AGENDA
DOWNTOWN AREA CIRCULATION STUDY

▪ Context + Trends
▪ Best Practices + Analysis
  – Active Transportation
  – Transit Streets
  – Event Streets
  – Two-Way Restoration
▪ Decision-Making + Next Steps
BALANCING DEMANDS FOR PUBLIC SPACE

DOWNTOWN AREA CIRCULATION STUDY

• Overlapping demand for limited street space.

• Assess how we meet these demands and adopted values.

Existing Bikeways
Potential Bikeways
Potential Priority Transit Corridors
Potential Event Streets
Two-way restoration study extents
All factors in supporting a high quality of life and economic development.
VALUES IN ACTION

DOWNTOWN AREA INFRASTRUCTURE PROJECTS

Quick Build Projects

William Street Bikeway

Fifth & Detroit Project

State Street Curbless Street

State & Hill Project

First Street Bikeway
"...community amenities such as recreation opportunities, cultural activities, and excellent services (e.g., good schools, transportation options) are likely bigger contributors to healthy local economies than traditional “business-friendly” measures..." [Brookings Institute]
1. Safety is improving for all users of the street per crash study findings.

2. Bicyclist & pedestrian crashes have decreased on all streets, even while bicycle traffic has increased significantly.

3. On streets with new bikeways, no serious injuries or fatal crashes have occurred to street users of any mode (bikes, peds, cars) within study period.
## CONNECTED, ACCESSIBLE, SUSTAINABLE

VALUES AND OUTCOMES

**SEPTEMBER 2023 – Over 40,000 bicycle trips!**

<table>
<thead>
<tr>
<th>BIKEWAY</th>
<th>MONTHLY COUNT</th>
<th>WEEKLY AVERAGE</th>
<th>DAILY AVERAGE</th>
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</thead>
<tbody>
<tr>
<td>WILLIAM @ THOMPSON</td>
<td>21,146</td>
<td>5,287</td>
<td>755</td>
</tr>
<tr>
<td>DIVISION @ WASHINGTON</td>
<td>11,540</td>
<td>2,885</td>
<td>412</td>
</tr>
<tr>
<td>CATHERINE @ FOURTH *</td>
<td>6,487</td>
<td>1,817</td>
<td>260</td>
</tr>
<tr>
<td>TOTAL</td>
<td>39,173</td>
<td>9,989</td>
<td>1,427</td>
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*Not installed until Sept 5th*
Of 287 survey respondents:

- 78% shop and dine downtown at least once per week.
- 86% are more likely to come downtown because of the Bikeway.
- 84% use the Bikeway for social activities/dining/shopping.
- 80% would use the Bikeway more often if there were more connections to neighborhoods.

**What have you or do you plan to use the bikeway for?**

- Go to/from work: 169 (59.1%)
- Go to/from school: 54 (18.9%)
- Errands/appointments: 207 (72.4%)
- Social activities/dining/shopping: 145 (50.7%)
- Exercise/recreation: 37 (12.9%)
- Work meeting/appointment: 106 (37.1%)
- Get to or from the bus: 0 (0%)

**TOP 2: BUSINESS PATRONAGE**

Love the bikeways, please extend them into neighborhoods and connect to neighborhood retail areas (packard, stadium/maple, Washtenaw, plymouth)

These lanes are amazing enable both us and our young children to bike downtown (we call the one on 1st the “Blank Slate Bike lane”)
CIRCULATION STUDY SCOPE
PLANNING INITIATIVES AND COMMUNITY DIALOGUE

ACTIVE TRANSPORTATION

TRANSIT STREETS

EVENT STREETS

TWO-WAY RESTORATION
BEST PRACTICES & ANALYSIS

DOWNTOWN AREA CIRCULATION STUDY
ACTIVE TRANSPORTATION
Significant progress has been made by building a downtown Bikeway loop.

Now we need to:

▪ Address remaining gaps in connectivity
▪ Extend low-stress connections to the rest of the City
LOW-STRESS BICYCLE FACILITY TYPES

ACTIVE TRANSPORTATION

SEPARATED BIKEWAYS (one or two-way)
Typically used on primary, non-residential streets to separate bikes from vehicle traffic

BIKE BOULEVARDS / SLOW STREETS
Typically used on local, residential streets to manage speed and volume of traffic to comfortable levels
LOW-STRESS BICYCLE NETWORK
ACTIVE TRANSPORTATION

Need to be strategic about what streets should be provide a low-stress bicycle facility. Balance between access, coverage, and street space availability.

Guidelines for a Low-Stress Bicycle Network:

1. Provide direct bikeway access to important community destinations
2. Strive to provide a low-stress connection within 2-blocks throughout study area
3. Provide low stress facilities on direct routes into downtown and that reduce barriers to access.
EXISTING LOW-STRESS BICYCLE NETWORK

- Within 1-block
- Within 2-blocks
- Within 3-blocks
- Connected Neighborhood

Legend:
- Purple: Existing Low-Stress Route
- Dashed Purple: Potential Low-Stress Route
- Dotted Black: Neighborhood Route
POTENTIAL LOW-STRESS BICYCLE NETWORK

- Within 1-block
- Within 2-blocks
- Within 3-blocks
- Connected Neighborhood
- Expanded 1-block access

Legend:
- Purple: Existing Low-Stress Route
- Dotted purple: Potential Low-Stress Route
- Dotted: Neighborhood Route
TRANSIT STREETS
A public transit system with frequent, reliable service plays a critical role in providing access to services and employment and bolstering economic activity.

Transit streets include measures that prioritize bus movement, facilitating efficient, timely service.
TRANSIT INFRASTRUCTURE TYPES

TRANSIT STREETS

IN-LANE BOARDING + BUS BULBS

WASHINGTON, DC

TRANSIT SIGNAL PRIORITY

WATERTOWN, MA

TRANSIT LANES and/or QUEUE JUMPS

ANN ARBOR

WMATA

Google Street View

NICOLETTE MALL, MINNEAPOLIS, MN

Google Street View
TRANSIT PLANNING FACTORS UNDER STUDY:

1. How downtown fits within the broader transit network and future plans.
2. Bottlenecks within the downtown area.
3. Barriers to transit access and ridership.
4. Aligning transit improvements with other uses.
The project will make recommendations on which corridors to prioritize for transit service, and what transit infrastructure might be considered.
EVENT STREETS
The pandemic led to changes in how we use streets, prompting calls for more flexible street designs for events, commerce, and recreation.

Street design and activation can support economic activity and vibrancy for business corridors.
CONTINUUM OF EVENT STREET TYPES

Traditional-Flexible Street
- Vehicle space separate from pedestrian space, but easy to transform for events
- Encourages low speeds and pedestrian activity

Curbless Street
- Vehicle space separate from pedestrian space, but fewer physical barriers.
- Encourages low speeds, pedestrian activity /events, accessibility

Seasonal Streets
- Pedestrian mall during certain periods of the year
- Allows for the street to change based on demand for pedestrian activity/events

Shared Street
- Allows for activation and vibrancy and limited vehicle movement
- Lack of traffic control encourages caution and slow speeds

Pedestrian Mall
- Permanently closed to vehicle traffic
- Opportunities for activation and placemaking
- Prioritizes pedestrian movement and safety
**EVENT STREET SUCCESS FACTORS**

**EVENT STREETS**

- **Connected to Surrounding Attractions:** Event streets require destinations and assets to attract visitors. Locate them near city centers, universities, or tourist areas.

- **Density is Important:** Higher proximity to density contributes to the success of event streets.

- **Bigger Isn't Always Better:** Street length can negatively impact its lifespan. Design short blocks, wide sidewalks, and mixed-use zoning for a better pedestrian experience.

- **Activation of Space:** Ongoing program, maintenance, and management are vital for attractiveness and functionality.

- **Seasonality:** Adapt to different seasons and changing demand.

- **Supporting Diverse Tenants:** Facilitate access to non-dining and entertainment businesses.

- **Transportation Network Effects:** Consider cross-street traffic and its effects.

- **Focus on Non-Car Owners:** Target areas with lower car reliance, like universities and low-income areas.

- **Design:** Pleasant, inclusive and accessible surroundings.
1. Engage stakeholders to understand opportunities & issues

2. Explore what event street types may be feasible and desired

3. Consider opportunities on a block-by-block basis

4. Understand benefits and align with transportation network needs

Candidate streets based on (A) Destination Commercial designation from design manual, (B) Frequent closure streets, (C) Healthy Street / Social District Streets)
FIFTH & DIVISION TWO-WAY RESTORATION FEASIBILITY
**WHY RESTORE 2-WAY STREETS?**

Creates a calmer, safer street for ALL people, whether walking, biking, or driving. Reduces the “double-threat” risk to pedestrians and vehicle-to-vehicle crashes.

Improves wayfinding, navigability, and access to businesses and downtown destinations.

Encourages pedestrian activity and vibrancy.
Evaluate feasibility, benefits, and costs associated with return to two-way traffic pattern for Division, Fifth Ave, and Beakes.

- Broadway bridge area of focus for improved multi-modal access.
- Transit access considerations along the corridors.
DECISION-MAKING & NEXT STEPS
DOWNTOWN AREA CIRCULATION STUDY
CANDIDATE PROJECTS

CONCEPT EXPLORATION

- Overlapping demand for limited street space.
- Assess how we meet these demands and adopted values.
TIMELINE & NEXT STEPS
DOWNTOWN AREA CIRCULATION STUDY

▪ **September & October**
  – Collected baseline data (bikes, pedestrians, vehicles at 60 intersections)
  – Started partner meetings (AAATA, U-M) and best practice research

▪ **November & December 2023**
  – Continued analysis and best practices
  – Develop concept ideas for evaluation relative to values and available street space
  – Stakeholder outreach

▪ **January – March 2024**
  – Design refinement
  – Project alignment and prioritization
  – Multi-modal transportation assessment
    *(Using data to inform how projects can be implemented)*
  – Continued stakeholder outreach