Ann Arbor Downtown Development Authority

Downtown Curb Management Planning Study Update

DDA Board
November 1, 2023
Curb Management Best Practices

✓ Understand the value of curb assets
✓ Prioritize curbs based on land use and goals
✓ Price and regulate curbs to incentivize behavior
✓ Flex curbs based on demand
✓ Use curbs to increase access for walking, biking, and transit
✓ Envision curbs as community destinations
✓ Performance measure and evaluation processes for decision making
✓ Pilots to test curb treatments
✓ Digitize curb regulations to prepare for the future

☐ Modern Enforcement strategy that increases access to business, reduces congestion and safety conflicts, keeps the system financially sound
Already Meeting Goals for Downtown Ann Arbor’s Curbs!

- 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
Curb Data Collection

Identify:

- What areas have the greatest use?
- Who is using these areas and how long are they staying?
- How do use patterns compare to existing regulations?

- **Green** – Kerrytown: June 18th to 24th from 6:00am to 1:00am
- **Pink** – Liberty Street: June 18th to 24th from 6:00am to 1:00am*
- **Blue** – South University Area: September 12th to 18th from 6:00am to 1:00am

*Liberty Street from Main Street to 4th Avenue and Liberty Street from Main Street to Ashley Street was closed from Thursday afternoon until Monday morning for outdoor dining, lowering the number of parking sessions on those blocks.
Data Findings

Curb Utilization

- Parking utilization is high during times when meters are not enforced
- Significant number of short-term curb sessions less than 15 minutes in spaces marked for paid parking
- Significant number of short-term sessions in “no parking” areas
  - In the S. University study area, 17% of sessions are violations with a median duration of 4 minutes, not including citations
  - Approx 100 curb violations per day, not including citations
- Vehicles parked in commercial spaces not conducting commercial activity, spaces unavailable for delivery
- Gap between meter payment and actual use

Violations Matter and Prevent Access to Business

- Violations prevent access to local business
- Congestion, safety conflicts, prevents system from operating in a financially sound way
- Areas regulated as “no parking” are still functioning as “parking”
Data Findings and Typologies

Typology: Dense residential, fast casual restaurants, and retail
- **Observations:** Significant short-term sessions and violations
- **Recommendations:**
  - More short-term curb spaces, move long-term parking to garage, **increase rates** and **expand meter hours** of operation to manage peaks and ensure access to business
  - **Nuance:** For example, on South Forest lots of illegal parking, need to create access and serve business, can remove parking, but **challenging to prevent parking in bike or bus lanes without enforcement or separation**

Typology: Neighborhood commercial (Kerrytown)
- **Observations:** Lower utilization, less violations (and areas to violate), still most sessions are short-term, supply supports demand
- **Recommendations:** Parking can be removed for other uses related to the circulation study and **considering off-street parking absorbing spillover, future development, and data**
  - **Nuance:** Higher utilization and activity on Farmers Market days

Typology: Outside of dense areas
- **Observations:** Longer-term residential parking, bike lanes on some streets, supply supports demand
- **Recommendations:** Parking can be removed for other uses related to the circulation study, considering off-street parking absorbing spillover, future development, and data
Curb Data Collection: Kerrytown and Liberty Street

Length of Stay Summary – Kerrytown and Liberty Street

<table>
<thead>
<tr>
<th></th>
<th>Under 2 mins</th>
<th>Under 5 mins</th>
<th>Under 15 mins</th>
<th>Under 30 mins</th>
<th>Under 1 hour</th>
<th>Under 2 hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>Personal</td>
<td>18%</td>
<td>37%</td>
<td>61%</td>
<td>71%</td>
<td>82%</td>
<td>93%</td>
</tr>
<tr>
<td>Commercial</td>
<td>12%</td>
<td>29%</td>
<td>57%</td>
<td>75%</td>
<td>87%</td>
<td>92%</td>
</tr>
<tr>
<td>Overall</td>
<td>17%</td>
<td>37%</td>
<td>60%</td>
<td>71%</td>
<td>83%</td>
<td>93%</td>
</tr>
</tbody>
</table>

**Key Takeaways:**

- Overall, 71% of all sessions were less than 30 minutes and 60% percent were less than 15 minutes
  - Many parking in commercial and passenger loading spaces, no parking areas, not paying meter
  - Areas regulated for passenger loading show a higher use of commercial vehicle delivery
    - Low or no commercial vehicle use on weekends
  - Vehicles without a commercial license plate are parking in some areas regulated for commercial loading
Liberty Street: Vehicle Arrivals By Type

![Graph showing the quantity of curb arrivals by type over the hour of the day. The graph includes two lines: one for commercial vehicles and one for personal vehicles.]
Violations include vehicle stopped in No Parking zone
### Curb Data Collection: South University Area

#### Length of Stay Summary – South University Area

<table>
<thead>
<tr>
<th></th>
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<th>Under 30 mins</th>
<th>Under 1 hour</th>
<th>Under 2 hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>Personal</td>
<td>20%</td>
<td>43%</td>
<td>67%</td>
<td>76%</td>
<td>85%</td>
<td>93%</td>
</tr>
<tr>
<td>Commercial</td>
<td>10%</td>
<td>26%</td>
<td>53%</td>
<td>68%</td>
<td>89%</td>
<td>95%</td>
</tr>
<tr>
<td>Overall</td>
<td>19%</td>
<td>41%</td>
<td>66%</td>
<td>75%</td>
<td>85%</td>
<td>93%</td>
</tr>
</tbody>
</table>

**Key Takeaways:**
- 66% of vehicles parked less than 15 minutes, and 75% less than 30 minutes
- Commercial vehicles had longer length of stays than passenger vehicles

#### Vehicle Type Mix

- Personal: 91.6%
- Commercial: 7.5%
- Other: 0.9%
South University Area: Vehicle Arrivals By Type

![Map of South University Area](image)

- **Hour of the Day (arrival time):**
  - X-axis: 6 to 21
  - Y-axis: 0 to 250

- **Quantity of curb arrivals:**
  - 0 to 250

- **Lines:**
  - **Blue Line:** Commercial
  - **Orange Line:** Personal

Graph shows the trend of vehicle arrivals by type during the day.
South University Area: Vehicle and Transaction Data by Hour

Violations include vehicle stopped in No Parking zone

No regulation or enforcement occurring during the peak demand
Liberty Street (includes Legit and Violations)
• No locations to violate
• Longer-term stays in the 2-hour parking, but most stays are less than 30 minutes

556 curb use sessions from 6am - 12am (midnight) captured 6/20/22-6/24/22
Kerrytown (includes Legit and Violations)
- Short term violations occurring in no parking zones
- 15-minute curb is working
- Longer-term stays in the 2-hour parking, but most stays are less than 30 minutes
South University Area Short term violations occurring in no parking zone/driveway
- 15-minute curb is working (except for one user)
- Longer-term stays in the 2-hour parking, but most stays are less than 30 minutes
- Meeting significant curb access needs

1,528 curb use sessions from 6am - 12am (midnight) captured 9/12/22-9/18/22
Address immediate needs first to ensure access and efficiency

Ongoing Testing and Data Collection

Setup for longer-term as policy and technology evolves

**IMMEDIATE**

1. Parking needs:
   a. Update rates
   b. More short-term spaces
2. Loading zone standard
3. ADA standard
4. Develop enforcement strategy
5. Develop data collection process
6. Develop performance metrics
7. Update curb typology/permit process
8. Integrate curb typology information into Street Design Manual

**NEAR-TERM**

1. Enact enforcement strategy
2. Update enforcement hours
3. Develop strategy to charge more curb users (i.e., paid loading zones)
4. Package lockers strategy
5. Use data and goals to evaluate changes at the curb

**LONGER-TERM**

1. More paid curb users
2. Curb digitization and technology processes
3. Vehicle guidance
4. Preparation for AVs
5. EV charging (curb)
William Street Bikeway – Thompson to Maynard

- Converted north side of street to bikeway.
- Maintained parking on south side.
- Maximizing access & trouble shooting enforcement challenges.

3,984 bikes counted – six-day average 8/17/23 – 10/05/23