AGENDA
PEOPLE-FRIENDLY STREET PROJECTS

- **Direction setting**
  - Looking back
  - Where we are going
  - Coordinating city initiatives

- **Shared values + outcomes**
  - Aligning values
  - Desired outcomes and project opportunities
DIRECTION SETTING

PEOPLE-FRIENDLY STREETS
RECENT CIC WORK AND FOCUS

5th Ave & Detroit
Huron
William
First & Ashley

Project Emphasis

- Infrastructure repair + private development infrastructure investment
- Safe Access
- Sustainability
- Flexible, vibrant places

Breakdown of Project Costs
WHERE WE ARE GOING
OTHER CITY INITIATIVES / DIRECTION

Key city initiatives:

▪ Affordable Housing (Housing Commission) & Analysis of City-Owned Properties
▪ A2 Zero – Carbon Action Plan (Office of Sustainability & Innovation)
▪ Transportation Master Plan (Transportation Department)

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

We need to build resiliency in these areas!
Systemic inequities: Historic exclusionary & segregationist housing policies have created neighborhoods segregated by income and race. Decisions and public dialogue have emphasized more privileged, outspoken citizens, which perpetuates inequity.

Ann Arbor has 2x’s the average state Area Median Income (AMI)

Low Income Housing Tax Credit (LIHTC) is the primary source of funding for affordable housing development.

What the DDA can do to assist:

- Improve LIHTC competitiveness & help to leverage dollars by:
  - Helping with infrastructure costs: Watermain, stormwater sanitary, restoration of the site
  - Helping solve complicated site conditions & showing community support/investment
- Support mobility and access for people with low car ownership rates (20% have vehicles)
A2ZERO, CLIMATE ACTION PLAN

KEY TAKEAWAYS

▪ **Systemic inequities:** Low-income populations and people of color experience the environmental and health impacts of climate change most intensely. Decisions and public dialogue have emphasized more privileged, outspoken citizens, which perpetuates inequity.

▪ City plan is grounded in equity, sustainability, and transformation

▪ Goal for carbon neutrality by 2030

What the DDA can do to assist:

▪ Support goal of reduce VMT by 50% by investing in safe, welcoming bike/walk/transit systems.

▪ Enhance resilience of people and place (stormwater, urban heat island, healthy economic activity, safe access)

▪ Significantly improve energy efficiency (solar, geothermal, support e-bikes, EV's, LED lighting + City ownership)

▪ Support denser land use patterns
TRANSPORTATION MASTER PLAN

KEY TAKEAWAYS

- **Systemic inequities:** Funding has primarily served the needs of those who are more inclined to drive. Results in missing infrastructure and a greater burden (safety, cost, access) on the most vulnerable. Decisions and public dialogue have emphasized more privileged, outspoken citizens, which perpetuates inequity.

- City plan is grounded in (1) safe, equitable access for all and (2) supporting healthy people/healthy places

- Vision Zero by 2025 (no fatalities or severe injuries from transportation)

**What the DDA can do to assist:**

- Put people first (invest in bike/walk/transit, address transportation cost burden)

- Improve safety and access for the most vulnerable users

- Minimize impact of large vehicles (loading and delivery, emergency response routes)

- Fill gaps in the non-motorized network

- Evaluate projects based on multi-modal service - not just vehicles.
WHERE WE ARE GOING

DIRECTION

Economic Development for all

- Safe and equitable access to social and economic opportunities downtown
- Economic and demographic diversity downtown
- Improved resilience to significant climate and economic events
- Creating inclusive public spaces
SHARED VALUES

PEOPLE-FRIENDLY STREETS
THE IMPORTANCE OF VALUES
CRITICAL FOR DEFENSIBLE DECISION-MAKING

- Values frame what is important to a community
- Provide direction to staff about priorities and desired outcomes
- Need to be honest and affirmative about what our values are and commit to acting in accordance.
- Set the stage for defensible decision-making.

"There is no power for change greater than a community discovering what it cares about."

MARGARET J. WHEATLEY

DDA CIC - July Meeting
During planning/design: Used to identify and prioritize project opportunities.
After implementation: Used to measure success and impact.
Desired Outcomes

- Eliminate fatalities and serious injuries caused by traffic crashes by 2025
- Reduced crashes, especially for vulnerable users. Relate street improvements to crash modification factors.
- Reduced speeds and speeding. Push towards 25 MPH. Align design/signed/operational
- Improve pedestrian and biking comfort and reduce level of traffic stress
- Increase accessibility for all users
- Understand and integrate regional transportation needs/opportunities
Desired Outcomes

- Prioritize improvements for those most vulnerable to death or serious injury.
- Provide safe and efficient access to jobs, services, shops, school, and social spaces.
- Increase active transportation and promote healthy lifestyle options for all people.
- Prioritize improvements that reduce emissions on streets/neighborhoods that are currently the most heavily impacted.
- Utilize an equitable engagement process. Ensure that the voices of vulnerable users are engaged in the process.
Desired Outcomes

- Use infrastructure to reduce / offset / act as a match housing commission projects.
- Position housing projects to be more competitive for LIHTC and other funding opportunities.
Desired Outcomes

- Reduce Vehicle Miles Traveled (VMT) by 50% by 2030
- Mode shift towards non-single occupancy vehicles
- Infiltration and/or retain stormwater in excess of required targets
- Reduce urban heat island
- Increase access to mobility hubs
VIBRANT AND THRIVING LOCAL ECONOMY

Desired Outcomes

▪ Strengthen local business growth and ownership
▪ Design for flexibility in the streets
▪ Improve attractiveness
▪ Ensure that all people feel welcome in the downtown.
▪ Increase diversity and supply of employment opportunities
▪ Support lower income employees
▪ Support construction in sustainable industries
Desired Outcomes

- Deliver improvements that are maintainable
- Coordinate construction with other projects and improvements
Desired Outcomes

- Deliver improvements that respect neighborhood context and foster more people-connections
- Deliver improvements that encourage social interactions between people and the community around them
- Prioritize improvements that provide flexibility for civic uses and events, where appropriate
- Reflect local character through creative ideas, art, and collaborations
Shared Values

People-Friendly Streets

- 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
LINKING VALUES TO PROJECTS

Community Alignment
Define what is important to the community
Align and support other priorities and initiatives

Desired Outcomes
Identify tangible differences we can make in the community
Establish a means of measuring success

Project Opportunities
Evaluate + prioritize project opportunities based on potential outcomes
Measure and track outcomes after implementation
NEXT STEPS

TIMELINE

▪ Project Timeline
  – COVID-19
  – Public engagement & outreach
  – Pilot project implementation
  – CIP process (upcoming DDA CIC / Board Meetings)

▪ NEXT MEETING: Project types & opportunities discussion
  – Infrastructure projects for supporting affordable housing
  – Equitable access + mobility systems (safety, non-motorized. equity)
  – Placemaking / business supportive / flexible streets