



ANN ARBOR DDA

# PEOPLE- FRIENDLY STREETS 2

---

Transportation  
Commission

March 17, 2021

---



SMITHGROUP  
**TOOLE**  
DESIGN



Photo Credit:  
Daniel Brenner



# DDA BOARD DIRECTION

## PEOPLE-FRIENDLY STREETS 2

- *State Street Design (\$3M budget)*
- *Identify 4 other street projects (\$7M budget)*
  - *Design concept*
  - *Scope*
  - *Budget*
  - *Construction year*
- *Identify other long-term projects and needs*



# SHARED VALUES

## PEOPLE-FRIENDLY STREETS

DDA BOARD APPROVAL JULY 2020



Safe,  
comfortable  
downtown  
streets



Equitable, just  
access for all  
people



Affordable and  
inclusive  
community



Resilient,  
energy  
responsible  
downtown



Vibrant and  
thriving local  
economy



Responsible  
design and  
implementation



Connected  
community  
with streets as  
civic space

## VALUES ARE USED...

...during **planning/design** to identify and prioritize project opportunities and ideas.

...after **implementation** to measure success and impact.



# COMMUNITY ALIGNMENT + BUILDING RESILIENCE

## KEY CITY INITIATIVES

*Climate events, lack of access, and significant disparity between wages and housing costs hamper economic health and increase inequities.*



- Affordable Housing Initiatives
- Housing Commission Analysis of City-Owned Properties



- A2 Zero – Carbon Action Plan
- Office of Sustainability & Innovation



- Transportation Master Plan
- Transportation Department

# PROJECT OPPORTUNITIES + VALUES

PRIMARY OBJECTIVE

SUPPORTS

	Safety & Comfort	Equitable Access: Bike Connectivity	Equitable Access: Transit	Affordable Housing	Resilience & Sustainability	Vibrant Spaces for Commerce & Activity	Responsible Design & CIP Alignment
Division Street Bikeway							
Miller/Catherine Bikeway							
4 <sup>th</sup> Ave Transit + Resilient Street							
Washington Resilient Street							
5 <sup>th</sup> Ave							
South Main							
Ann Street (Miller/Cath Altern.)							



# ENGAGEMENT SUMMARY

## STAYING CONNECTED

- **Public sessions**
  - Tuesday Overview Sessions
  - Wednesday Breakout Sessions
  - Thursday wrap-up
- **Stakeholder meetings**
  - Property/business owners
  - Disability Commission reps.
  - Transportation Commission reps.
  - DDA Capital Improvement Committee
  - Community High School
  - *Additional stakeholder meetings to come*





# ENGAGEMENT ALIGNMENT

## HEALTHY STREETS PILOT PROJECTS

- **Consistency with Pilot Project & Healthy Streets**
  - Support for low-stress and separated bikeway connections
    - 70-80% of users liked the pilot projects
    - 4,649 bicycle trips in pilot projects over 3-days
  - Support for flexible uses on commercial streets to support businesses and activity
  - Support for improving safety and prioritizing people

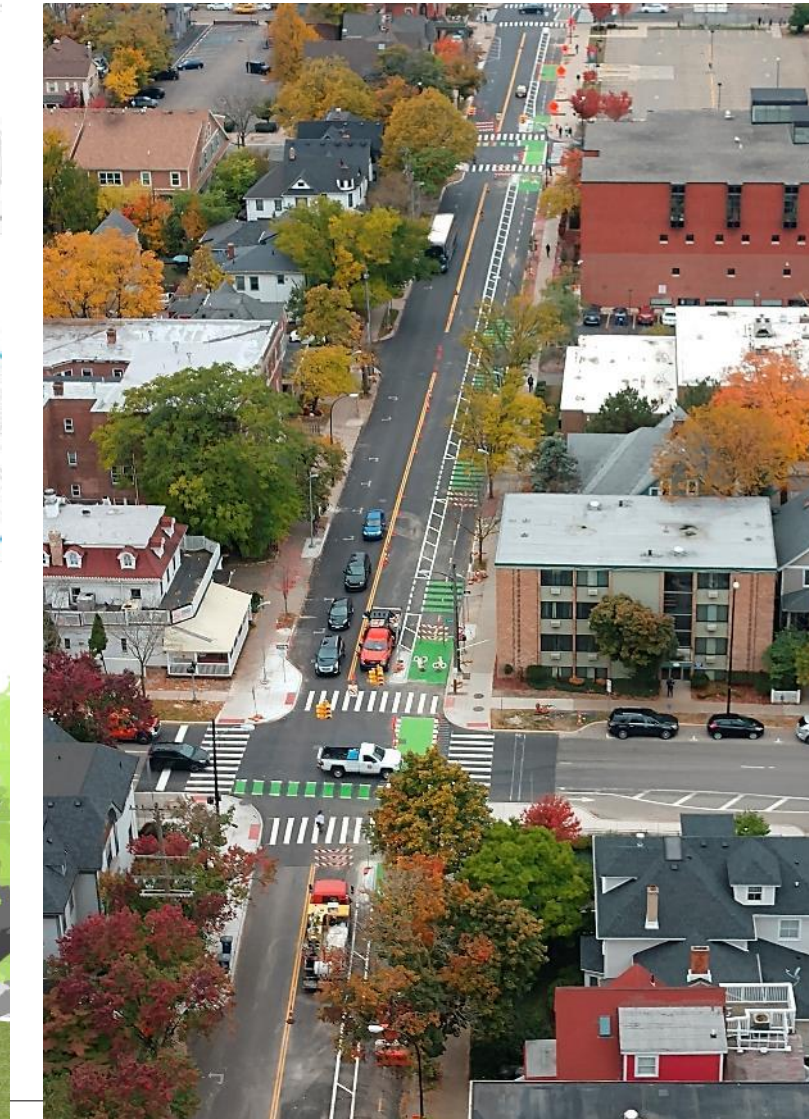




# OVERALL DIRECTIONS

## KEY FINDINGS & POTENTIAL RECOMMENDATIONS

- Build-out the remaining low-stress bike network (Division & Miller/Catherine) & improve safety/comfort for all users
- Coordinate with improvements/plans for corridors into/out of the downtown
- Pursue curbless, flexible street designs in core commercial areas
- Understand opportunities to improve transit service throughout the downtown, including 4<sup>th</sup> Ave Street
- Continue to build on partnerships between DDA, City, AAATA and other organizations





## MARCH 2021

[illegible]







# STATE STREET – NEXT STEPS

## STATE STREET PROJECT

### Pedestrian Crossing

## Concepts and Idea

## Key Findings - State Street

# Flexibility is important

Curbside  
Management  
will be critical  
for success

State Street  
should be a  
street for all  
modes and all  
users

Long-term and Short-term Maintenance is a concern (snow removal, trash, materials)

## Authenticity and Context Matters



# STATE STREET – NEXT STEPS

STATE STREET PROJECT

Project Information

SCOPE OF CONSTRUCTION

SHARED VALUES

PROJECT OPPORTUNITIES - VALUES

Existing Layout

Curbside Uses & Roadway

Lighting and Amenities

PEVEMENT - INFRASTRUCTURE CONDITIONS

Key Findings - State Street

Summary of Findings

Summary of Recommendations

Summary of Next Steps

- Project scheduled and funds allocated by the DDA
- Continue outreach, engagement, and education with the downtown merchants, businesses, property owners
- Work out final design for State Street in 2021
- Project scheduled for 2022 construction

Summary of Findings

Summary of Recommendations

Summary of Next Steps



# DIVISION STREET

A2DDA: People Friendly Streets

## DIVISION STREET BIKEWAY PROJECT

### Project Information



### Pilot Project Findings



### DIVISION STREET/BROADWAY

- The Division Street Bikeway is the most well-used and supported bikeway in the project.
- 85% of users said the project improved their experience walking or biking downtown.
- The volume of bicycle trips increased 2.0 times over the pre-project with trials.
- Resulted in moderate speed reductions, reducing the 85th percentile by speeds from 28 mph down to 26 mph. More work is needed to bring speeds within the speed limit.
- No crashes involving people walking or biking occurred during the pilot period and vehicle crashes were below the average for the reporting months.
- Traffic impacts along most of the corridor appear minimal.
- Division & Catherine intersection is complex.



### DIVISION STREET/BROADWAY

- The Division Street Bikeway is the most well-used and supported bikeway in the project.
- 85% of users said the project improved their experience walking or biking downtown.
- The volume of bicycle trips increased 2.0 times over the pre-project with trials.
- Resulted in moderate speed reductions, reducing the 85th percentile by speeds from 28 mph down to 26 mph. More work is needed to bring speeds within the speed limit.
- No crashes involving people walking or biking occurred during the pilot period and vehicle crashes were below the average for the reporting months.
- Traffic impacts along most of the corridor appear minimal.
- Division & Catherine intersection is complex.

### Overall Design Direction(s)

#### DIVISION STREET BIKEWAY

1. Packard to Catherine street
2. 2-way bikeway on the east side of the road (similar to pilot project)
3. Use fully striped + delineated buffer zone
4. Adding curb islands at select intersections (similar to William Street)
5. Corner modifications at select intersections (William & Jefferson)
6. Maintain two-lane bikeway minimum throughout the project
7. Signal improvements TBD (anticipated at Huron and Division & Catherine)



### Examples and Images

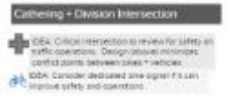


DBA: Division Street could use quicker build approach, similar to William project, delineated curb islands at intersections



### Concepts and Ideas

Below design is conceptual in nature as a starting point for discussion. All aspects are subject to change and open to feedback



### Key Findings - Division

- Overall - well supported
- Explore crossing safety/comfort improvements for all users (not just bikeway)
- Questions about how Catherine/Ann can be a low stress connector further used
- Met with Community High School (K-12) - going to explore some crossing improvements in the area
- Explore Division as a two way street (with Catherine/Ann) - how would this work going north to the Broadway bridge?
- Raised intersections suggested in many places: Lawrence, Ann, Liberty, Jefferson
- Liberty St intersection as a potential gateway - really important "cross roads" in the fabric of the city
- Connection to Liberty Lane / Community High School (K-12) - what about a raised mid-block crossing to slow down vehicles and make a connection?
- Explore raised intersections as part of an overall traffic calming strategy in DT

**QUESTION TODAY:**  
Looking for input to refine the design, understand concerns and challenges, and talk about special needs and opportunities.

1. Does the refined plan address the right concerns from the Pilot?
2. Should we consider additional traffic calming measures, especially on the longer blocks?
3. How do we address service needs along the corridor?
4. Are there additional refinements or ideas that you would suggest?



# DIVISION STREET

A2DDA: People Friendly Streets

## DIVISION STREET BIKEWAY PROJECT

### Project Information



### Concepts and Ideas



## Key Findings - Division

Overall - well supported

Explore crossing safety/comfort improvements for all users (not just bikeway)

Questions about how Catherine/Ann can be a low-stress connector further east

Met with Community High School (CHS) - Going to explore some crossing improvements in this area

Explore Division as a two-way street (with 5th Ave). How would this work going north to the Broadway Bridge?

Raised intersections suggested in many places: Lawrence, Ann, Liberty, Jefferson

Liberty St intersection as a potential gateway - really important "cross-roads" in the fabric of the city

Connection to Library Lane / Commons: Liberty-William block is very long - what about a raised mid-block crossing to slow down vehicles and make a connection?

Explore raised intersections as part of an overall traffic calming strategy in DT



# DIVISION STREET

A2DDA: People Friendly Streets

## DIVISION STREET BIKEWAY PROJECT

Channel Design Description

### DIVISION STREET BIKEWAY

Examples and Images

#### Project Information

**KEY STREETS**

**SHARED VALUES**

**Pilot Project Findings**

**CONCEPTS AND IDEAS**

**ANN ARBOR'S FIRST PROTECTED BIKE LANE**

- Project scheduled and construction costs estimated.
- Revise design summer 2021. Intersection & signal assessment for key intersections.
- Construction for fall 2021
- Communication and outreach to proximate residents and businesses

**QUESTION TODAY!**

1. Does the refined plan address the right concerns from the Pilot?
2. Should we consider additional traffic calming measures, especially on the longer blocks?
3. How do we address service needs along the corridor?
4. Are there additional refinements or ideas that you would suggest?

15 SMITHGROUP MARCH 2021 WORKSHOPS

www.peoplefriendlystreets.org







# MILLER/CATHERINE STREET – NEXT STEPS

A2DDA: People Friendly Streets

## MILLER / CATHERINE STREET PROJECT

### Project Information



### Shared Values



### Concepts and Ideas



### Key Findings - Miller & Catherine

Overall well-supported

Find right solution for the west end and transition to conventional bike lanes. Bike signal? All-way stop? Push out to Chapin (flatter there)

Enthusiasm for shift to south side (including from some business/property owners)

Challenges at N. Main & Miller - may require some street reconfiguration.

## Key Findings - Miller & Catherine

Overall well-supported

Find right solution for the west end and transition to conventional bike lanes. Bike signal? All-way stop? Push out to Chapin (flatter there)

Concern about deferring the project until the affordable housing work.

Can't we implement the bikeway earlier and re-work the one block when the affordable roject happens. This is a key linkage!

Enthusiasm for shift to south side (including from some business/property owners)

Challenges at N. Main & Miller - may require some street reconfiguration.



ANN ARBOR'S FIRST PROTECTED BIKE LANE



cerns and challenges, and talk about special

3. Are there ideas being considered that you are excited about? Give you pause for concern?

4. Should this project be a priority for the community?



# MILLER/CATHERINE STREET – NEXT STEPS

A2DDA: People Friendly Streets

## MILLER / CATHERINE STREET PROJECT

### Project Information



### SHARED VALUES



### Concepts and Ideas

Below design is conceptual in nature as a starting point



- Recommend project for next round of DDA people-friendly street projects
- Revise design summer 2021. Intersection & signal assessment for key intersections.
- Potential construction in 2022 TBD in coordination with affordable housing project
- Communication and outreach to proximate residents and businesses

### Images



TODAY: Input to refine the design, understand concerns and challenges, and talk about special opportunities.

How layout resolve most of the issues?

2. Are there additional service needs that should be addressed?

3. Are there ideas being considered that you are excited about? Give you pause for concern?

4. Should this project be a priority for the community?



# 4TH AVE

A2DDA: People Friendly Streets

## 4TH AVE STREET PROJECT

### Project Information



**SHARED VALUES**  
Key Street Transit



### BASIC ASSUMPTIONS

- Currently Fourth Avenue has limited traffic compared to adjacent streets. To the extent possible, transit uses of the street should be the focus.
- The parking deck requires two entrances and exits, so the Fourth Ave entry will continue to exist.
- The BSA and City wish to preserve the open grid of downtown streets and recognize the need to expand and improve transit.
- The Housing Commission will be moving forward with a plan that adds four to seven bus bays on the development site.

### Site Assessment



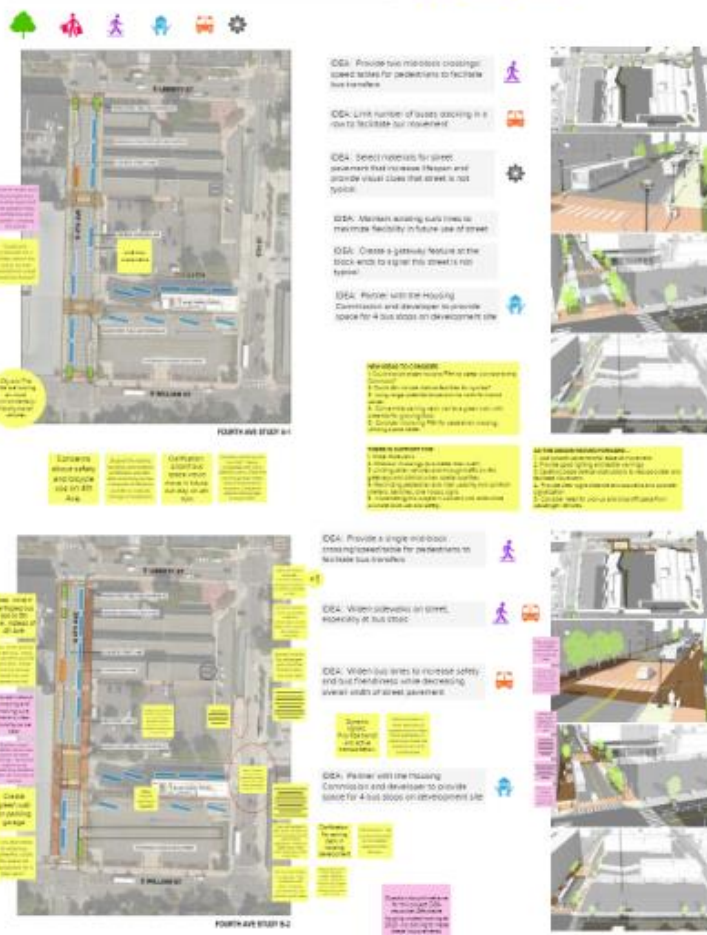
### EXISTING CONDITIONS



### Examples and Images



### Concepts and Ideas



### Key Findings: Fourth Avenue Transit Street

- General support for building a great transit street that is linked to affordable housing
- People liked wider sidewalks, mid-block speed table/crosswalks, and gateway treatment
- Make street comfortable, safe, and legible for all ages and abilities
- Extend the project area to include ideas such as a green wall on the deck, and pedestrian connection across 5th
- Keep pursuing opportunities to expand capacity

**QUESTION TODAY:**  
Looking for input to refine the design, understand concerns and challenges, and talk about special needs and opportunities.

1. What are the attributes of each plan that you believe help best achieve the goals of the entities involved?

3. Should this project be a priority for the community? Is it important for the DDA to support both transit and affordable housing?

2. Are there ideas being considered that you are excited about? Give you pause for concern?





# 4<sup>TH</sup> AVE – NEXT STEPS

A2DDA: People Friendly Streets

## 4TH AVE STREET PROJECT

### Project Information



### Site Assessment



### EXISTING CONDITIONS



### Examples and Images



## Key Findings: Fourth Avenue Transit Street

General support for building a great transit street that is linked to affordable housing

People liked wider sidewalks, mid-block speed table/crosswalks, and gateway treatment

Make street comfortable, safe, and legible for all ages and abilities

Focus street design on transit use, (but it would be great if bikes were provided for also!)

Extend the project area to include ideas such as a green wall on the deck, and pedestrian connection across 5th

Keep pursuing opportunities to expand capacity

### New Transit Street

People liked wider sidewalks, mid-block speed table/crosswalks, and gateway treatment

Make street comfortable, safe, and legible for all ages and abilities

Keep pursuing opportunities to expand capacity

QUESTION TODAY:  
Looking for input to refine the design, understand concerns and challenges, and talk about space and opportunities.

1. What are the attributes of each plan that you believe help best achieve the goals of the entities involved?

3. Should this project be a priority for the community? Is it important for the DDA to support both transit and affordable housing?

20 SMITHGROUP

MARCH 2021 WORKSHOPS




# 4<sup>TH</sup> AVE – NEXT STEPS

A2DDA: People Friendly Streets


## 4TH AVE STREET PROJECT

### Project Information

**KEY STREETS**  
Frontier, Health



**GRAND VALUES**  
Accessibility, Safety, Sustainability, Community, Equity, Health, Quality of Life



**GOALS**


- 1. Improve safety for all users
- 2. Increase transit ridership
- 3. Support local businesses
- 4. Enhance community character
- 5. Improve air quality
- 6. Increase walkability
- 7. Support affordable housing
- 8. Enhance public realm
- 9. Improve street lighting
- 10. Increase green infrastructure

**BASIC ASSUMPTIONS**


- 1. Existing traffic volume is high and will continue to grow.
- 2. The project will require a significant investment in infrastructure.
- 3. The project will require a significant investment in infrastructure.
- 4. The project will require a significant investment in infrastructure.
- 5. The project will require a significant investment in infrastructure.
- 6. The project will require a significant investment in infrastructure.
- 7. The project will require a significant investment in infrastructure.
- 8. The project will require a significant investment in infrastructure.
- 9. The project will require a significant investment in infrastructure.
- 10. The project will require a significant investment in infrastructure.

### Site Assessment


**Site Assessment**



**EXISTING CONDITIONS**



**Examples and Images**



- Recommend project for next round of DDA people-friendly street projects
- Complete conceptual design direction spring 2021.
- Coordinate implementation with affordable housing development & AAATA

**Transit Street**

Make street comfortable, safe, and legible for all ages and abilities

Keep pursuing opportunities to expand capacity

**QUESTION TODAY:**  
Looking for input to refine the design, understand concerns and challenges, and talk about special needs and opportunities.

1. What are the attributes of each plan that you believe help best achieve the goals of the entities involved?

2. Are there ideas, hopes, or fears that you have about the project?

3. Should this project be a priority for the community? Is it important for the DDA to support both transit and affordable housing?



# FUTURE DOWNTOWN STREETS

A2DDA: People Friendly Streets

## FUTURE DOWNTOWN STREET PROJECTS

Downtown Team  
Oliver King  
Ben Lockwood  
Asha Weber  
Maura Thomas

### CANDIDATE PROJECTS

#### Under Consideration

1. Division Street Bikeway
2. Miller/Catherine Project (and Bikeway)
3. 4<sup>th</sup> Ave Street Project (+ Transit support)
4. Washington Street
5. 5<sup>th</sup> Ave
6. South Main
7. Ann Street (bikeway alternative route)

#### Prior PFS Projects

SMITHGROUP



### Vehicle & Bikeway Volume Counts (2020)



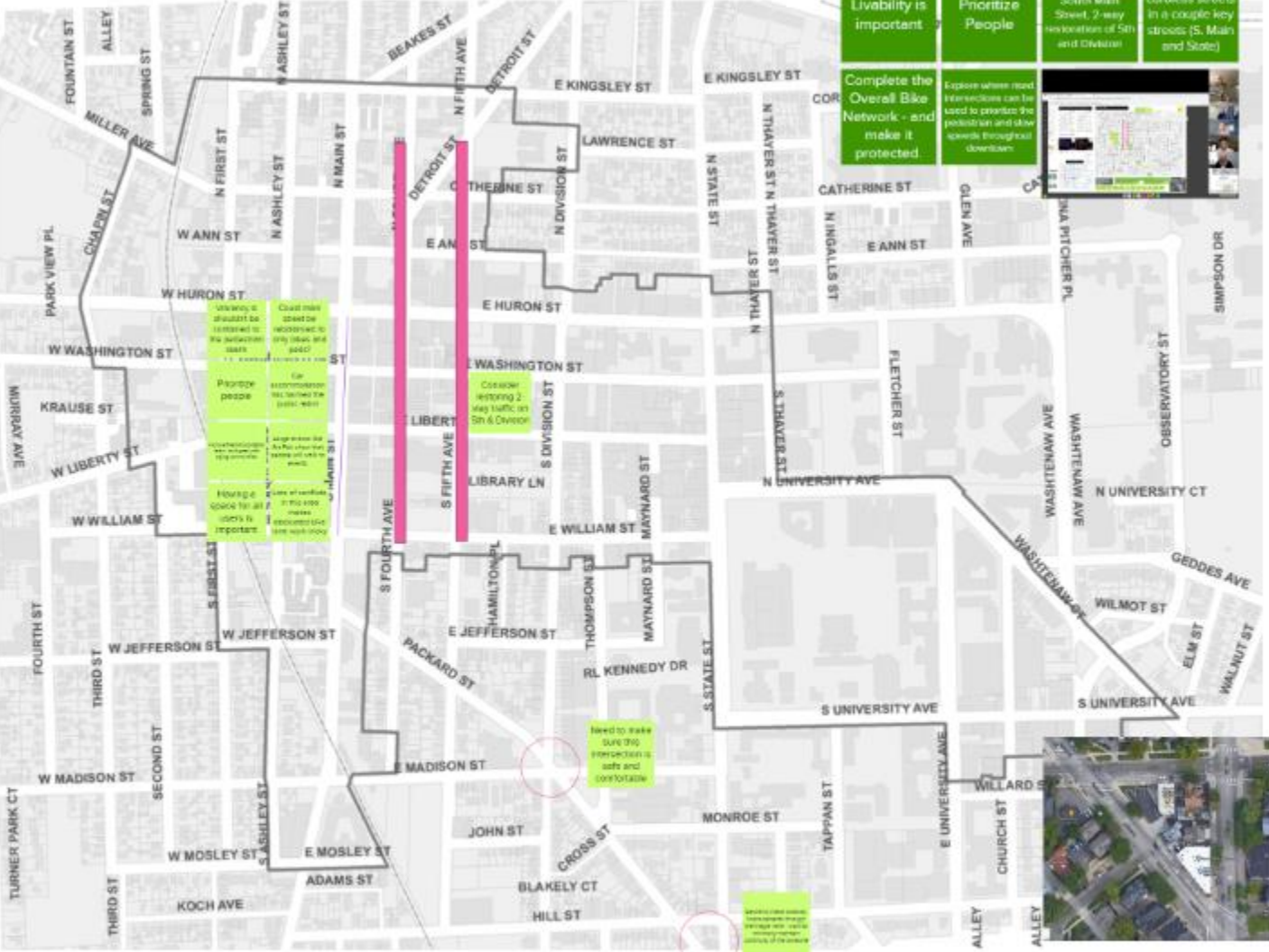
### FOCUS ON SAFETY + VISION ZERO



### Existing Bike Network



### Downtown Map



### Key Findings - Future Downtown Streets

Livability is important

Prioritize People

Other Corridors: South Main Street, 2-way restoration of 5th and Division

Interest in curbside streets in a couple key streets (S. Main and State)

Complete the Overall Bike Network - and make it protected.

Explore where road intersections can be used to provide the protection and slow speeds throughout downtown



INFRASTRUCTURE + VALUES		WHAT STREET PROJECTS CAN ACCOMPLISH									
		SAFETY	ACCESS	EFFICIENCY	CONNECTION	ENVIRONMENT	QUALITY OF LIFE	COMMUNITY	BEAUTY	HEALTH	WELL-BEING
Infrastructure	Protected bikeways (separated from traffic)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	Protected pedestrian crossings (separated from traffic)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	Protected bus lanes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	Protected delivery zones	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	Protected delivery zones	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Values	Efficient delivery zones	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	Efficient delivery zones	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	Efficient delivery zones	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	Efficient delivery zones	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	Efficient delivery zones	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

- Future Street Opportunities
- Washington Ave
  - 4th Ave (north of Liberty)
  - S. Main Street
  - Ann Street

### QUESTION TODAY - Given other streets and project that align with the values...

- (1) Which of these are most important to you? What do you see these projects doing?
- (2) Is there anything missing? What other opportunities should be explored?

- How does weather (the harsh climate) impact design?
- Concern about folks with disabilities - ADA/IF network
- Lighting is important on key streets
- Is there a need for centralized parking?



# FUTURE DOWNTOWN STREETS – NEXT STEPS

A2DDA: People Friendly Streets

## FUTURE DOWNTOWN STREET PROJECTS

### CANDIDATE PROJECTS

- Under Consideration
- 1. Division Street Bikeway
  - 2. Miller/Catherine Project (and Bikeway)
  - 3. 4th Ave Street Project (a Transit support)
  - 4. Washington Street
  - 5. 5th Ave
  - 6. South Main
  - 7. Ann Street (bikeway alternative route)

Prior PPS Projects

SMITHGROUP

### KEY STREETS



## Key Findings - Future Downtown Streets

Livability is important

Prioritize People

Other Corridors: South Main Street, 2-way restoration of 5th and Division

Interest in curbless streets in a couple key streets (S. Main and State)

Complete the Overall Bike Network - and make it protected.

Explore where raised intersections can be used to prioritize the pedestrian and slow speeds throughout downtown



# FUTURE DOWNTOWN STREETS – NEXT STEPS

A2DDA: People Friendly Streets

## FUTURE DOWNTOWN STREET PROJECTS

Downtown Team  
(2020-2021)  
Key Findings  
2024 Vision  
Main Street

### CANDIDATE PROJECTS

#### Under Consideration

1. Division Street Bikeway
2. Miller/Catherine Project (and Bikeway)
3. 4th Ave Street Project (+ Transit support)
4. Washington Street
5. 5th Ave
6. South Main
7. Ann Street (bikeway alternative route)

#### Prior PPS Projects

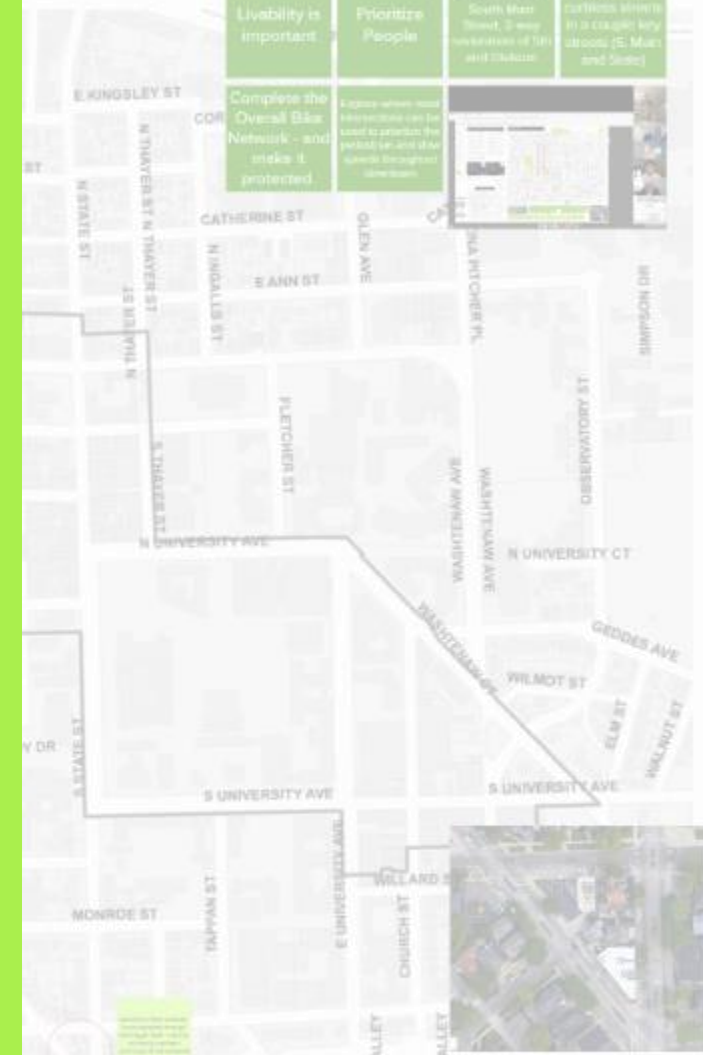
SMITHGROUP



- Determine other short- and long-term projects to advance in the downtown:
  - South Main flexible street design in core commercial area
  - South Main commercial street extension (South of William)
  - 5th & Division 2-way restoration
  - Downtown-wide transit improvements
  - Support/continued need for a curbside management study.

### Key Findings - Future Downtown Streets

Livability is important	Prioritize People	Other Corridors South Main Street, 3-way intersections of 1st and 2nd St.	Referenced to curbside management study (S. Main and State)
Complete the Overall Bike Network - and make it protected	A space where most intersections can be used to protect the network and the network throughout the town.		



### KEY STREETS

#### POTENTIAL PROJECTS



### SHARED VALUES

#### DESIGN VALUES

#### DESIGN VALUES

#### DESIGN VALUES

#### DESIGN VALUES

#### DESIGN VALUES

#### DESIGN VALUES

#### DESIGN VALUES

#### DESIGN VALUES

#### DESIGN VALUES

#### DESIGN VALUES

#### DESIGN VALUES

#### DESIGN VALUES

#### DESIGN VALUES

#### DESIGN VALUES

#### DESIGN VALUES

#### DESIGN VALUES

#### DESIGN VALUES

#### DESIGN VALUES

#### DESIGN VALUES

#### DESIGN VALUES

#### DESIGN VALUES

#### DESIGN VALUES

#### DESIGN VALUES

#### DESIGN VALUES

#### DESIGN VALUES

#### DESIGN VALUES

#### DESIGN VALUES

#### DESIGN VALUES

#### DESIGN VALUES

#### DESIGN VALUES

#### DESIGN VALUES

#### DESIGN VALUES



# NEXT STEPS – ENGAGEMENT



- **Continuing engagement**
  - Survey for housing commission & DeLonis Center residents
  - Mapping and interactive survey for additional community input
  - Workshop materials on People-Friendly Streets webpage:
    - Recordings from sessions
    - Viewable “mural” (white board)
    - Copies of presentations



# NEXT STEPS – RECOMMENDATIONS

Shape recommendations to DDA Board for adoption in August. Based on:

- Values
- Budget
- Feasibility
- Alignment with other capital projects
- Public input





# THANK YOU – LET’S TALK!

Contact **Amber Miller** (Ann Arbor DDA):  
[amiller@a2dda.org](mailto:amiller@a2dda.org)

**Project Website**  
[www.peoplefriendlystreets.org](http://www.peoplefriendlystreets.org)