(greenway)

Bike
Hill

in
Greenway



PEOPLE-FRIENDLY STREETS DESIGN WORKSHOP

JUNE WORKSHOP SUMMARY

Date: June 4th – June 7th, 2018

Location: Ann Arbor District Library

Workshop Purpose: To engage a broad base of the community (business owners, residents, property owners, visitors, workers, etc.) to build a shared understanding of the project, hear from and learn from each other and to identify key issues and factors associated with the project corridors. The open workshop-style format will include activities designed to collect feedback and hear the community's voice.

This Design Workshop is intended to review the starter ideas from the March Discovery Workshop and develop a preferred concept for both the First and Ashley Project and the William Street Bikeway.

Format: Sessions on June 4th and 7th consisted of a [45-minute presentation](#), followed by approximately 20 minutes of Q & A and an hour for the open design studio/one on one feedback with the team. Sessions on June 5th & 6th consisted fully of the open design studio/one on one feedback with the team.

[Video montage](#) of presentation and workshop can be found here:

<https://www.youtube.com/watch?v=u161o3mAPKs>

101 people attended these sessions.

- Monday, June 4th, 6pm - 8pm: Presentation and Design Studio/Feedback session
- Tuesday, June 5th, 1pm - 5pm: Open Design Studio
- Wednesday, June 6th, 9am - 11am: Open Design Studio
- Thursday, June 7th, 6pm - 8pm: Presentation and Design Studio/Feedback session

Participants:

DDA staff: Amber Miller, Maura Thomson, Susan Pollay

Consultant team members: Bob Doyle (SGJJR), Oliver Kiley (SGJJR), Monique Bassey (Smithgroup JJR), Ian Lockwood (Toole Design), Addie Weber (Toole Design), Erica Guidoboni (Toole Design), Jason Degray (Toole Design), Nathaniel Fink (Toole Design), Chris Wall (Wade Trim)

Public: 101 attendees (sign in sheet is attached)

DDA Interns: Xuewei Chen, Hannah Harshe

This summary is provided based on notes taken at the meeting. This is not a direct transcription of the meeting discussion. Where staff responses or clarification were provided, they are denoted in italics.

Q & A Summary

Monday, June 4th

- I support these projects, but you must manage the streets and think about safety from all perspectives. When I'm riding in a bike lane, I encounter dangerous conditions – potholes, trash cans blocking the lane, and even police cars parked in the lanes. You must enforce/maintain. The one-way streets are not as scary to me as these other, unexpected hazards.
Absolutely. We are talking to City staff, including Public Works, to help shape these projects.
- How will the bike lanes be cleared in the winter?
Working with Public Works staff. One of the primary reasons we are recommending a two-way bike lane is because it is easier to keep clear of snow/can accommodate a greater variety of equipment, possibly equipment already owned by the City. City Parks Department uses smaller vehicles with brushes to clear trails and that is one piece of equipment that might be used on the bikeway as well.
- How much 12-month cycling will we see from these projects?
Based on Census data, there are more residents within the project areas who walk and bike than those who drive. As other communities have invested in protected bike lanes, they have seen cycling increase. We anticipate that you will see growth here as well. The faster that you expand your protected bike network, the more quickly you'll see increased ridership.
- Crossing at First/Huron is dangerous – thank you for incorporating my suggestions regarding signal timing.
- The timing of the projects is ambitious. Please think about the construction impacts on businesses as the projects move forward.
- We need to increase driver knowledge about cycling rules. Include in driver ed.
These kinds of facilities are installed in other communities and are very intuitive, even for novice cyclists. Cycling rules are being included in drivers ed, but that will take time. Other communities that pursue these kinds of changes, include these types of facilities in their education and outreach.

POST MEETING NOTE: There have been growing discussions around the importance of coupling these projects to a broader public education effort targeted at pedestrians, cyclists, and drivers about how to use the new facilities and how to operate safely in public rights-of-way.

- Potholes are a problem for cyclists.
- How will you reduce conflict when bikes are crossing signalized intersection?
Some communities install signals for bikes only. This has maintenance and experience trade-offs. We are recommending having the cyclist proceed with the walk signal. We are also

recommending pedestrian lead time at the signals, which would allow the bikes to get through safely as well.

- Can we include some on-street visibility/wayfinding for the bike routes for those who are visiting or less familiar with the area?
That is something that we can consider.
- Wayfinding downtown is too specific.
- What is the travel time impact of the Huron Street Recommendations?
During the non-rush hour, the impact is negligible, as the road will function as the same 5-lane road as it does today. During the non-rush hour, the impact is 15 – 20 seconds per block.
- It would be nice to see permeable pavers, asphalt or concrete included as part of these projects.
We typically pursue stormwater improvements with all our projects. We are recommending some permeable pavers as part of the Huron Street Project. The City is partnering on the First, Ashley, and William Street projects to improve stormwater infiltration as part of those projects.
- Bike lanes are not respected or enforced. Often cars park in bike lanes or try to use bike lanes as a turn lane.
- On Huron Street, it would be good to include public/free seating.

Thursday, June 7th

- I live on S. Ashley and one-way street seems to work fine. Is the two-way restoration final?
At this point, we are examining feasibility and it is feasible, with all of the positive benefits that we have discussed this evening.

- I'm supportive of the projects, but I have concerns about parking on Huron Street. Are you sure that it works?

We have studied several similar projects in cities across the country. In addition, we have modeled the impacts through a process that is quite conservative at estimating impacts. The model indicates that impact to travel time is minimal. While we are comfortable implementing this proposal, the DDA recognizes that Huron Street could be returned to its current configuration at any time in the future if management is not successful.

- Did you run into problems with staff conveying that 85th percentile speeds match the speed limit and thus, no changes are needed. This is the problem we ran into with 7th Street, but there still may be hundreds speeding every day.

People going quickly that causes the crashes. We assess risk by examining the number of vehicles exceeding the speed limit and design to reduce speeds. We are trying to create a self-enforcing environment so that it is very difficult to go really fast. With the two lanes going the same direction, it allows the folks to weave and so forth. When you have one lane, you have to get the speed the person in front of you. So, we are trying to knock off the top excessive speeds with the designs, and with the traffic control. Based on our analysis findings, along portions of the corridor, nearly 50% of the daily trips exceed posted speed limits. Over 100 hours per day exceed 40 miles per hour on these corridors.

- You've said that speed is the biggest contributor to fatality. We should push for 20 mph on these streets and others throughout the City.
That is something that you can discuss. It is not something that can be solved as part of this project and is a bigger city-wide topic for discussion.
- I live on S. Ashley Street and I'm concerned about visibility backing out of my driveway.
This is the same situation that exists on most other residential streets across the city (e.g. Second Street, Third Street). We can examine the placement and position of on-street parking if there are specific visibility concerns. Additionally, it may be worth backing into driveways. As a driver you control the lane when slowing down to back in, and visibility is much better when pulling out of your driveway.
- Who is allowed in the protected bike lane? Mopeds are becoming more popular.
Motorized vehicles, including mopeds, are not allowed in bike lanes. This is an issue that we can raise with city's enforcement staff.
- Why two-way? More turns seems like more conflicts? I'm not convinced.
The primary benefits are slower speeds (which improves safety by lowering the severity of crashes), more direct routing to locations (which improves wayfinding, business access, and navigation), better comfort for all users (as a consequence of slower speeds), and flexibility in the road network. The capacity in the roadway actually goes up with two lanes of travel in direction split between two roads versus combined on a single one-way road. In addition, there may be fewer turns/conflicts because there is less circling that needs to occur to reach destinations.
- This is beautiful. So happy to see this, love what you are doing here. I strongly recommend that you include dedicated bicycle signals – it is safer.
- Who is the DDA? How is this project being paid for? How are Board Members appointed?
DDA is a public entity focused on investing in public infrastructure to improve downtown. We have our own funding sources, including tax capture. We will bond these projects and obligate our funds to pay the debt. State statute dictates the makeup of the Board. Board members are appointed by the Mayor and approved by City Council.

June Workshop– Feedback from Map notes

The June Workshop was focused on displaying the design ideas that resulted from the March Workshop. As a result, there were fewer map comments - most attendees were asking detailed questions of the design team and/or checking to see if their March feedback was incorporated.

First between Washington and Liberty

- Needs dedicated Uber drop-off/pick-ups for clubs and events

Ashley between Jefferson and William

- Need 3 drop-off full time and one accessible space
- Bike lanes on Main

First between Jefferson and William

- Several options that would be better
 - Right-turn only
- Center island to remove cut through

First between Jefferson and Madison

- Only northbound bike lane on south first (Madison/William) no parking
- Bike lane 1 side only first & Ashley

Ashley between Jefferson and Madison

- Only southbound bike lane on south Ashley from William to Mosley (No parking)

Intersection of Ashley and Madison

- Heading north on Ashley, make right-turn only onto Madison

Intersection of Mosley and Main

- Add traffic light

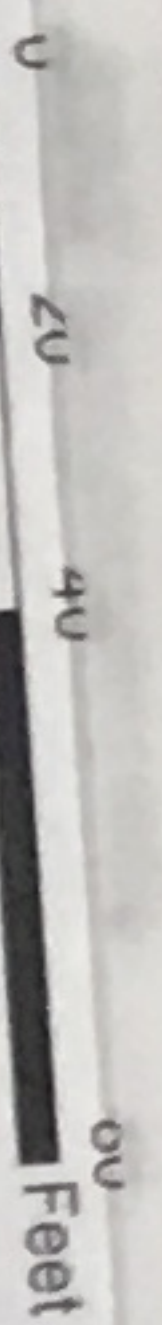
Intersection of Thompson and William

- All-way stop potential



HURON

0 ePark Machines



City of Detroit



LIBERTY - WILLIAM

Bus Stop	Curb	DTE	DDA / City	Railroad
Loading Meter	Commercial, Other Loading	Private	U of M	Tree
Parking Space	Passenger/Patient Loading	Tree	Tree	Tree
Open Space	Passenger/Patient Loading	Tree	Tree	Tree

0 20 40 60 Feet

6 FIRST/ASHLEY

Jefferson

Center
Island
to reduce
cross
city flow

Several options that
would be better
① Right Turn Only
② ~~Left~~ ~~Right~~ ~~Left~~ ~~Right~~
③ ~~Left~~ ~~Right~~ ~~Left~~ ~~Right~~
④ ~~Left~~ ~~Right~~ ~~Left~~ ~~Right~~

Need 3 drop-off
full time +
1 accessible
space
Done

BIKE LANE
a main

WILLIAM - JEFFERSON

Legend

Type of Loading Zone	Streetlight / Owner	DTE
AAATA Bus Stops	DDA / City	DDA / City
Parking Meter Post	Private	Private
Parking Space	U of M	U of M
ePark Machines	Trees	Trees

Bus Stop
Commercial, Other Loading
Passenger / Patient Loading

80 Feet

Ashley

Jefferson

6 FIRST/ASHLEY

Small square
will be made
2.1.18
Jefferson
Jefferson
Jefferson

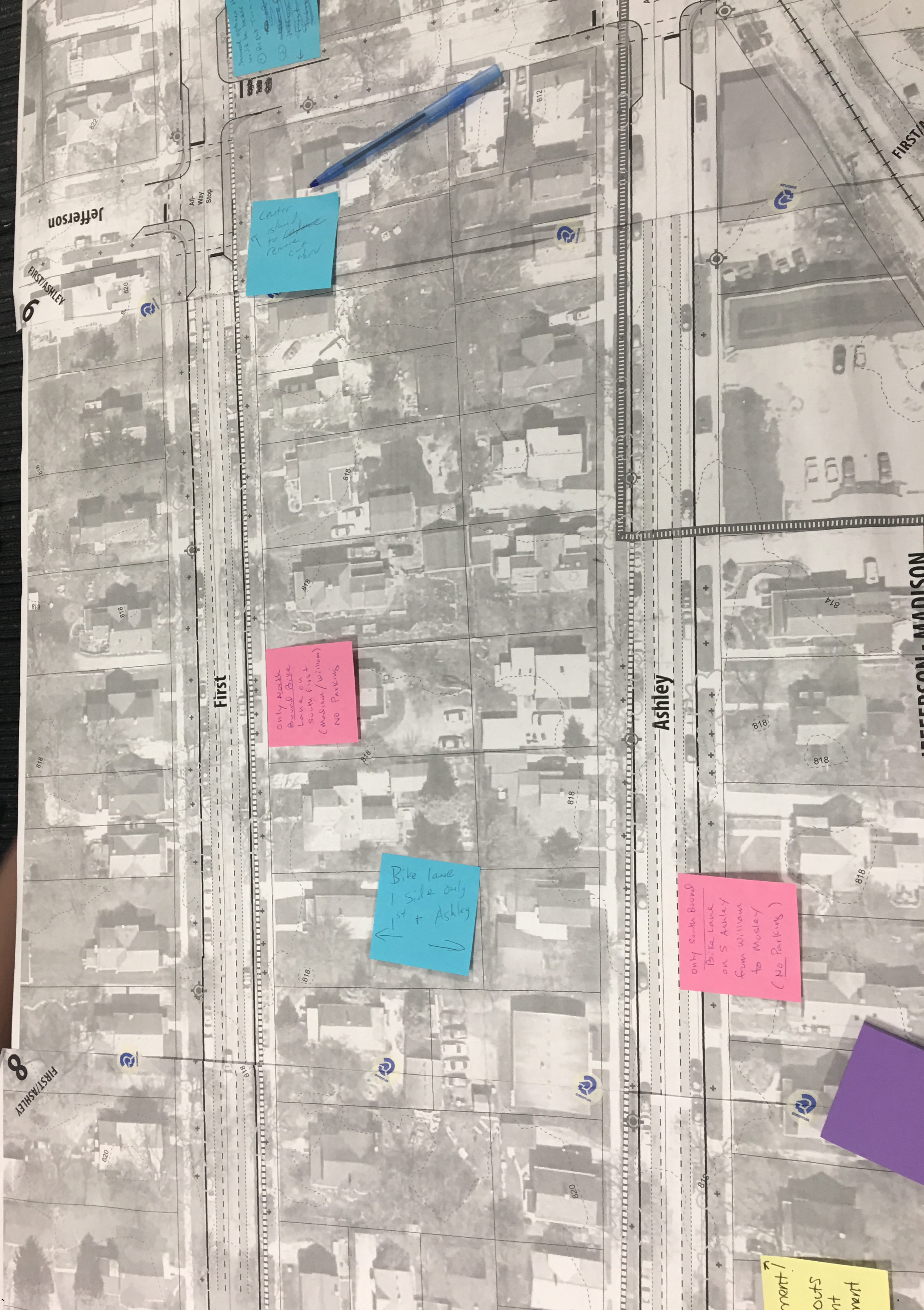
Center
to be
removed
cut
out

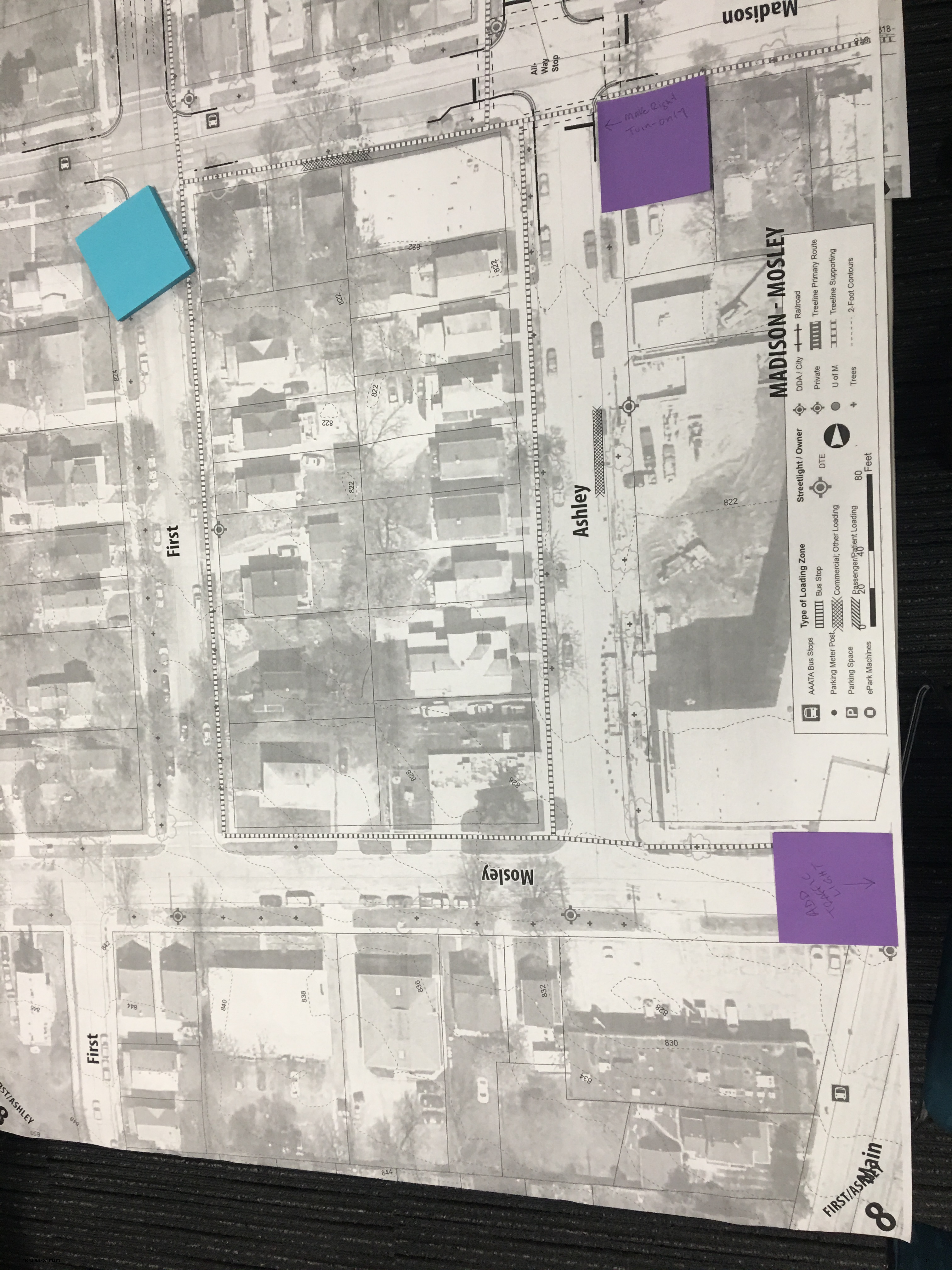
only North
Bound Bike
Lane on
South First
(Madison/William)
NO Parkings

Bike lane
1 Side only
1st + Ashley
↓

only South Bound
Bike Lane
on S Ashley
from William
to Mosley
(NO Parkings)

next
outs
nt
next





MADISON - MOSLEY

Type of Loading Zone		Streetlight / Owner		DDA / City	
AAATA Bus Stops		Bus Stop		Private	
Parking Meter Post		Commercial; Other Loading		U of M	
Parking Space		Passenger/Patient Loading		Trees	
ePark Machines					

20	40	80	Feet
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--	--	--

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ASHLEY - 4TH AVE

POW / CIV + Railroad

Alley

MAIN

William

FOURTH

LEFT TURN LANE

LEFT TURN LANE



Fifth

FIFTH

SHIFT PARKING TO THIS SIDE OF THE STREET

FOURTH

LEFT TURN LANES



Hamilton

HAMILTON

STOP

William

PICK-UP ZONE

Fifth

FIFTH



WILLIAM BL



BUS STOP

Division

DIVISION

HAMILTON

HAMILTON

STOP

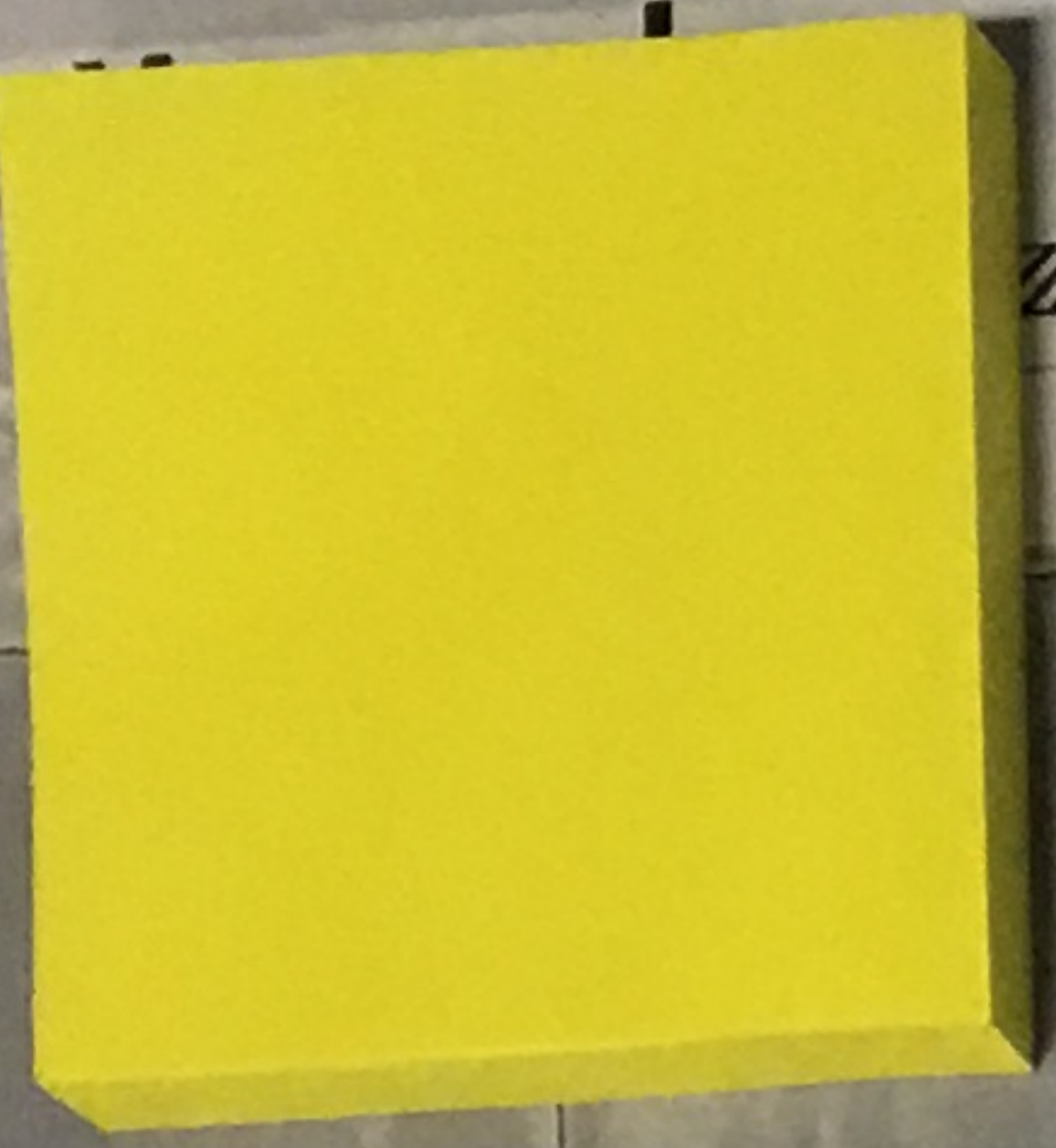
SHIFT & RECONFIGURE PARKING

864

998

866

862



ADJUST NORTH CURB EDGE TO ACCOMMODATE BIKE FACILITY

William

KALL WAY STOP POTENTIAL

MAYNARD

THOMPSON



THOMPSON - STATE

Type of Loading Zone	Streetlight / Owner	DDA / City	Railroad
AAATA Bus Stops			
Bus Stop			

Add additional ADA parking spaces for this block

MAYNARD

WILLIAM STREET

STATE



Maynard



WILLIAM STREET

MAYNARD

STATE

PUSH INTERSECTION

Add additional ADA parking spaces for this block

STOP

STOP

STOP

STOP

APPENDIX

APPENDIX A – EMAIL FEEDBACK RECEIVED

Email feedback received regarding Huron, First & Ashley, and William. Names have been removed and emails organized by date.

3/5/2018

Hi Amber,

I live on South 1st street and just saw the flyer about the First/Ashley project and the associated public meetings. I checked out the website listed on the flyer and saw the presentation from the January meeting. However, I can't find any pictures or mock-ups of what is being proposed. Do those exist? We don't really understand how 1st street, at it's current width, would support 2 ways of traffic and 2 ways of protected bike lanes. Is the idea to remove parking on 1st street? Would the street and bike ways widen into our property (i.e., grass between the sidewalk and current curb)?

If this information isn't available yet, I can wait until the public meetings in a couple of weeks. However, if there are more details already available, could you point me to them?

3/6/2018

Hi,

Regarding the Huron st. redesign I do not like the idea of adding loading zones and parking during off peak hours. This just adds more congestion to the roads and more dangers to bikes. I highly recommend a lane diet that adds bike lanes or leaving the four lanes as is.

3/7/2018

Hi Amber,

I received the DDA notice about the First & Ashley and other projects.

I endorse First and Ashley Streets being converted to two-way streets. These streets being two-way instead of one-way would help businesses and make sense in other ways. As the owner of 224 S. First Street since 1994, I have observed people turning from Liberty Street north onto First Street approximately twice per day which amounts to over 700 times per year and over 14000 times since I have owned 224 S. First Street. Turning the wrong way happens when I am not observing, so this estimate is low. Turning the wrong way onto a one-way street is dangerous, of course, as it could result in a head-on accident. As the owner and resident of 224 S. First Street, the one-way aspect of First Street requires me to go around the block from Liberty Street, to either Ashley Street or Chapin Street to Washington Street to drive into my driveway. I suppose that many other people also would benefit by the elimination of the one-way aspects of First Street and Ashley Street. I hope the project succeeds.

6/1/2018

Dear Ms Miller,

I read with great interest the recent article about the Ann Arbor street design planning project in MLive. I found myself wondering, as I read the article, whether Ann Arbor has ever considered adopting a version of what seems to be a common solution to the downtown congestion problem in comparably sized European cities: simply to ban cars altogether. My favorite part of visiting towns in France, England, Germany, and elsewhere is strolling around the always lively downtowns without being crowded onto a narrow sidewalk or worrying about getting run over.

Given that traffic doesn't move well on Main Street anyway, why not simply close off a few blocks of Main and make it a pedestrian zone, at the very least during the warmer months? This would create much more outdoor seating for restaurants, more performance space for buskers, more ambling space for pedestrians, and considerably more foot traffic for all the businesses in the zone. The same could be done for the several (highly congested) blocks of State Street from, say, William to Huron.

It's hard to think of a European city that doesn't have bustling pedestrian zones, so I found it curious that this option was not even mentioned in the article. Is there an obvious reason for this?

I'd welcome your thoughts and any suggestions you might have for advancing this conversation locally.

(22-year Ann Arbor resident)

6/1/2018

Hi,

I have live here all my life (I'm 57) and am soooooooooo disappointed on how bad the streets are in downtown Ann Arbor. We have a home in Palm Desert, CA for the winter and frequently have friends from their visit us during the summer while we are here. When we take them out to experience the wonderful restaurants and shops in downtown Ann Arbor especially around Main Street, Liberty etc...they are soo bad and we are embarrassed...its like we were embarrassed to have people visit us before they finally updated the Detroit Metro airport...something needs to be done. As we spend soo much money on parking in Ann Arbor which we are soo discouraged about that as if you want people to come out and enjoy the restaurants and shops WHY DO YOU KEEP INCREASING the prices to do that. Where we live in Palm Desert, there are NO meters, no charges for parking anywhere as they WANT people to come and shop and eat!!!

I am so disappointed after all these years living here that nothing has been done to encourage and promote people to come to downtown Ann Arbor without having to PAY HIGH cost parking if you can FIND parking and such BAD street...Anyway, thats my view after living here all my live...for what's its worth!

RE:http://www.mlive.com/news/ann-arbor/index.ssf/2018/06/heres-how-to-help-shape-the-re.html#incart_2box_news_ann-arbor

6/3/2018

Amber,

Thank you for leading such an important project for our community. I appreciate your time and efforts to making A2 not only safer but more modern and beautiful. The idea of helping contribute to my community excites me and I have a few (maybe silly) thoughts;

-prob not possible but the concept of shared space where signs and indicators are removed even curbs studies have shown increase in safety and flow. <https://www.cnu.org/publicsquare/shared-space-intersections-mean-less-delay> Photo source: <https://www.livingstreets.org.uk/what-we-do/key-issues/shared-spaces>



-since open area isn't in the plan can you try to avoid things like corner gutters as in the picture below, simply because of the debris build up. photo

source: <https://www.fhwa.dot.gov/publications/publicroads/12marapr/04.cfm>



-since we will have high foot traffic along with cars and bikes I really like the idea open but with safety in mind barrier posts could be placed along corners to keep cars from crossing into non vehicle areas . Advancements in technology along with local resources something like the pictures below could possible save lives while adding ambience to our fine city. Photo source: http://www.impactrecovery.com/resources/public_security_and_the_modern_safety_bollard_practicality_meets_beauty



-I think A2 should embrace its Artist and free spirited community with invitations or event and rewards to decorate the planters or safety barriers, not that a safety bollard (like below) is not bad looking. Photo source: <http://dotyconcrete.com/security-planters-broadway-street-times-square/p3630-planter-times-square-lr/>



-Lastly and most importantly, please fix ALL the pot holes at least in city limits its really sad to have an evening ruined by a flat tire or even annoyance of playing pothole frogger.

Thank you again for your time and consideration on my ideas. I wish I would be able to attend the meetings but I think my two cents are in this email and my taxes 😊

Cheers!

6/3/2018

Dear Ms. Miller,

I live on the West side and bike commute to the hospital. My am commute is uneventful (although I was almost side swiped by a car on Williams by the Beer Depot) but I find my evening commute sometimes dangerous. Whatever path I take has at least one area where I am at risk for either not being seen or the car/bike lane is too narrow. I tend to go through campus to William Street but where the buses turn onto Fourth from William Street is just plain dangerous. It is for this reason, that I was very excited to see that the DDA Friendly Streets Initiative includes making a protected bike lane on William Street. This would help my commute tremendously. It would also extend my ability to commute well into the fall/winter because I would not fear riding this area in the dark.

Thank you for considering my feedback.

6/3/2018

I was recently on vacation in Austria in a big city (Vienna), a smaller city (Graz) and a town (Melk)

All three had large areas of pedestrian only streets with traffic banned. Pedestrians were everywhere, it was a pleasure to stroll the streets, have lunch or tea at a cafe, and look through the shops. There were people everywhere.

Why oh why can we not do this in Ann Arbor? The obvious place to start is Main Street, which we shut off to traffic several times a year anyway. People would flock to the area and fill the shops.

What of the traffic — well Main Street already goes at a crawl, so I wonder how much traffic really goes through there. You would lose a few on-street parking spaces, but how many are you really talking about as a percentage of total parking in the area?

And all these would be a drop compared to the human benefit of a traffic free street. People want a public park in downtown Ann Arbor, but this would give them almost the same thing.

6/3/2018

Changing Huron Street from 4 to 2 lanes in off peak hours would be very destructive to free flowing traffic. Has traffic been studied during off peak hours?

People do not need to park on Huron Street at any time of the day.

6/11/2018

Hi Amber,

We met last night at the Library DDA community event. My company, [REDACTED] is working on moving to 120 E Huron in the old Performance Network space. We'll have our main office entry off Huron, and a number of big windows looking out onto Huron, so we are very interested in seeing it look better. We are also very interested in street parking during non rush hour, both so that clients can park easily to meet with us, and to slow the traffic down a little and lower the traffic noise volume.

I'd really like to see the detailed plans for the space right outside of our office door. I don't know that I'll have specific feedback, but it's always better to look before it is too late.

My schedule is reasonably flexible the next few weeks. If you have a couple of days and times that would work for you to meet with us, I'd love the opportunity to follow up.

Thanks for your time.

6/13/2018

Hello,

I wasn't able to attend any of the meetings held last week.

I live on W. William, am a biker and support the project.

Is there somehow that I can review/see some of the information that was shared at the open house?

And/or will there be updated information/materials posted online as the design team moves forward with concepts/design?

Thanks much for your time.

6/11/2018

Dear Maura,

On behalf of the 111 N Ashley Association Board and our Association's owner-members, I would like to thank you and your DDA team for the presentation on June 6, 2018, on the "People Friendly Streets Project" for Ashley, First and Huron Streets. The presentation helped us to understand the project scope and its objectives. Thank you also for the opportunity to provide what we believe are important inputs to the proposal.

We are gratified that our comments were genuinely heard and the design team seemed responsive. Our primary comments are:

- 1) To add a loading zone near our main entrance on N.Ashley St. to accommodate the fact that 33% of our building's units are rental units with frequent moves, and
- 2) To complete a line-of-sight analysis on our parking garage egress onto Huron Street to prevent potential obstructed views by planned off-rush hour parking.

We now understand the goals of the project and believe that with a sight-line analysis on our parking garage egress and a loading zone at our front door we can fully support the project.

We look forward to seeing the next version of the plans. Please contact our board member, [REDACTED] when the new plans are available.

Thank you again for your attention to the needs of our homeowners.

Emails received by Council & DDA

6/5/2018

Dear Council,

I tried to take a bike ride with my two kids to go to the Neutral Zone's street party June 2. They, and I, got scared trying to bike downtown - it's dangerous for bikers, especially kids who don't have experience sharing roads with both parked cars and passing cars, and there is no room to ride on the sidewalks for kids!

Then I saw the DDA's People-Friendly Streets proposals at the Library for First & Ashley, William Street, and Huron Street. What a revelation! This is EXACTLY what we need. I urge you to adopt this plan and fund it.

I am so sad that Ann Arbor is so far behind so many other cities in Michigan and the country. We must adopt traffic calming in downtown to make bicycles welcome. Right now, bicycling downtown is so hazardous, and that's not the Ann Arbor I want to live in.

You have done a great job creating safe crosswalks for pedestrians and enforcing them. Now it's way over time to create safe, effective bike infrastructure downtown.

6/8/2018

I agree that the Hawk light at Third Street and W. Huron should be replaced by a regular traffic light. As it is now, the Hawk light is only visible on W. Huron, but not at Third or Chapin, which makes it very dangerous.

But I strongly object to the plan to allow parking on Huron Street during some hours. This is a terrible idea!!

I hope you will take my views into consideration when you make the final decisions on this plan. If you look at the comments after the article on mlive, you will see that I am not alone. Here is the link:

http://www.mlive.com/news/detroit/index.ssf/2018/06/dda_approves_huron_street_rede.html

I must say, I found it interesting that the Huron Street plan was approved by the DDA yesterday and yet the DDA had a meeting for public input about this Huron Street plan today. Please explain. -Peace, Kitty

6/13/2018

Dear Council Members,

I noticed there was a recent council work session that included a section about People Friendly Streets. I wanted share my strong support for these plans, especially the protected bike lanes on First/Ashley and William.

I attended a People Friendly Streets public meeting hosted by the DDA in March and also one last week on June 4th, and the feedback I heard at those meetings was overwhelmingly positive. I really appreciated the opportunity to talk with the designers and DDA staff and felt like my feedback was taken into consideration and my voice was heard. I also even heard some concerns about parking and loading zones from citizens in the March meeting and saw changes reflected in the plans in the June meeting! In addition, I was able to talk with other citizens in the meetings and they all seemed really excited about the prospect of the beginnings of a real bicycle network in the city where everyone can feel safe and welcome on the street riding their bike. I really appreciated the participatory nature of the meeting as opposed to just someone talking at us followed by time for a few comments from only the loudest people who feel comfortable talking in public meetings. I think more meetings should be structured like those ones.

I often commute from the Abbot neighborhood to work at U of M School of Public Health by bike and regularly hear from friends and colleagues that they would love to commute by bike, but they don't feel safe riding on the streets with cars zooming right next to them. I feel that the People Friendly Streets project would be a huge first step to creating a robust bike network where *everyone* can feel included and safe on the streets, and get more folks on bikes. The protected bike lanes, green paint, and visibility of the lanes would be a boon for safety and in creating legitimacy for biking as a means of transportation and for cyclists as co-owners of the street. I also think the focus on walking and biking in People Friendly Streets will make the downtown safer for everyone. When there are more walkers and bikers [it is safer to walk and bike](#).

I also liked the designs on Huron Street and think the parking during off peak time is a great idea, especially in acting as a buffer for pedestrians. Right now it is not a place where you want to walk or spend time. But with the trees, benches, and parked cars as a buffer it seems like it would be much more inviting and good for businesses and development near there. Also, when I commute by car or bus I take Huron through downtown and don't think the parked cars would be an issue if it was not during rush hour. Though I am sure traffic engineers and the folks at the Smith Group know more about that.

I believe that the streets belong to everyone and are not just for moving cars around. I want streets where I can drive somewhere in our car and then take our (5 month old!) :) daughter in a stroller and walk around safely. I want streets where I can commute by bike and where others feel like that is a safe, viable option too. I want streets where my daughter will feel safe to walk and bike someday. I think that the People Friendly Streets plan is a great step in that direction and ask that you please support the project.

I appreciate your consideration and thank you all for your service to the city. If you have any questions or need any more information, please feel free to contact me.

6/13/2018

Mayor Taylor and City Council members:

I attended the meeting of the DDA at the library on the evening of June 4 regarding their "First and Ashley Project". I was one of several attendees who expressed reservations about the project in light of the current City infrastructure.

I think the project is a good one and, like others, would like to see it carried through. Nevertheless, I can't support it at this time. Until Ann Arbor gets its existing infrastructure in good repair it should not be spending money on new projects.

The presenters made the point that many would-be bicyclists are scared to ride on City streets, and their project would make it less frightening for them. They said that turning one-way streets into two-way makes them safer for bicyclists and pedestrians. I accept that, but as an avid and long-term bicycle enthusiast and commuter, I must say that when I ride down First Street it's not the fact that it's one-way that frightens me, it's that I must dodge into and out of the bike lane to avoid the numerous potholes and broken pavement along it. When I ride down Miller Avenue (also mentioned), I'm not nearly as concerned that it doesn't connect with other streets with bike lanes as I am that I can't ride securely in Miller's existing bike lanes but must weave way out into the center of the street to avoid more potholes

and broken pavement. I reported a problem around Miller and Pomona to the City. They responded and put some temporary patches on the road, but the patches made it only marginally better. That section of the road is long beyond its useful life and needs resurfacing or at least more permanent patches. Barton Drive is similar: one must constantly veer around still more potholes and broken pavement, inviting a collision with overtaking cars, whose drivers may not understand the problems with crumbling roads that bicyclists face. I'm sure you're aware of many more examples.

The DDA promises Ann Arbor's first protected bike lane on First Street. That sounds good in principle, but with a row of parked cars on one side and trees/sidewalk on the other, there is no escape path. Will the City commit to repairing potholes and removing snow and debris on the lane in a timely fashion throughout the year? Its record on ordinary bike lanes has not been promising.

Until and unless Ann Arbor's existing bicycle/pedestrian infrastructure is brought up to shape, I cannot, and I urge you not to, support this project. Instead, I ask that you commit more funds to making Ann Arbor's current infrastructure safer and more bicycle/pedestrian-friendly by keeping it in good repair.

The following emails are from the same individual:

6/4/2018

To All:

Attached in a Word document are my thoughts on the DDA proposals for Huron, William, Ashley and First Streets.

For those that do not like attachments, the text is below.

To the Downtown Development Authority on the plans to redesign some downtown A2 streets

1) The proposal for a dedicated bike lane on William St. from State St. through downtown is a good idea. William St. is a quieter and lesser street with fewer businesses than Liberty or Washington Streets. It is the right place for such an east-west bike lane with fewer negatives for other traffic and uses.

2) The proposal to allow non-rush hour parking on Huron St. from Division to Third St./Chapin St. would be a total disaster with very serious congestion and negative safety consequences. For several years now, we have had periodic right lane closures on Huron St. from State St. to Division St. for construction projects on the north side and they cause serious congestion and backup problems. Even small temporary lane closures on business days create unacceptable problems. The abrupt two down to one lane flows at Third St./Chapin St. and at Division St. would create massive traffic tie ups and likely lead to unsafe diversions of traffic to smaller parallel streets that are much less capable of handling the high traffic loads.

Huron St. from Washtenaw Ave. to Main St. is the business route for both I-94 and US-23 freeways. From Main St. westward it remains the business route for I-94. As a city with some 70,000 to 80,000 daily visitors that are critical to our economy, the DDA should be doing everything possible to

improve the high traffic flow, not doing things to choke it off. Huron St. is one of the main corridors that must remain totally open in all lanes to handle the high traffic loads with high efficiency, good safety, and a minimum of congestion. Huron St. also carries a fair amount of heavy truck traffic that should not have to operate in narrow single lanes with parking in the adjoining lanes. And the tie-ups as people enter and leave parking places would totally shut off the flow of traffic for an unacceptable near-gridlock situation during those times.

3) The proposal to convert First and Ashley Streets to two-way traffic is very unwise. A better proposal would be to find ways for Ashley and First Streets to function more efficiently as a Main St. bypass. At the loss of one-side parking, Ashley and First Streets could easily have bike lanes to link with one on William St.

If more traffic was facilitated to use First and Ashley Streets plus perhaps Fifth Ave. and Division St., you could make a coherent argument to convert Main St. from Huron St. to William St. into a pedestrian-only precinct – just as it becomes during the Art Fair, Rolling Sculpture, and other special events.

Proposals to beautify the streets without the loss of traffic lanes are welcome. If the DDA truly wants to enhance the availability and enjoyment of downtown businesses, a critical need in the near future will be for more parking. With the likely loss of the large downtown lot bounded by Huron, Ashley, Washington, and First Streets, we will desperately need parking facilities to replace those lost to future development.

6/5/2018

To All,

Another question was raised by more than one person in the meeting last night.

We do not have enough money to properly maintain the infrastructure we have now. Far too many of our streets are crumbling faster than we can repair them, and are properly rated as fair or poor.

So how can we possibly justify spending large amounts of money on new infrastructure while too much of the existing infrastructure crumbles faster than we can afford to fix it?

6/13/2018

To All,

I watched the video of the June 11 DDA presentation "People Friendly Streets" to Council and the Q&A that followed. I have several comments. Quite a number of serious issues and negative public feedback were not shown at all on Slide #41 or in other parts of the DDA presentation.

1) There was no mention of my written feedback presented to the DDA at the public meeting on June 4 and sent to the DDA and Council by email that evening - as shown below the ===== line.

2) The DDA documents show that Huron is BL-84 but omit the fact it is also the BL for US-23 east of Main St.

3) There was very little discussion of the realistic travel delays and other negatives of adding parking on Huron St. My wife Molly is a volunteer mediator with 15th District Court and I usually give her rides to and from the downtown courthouse sessions on Wednesdays. Whenever the many construction projects blocked the right lane westbound between State and Division and caused backups on Huron, I would simply divert by turning right on State St. and left on Ann St. - neither of which was designed to handle the types of traffic on BL-94 AND BL-23.

4) The problem will be worst at the 2->1 merges which will happen westbound at Division. I would expect significant diversion of frustrated drivers to go right on Division and left on Ann to escape the congestion. Eastbound, drivers would have the opportunity to divert their east-west travel by jogging right to Washington or Liberty via Seventh or Third -- or jogging left to Miller via Seventh or Chapin. More traffic on multi-lane Division will be OK, but diverting traffic from BL-94 and BL-23 onto Ann, Washington, Liberty, Miller, Seventh, Third, and Chapin is likely to cause problems that the DDA presentation did not address.

5) I would also expect some proportion of the experienced Huron St. users coming from further away to not even try to stay on the BL-94 and BL-23 knowing the likely congestion issues at the 2->1 merge points. Where practical for their final destinations, some may simply divert most of their east-west travel to Miller, Washington, Liberty and perhaps even Hill and Pauline - putting more pressure on these lesser streets that were never designed to be part of BL-94 and BL-23.

6) NOTE that GPS-based travel systems like WAZE will pro-actively tell people in real time where the congestion areas are located, and then suggest diversions that are often inappropriate if more than a small handful of vehicles use them on lesser streets that were not designed for high volume travel on roads like BL-94 and BL-23.

7) The ADT on Huron is about 19,000-20,000 east of Main and 21,000+ west of Main. These numbers are beyond the usual federal recommendations to consider a 4-to-3 or 5-to-3 Road Diet - which will be the practical result of allowing parking on Huron St.

8) I went to the June 4 DDA meeting about the downtown area and the one on plans for Nixon Rd. Both meetings got several comments from the public to the effect of:

"As long as we have SO many streets in bad shape and desperately needing repairs, WHY are we even thinking about expensive programs like these? Shouldn't our limited resources be spent almost entirely to fix what we have FIRST, rather than new projects?"

Those thoughts were not shown on the DDA slide of the feedback.

9) For my part, the Nixon Rd. plans are marvelous, and any of the three options would be a serious improvement on that corridor. BUT they are expensive, and we have an awful lot of streets that are unacceptably crumbling that could use the money first. Note that even the consulting costs for the plans for such projects could currently be better spent repairing our existing and crumbling infrastructure.

10) The DDA held public meetings in March that were used in part to develop the current plans, but the total attendance at those meetings was reported to be about 200 people. With respect, 200 people is NOT a meaningful sample of our 113,000+ residents plus 44,000+ students.

11) I would ask what efforts, if any, were made to solicit views from our 60,000 - 70,000 daily visitors who arrive by car because they do not live in Ann Arbor? These commuters, visitors, tourists, shoppers, hospital patients, university visitors, etc. provide very large portions of our workforce and our economic activity that makes our city financially successful. Many in the workforce commute because they cannot afford to live in the city, but are vital to our economic success. It is obviously important to seek and respect the views of residents, but shouldn't it be equally important to seek and respect the views of commuters and visitors that are a vital part of Ann Arbor's success as a city?

I didn't hear anything along these lines from the DDA.

PEOPLE FRIENDLY STREETS

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

City Council Work Session, June 11, 2018



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.



Streets are PLACES *and* CORRIDORS



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

Not all streets can support all modes of travel equally.

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



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.



PEOPLE-FRIENDLY STREETS *Will ...*



IMPROVE SAFETY AND COMFORT

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

VISION ZERO INITIATIVE

No loss of life is acceptable.

City council resolution of support for the Vision Zero initiative in 2017

- *Whereas, City Council has adopted a Vision Zero policy, which prioritizes human lives above all other considerations, including motor vehicle travel time; and*
- *Whereas, Vision Zero seeks to minimize consequences of inevitable human errors in the transportation system;*

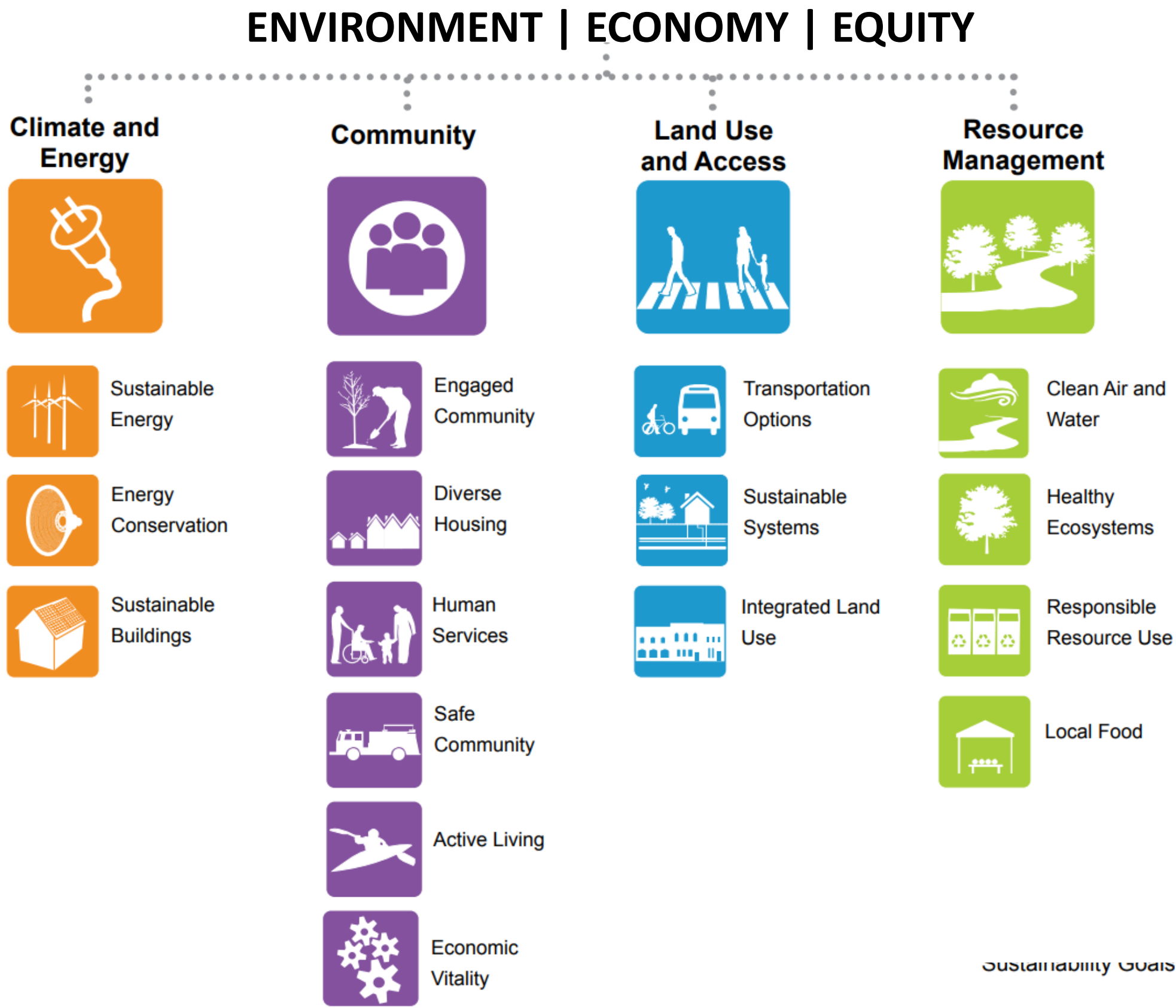
Key Concepts: Ann Arbor Sustainability Framework

Ann Arbor Sustainability Framework

- Combined goals from over 20 city-wide planning documents.
- Central part of the city’s master plan
- Reflection of *community values*

Streets directly relate to many goals:

- Economic vitality
- Energy conservation
- Safe community
- Active living
- Transportation options
- Integrated land use
- Clean air & water
- Responsible resource use



People-Friendly Street Projects

First & Ashley Project

Design & Feasibility Phase: 2018
Engineering: 2019
Construction: 2020

- Two-Way Restoration
- Protected bikeway
- Safety Improvements

Fifth & Detroit

Design Completed: 2017
Construction: 2018 Spring to Fall

Huron Street (3rd to Division)

Design Phase: 2018
Construction: 2019 Spring to Fall

- Streetscape
- Safety Improvements

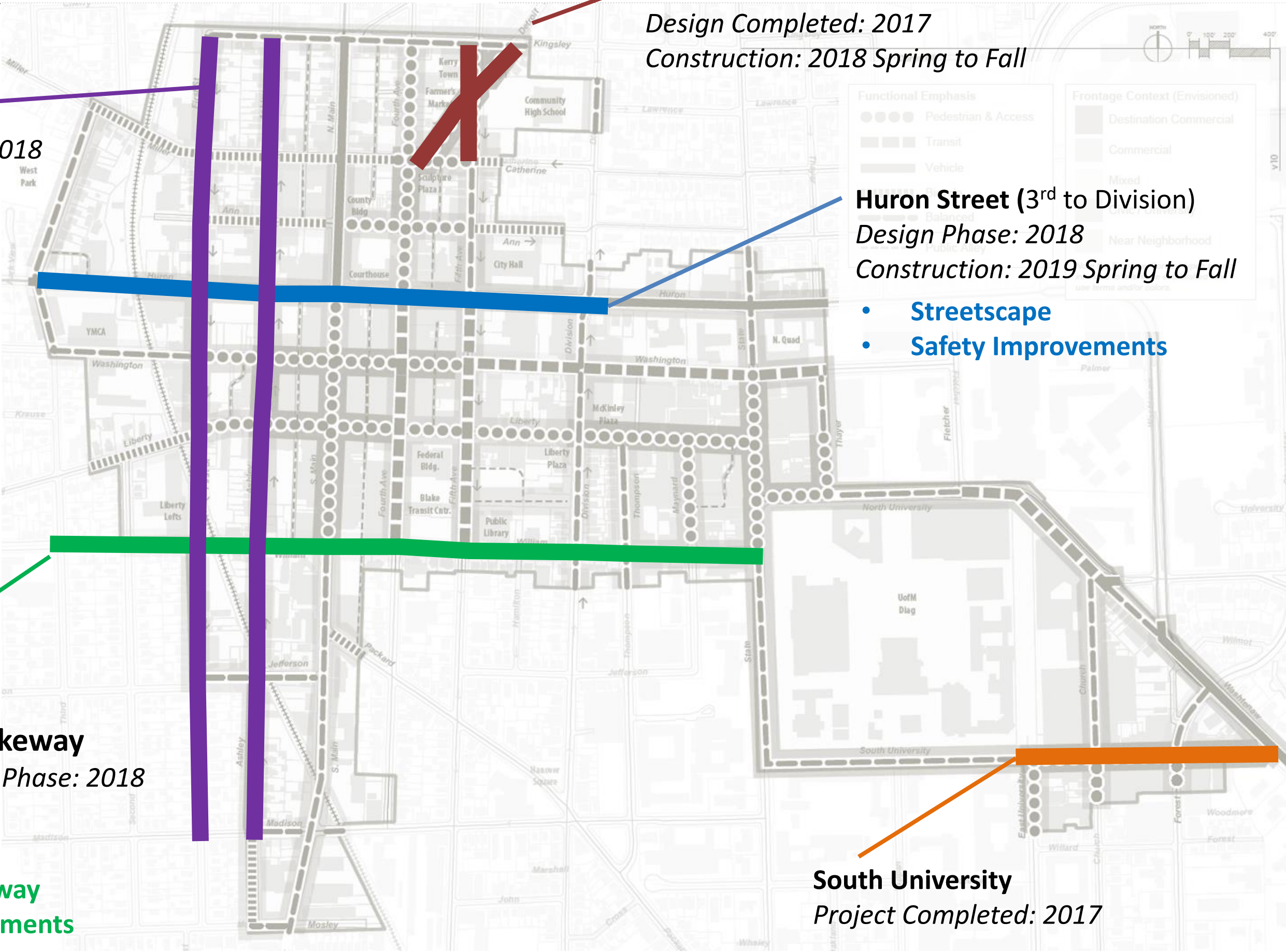
William Street Bikeway

Design & Feasibility Phase: 2018
Engineering: 2019
Construction: 2020

- Protected bikeway
- Safety Improvements

South University

Project Completed: 2017





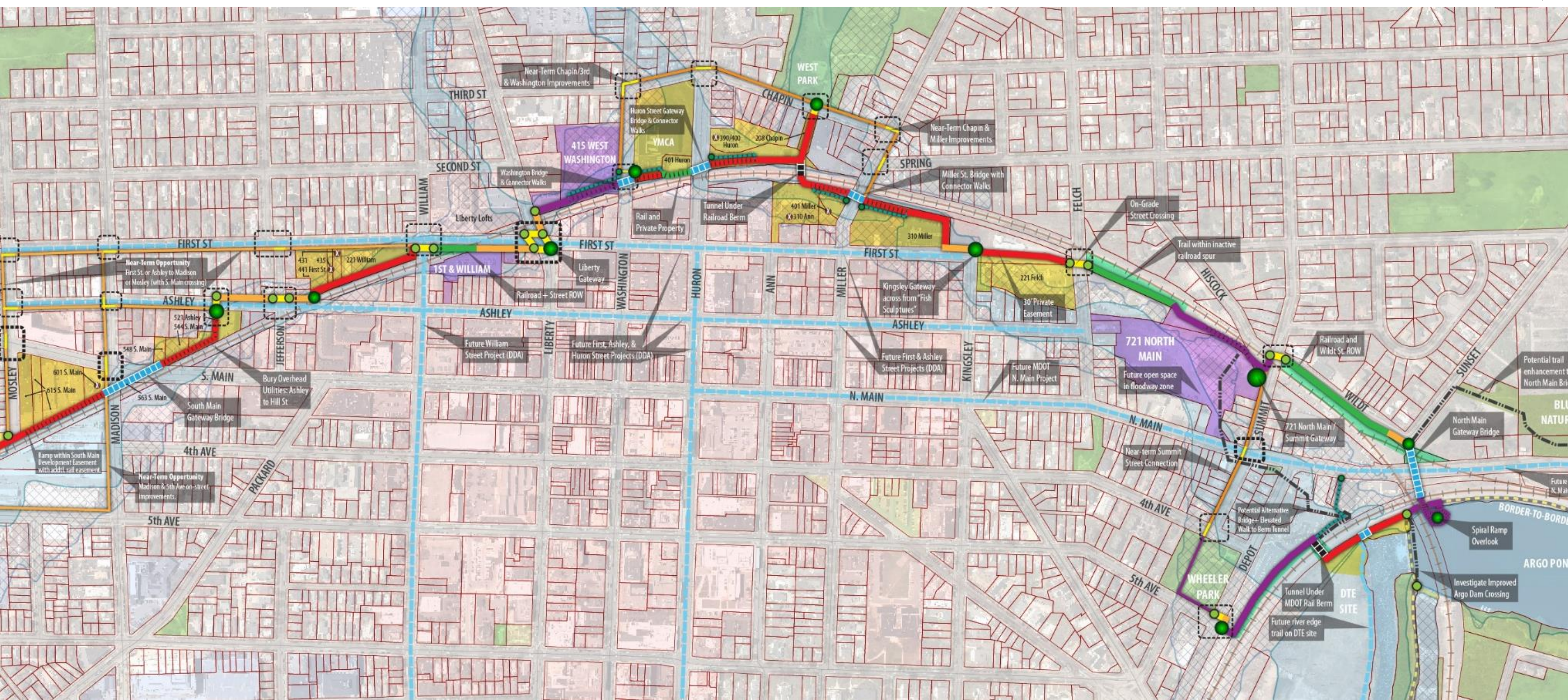
PEOPLE-FRIENDLY STREETS

KEY CONCEPTS

Key Concepts: Recreation Opportunities

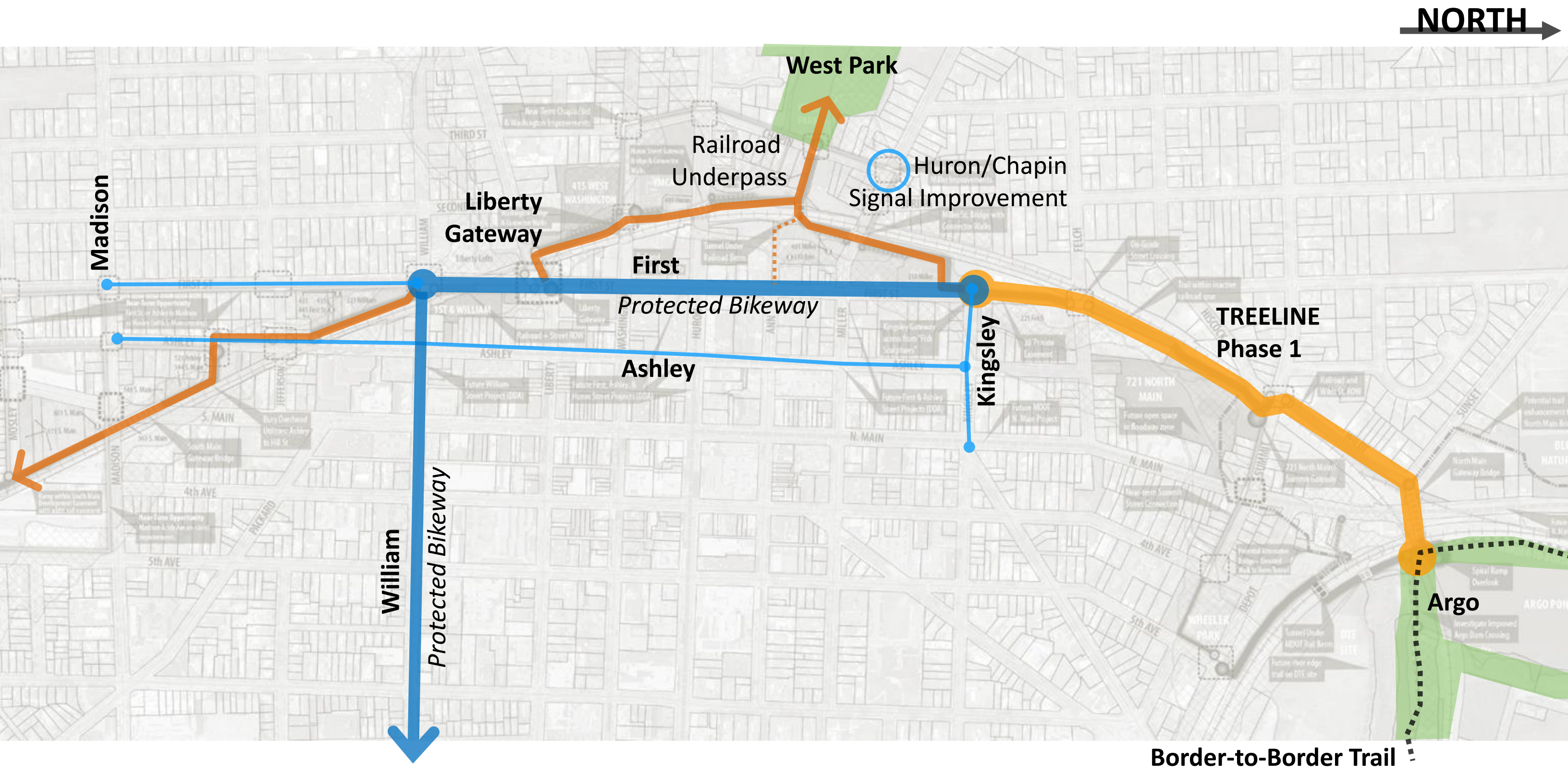
Treeline Trail Master Plan: First & Ashley projects identified as coordinating projects with opportunity to implement near-term and long-term elements of the Treeline.

NORTH →



Key Concepts: Recreation Opportunities

Protected bikeways on First & Ashley advance implementation of the Treeline and build **low stress** connections to the Treeline Trail.



Key Concepts: Sustainable / Green Street Design

1. Street Trees that will thrive!

- Micro-climate
- Stormwater
- Aesthetics + pedestrian comfort
- Shade and energy conservation

2. LED & Dark Skies compliant light fixtures.

3. Stormwater Management

- Allen Creek Stormwater Fund alignment for infiltration improvements on First, Ashley, & William Streets.
- Partnering with City on stormwater improvements.

1 Large Trees with geo-engineered growing zone (example from Huron Street Project)

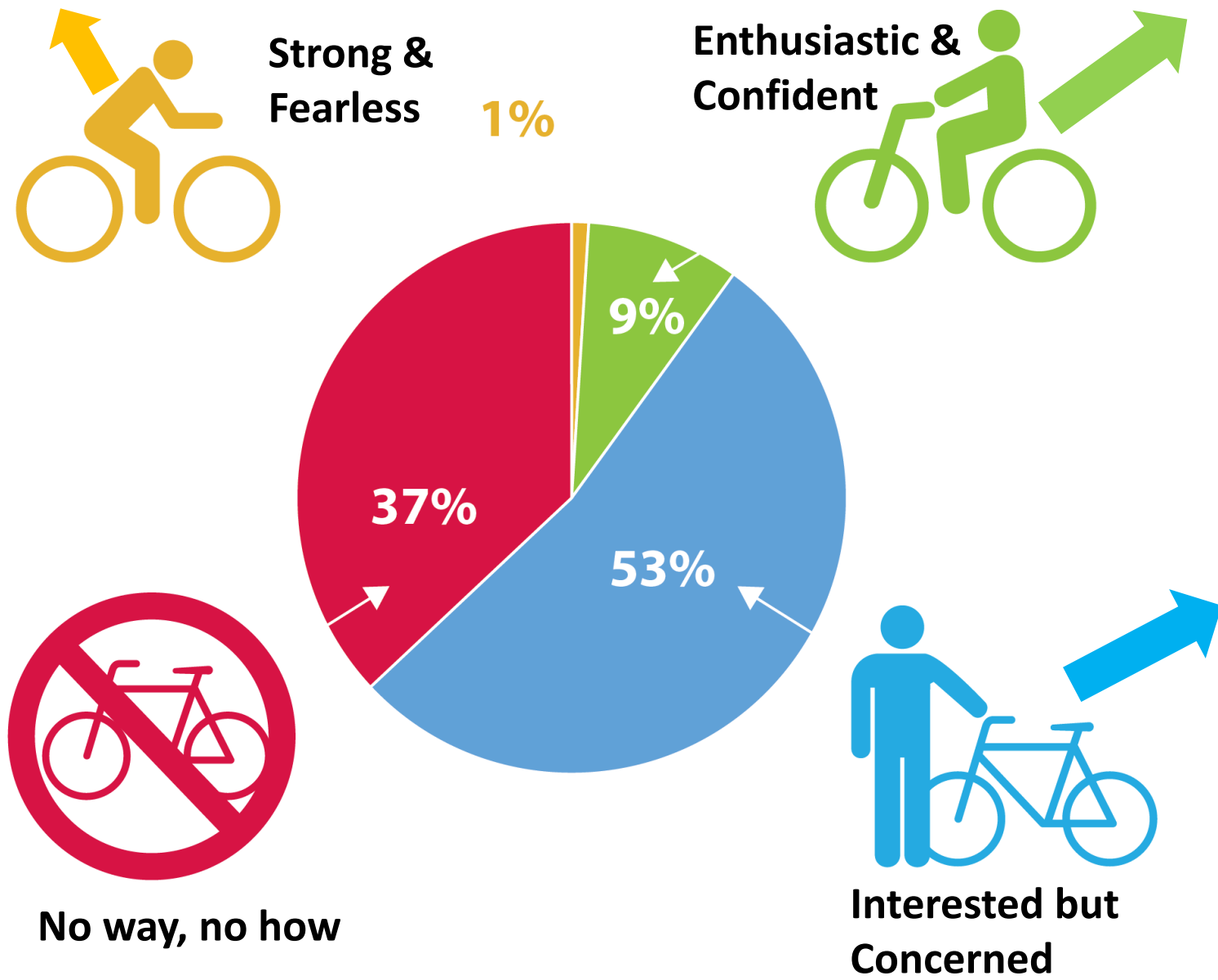


3 Urban infiltration planters



2 Huron Street Proposed Lighting

Key Concepts: Bicycle Level of Stress & Active Transportation



Key Concepts: Protected Bike Lanes

- **Protected bike lanes = Safer for more users:**
 - Provides **physical separation** between bike and vehicle lanes (e.g. flex-posts, medians, parked cars).
 - Can be one-directional or bi-directional
 - Provides **legitimacy** to cyclists using streets
 - Provides **fewer conflicts** with motorists and pedestrians.
 - **Increases retail/food sales** (New York City and Toronto)
 - Increase in cycling!



Key Concepts: Two-Way Street Restoration on First and Ashley

• Benefits:

- **Direct routing** for motorists, cyclists, and transit riders
- **Revitalization** and place-making
- **Better image** – do-not-enter signs, place vs thoroughfare
- **Increased access** to businesses
- Respects **historic intent**: better social & economic exchange
- **Redundancy** for events, parades, maintenance, emergencies...
- **Easier way-finding** and tourism
- **Easier Enforcement** – less speeding, reckless driving, weaving, wrong-way travel



Key Concepts: Safety

- **Critical goal** within community
- Every trip is a **pedestrian trip** at some point
- **Reduced speeding** on two-way streets
- **Slower speeds**

–*reduce*:

Number of crashes

Number of injuries & fatalities

Noise, accelerating, deceleration

Stopping distances

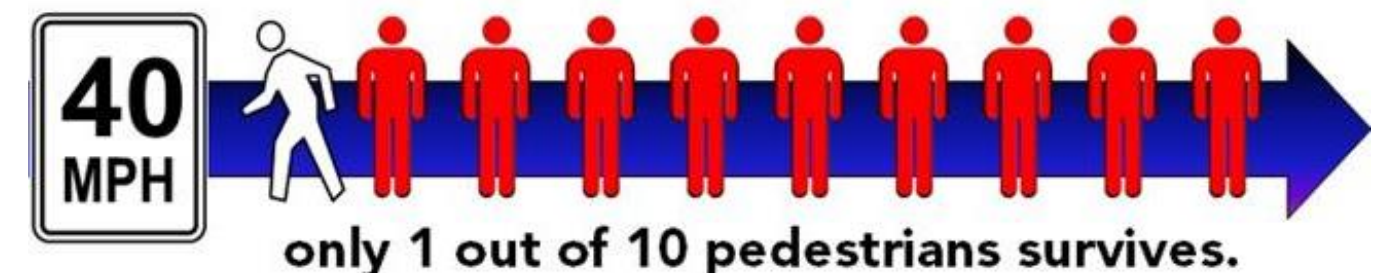
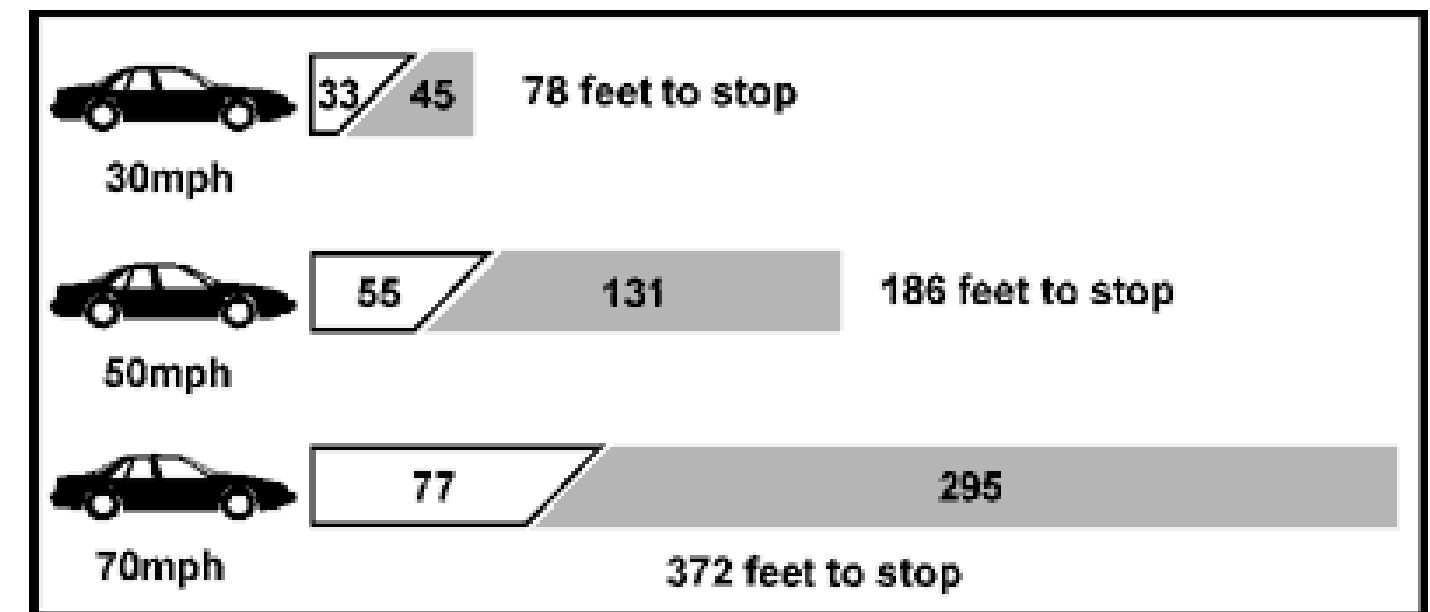
–*increase*:

comfort for customers, residents, & employees

comfort cyclists & pedestrians

–*eliminate*:

“double threat” of two lanes in one direction weaving

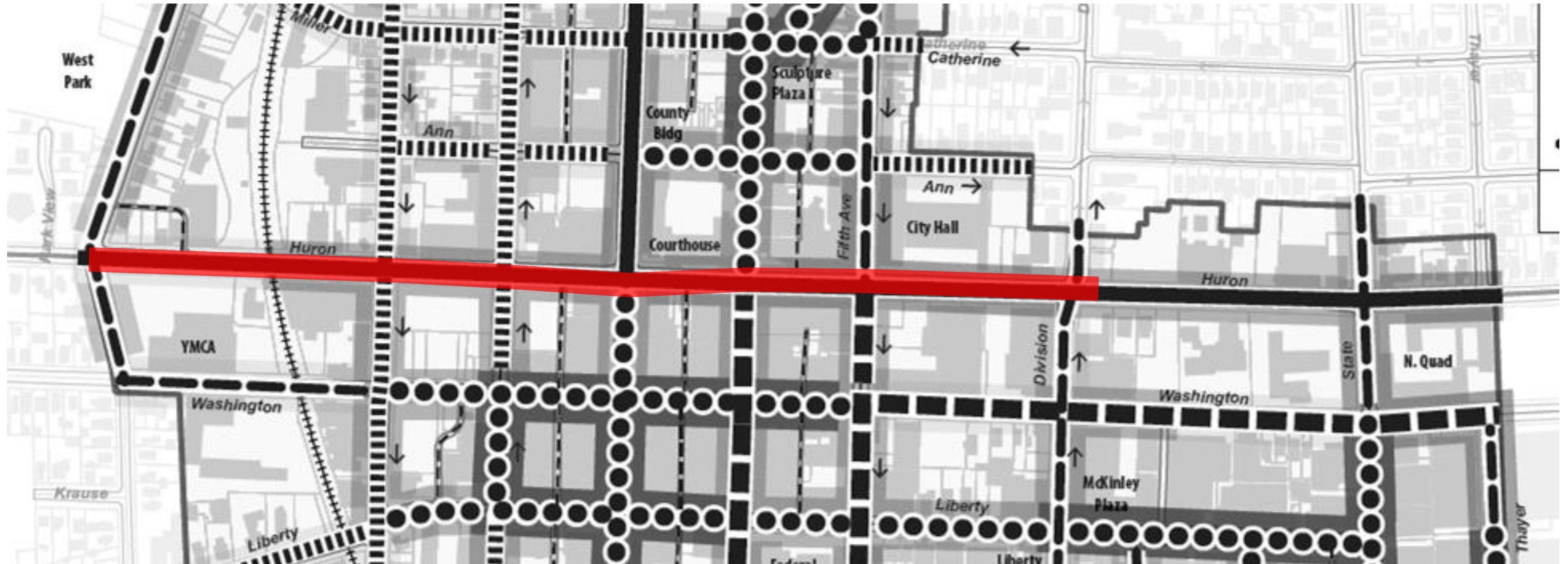


PEOPLE-FRIENDLY STREETS

HURON STREET



Huron Street: Third Street to Division



Huron Street

- A vehicle emphasis corridor **but...**
... Still needs to be comfortable and safe for all users!

Huron Street: Bike/Ped Crash Locations

Pedestrian/Bike related crashes by location 2013-2016



Huron Street: Design Objectives

1. Seek **transformational change** for the corridor
2. Provide **protection and greater comfort** for pedestrians
3. Increase **safety** for all users
4. Develop an **adaptable design** for future street use patterns
5. Reduce **vehicular speeds** (and improve safety!)
6. Improve street for **transit user comfort** and function
7. Add **more green** and be sustainable!



Huron Street: Safety Improvements & Operational Changes to the Street

1. On-street parking (except during rush hour) to buffer sidewalk (***reduces vehicle crashes by 29%***)
2. “No turn on red” along corridor to reduce crosswalk encroachment (***reduces all crashes by 3%***)
3. Permitted/protected left signal at Fifth Ave (***reduces crashes by 14%***)
4. Optimize signal timings for pedestrians (longer crossing times, leading pedestrian interval) (***reduces vehicle/ped crashes by 59%***)
5. Full traffic signal at Chapin/Third



Vehicle Traffic Outcomes:

- Travel time decreases slightly along the corridor during the AM/PM rush hour.
- Slight increase in travel time (~15 seconds per block) during non-rush hour parking.

Huron Street: Chapin and Third Street Signalization



VIDEO 9:
Vehicles stop in crosswalk and ignore solid red signal

Huron Street: Chapin and Third Street Signalization



VIDEO 7:
YMCA groups uses HAWK signal, truck runs solid red signal, and kids must run to cross Huron

Promoting a subtle, but important, shift:

Huron as a parking street, which is managed to accommodate peak traffic demand.



Richmond VA- Main Street

- 4 lane street, 2 mile segment
- Parking available 9:00 am to 4:00 pm

Washington DC- 14th Street

- 6 lane street, 1.5 mile segment
- Parking available between 9:00 am and 4:00 pm

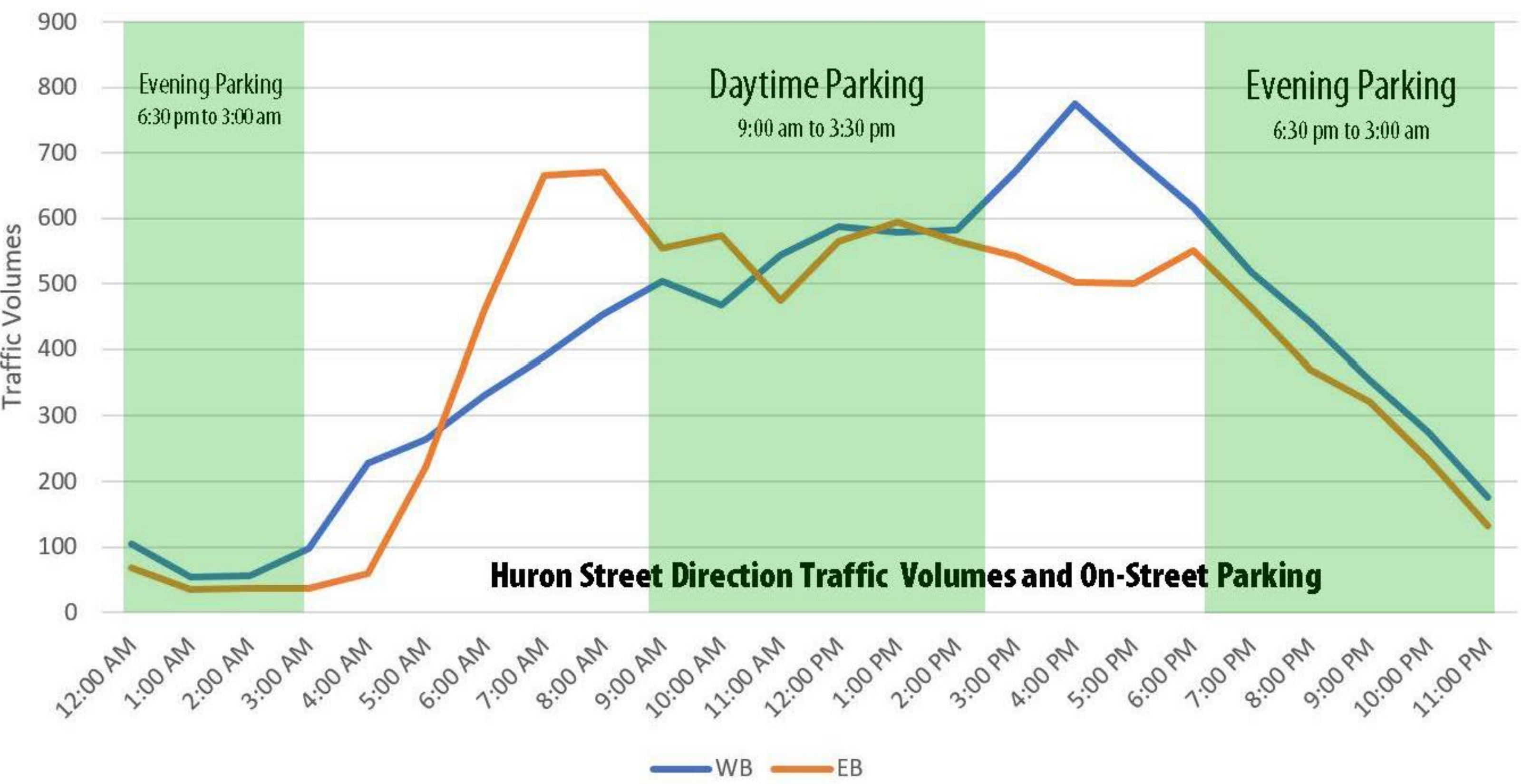
Miami FL- Miami Avenue

- 4 lane street, 2 mile segment
- Parking available 9:00 am to 4:00 pm

OUTCOMES from case studies

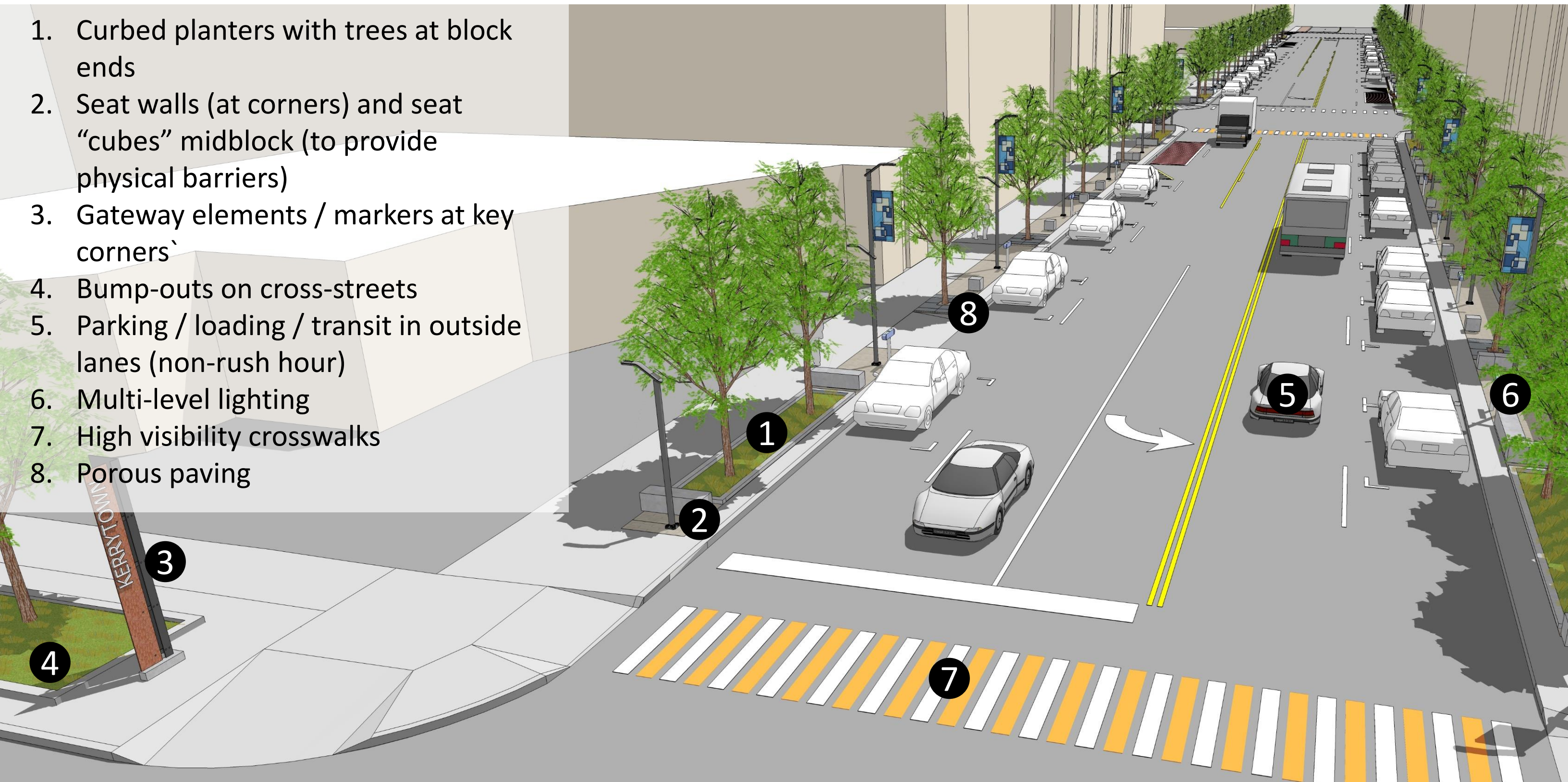
- *Enforcement & monitoring*
- *Long-term acceptance*
- *Increases pedestrian activity*
- *Parking is utilized*
- *Minimal traffic impacts*
- *Increases development investment*

Huron Street: Non-Rush Hour Parking – Traffic Counts



Huron Street: Design Concept

1. Curbed planters with trees at block ends
2. Seat walls (at corners) and seat “cubes” midblock (to provide physical barriers)
3. Gateway elements / markers at key corners
4. Bump-outs on cross-streets
5. Parking / loading / transit in outside lanes (non-rush hour)
6. Multi-level lighting
7. High visibility crosswalks
8. Porous paving





PEOPLE-FRIENDLY STREETS

FIRST & ASHLEY PROJECT & WILLIAM STREET BIKEWAY

First & Ashley Project History

- **First & Ashley** were made into a one-way pair in the 1960's as part of a **partially completed downtown "bypass"**.

Corridor Problems:

- Safety concerns for all users
- Uncomfortable for cycling and walking
- Excessive travel speeds
- Confusing way-finding
- Reduced business access
- Diminished street character

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

The Ann Arbor Planning Commission formed an ad hoc committee to get the various groups interested in the Packard-Beakes Bypass to decide the future of the various plans. The committee was composed of the following organization's representatives: Market Town Assoc.

Mr. Edna Every suggested that if the downtown businesses or any other people associated with the bypass want a penetrator route, why don't we ask them where they live and why don't they suggest that it come by their houses?

As the meeting adjourned, Mr. Carlson said, "I think that we should all recognize the implications of what we are saying. The implications are, that this road is designated, the broken alignment designated as the direction between the Broadway Bridge and the Old Town."

R. HUNTER

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

October 1, 1970
RECEIVED
OCT 14 1970
ANN ARBOR PLANNING DEPARTMENT

The first meeting session of the working committee 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 Parker. 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 and Mr. Johnson.

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?

Neighborhood Meeting

SECOND BAPTIST CHURCH
FEBRUARY 9, 1967

Status Report on Thoroughfare and Traffic Plans Affecting the North-Central Neighborhood Area.

Packard-Beakes Penetrator

According to the preliminary plan, this route will follow a west from the Broadway Bridge to Main. Traffic from Main to the west will flow one-way east on Kingsley to Division and north one-way on Main. According to the plan, no widening would be required for any of these streets. However, the City may need to acquire two properties at the intersection of Main and Kingsley. All or part of 30 properties will be acquired in the Main to connect Ashley and First north of Miller to the Kingsley.

It is estimated that the Packard-Beakes Penetrator will be completed by 1969.

BLOCK CLUB MEETING

ANN ARBOR PLANNING DEPARTMENT
OCT 14 1970

THE ANN ARBOR NEWS

Ann Arbor, Michigan, Monday, April 1, 1970, Page 31

Bonding Small But Co

Proposed Traffic Patterns

Model Cities Policy Board Adopts Resolution Opposing Packard-Beakes

Combined Project Goals

- **Improve Safety and Comfort**
 - Improve **safety** and comfort for all street users
 - Emphasize **protection for vulnerable users**
 - Advance the **Vision Zero** objectives
- **Strengthen Businesses**
 - Supports **business access & visibility**
 - **Be a catalyst** for encouraging reinvestment and vitality
- **Increase Connections**
 - Make the streets **easier to navigate**.
 - Enhance the **bike network**
 - Support existing and future **transit service**
 - Advance implementation of the **Treeline Urban Trail**
- **Promote Green Design & Sustainability**
 - Incorporate **stormwater management**
 - Improve **public health** through supporting active transportation

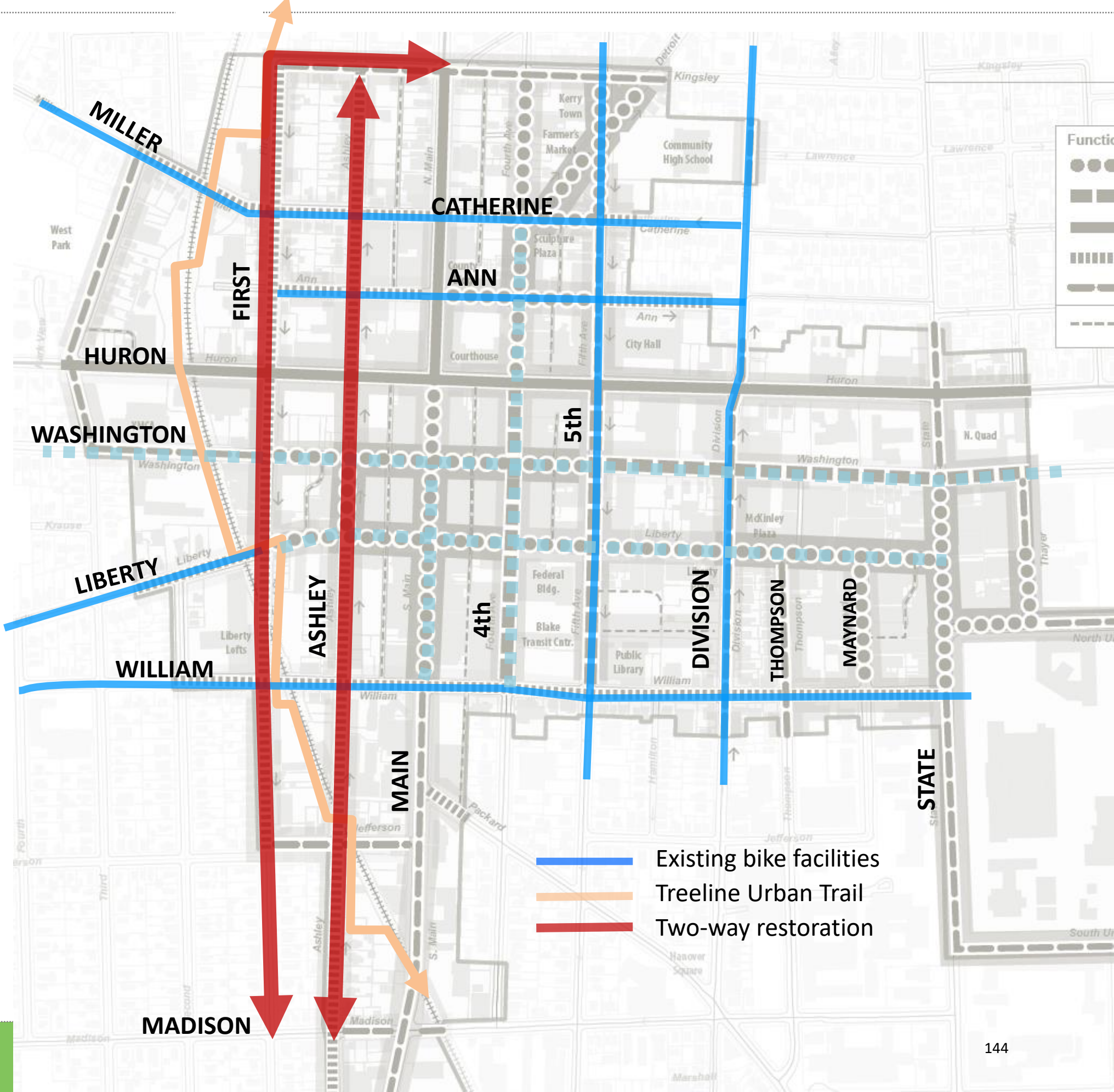


Design Direction: Two-Way Travel on First & Ashley

Based on existing and projected traffic volumes, the two-way restoration is feasible.

STREET CONFIGURATION:

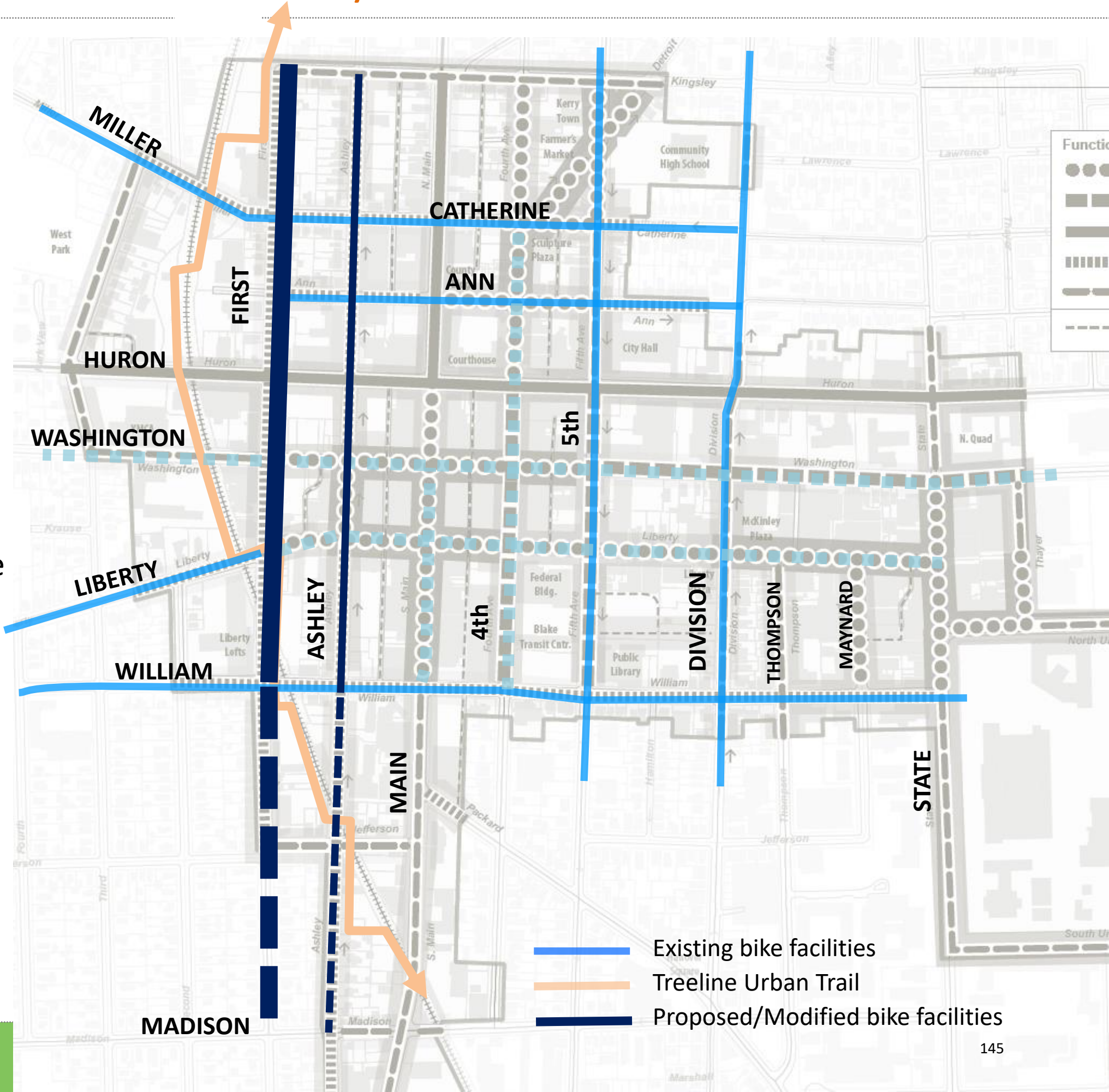
- 1. Generally travel lane in each direction on Ashley & First
- 2. Includes two-way travel on Kingsley from First Street to the North Main Intersection.



Design Direction: First & Ashley Protected Bike Facility

Two-way protected bicycle facility on the **EAST** side of First Street from Kingsley to William.

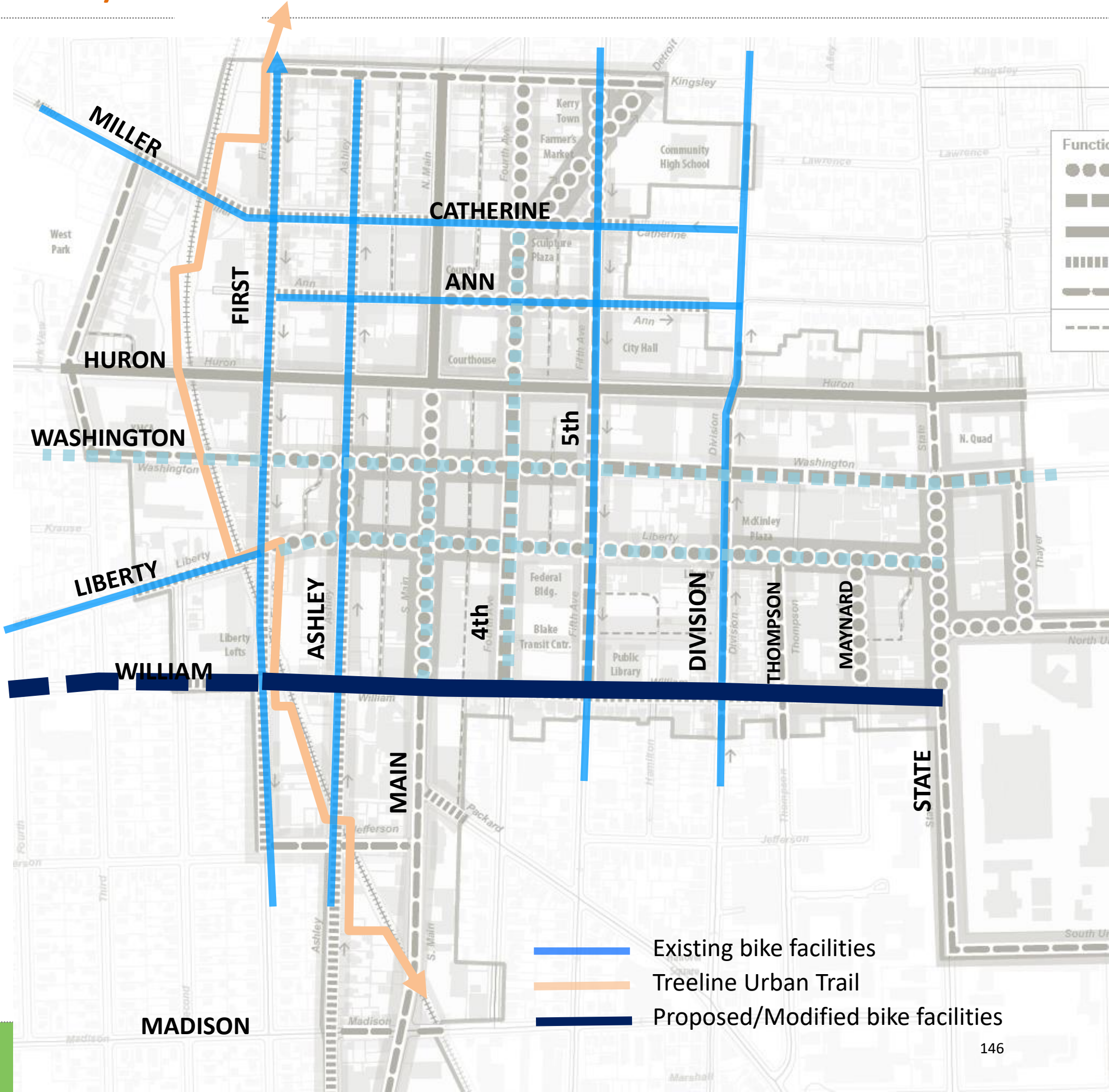
- 1. Parking and loading preserved and improved on west side of First Street.
- 2. Parking and loading preserved, reconfigured, and/or expanded on both sides of Ashley.
- 3. Bicycle access lanes and/or enhance sharrows (share the road markings) to be used on Ashley to continue to provide bicycle service.
- 4. Connection to the Treeline Trail at Kingsley.
- 5. Potential to transition to a neighborhood street with advisory bikes lanes south of William on First and Ashley streets. Exploring other alternatives as well.



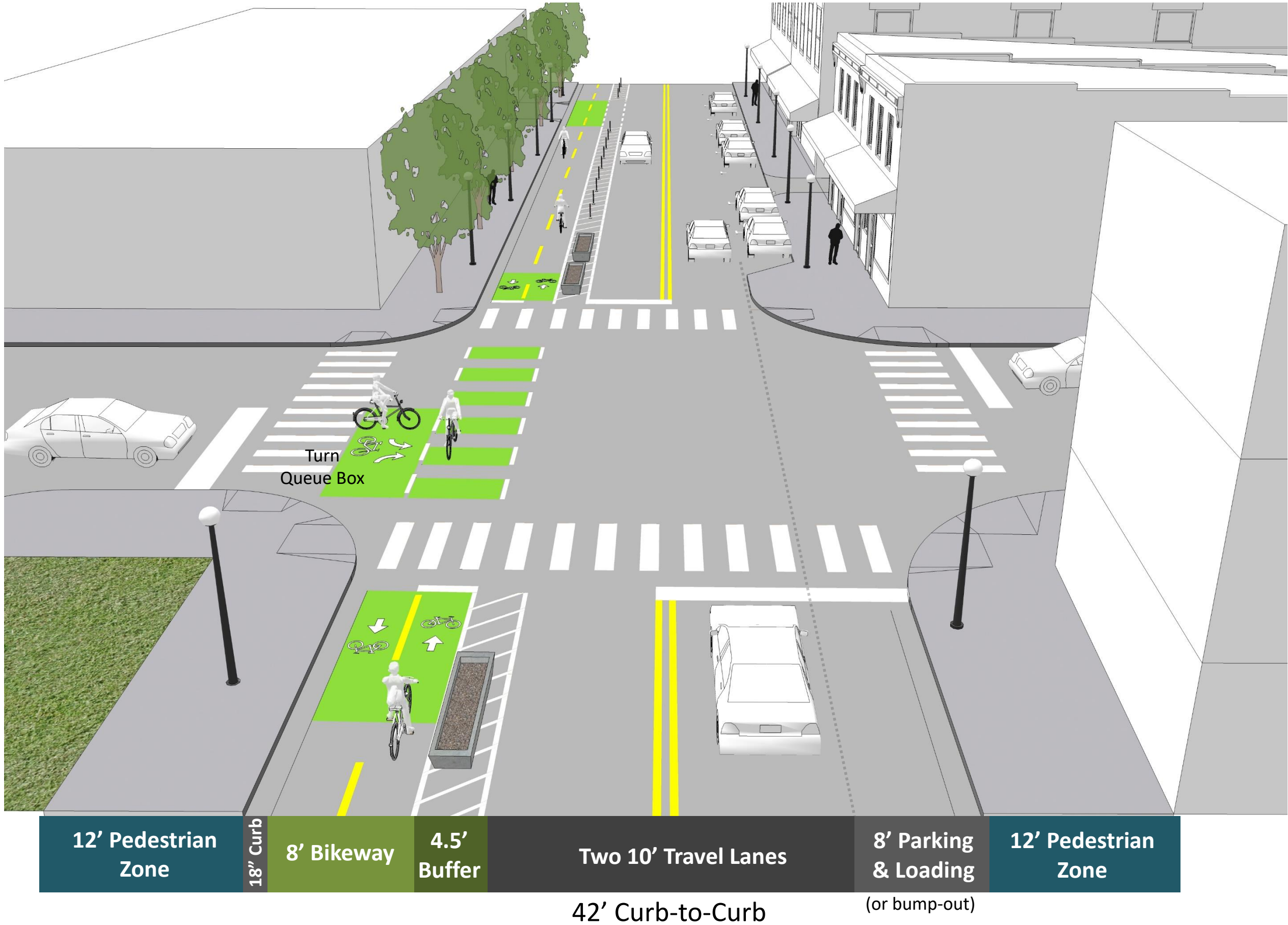
Design Direction: William Street Bikeway

Two-way protected bicycle facility from First Street to State Street on NORTH side of William.

- 1. Travel lanes configured typically with 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 and removed on the other. Some blocks gain parking.
- 3. Transition to neighborhood street with advisory bikes lanes west of First Street.
- 4. William Street identified as a candidate for protected bike lanes



Design Direction: Typical Bikeway Design



Safety Analysis

Historic crash data trends for latest 5 years (2013 - 2017)

Total of 650 crashes on study corridors

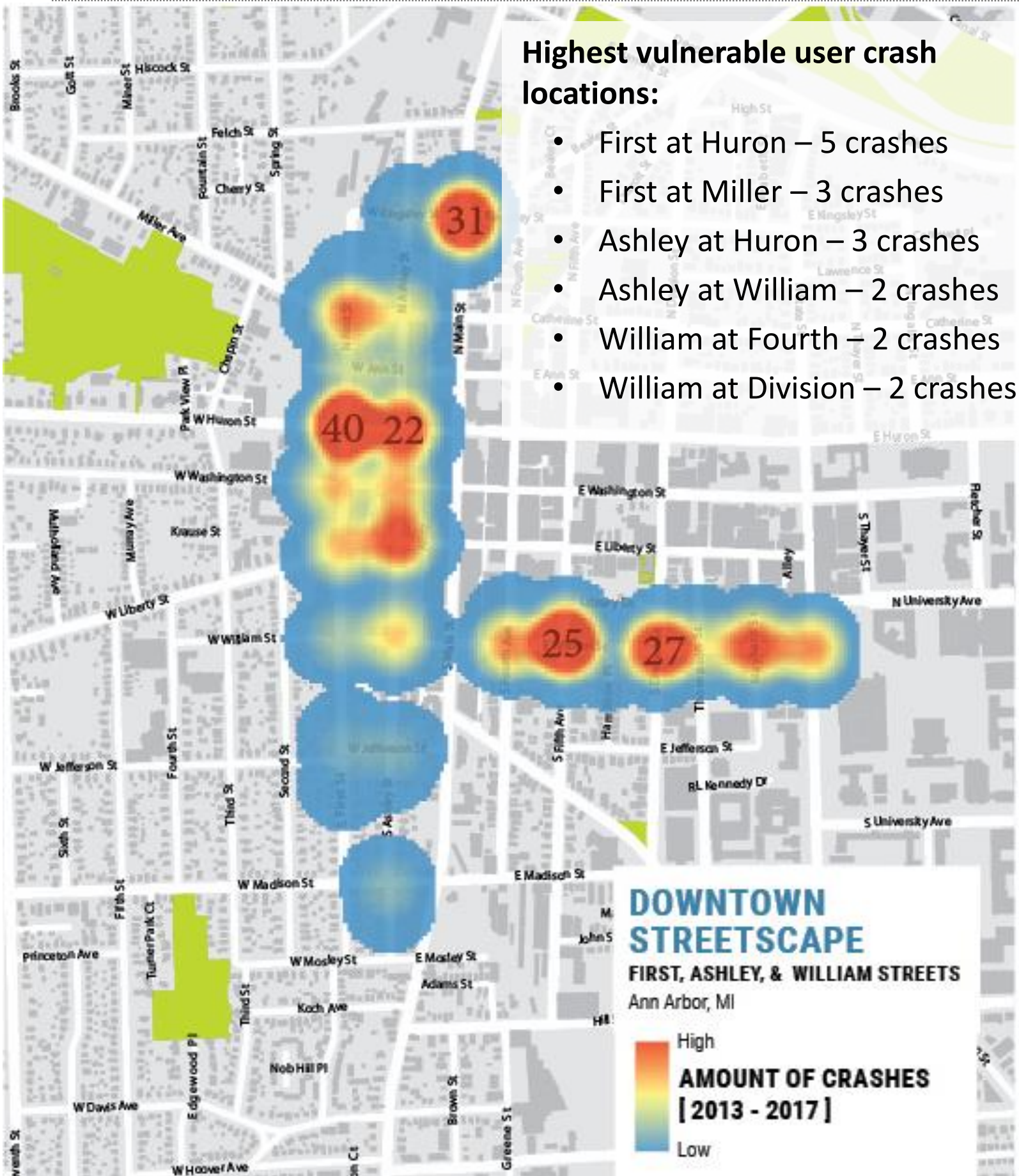
- 15% resulted in injury
- 43 involved vulnerable users (7% of crashes)
- 91% of vulnerable user crashes resulted in reported injury – 40% of overall injuries
- Disproportionally injured
- Does not include *near misses*

Angle/Sideswipe are most common vehicle crashes

- 54% on First Street
- 58% on Ashley Street
- 64% on William Street

This crash type is common with multi-lane roadways

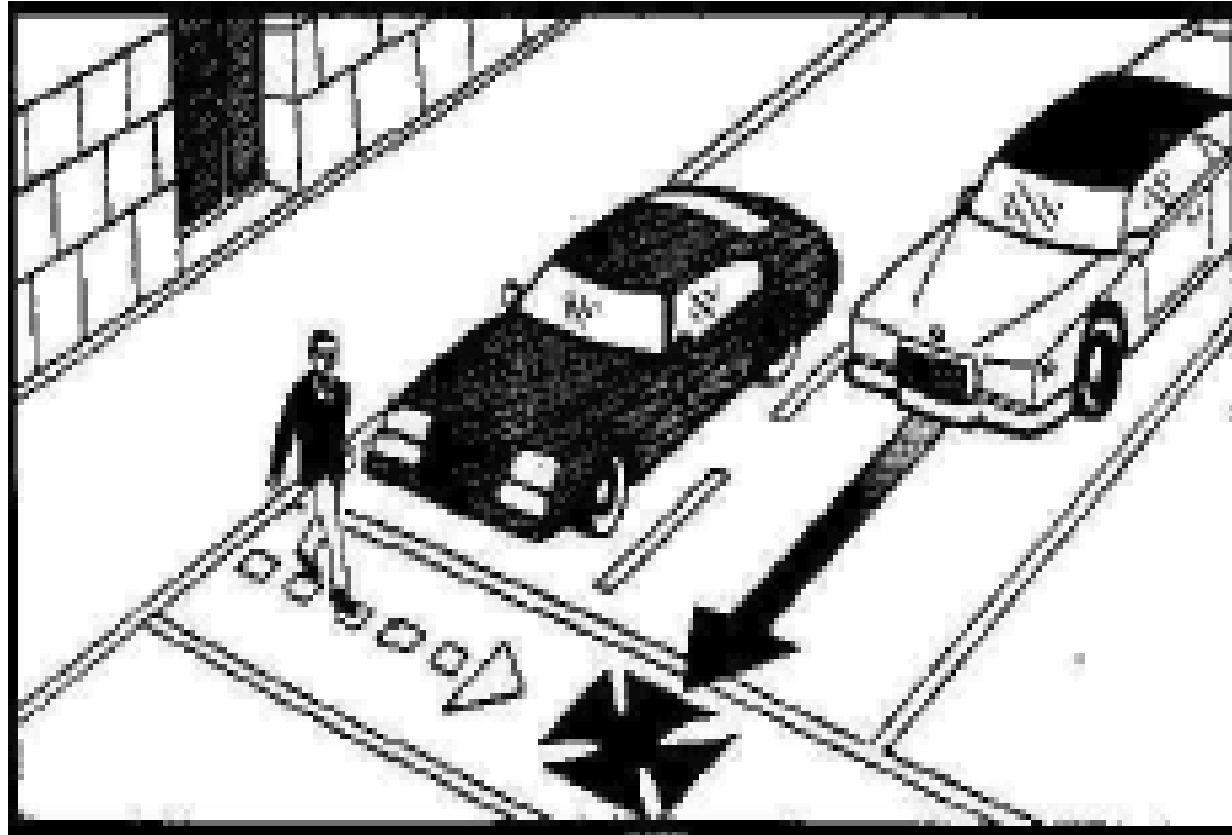
Ann Arbor has Vision Zero goal by 2025



Safety Analysis – Anticipated Outcomes

- Restrict parking near intersections to increase visibility between turning vehicles, pedestrians, and bicyclists. ***(56% reduction in fatal crashes)***
- Use bump outs to “daylight” corners and increase visibility. ***(33% crash reduction, 40% increase in yield rates for pedestrians at crossing)***
- Installation of colored bicycle lanes at intersections. ***(39% reduction of vehicle-bicycle crashes at intersections)***
- Provide separated bicycle lanes. ***(35% reduction for vehicle-bicycle crashes; 59% reduction for vehicle-bicycle injury rates)***
- Add Leading Pedestrian Intervals to signalized intersections. ***(59% reduction for vehicle-pedestrian crashes – and would benefit cyclists using leading pedestrian signal)***
- Reduce number of travel lanes. ***(29% reduction for all crash types when converting from 4-lanes to 2-lanes)***

Removal of the “double threat”



Source: FHWA

Qualitatively, pedestrians will enjoy a better walking experience with anticipated slower vehicular speeds, as well as being protected by bicycle facility

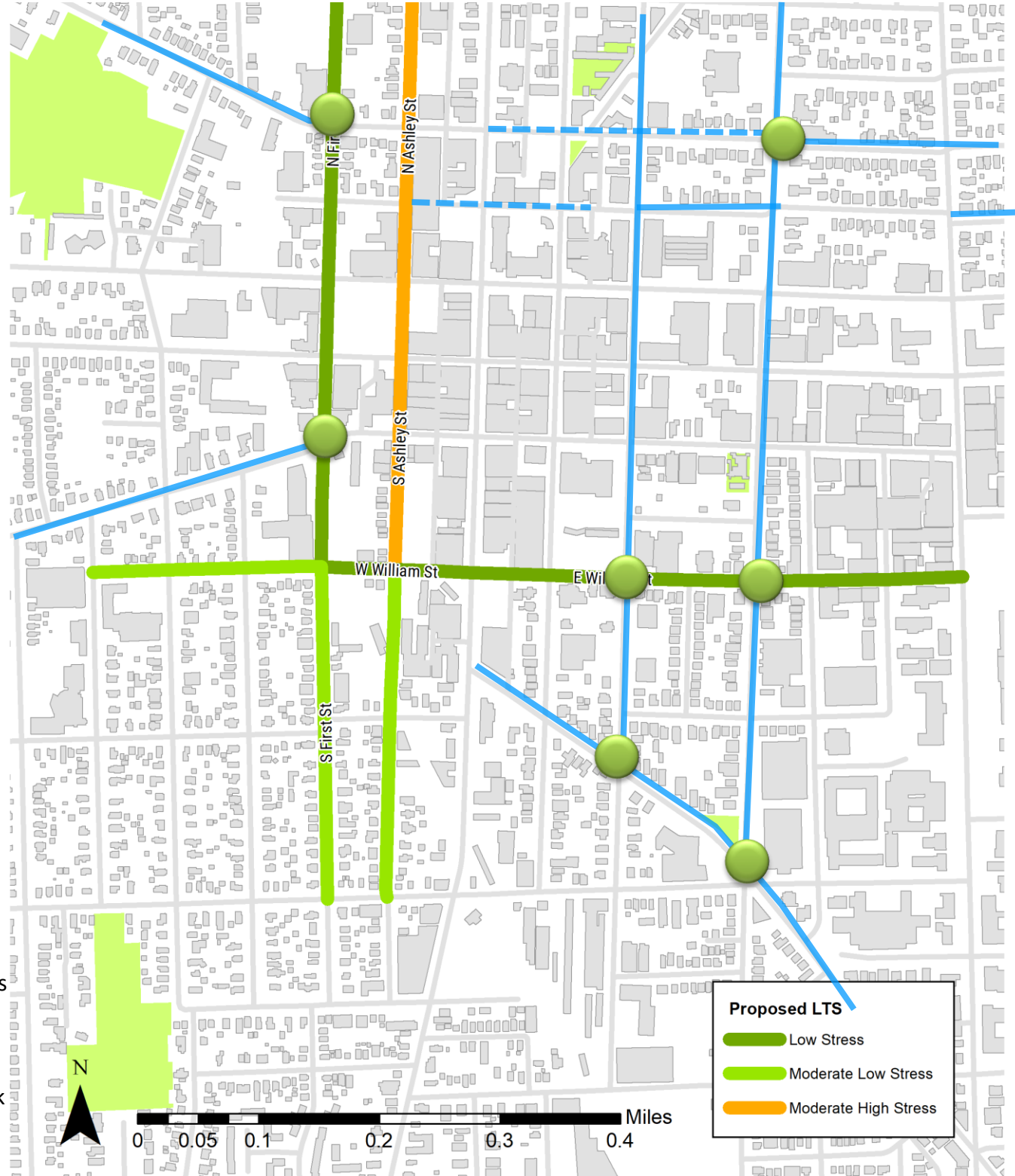
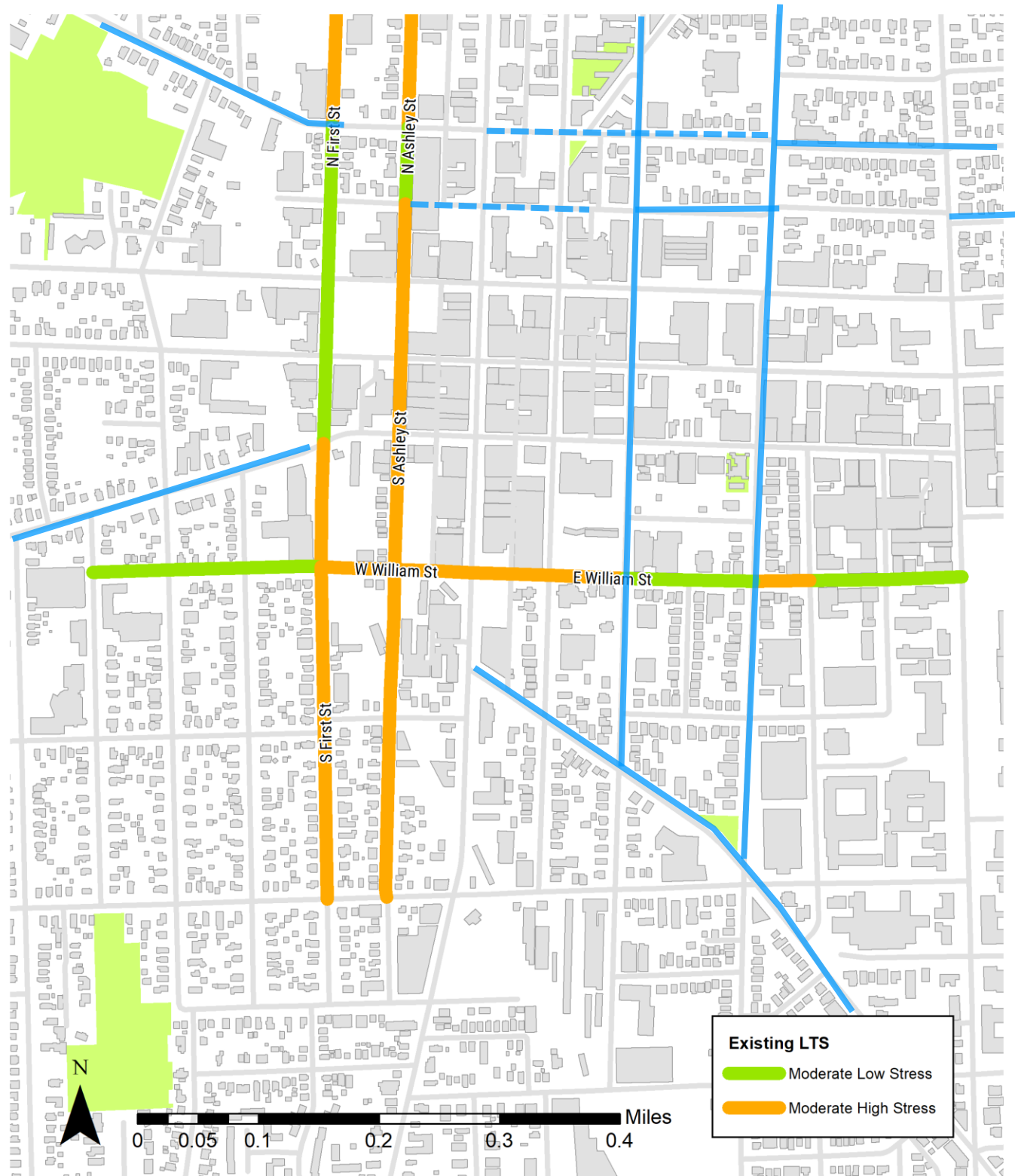
Sidewalk bicycle riding will reduce with the presence of enhanced bicycle facilities on-street



Safety Outcomes: Bicycle Level of Stress & Active Transportation

- Existing captures 9-16% of population with LTS 3
- Gaps in the low stress network discourage interested riders
- One-way travel requires riders to circulate the study area to reach destinations on 1st and Ashley

- Proposed captures 100% of interested population
- Improvements in LTS level are experienced or maintained throughout the corridors
- Two-way travel is now available to riders, especially valuable for bicycling destinations along 1st and Ashley



Vehicle Patterns: Travel Time

- Traffic analysis modeled existing traffic patterns and predicted future patterns based on the proposed design direction.

- AM Peak Hour

Street	Existing	Proposed	Change
First	2.1 minutes	2.5 minutes	24 seconds
Ashley	2.8 minutes	3.4 minutes	36 seconds
William	2.6 minutes	2.5 minutes	Negligible

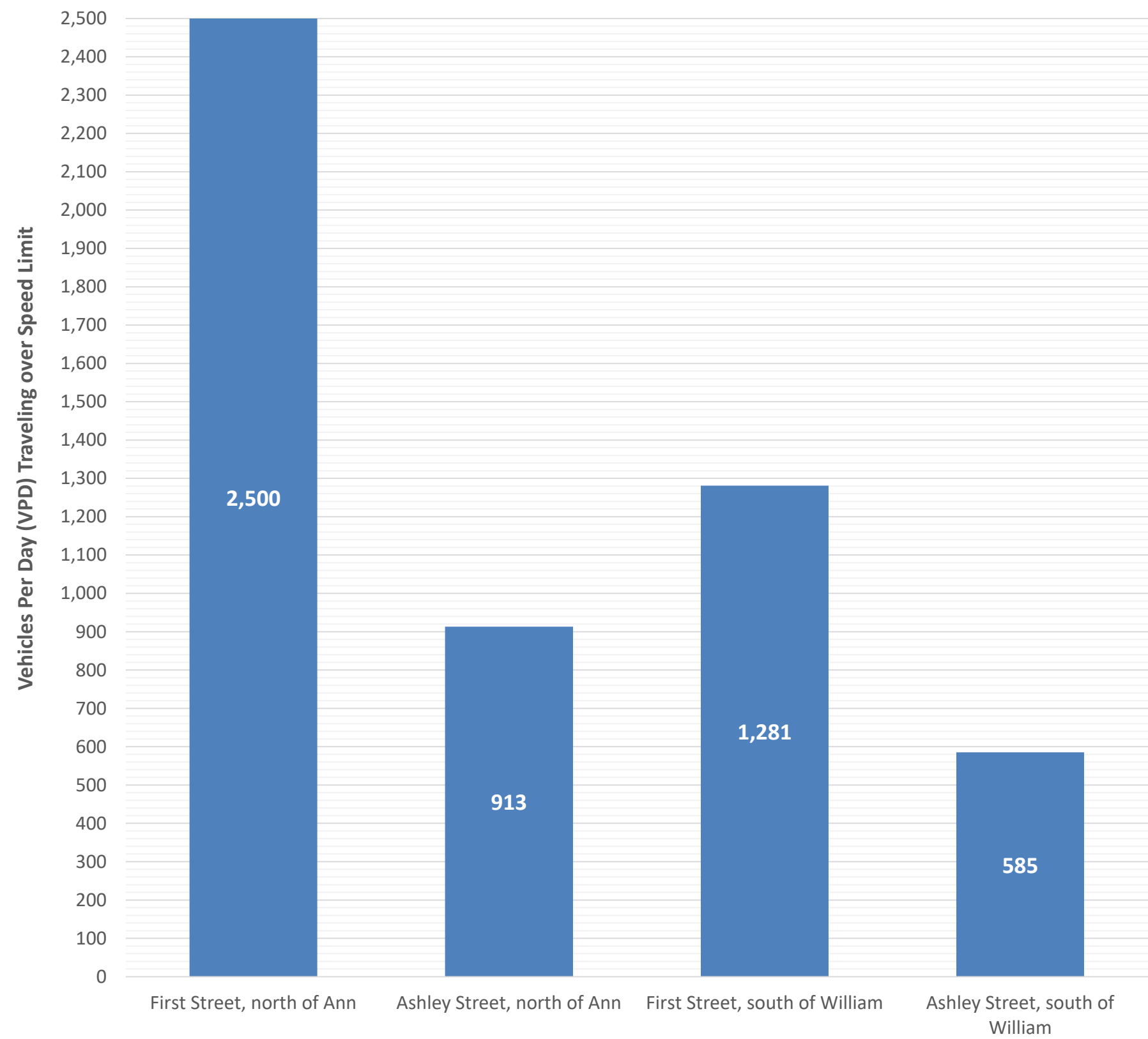
- PM Peak Hour

Street	Existing	Proposed	Change
First	2.8 minutes	3.6 minutes	48 seconds
Ashley	2.5 minutes	3.7 minutes	72 seconds
William	2.8 minutes	2.9 minutes	6 seconds

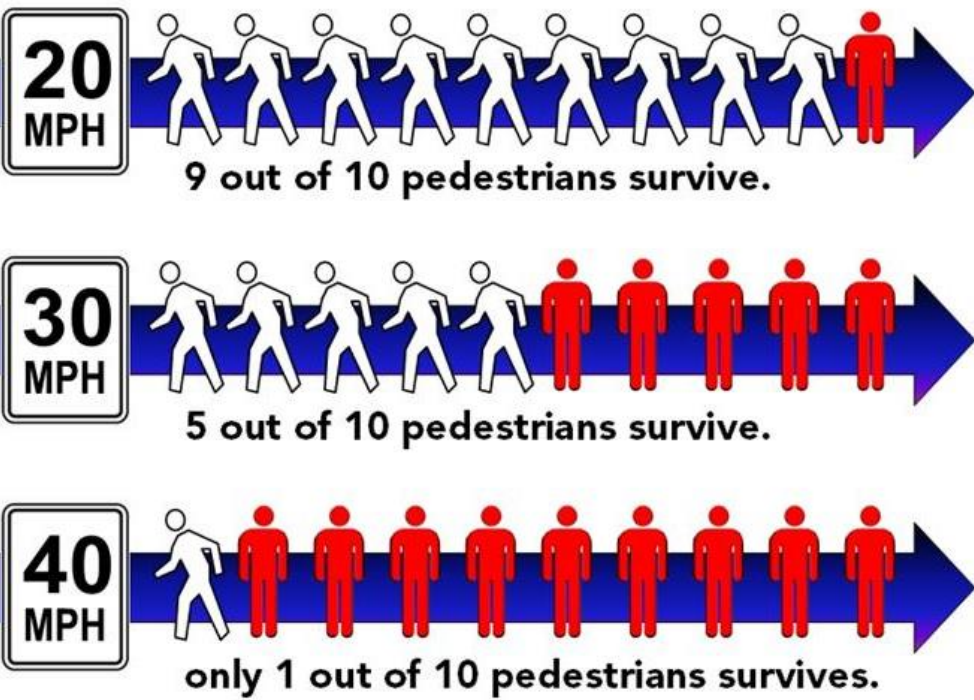
- Local trips will have a shorter travel time
 - Represents 85% of vehicles in the evening peak hour
- Average delay for any vehicle is 7 seconds
 - The maximum increase in delay = 72 seconds for vehicles traveling full length of Ashley Street during the evening peak hour. Represents 15% of vehicles in the evening peak hour

Vehicle Patterns: Vehicle Speeds

Vehicles per day traveling over the speed limit



- Reducing the number of travel lanes is cited by the FHWA as a countermeasure for reducing mean vehicular speeds between 2 and 4 miles per hour
- Speed is directly correlated to likelihood of injury
- Approximately 45 people crossing these corridors in any one hour of the day at uncontrolled locations
- **Over 100 vehicles were captured exceeding 40 mph during our study**



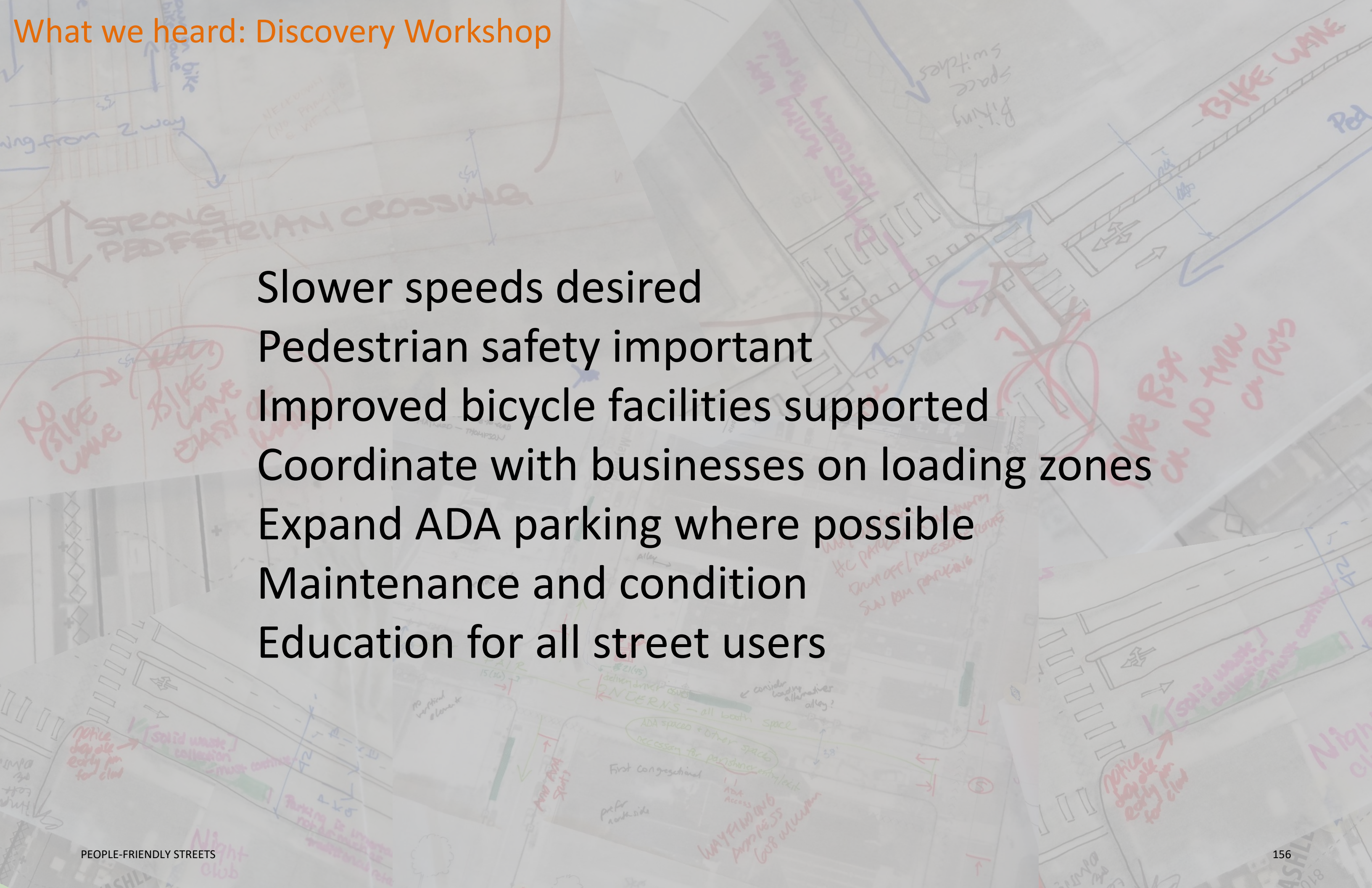
Design Direction: Other Design Features & Considerations

- **Bump-outs locations**
 - Shorten cross-walks
 - No bump-outs at larger commercial loading zones to allow vehicles to pull directly into the loading zone
- **Adjust intersection controls**
 - Potential for 4-way stops at some new locations
 - Leading pedestrian + bicycle signals for two-way protected bike lanes to get them into the intersection before vehicles
- **Review location and size of loading, drop-off, and ADA parking zones**
 - Looking to add, not remove, loading and other curb-side use zones where feasible
- **Generally work within existing curb**
 - Opportunities for curb modifications will be limited to where necessary or beneficial



Stakeholder & Community Engagement





Slower speeds desired
Pedestrian safety important
Improved bicycle facilities supported
Coordinate with businesses on loading zones
Expand ADA parking where possible
Maintenance and condition
Education for all street users

NEXT STEPS FOR ALL PROJECTS

Meetings for Support:

- DDA Board support (July 11, Noon)
- Transportation Commission (July 18, 7pm)
- City Council support (August 9, 7pm)
 - Transportation Changes
 - Project Bond Approval

Google

APPENDIX C – SIGN-IN SHEET

MARCH WORKSHOP SIGN-IN SHEET

Monday, March 19, 2018

SIGN-IN SHEET
ANN ARBOR DDA PEOPLE FRIENDLY STR
ANN ARBOR DDA 150 S. 5TH
MONDAY, MARCH 19TH 2018

Name (Please Print)	Representing
Emily Deemer	404 S 12th Housing
Jan Ogden	404 S 12th; Common Cycle /
TONY VEIT	535 South Ashley
Pat Micks	
Mark Hodosh	Bills Beer Garden
NANCY VEIT	535 SOUTH ASHLEY
Sandra Andrade	Matn St. Area Assoc.
Robert Gordon	WBWC
Alex Grahman	Duo Security, Common Cycle
Steven Kronenberg	Common Cycle & Safe Kids
THOMAS MASON	WATERLOO ST. AREA ASSOC.
Shaile Murray	Common cycle
NATE PHIPPS	Bike Alliance / Common Cycle
Andy Burkhardt	Bike Alliance
Larry Deck	WBWC
Elizabeth Clapp	bike alliance
Raj Naik	Bike Alliance
John & Peggy Rokicki	515 S 1st St
Rubens Kuyler	1077 Taylor
Wendy Valtadoros	614 S. 1st
Victor Lee	—
Katie Huhoway	1008 Fountain St. / Common Cycle

Name (Please Print)	Representing
J.B. Moore	MG
Scott Trudeau	me / laws / planning / Comm
Matt Catanzano	Cyclist
Valerie Shmaburger	WBWC
Rachel Moeckel	Bike-in, commuting
BRANDON MOECKEL	BIKE-in
Kirk Westphal	City
SONIA SCHMERL	OWSA

Name (Please Print)	Representing
Dave Kozio	120 E Huron Arborvitae Sw
Emma Wendt	Common Cycle
Oren Clarke	Common Cycle
RHONDA FOXWORTH	Bike Alliance Common Cycle
Kay Jarrell	Punks @ Stadium, Bikes to

Tuesday, March 20, 2018

Jared Malestein	Citizen at large
Sack Jennings	" "
Darcy Crain	First Congregational Church
PICK MITCHELL	"
Joe Muller	
Mark Hodosh	
Kelly Vore	
Kevin Sawyer	BooBer tours
Melanie Tyler	
D. WEBSTER	THE EARLE
Robert & Gail Piepenburg	residents

Wednesday, March 21, 2018

Name (Please Print)	Representing
Ezra Keshet	
SETH PETERSON	
Suzann Flowers	WATS
Mike Davis	MDOT
Jay Haito	
Kelly Schwartz	get Downtown
Marge Haile	
Kathy Maddow	111 Ashley Condo
Sam Ficke	
Ben Peterson	
Jean Hotter	
Doug Kelbaugh	
Bill Dunlap	
Mark Hodas	

Thursday, March 22, 2018

Name (Please Print)	Representing
Catherine Brennan	Posthouse Volunteer Gardens
Phil Tuchinsky	Ashley St. driver
Josie Park	WADL
Pat Martz	OWS Edge
Julie Weatherbee	
Tom FILARDO	self
Jerrisenist	family
Vito Causo	
Sherry Daughy	Daughy Martessari
John Pianelli	Home owner - 1st
Cathy Schuh	Home owner - 1st
Tyler Kinley	Schwaben Hall - 4th floor
Jim Michos	Cottage Inn
Theresa Riera	self
ALI Ramlawi	Self

Name (Please Print)	Representing
Cathy Kimmell	West Huron
Todd Curvin	Properties
Meredith Pedde	home owner - 1st St
Mary Ann Pedde	home " "
Suzette Wimmerhof	renter - Felch + Ashley

JUNE WORKSHOP SIGN-IN SHEET

Monday, June 4, 2018

Tuesday, June 5, 2018

NAME (PLEASE PRINT)
John Kotarski
Vince Canino
James C. Walker
Rita Loch Canino <small>rlochcanino@gmail.com</small>
MAE SKIDMORE
KAREN HART
Megan Christ
STEVE BALL
Alana Podolsky
Joe Muller
Raymond Hess
Martha Fedorawicz
MARK WASHINGTON
Rachel Moeckel
Emily Deshotel
Valerie Shinabarger
RYAN POWELL
Andy Burkhardt
Suzette Wanninkhof
Aaron Valdez
Katie Hornsby
BRANDON MOECKEL

NAME (PLEASE PRINT)
JEAN-BAPTISTE JEANNIN
Craig Stephan
Chris Opila <small>(ceopila@umich.edu)</small>
Kirk Westphal
Zach Ackerman
Ali Ramlawi
Diana Liu
MIKE HALL
Mark Adesh
Sherry Doughty

NAME (PLEASE PRINT)
SETH PETERSON
SONIA SCHMERL
AMY KUAS
DAVID SUTHERLAND
Sherry Doughty
RICHARD MURPHY
JOHN CHAMBERLIN
Don Kotelcar
Justin Wise
MICHAEL WINKEL
Mike Wolf
DILIP DAS
Emily Deshotel
Andrew Soun
Kirk Westphal
PETER ALLEN

Wednesday, June 6, 2018

NAME (PLEASE PRINT)	REPRESENTING
Styler Kinty	Proxis Properties
Howard Lazarus	COCA2
JANET RIEKE	COMMUNITY
CONSTANCE CRUMP	+ JAY SIMROD Community
Chris Simmons	get Downtown
Chuck W	

NAME (PLEASE PRINT)
Pat + Kathy Long
Spencer + Kathy Maidlaw
Marlene Shawland
DIANE + MARK BROOKS
Mac + Nita Cox
DAVID CHAUNDY
Janice Stickney
Phil Turchinsky
Kelly Stevens
CHARLOTTE DONNELL
GUY MACGREGOR
Jay + Marge Haute
Jenny Shubow
Jennifer Lee

Thursday, June 7, 2018

SIGN-IN SHEET
PEOPLE-FRIENDLY STREETS PUBLIC
343 S. FIFTH, 4TH FLOOR, BOARD MEET
THURSDAY, JUNE 7, 2018

NAME (PLEASE PRINT)	REPRESENTING
ALICE RAUPH	active public
Jordan Salano-Reed	transportation planner
Douglas Allen	NOMA RES
Ryan Fowler	public
Matt Woodbury	KERRYOWN RESIDENT
TOM PILUTTI	self
Doug Quint	public
Chris Hewitt	Save Our Streets AZ
Clerk McCall	Common Cycle
Greg Skofronick	Self, Resident on Williams
Susan Bayan	resident/biker
Kathleen Mack-Sitt	Resident
Chris Grant	Public

SIGN-IN SHEET
PEOPLE-FRIENDLY STREETS PUBLIC
343 S. FIFTH, 4TH FLOOR, BOARD MEET
THURSDAY, JUNE 7, 2018

NAME (PLEASE PRINT)	REPRESENTING
JOHN PIANELLI	OWS - 525 S. 1 ST ST.
Raymond Hess	self
Robert Droppleman	Self
Nick Rinehart	
Pat Mertz	
CHRIS WEATHERFORD	
Christeen Conlin-Holdwick	self
ANTHONY VERT	RESIDENTS AGENCY
David Diegnis	A2 resident
Corky Mattles	Self
EMMANUEL RAFIN	self
Nick Wallace	Self
Julie Weatherbee	self
John Beeson	self
Lenny KAFKA	Self
Kayla Coleman	resident
Dave Koziel	Arborman
Anne Colvin	self
Mary Browning	self
ERICH JANNARCE	self
Jensen	
Susan Schmidt	self
Kevin Spangler	Becker four