1. Roll Call
   Cyndi Clark, Bob Guenzel, Roger Hewitt, Marie Klopf, Joan Lowenstein, Al McWilliams, John Mouat, Rishi Narayan, Keith Orr, Steve Powers, Sandi Smith, John Splitt

2. Audience Participation (4 people maximum, 4 minutes each)
   - Maggie Ladd, S.U. BIZ
   - Nate
   - Mark Ferrall

3. Reports from City Boards and Commissions
   - Ray Detter, Downtown Area Citizens Advisory Council

4. DDA Members Communications
   - Welcome to new DDA Board member Marie Klopf

5. Executive Director Communications

6. Approval of Minutes: March 2015 meetings

7. Subcommittee Reports
      - Resolution Providing Funding for the go!pass, Transit Service, and The getDowntown program
      - Resolution to Install a Bike House in the Ann Ashley parking structure
      - Street Framework Plan/ Downtown Street Design Manual project update
      - Next Committee meeting: Wednesday, April 29 at 11am
   
   b. Finance Committee – R. Narayan
      - Next Committee meeting: Monday, April 27 at 8:30am
   
   c. Partnerships/Economic Development Committee – J. Lowenstein & A. McWilliams
      - Resolution to Extend the Grant for a Sidewalk in Front of the Library
      - Partner updates
      - Next Committee meeting: Wednesday, April 8 at 11am
   
   d. Communication Committee – A. McWilliams
      - Next Committee meeting: Wednesday, April 8 at 12:30pm
   
   e. Executive Committee – J. Mouat, R. Hewitt, R. Narayan, K. Orr, S. Smith
· Next Committee meeting: Wednesday, May 6 at 11am

8. New Business

9. Other Audience Participation (4 minutes each)

10. Adjournment
Place:  DDA Office, 150 S. Fifth Avenue, Suite 301, Ann Arbor, 48104
Time:  Mr. Mouat called the meeting to order at 12:02 p.m.

1. **ROLL CALL**

Present:  Cyndi Clark, Bob Guenzel, Roger Hewitt, Joan Lowenstein, John Mouat, Keith Orr, Steve Powers, Rishi Narayan, Sandi Smith, John Splitt

Absent:  Al McWilliams

Staff Present:  Susan Pollay, Executive Director
Joseph Morehouse, Deputy Director
Amber Miller, Planning & Research Specialist
Jada Hahlbrock, Management Assistant

Audience:  Stephen Smith, Republic Parking
Ray Detter, Downtown Area CAC
Changming Fan, TiniLite World Inc.
Patti Smith
Frances Todoro, State Street Area Association
Maggie Ladd, South University Area Association
Kelley Rubelman, Peaceable Kingdom
Carol Lopez, Peaceable Kingdom
Dug Song, Duo Security
Trevor Mays, Dup Security
Danielle Fergus, AAACVB
Amanda Redies, AAACVB
Linh Song, Glacier Highlands Neighborhood Association
Chip Smith, Westside Neighborhood Association
Bruce Smuth, Spence Brothers
Ryan Gillies, Logan Restaurant
Ali Ramlawi
Nancy Shore, getDowntown
Kelly Swartz, getDowntown
Doug Martelle, AAPD
Maura Thomson, MSAA
Paquetta Palmer, OWS resident
2. AUDIENCE PARTICIPATION

Dug Song, Duo Security said that many technology companies are making the choice to locate their businesses downtown, and many of their employees prefer commuting to work by bicycle. The DDA could support this commuting choice by making an attractive and secure bike parking location available to them.

Ali Ramlawi said the DDA has yet to be clear about the problems the proposed ambassador program is trying to solve. He said that if there are issues they are better handled by the City or Police, and are not within the mission of the DDA.

Linh Song said she is a very involved community member and very dedicated to the success of Ann Arbor. She said a Facebook page (Ann Arbor Ambassadors) has been created as a place to discuss the issue of a downtown ambassador program, including how a grass roots effort could be created using volunteers from the Ann Arbor community as ambassadors.

Frances Todoro spoke on behalf of the State Street Area Association, saying that the SSAA unanimously supports a downtown ambassador program. She outlined some of the problems they experience that an ambassador program could assist with, including messiness on the sidewalks and alleys, as well as being available to help at the time problems or concerns are being experienced.

3. REPORTS FROM CITY BOARDS AND COMMISSIONS

Downtown Area Citizens Advisory Council. Mr. Detter said the Planning Commission working session on “Premium Prioritization” for downtown zoning will be held on March 9. CAC members will attend to provide input. The view of those at the CAC meeting was that no premiums should be granted if they have a negative impact upon the historic character of downtown or the context of nearby residential and historic neighborhoods.

At the meeting they also discussed plans for the 2015 Downtown Historical Street Exhibit Program dedications and celebrations, as well as high school student historical walking tours.

He said that the CAC continues to be ambivalent concerning the proposed ambassador program. It is clearly opposed by a large number of people in the community and the CAC recommends taking time to consider alternatives.

4. COMMUNICATIONS FROM DDA MEMBERS

Mr. Hewitt shared information on public meetings for the North-South Rail Feasibility Study, saying that there will be a meeting at the Brighton Community Center on the evening of March 12, and a meeting at the downtown branch of the AADL on March 16, 6:30-8:30 pm.
Mr. Powers said the Library Lane offering had been released. Responses are due back in May.

5. EXECUTIVE DIRECTOR REPORT

Ms. Pollay gave an update on the status of work following the DDA grant to the Arts Alliance to install vinyl printed art replicas on downtown signal boxes. Ms. Pollay said a call for artists generated many dozens of submittals, and a jury including downtown representatives sorted through them and selected 10 artworks for 8 locations. Two pieces will be selected by public vote. Installation is planned for May.

Ms. Pollay gave an update on the status of work following the DDA grant in support of an effort to create a South University BIZ. A steering committee has been formed with SU area property owners and business owners. The group had created a list of possible BIZ services and held a meeting with SU property owners to elicit their input about this list of services. Ms. Pollay said next steps include finalizing the list of services, estimating their cost, and determining how costs might be apportioned. DDA member Lowenstein has been assisting the group, as she has experience being part of the Main Street BIZ board.

Ms. Pollay said that on March 9th the DDA will present its FY 2016 & 2017 budgets and answer questions during a City Council work session. DDA Board members are welcome to attend.

6. APPROVAL OF MINUTES

Mr. Narayan moved and Ms. Lowenstein supported approval of the February 2015 DDA meeting minutes.

A vote on the minutes showed:
AYES: Clark, Guenzel, Hewitt, Lowenstein, Mouat, Narayan, Orr, Powers, Smith, Splitt
NAYS: none
ABSENT: Mc Williams
ABSTAIN: none
The motion carried.

7. A. SUBCOMMITTEE REPORTS - OPERATIONS COMMITTEE

4th & William Project. Mr. Splitt moved and Mr. Hewitt supported the following resolution.

RESOLUTION TO APPROVE SELECTION OF SPENCE BROTHERS AS THE CONTRACTOR TO IMPLEMENT IMPROVEMENTS AT THE FOURTH & WILLIAM PARKING STRUCTURE INCLUDING CONSTRUCTION OF A NEW STAIR AND ELEVATOR
Whereas, The DDA mission is to strengthen the downtown area and attract new private investments, and it makes improvements to the public parking system as a means to help it accomplish its mission;

Whereas, In May 2014 the DDA approved a resolution to make improvements and to the Fourth and William Parking Structure with a total project budget of $5 million with funds to be taken from the DDA’s 063 Parking Fund and 065 Parking Maintenance Fund;

Whereas, These improvements include constructing a new stair and elevator, expanding and improving the ground floor pedestrian lobby area, installing new parking equipment, and improving the electrical system;

Whereas, As part of its resolution the DDA reserved the opportunity to approve the selection of contractor for this project once bids have been received;

Whereas, The project received two bids on February 3, 2015, and the DDA’s engineers at Carl Walker Inc. determined that Spence Brothers was the lowest responsible bid at $3,671,955;

Whereas, The Operations Committee supports this recommendation and puts this resolution forward for DDA approval;

RESOLVED, the DDA approves the selection of Spence Brothers as contractor for the DDA’s Fourth and William parking structure improvements project at their bid cost of $3,671,955.

RESOLVED, The DDA Chair, Operations Committee Co-Chairs and Executive Director are authorized to sign a contract and to take the necessary administrative actions to implement this resolution.

Mr. Splitt said that engineers at Carl Walker Inc. worked with the low bid contractor to value engineer project elements to reduce bid costs to fit within the DDA’s approved project budget. Minor material and design changes were made, such as the design of the handrail in the stairway. Also as an effort to reduce costs the decision was made to eliminate the addition of increased electrical capacity for the facility, knowing this can be added at a future date. Mr. Splitt said the Operations Committee recommends the selection of the low bidder, Spence Brothers, as contractor for the project.

Mr. Splitt said that a new sign on the William Street side of the garage had been removed as part of the value engineering effort, but he wanted to propose adding this back. The cost is
$23,000, and Mr. Splitt made a motion to increase the Spence contract amount shown in the resolution by $23,000 for this sign. A vote on the amendment showed:

AYES: Clark, Guenzel, Hewitt, Lowenstein, Mouat, Narayan, Orr, Powers, Smith, Splitt
NAYS: none
ABSENT: McWilliams
The amendment carried.

Mr. Splitt said work would begin as quickly as the permitting process would allow. Weekly updates and communication to parkers and neighbors are part of the project plan.

The amended resolution is as follows.

RESOLUTION TO APPROVE SELECTION OF SPENCE BROTHERS AS THE CONTRACTOR TO IMPLEMENT IMPROVEMENTS AT THE FOURTH & WILLIAM PARKING STRUCTURE INCLUDING CONSTRUCTION OF A NEW STAIR AND ELEVATOR

Whereas, The DDA mission is to strengthen the downtown area and attract new private investments, and it makes improvements to the public parking system as a means to help it accomplish its mission;

Whereas, In May 2014 the DDA approved a resolution to make improvements and to the Fourth and William Parking Structure with a total project budget of $5 million with funds to be taken from the DDA’s 063 Parking Fund and 065 Parking Maintenance Fund;

Whereas, These improvements include constructing a new stair and elevator, expanding and improving the ground floor pedestrian lobby area, installing new parking equipment, and improving the electrical system;

Whereas, As part of its resolution the DDA reserved the opportunity to approve the selection of contractor for this project once bids have been received;

Whereas, The project received two bids on February 3, 2015, and the DDA’s engineers at Carl Walker Inc. determined that Spence Brothers was the lowest responsible bid at $3,694,955;

Whereas, The Operations Committee supports this recommendation and puts this resolution forward for DDA approval;

RESOLVED, the DDA approves the selection of Spence Brothers as contractor for the DDA’s Fourth and William parking structure improvements project at their bid cost of $3,694,955.
RESOLVED, The DDA Chair, Operations Committee Co-Chairs and Executive Director are authorized to sign a contract and to take the necessary administrative actions to implement this resolution.

A vote on the amended resolution showed:
AYES: Clark, Guenzel, Hewitt, Lowenstein, Mouat, Narayan, Orr, Powers, Smith, Splitt
NAYS: none
ABSENT: McWilliams
The resolution carried.

Fiber Network. Mr. Hewitt moved and Mr. Splitt supported the following resolution.

RESOLUTION TO APPROVE AN AGREEMENT WITH THE CITY OF ANN ARBOR FOR USE OF THEIR DATA FIBER NETWORK

Whereas, The DDA has been transmitting parking data across the City’s data fiber network since 2010;

Whereas, The City has requested a five year agreement for this service at a cost of $26,448.00/year;

Whereas, This agreement would set baseline performance expectations and termination terms;

Whereas, The service will be either be the primary or secondary service to all of the parking facilities with point to point radio bridges being the alternative;

Whereas, The Operations Committee recommends approval of this agreement;

RESOLVED, The DDA approves this agreement and authorizes the DDA Executive Director to sign it after legal review.

Mr. Morehouse said that Republic Parking uses the fiber network to transmit data between the parking structures. He said the agreement would establish a five year contract at $26,448.00/year, and would establish performance expectations and termination terms.

A vote on the resolution showed:
AYES: Clark, Guenzel, Hewitt, Lowenstein, Mouat, Narayan, Orr, Powers, Smith, Splitt
NAYS: none
ABSENT: McWilliams
The resolution carried.

Ambassador Program. Mr. Hewitt said the DDA had received lots of public input regarding the proposed ambassador program, and he suggested the DDA take a step back to allow for a reexamination of the proposed program and to consider alternatives. He said the Operations Committee will continue to be the committee handling the work.

Ms. Smith suggested making a change to the budget to remove funding for ambassadors. It was agreed that this suggestion would be considered later in the meeting during budget review.

2014 Republic Parking Management Fee. Mr. Hewitt moved and Mr. Splitt supported the following resolution.

RESOLUTION TO APPROVE A 2014 YEAR-END MANAGEMENT FEE FOR REPUBLIC PARKING FOR MANAGEMENT OF DDA PARKING FACILITIES

Whereas, The DDA entered into a contract with Republic Parking Systems (RPS) beginning February 1, 2007 for management of the DDA’s parking system;

Whereas, According to this contract RPS’s $200,000 management fee is to be paid in two parts. The first $150,000 is paid on a monthly basis with the remaining amount to be paid at the year-end as a management incentive based on quantifiable criteria;

Whereas, After reviewing RPS’s performance, and in acknowledgement of their efforts this year, the Operations Committee recommends that the DDA provide RPS with a $40,000 year-end management incentive;

RESOLVED, The DDA authorized a 2014 year-end management incentive of $40,000 for Republic Parking Systems.

Mr. Hewitt reviewed how Republic Parking was provided its management fee under the contract, and the metrics used by the Operations Committee to assess their work. Questions were asked and answered. Mr. Hewitt said the Operations Committee supports the staff recommendation. Mr. Narayan pointed out a typo; the Board agreed that the resolution should read “first $150,000”.

The corrected resolution is as follows.

RESOLUTION TO APPROVE A 2014 YEAR-END MANAGEMENT FEE FOR REPUBLIC PARKING FOR MANAGEMENT OF DDA PARKING FACILITIES
Whereas, The DDA entered into a contract with Republic Parking Systems (RPS) beginning February 1, 2007 for management of the DDA’s parking system;

Whereas, According to this contract RPS’s $200,000 management fee is to be paid in two parts. The first $150,000 is paid on a monthly basis with the remaining amount to be paid at the year-end as a management incentive based on quantifiable criteria;

Whereas, After reviewing RPS’s performance, and in acknowledgement of their efforts this year, the Operations Committee recommends that the DDA provide RPS with a $40,000 year-end management incentive;

RESOLVED, The DDA authorized a 2014 year-end management incentive of $40,000 for Republic Parking Systems.

A vote on the corrected resolution showed:
AYES: Clark, Guenzel, Hewitt, Lowenstein, Mouat, Narayan, Orr, Powers, Smith, Splitt
NAYS: none
ABSENT: McWilliams
The motion carried.

Downtown Street Design Manual (Street Framework Plan). Mr. Mouat said that the draft is being reviewed by the core staff group. Additional review by City staff will happen before the final draft is complete sometime in April.

Proposed Ann Ashley Bike House. Mr. Orr said that businesses near Ann Ashley have requested the DDA create a bike house in the garage. This facility could be located in a couple different locations within the garage, and early cost estimates are $40,000-$60,000. DDA staff have been asked to bring information on potential users and refined construction cost information to the March committee meeting.

The next Operations Committee meeting will be on March 25th at 11:00 am.

7. B. SUBCOMMITTEE REPORTS- FINANCE COMMITTEE

Budgets for FY 2016 & 2017. Mr. Narayan moved and Mr. Splitt supported the following resolution.

RESOLUTION TO PUT FORWARD THE DDA BUDGETS FOR FISCAL YEAR 2016 & 2017
Whereas, The DDA has developed a Ten-Year Financial Plan, including projected income and expenses for debt service, capital improvements projects and parking operations;

Whereas, The DDA Finance Committee has developed budgets for the 2016 & 2017 fiscal years for the DDA based on the DDA’s most recent Ten-Year Plan;

Whereas, The Finance Committee recommends approval of this DDA budget by the DDA;

RESOLVED, The DDA accepts the recommendation of its Finance Committee and puts these budgets forward to the City for approval.

Mr. Narayan said the Committee spent time over three meetings developing the budget. Mr. Narayan reviewed the budget in detail. Questions were asked and answered.

Mr. Hewitt introduced an amendment to reduce the amount allocated within the Parking (063) fund Contracted Services line item for the proposed ambassador program from $300,000 annually for each of the next two fiscal years to $150,000 annually for the FY 2016 and FY 2017. He said that community feedback about the proposed program included suggestions to significantly downscale the size of the program, including using volunteers rather than paid professionals. He also noted that the DDA needed time to consider the array of feedback it had received, and even if a program were pursued, it wouldn’t begin until well into the new fiscal year reducing the amount of funds needed.

Mr. Power noted that the December DDA resolution set forward a $300,000 amount for ambassadors, and said that until the decision was made to undo this vote, the amount of funds had to be retained within the budget. There was discussion about the best way to do this, and it was determined that $150,000 would remain in (063) contracted services, and $150,000 would be added to (063) discretionary grants.

Ms. Smith asked that the debt service schedule be included with the recommended budget next year when it is presented to the board. Mr. Morehouse said that this will be included.

A vote on the amendment showed:
AYES: Clark, Guenzel, Hewitt, Lowenstein, Mouat, Narayan, Orr, Powers, Smith, Splitt
NAYS: none
ABSENT: McWilliams
The amendment carried.
Board members thanked Mr. Narayan and the rest of the Finance Committee for their work preparing the budget.

A vote on the amended resolution showed:
AYES: Clark, Guenzel, Hewitt, Lowenstein, Mouat, Narayan, Orr, Powers, Smith, Splitt
NAYS: none
ABSENT: McWilliams
The resolution carried.

Grant Time Limits. Mr. Narayan moved and Mr. Splitt supported the following resolution.

RESOLUTION TO REVISE THE DDA POLICY REGARDING TIME LIMITS FOR DDA GRANTS

Whereas, In 2006 the DDA approved “Resolution to Approve Revised Principles and Procedures Regarding DDA Grant Decisions” in which it formulated guidelines by which it would provide grants for important projects and programs;

Whereas, In 2009 the DDA approved an amendment to this policy, that required DDA grant funds to be used at the latest within the following fiscal year, unless otherwise stated, or the grant would be automatically rescinded;

Whereas, The DDA Finance Committee discussed the impact of grants remaining unspent but carried forward the second year as future liability in that year’s budget, in particular, the effect it has on the DDA’s ability to plan for other future grants;

Whereas, The DDA Finance Committee recommends that the DDA revise policy, so that non-Partnerships and Brownfield grants approved by the DDA must be expended within the fiscal year specified within the DDA resolution approving the grant.

RESOLVED, The DDA amends its policy regarding DDA grants that are not Partnerships Grants or Brownfield Grants, that these funds must be expended within the fiscal year specified within the DDA resolution approving the grant.

Mr. Narayan said current DDA grant policy allows grants to be paid by the end of the fiscal year following the fiscal year when the grant was approved. Because many grants are being carried over to this second year, it has made it more difficult to create space in the budget for future grants. Mr. Narayan said this resolution would amend DDA policy and require that specific grant expirations be stated within a grant authorization. This will put responsibility on grantees to proceed with their project as proposed, or to return to the DDA for a time extension. He
noted that this proposed policy change would not affect DDA Brownfield grants or Partnerships grants, as they have their own policies affecting expenditure timing.

Ms. Smith asked if the language excluding Partnership and Brownfield grants from this policy could be clarified. The Board agreed that the clarification could happen administratively.

[This text was subsequently revised, and is shown as follows]

Former text:
Whereas, The DDA Finance Committee recommends that the DDA revise policy, so that non-Partnerships and Brownfield grants approved by the DDA must be expended within the fiscal year specified within the DDA resolution approving the grant.

RESOLVED, The DDA amends its policy regarding DDA grants that are not Partnerships Grants or Brownfield Grants, that these funds must be expended within the fiscal year specified within the DDA resolution approving the grant.

Revised text:
Whereas, The DDA Finance Committee recommends that the DDA revise its grant policy, so that all grants approved by the DDA, excluding DDA Partnerships and DDA Brownfield grants, must be expended within the fiscal year specified within the DDA resolution approving the grant.

RESOLVED, The DDA amends its policy regarding DDA grants, so that all grants approved by the DDA, excluding DDA Partnerships and DDA Brownfield grants, must be expended within the fiscal year specified within the DDA resolution approving the grant.

The amended resolution is as follows.

RESOLUTION TO REVISE THE DDA POLICY REGARDING TIME LIMITS FOR DDA GRANTS

Whereas, In 2006 the DDA approved “Resolution to Approve Revised Principles and Procedures Regarding DDA Grant Decisions” in which it formulated guidelines by which it would provide grants for important projects and programs;

Whereas, In 2009 the DDA approved an amendment to this policy, that required DDA grant funds to be used at the latest within the following fiscal year, unless otherwise stated, or the grant would be automatically rescinded;
Whereas, The DDA Finance Committee discussed the impact of grants remaining unspent but carried forward the second year as future liability in that year’s budget, in particular, the effect it has on the DDA’s ability to plan for other future grants;

Whereas, The DDA Finance Committee recommends that the DDA revise its grant policy, so that all grants approved by the DDA, excluding DDA Partnerships and DDA Brownfield grants, must be expended within the fiscal year specified within the DDA resolution approving the grant.

RESOLVED, The DDA amends its policy regarding DDA grants, so that all grants approved by the DDA, excluding DDA Partnerships and DDA Brownfield grants, must be expended within the fiscal year specified within the DDA resolution approving the grant.

A vote on the resolution showed:
AYES: Clark, Guenzel, Hewitt, Lowenstein, Mouat, Narayan, Orr, Powers, Smith, Splitt
NAYS: none
ABSENT: McWilliams
The motion carried.
March 4, 2015

The next Finance Committee meeting will be on March 25th at 8:45 am.

7. C. SUBCOMMITTEE REPORTS- PARTNERSHIPS/ ECONOMIC DEVELOPMENT COMMITTEE
Ms. Lowenstein said that the meeting consisted of Partner Updates. AAATA reported on their CEO search, and that they had received a grant to investigate the feasibility of north/south passenger rail service. The Planning Commission reported on a Planning Essentials class. City Council representatives reported that Council had approved a resolution in support of the Affordable Housing Needs Assessment report, and in so doing would create a regional work group to pursue recommendations. Ms. Lowenstein said that DDA members provided information about the 4th & William project, the DDA retreat, and public input received about a downtown ambassador program.

The next Partnerships/ Economic Development Committee meeting will be March 11th at 11:00 am.

7. D. SUBCOMMITTEE REPORTS - COMMUNICATION COMMITTEE
Draft Communication Plan. Ms. Lowenstein said that work was postponed for a future meeting.

The next Communication Committee meeting will be March 11th at 12:30 p.m.
7. E. **SUBCOMMITTEE REPORTS – EXECUTIVE COMMITTEE**

Mr. Mouat said the Committee discussed the importance of following up the retreat with a second planning session.

The next Executive Committee meeting will be April 1st at 11:00 am.

8. **NEW BUSINESS**

None

9. **OTHER AUDIENCE PARTICIPATION**

Changming Fan thanked the DDA members who volunteer to make downtown a better place. He said that both ROI (Return in Investment) and SROI (Social Return on Investment) need to be considered when discussing the ambassador program, but said he supports the program.

Ali Ramlawi thanked the Board for taking a step back on the ambassador program. He said that business owners and others want to be part of the solution and that using existing talent and energies should be considered. He said beat cops are important to downtown.

Maggie Ladd spoke on behalf of the South University Area Association. She said her members wanted to see an ambassador program. She said ambassadors could provide a valuable link to existing social and substance abuse services. If the DDA decides not to move forward with the ambassador program, she said that the DDA needs to have a plan B, including providing the funds to the associations who could hire ambassadors on their own.

Jean Henry said the DDA clearly hit a nerve in the community with the proposed ambassador program. She said the feedback demonstrates that Ann Arbor citizens want to have a role as downtown develops. Important discussions like this need to happen in the public realm.

10. **ADJOURNMENT**

There being no other business, Mr. Spilt moved and Mr. Hewitt supported a motion to adjourn. Mr. Mouat declared the meeting adjourned at 1:45 pm.

Respectfully submitted,
Susan Pollay, Executive Director
ANN ARBOR DOWNTOWN DEVELOPMENT AUTHORITY  
Executive Committee Meeting  
Wednesday, March 4, 2015

Place:   DDA Office, 150 S. Fifth Avenue, Suite 301, Ann Arbor, 48104
Time:    11:00 a.m.
Present:    Roger Hewitt, John Mouat, Rishi Narayan, Keith Orr, Susan Pollay (ex officio), Sandi Smith (ex officio)
Others:  Joan Lowenstein, Changming Fan

Committee actions and discussions

Agenda Review.  The group reviewed the March DDA meeting agenda.

Budget.  Mr. Orr asked a question about the projected increase in revenue; Mr. Narayan and Mr. Hewitt provided an explanation.

Communication.  Ms. Pollay asked for feedback on the monthly board packets.  Mr. Mouat said he also welcomed other providing feedback about whether the board packet contained too much information and thus felt overwhelming, or too little so board members didn’t have the information they needed.  Mr. Narayan suggested that rather than send all documents in PDF form in as single packet, that individual documents could be provided in a drop box or other format; Ms. Pollay said that she would investigate.

Retreat 2.0.  Ms Pollay asked for suggestions for the best way to continue the board discussion about future projects.  Mr. Mouat suggested that a series of scenarios be developed that included an amount for grants over a five year period as a way for the board to consider its options.

There being no other business, the meeting adjourned at 11:50 a.m.

Susan Pollay, Executive Director
1. Partner Updates:

   **Planning Commission** - Mr. Peters reported (via an email) that they held a work session examining zoning premiums with the goal of ensuring that they align with community goals and that they are effective and utilized. This work will include an online survey, focus groups and public workshops.

   **WCC** - Mr. Morgan reported that using the state’s measurements of success, WCC was recently awarded the state’s highest possible funding increase. Also, the College was awarded a $4.4M grant to purchase equipment for its skilled trades programs, thus allowing students to be trained/certified on the most up to date technology. Mr. Morgan also reported that enrollment levels are steady.

   **Washtenaw County** - Ms. Callan said that the County Administrator has announced her retirement, and the County Board is deciding whether to appoint a new administrator, or to move to an elected administrator. Ms. Callan said that the Housing Needs report has been adopted by 6 governing boards. A regional work group, of which the DDA will be a part, is being formed.

   **AAATA** - Mr. Guenzel said that the search for a new CEO continues, and they plan to present a recommended finalist at the board’s March 19th meeting. Mr. Guenzel shared information on a MDOT project that would widen US 23. Mr. Guenzel said the North/South Rail feasibility study is underway. He also reported that AAATA has obtained the necessary easement from the Federal Government to be able to move forward with the Blake Center pedestrian walkway.

   **AADL** - Ms. Lowenstein said that in June 2014 the DDA approved a grant of up to $125,000 to cover the cost of replacing the sidewalks on 5th Ave. in front of the library, and it is set to expire at the end of June. The work is to be done in coordination with changes to the façade and library entrance, expected to begin in July. Committee members affirmed their support for the project and agreed to bring a resolution to the April Board meeting that would extend the grant through June of 2016.

   **City Council** - Mr. Krapohl reported that budget work continues. Council members will continue to hear from service units and review budget details over the course of the next month. Ms. Briere updated the committee on proposed changes to the City’s snow removal policy.

   **DDA** - Ms. Lowenstein said a DDA Board will meet soon for Retreat 2.0. This will allow time to fine tune project priorities set at the first retreat. She said the project at 4th & William will be getting
underway soon. Ms. Lowenstein reported that the DDA Board has decided to put the ambassador program on hold. Time will be taken to consider the scope of the program as well as alternatives.

2. **Public Comment**
   None

3. **Next meeting.**
   The next committee meeting will take place Wednesday, April 8th at 11:00 am.

The meeting adjourned at 12:28 pm.
Respectfully submitted, Susan Pollay, Executive Director
1. **State of the Downtown report**
   Committee members discussed the possibility of creating a quarterly or semi-annual report, as a companion to the more detailed annual State of the Downtown report. Questions included what data to present and what the format should be. Important feedback included making these shorter reports graphically attractive with content that conveys useful information. DDA staff will use this feedback to develop something that will fit into a single two-sided piece of paper.

2. **Next meeting.**
   The next committee meeting will take place Wednesday, April 8th at 1:20 pm.

3. **Public Comment.**
   None

The meeting adjourned at 1:20 pm.
Respectfully submitted, Susan Pollay, Executive Director
ANN ARBOR DOWNTOWN DEVELOPMENT AUTHORITY
OPERATIONS COMMITTEE MEETING MINUTES
Wednesday, March 25, 2015

Place:    DDA Office, 150 S. Fifth Avenue, Suite 301, Ann Arbor, 48104
Time:     11:00 a.m.
Present:  Cyndi Clark, Roger Hewitt, Joan Lowenstein, John Mouat, Keith Orr
Absent:   Bob Guenzel, Al McWilliams, Rishi Narayan, Steve Powers, Sandi Smith, John Splitt
Staff:    Susan Pollay, Joseph Morehouse, Amber Miller, Jada Hahlbrock
Others:   Art Low/RPS, Nancy Shore/getDowntown, Michael Benham/AAATA
Public:   Ray Detter

4th & William- Ms. Pollay said that a building permit has been applied for. DDA and Republic Parking staff will be meeting with Spence Brothers to discuss logistics and a communications plan.

PARKING - The permits report was reviewed. Mr. Low reported on snow removal efforts. Mr. Morehouse said the pre-paid parking card pilot is on hold while the equipment supplier resolves software issues.

getDowntown - Ms. Shore presented the getDowntown and go!Pass funding request for FY2016. Information included the impact of the demand management strategies being used. Committee members agreed to bring a resolution in support of the funding request to the April Board meeting.

AAATA/DDA- Committee discussed possibly holding a DDA/AAATA subcommittee meeting 3 or 4 times a year to continue the dialogue begun at the Board Summit on such topics as 4th Ave/Greyhound, and the future walkway adjacent to BTC. Staff will work to schedule the meetings.

Ann Ashley Bike House- Mr. Orr said that responding to questions raised at an earlier Ops meeting, a survey was done and 50 nearby employees conveyed an interest/commitment to use a bike house. The layout and cost estimates were refined. And lessons learned from the Maynard bike house were gleaned. Committee members conveyed their sense of the importance of transportation options like this, and asked how success should be measured. It was recommended that a resolution be brought to the April Board meeting.

US-23 Expansion- Information was shared. It was suggested that a resolution be brought announcing DDA support for the City’s position on this topic. DDA staff would work with committee members on this.

Future Parking Demand- Ms. Pollay said that DDA staff continues to refine the RFQ. The plan is to have and RFQ/RFP ready for release in April.

Public Comment- None

The meeting adjourned at 1:10 pm.
Susan Pollay, Executive Director
RESOLUTION PROVIDING FUNDING FOR THE GO!PASS, SUPPLEMENTAL TRANSIT SERVICE, AND THE GETDOWNTOWN PROGRAM FOR FY 2016

Whereas, The getDowntown program began in 1999 and remains a partnership between the DDA, AATA and the City of Ann Arbor to provide transportation assistance to downtown employers, including the distribution of the DDA’s go!Pass;

Whereas, In support of its mission the DDA has provided funding for go!Passes and the getDowntown Program since 2001, and the number of downtown employers and employees participating in these programs has grown every year;

Whereas, The DDA Operations Committee recommends approval of the funding request for FY 2016 for the getDowntown program, go!Pass , and other transportation programs as follows:

<table>
<thead>
<tr>
<th>Program or Service for Downtown Workers</th>
<th>FY 2015 Request</th>
<th>FY 2016 Request</th>
<th>Request Purpose/Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>getDowntown</td>
<td>$40,000</td>
<td>$35,000</td>
<td>TDM Marketing to encourage employees to use a variety of options to get to work. Supports events, marketing, outreach &amp; more.</td>
</tr>
<tr>
<td>Go!Pass</td>
<td>$529,000</td>
<td>$610,600</td>
<td>Transit incentive for employees that increases bus use and frees up parking spaces for other users. Increase in cost because of estimated 7% increase in ridership over 2014-2015 season. $.90 per ride.</td>
</tr>
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<td>Route 4 support</td>
<td>$57,772</td>
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<td>Route with highest ridership for downtown employees. Important link to Ypsilanti talent pool. 2.5% estimated cost of living increase to reflect the change in operator wages.</td>
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</tr>
<tr>
<td>NightRide Improvements and go!Pass discount</td>
<td>$20,500</td>
<td>$21,000</td>
<td>Extremely important service for evening employees who depend on transit to get to work. 2.5% increase from FY 2015 ask.</td>
</tr>
<tr>
<td>ExpressRide go!Pass discount</td>
<td>$10,000</td>
<td>$5,000</td>
<td>Encourages downtown employees to use transit rather than driving to work alone. UM portion is $100,000 to support employees.</td>
</tr>
<tr>
<td>TOTAL</td>
<td>$674,264</td>
<td>$748,200</td>
<td></td>
</tr>
</tbody>
</table>

Whereas, The DDA is charged only for actual usage of the go!Pass, and the NightRide and ExpressRide discounts, thus the amounts shown above are maximum/not-to-exceed amounts;

RESOLVED, The DDA approves funding for the transportation services and programs listed above, with funds coming from the DDA’s Fiscal Year 2016 (063) Parking Funds.
The DDA’s TDM Toolbox
getDowntown/TheRide Funding Request FY2016
March 25, 2015
What is TDM?

• Transportation Demand Management or TDM (also called Mobility Management) refers to various strategies that change travel behavior (how, when and where people travel) in order to increase transport system efficiency and achieve specific planning objectives. TDM is increasingly used to address a variety of problems.

• Transportation Demand Management strategies influence transportation decisions to encourage more efficient travel patterns, such as shifts from peak to off-peak periods, from automobile to alternative modes, and from dispersed to closer destinations.

--TDM Encyclopedia, Victoria Transport Policy Institute
<table>
<thead>
<tr>
<th>Alternative Transportation Encouragement Tool</th>
<th>Typical Impacts*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Financial Incentives</td>
<td>10-30% Reduction in Parking Requirements</td>
</tr>
</tbody>
</table>
| TDM Marketing                                 | 5-15% Reduction in Automobile Use  
10-25% Increase in Alternative Modes |
| Walking and Biking Encouragement and Amenities | 5-15% Reduction in Parking Requirements |
| RideShare Matching, Carpool/Vanpool Encouragement and Carsharing. | 5-30% Reduction in Commute Trips |
| Public Transit Encouragement and Improvements (Including Park & Ride, ExpressRide Buses, Fixed Route Transit and NightRide) | 10% Increase in Transit Ridership  
10-30% Reduction in Parking Requirements |

*Source: Victoria Transport Policy Institute TDM Encyclopedia
= A transit incentive that reduces parking demand

4,851 unique go!passes used in 2013-2014 season

This breaks down to . . .

• 1,553 used at least 3 times/week
• 977 used at least 4 times/week
• 602 used at least 5 times/week

Go!pass ridership makes up approximately

• 11% of Fixed Route Ridership
• 15% of ExpressRide Ridership
• 19% of NightRide Ridership
Q8 If you did not have a go!pass, how would you commute to work?

- Drive alone downtown: 34%
- Would pay the bus fare: 29%
- Bike: 14%
- Carpool: 10%
- Get a ride: 8%
- Walk: 4%
- Would take a job closer to home: 1%

= 1,000+ frequent users!
A GREAT STORY: Increasing use!!

### Annual go!pass Ridership, FY 2010-2015

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Ridership</th>
<th>Change</th>
<th>Percent Change</th>
</tr>
</thead>
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<tr>
<td>2009-2010</td>
<td>521,768</td>
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<tr>
<td>2010-2011</td>
<td>640,179</td>
<td>+23%</td>
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<tr>
<td>2011-2012</td>
<td>602,733</td>
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<tr>
<td>2012-2013</td>
<td>632,991</td>
<td>+5%</td>
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<tr>
<td>2013-2014</td>
<td>678,103</td>
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<tr>
<td>2014-2015 (Nov-Feb)</td>
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<td></td>
<td>+2%</td>
</tr>
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</table>
The most used go!pass Routes . . .

Annual go!pass Ridership, GP YR 2013-2014
What Employers Say

“Go!passes make a big difference for our employees. With hourly cost of parking alone, our employees are able to save themselves $10+ a day. This is significant for people who make between $8.10 an $10 an hour. Our night crew gets out after the buses stop running but NightRide allows them very affordable transportation home.”

--David Root, The Brown Jug (S.U. area)

“As a general rule (except for a very small number of people) we do not provide employees with parking passes, so the go!passes we provide to everyone definitely helps. Many of our employees use it [the go!pass] as their primary means of commuting (somewhere in the 20-25% range), which isn’t too bad considering some of them drive in from Troy or other places.”

--Chris Kurecka, TD Ameritrade (101 N. Main)

“We are happy with our go!passes. For those employees who live in Ann Arbor they do allow us to get to the office without having to drive downtown. Many of us walk or ride the bus on days that we work exclusively out of our office.

--Anne Marsan, Atomic Object (Fifth Ave)
• Tool to promote and manage many DDA funded TDM programs (go!pass, Bike Lockers/Bike House, commuting information for employees, ExpressRide and NightRide incentives, events).

• Commuter Challenge + Conquer the Cold = 1,000s of participants each year

• 8,212 getdowntown.org website sessions since Oct 1, 2014 (+25% from last year).

• Increasing number of go!pass users every year.

• getDowntown staff distribute commuting information to 1,000s of downtown businesses every year.

• Monthly newsletter sent to more than 3,000 people.

• Thousands of followers on Facebook and Twitter.
Walking and Biking Encouragement and Amenities

• Hoops and On-Street Racks: Nearly 1,000 spaces. Makes a visible statement that bikes are welcome downtown.

• Providing bike facilities in parking structures allows employers to free up space in offices to make room for more employees.

• Bike House and Bike Lockers: 61 spaces. Offer a higher end option for bike commuters

• More and more Companies are requesting secure bike facilities:
  • Barracuda Networks
  • TD Ameritrade
  • MyBuys
  • Duo Security

• DDA Street Framework Manual.

• Continual Assessment of bike parking and pedestrian needs.

• Bike to Work Day: 100s of participants.
Rideshare Matching, Carpool/Vanpool Encouragement and Car Sharing

- Isharearide.org site: Secure site to find carpool/vanpool partners.
- VanRide: Vanpooling option offered by TheRide.
  - Continuing to talk to Washtenaw County and City of Ann Arbor about this option.
- Preferential Parking for carpools/vanpools offered at downtown parking structures.
- Number of Zipcars downtown continues to increase
  - Offers a flexible option for employees who don’t bring a car downtown.
Public Transit Encouragement and Improvements

• Increased fixed route service = increased access to downtown for workers.
• Upcoming Ypsi service increase has benefits for downtown Ann Arbor employees.
• Park & Ride: Remote parking for downtown employees. Great option for employees who live farther away.
• Service enhancements include more evening and weekend service.
• ExpressRide service offers an option for employees who have limited non-drive alone options.
  • All ExpressRide users would drive alone without ExpressRide.
  • ExpressRide from Ypsilanti coming in 2016-2017.
• NightRide provides a vital transit connection when buses aren’t running.
  • Essential for restaurant/food service employees.
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Next Steps

• Any revisions/questions?
• DDA Resolution
• DDA/AAATA MOU
TheRide and the DDA: Working Together

• Next AAATA / DDA Forum Meeting
• Proposed Topics:
  • GSA Walkway
  • Greyhound Operations Needs at BTC and 4th and William Parking Structure
  • Other topics as needed
• Let’s pick a date and location!
RESOLUTION TO INSTALL A BIKE HOUSE IN THE ANN ASHLEY PARKING STRUCTURE

Whereas, Enhancing transportation into and through the downtown is a key strategy in the 2003 DDA Renewal Plan, and during its tenure the DDA has funded a wide variety of bicycle-related projects including the installation of approximately 1,000 downtown bike parking spots;

Whereas, DDA’s Street Framework Manual consultants Nelson/Nygaard have noted that Ann Arbor has a strong bicycle culture and that efforts should be made to support this further;

Whereas, An attractive, covered, secured parking location for bicycles in the Ann Ashley structure is being requested by employers and employees in the section of downtown where access to public parking options for commuters is limited;

Whereas, A highly visible location at the entrance to the structure has been selected for this facility in an area that doesn’t involve parking spaces;

Whereas, Early designs have been assembled, and a cost to fabricate and install this facility has been estimated at $60,000;

Whereas, With the help of the GetDowntown program, a survey was conducted with employees in several nearby businesses, and 50 people indicated an interest in or a commitment to using a quality bike house in support of a bicycle commute to work if it were created, thereby demonstrating strong demand;

Whereas, The DDA Operations Committee reviewed this concept at several meetings, including examining usage at the Maynard bike house and lessons learned from that pilot project to improve future facilities;

Whereas, The Operations Committee recommends DDA approval of a not-to-exceed project budget of $60,000 for this project;

RESOLVED, The DDA approves an expenditure of up to $60,000 to design, fabricate and install a bicycle storage facility in the Ann Ashley parking structure using its 063 Parking Fund.
Partial Site Plan at Ann Street

Estimated Construction Cost: $60K - $70K

PROJECT DATA
SPACE FOR 20 BIKES
AREA = 484 SF

A-100
**Recommendation for Providing Commuter Access to Ann/Ashley – Bike House**

The Ann/Ashley Parking Structure has a long wait list; new employees may wait a year or more for a parking pass. Several new businesses with a high density of employees have moved into the Ashley and Main Street corridors, but given the parking system pressures we have not been able to fully accommodate their parking needs. Fortunately, many of these businesses have employees that are willing to commute by bike and several tech firms specifically requested the DDA construct a bike house. To help meet the access needs of employees, DDA and getDowntown staff recommends constructing a Bike House at the Ann Ashley Parking Structure. The potential cost is $45,000 - $70,000 depending on location and refined quotes (see pdfs).

As requested by the Board, staff reached out to companies who have expressed interest in a Bike House to better understand demand and location options. 10 companies, over 50 employees, expressed interest and participated in a survey and follow up conversations. Respondents seem flexible in location - prioritizing amenities (fix it stand, air pump, bench) and functionality (easy access and use, comfort to maneuver with others in the room).

Participant’s feedback reiterated what we’ve heard through other sources, including Nelson/Nygaard’s work on the Street Framework Plan (see page 3 for comments).

- Providing cycling amenities is an important component of TDM. Ann Arbor is among the top 25 cities for % of commuters by bicycle, we need to continue to support and increase this demand.
- Several tech firms have requested this amenity, stating that it will help them attract talent and free up office space to expand. Input from SPARK confirmed the importance of amenities, such as the Bike House.
- A Bike House aligns with the DDA Renewal Plan goal of Encouraging Pedestrian and non-motorized transportation.
- Cyclists need an array of options depending on duration of stay and preferences – it is important that we continue to invest in more covered and short-term bike parking options as well.

For the equivalent cost of 1 – 2 parking spaces, we can accommodate at least 15 – 20 employees by providing a bike house in the Ann/Ashley Parking Structure. Staff recommends a not to exceed budget of $60,000. We will refine costs to narrow down a location by the April DDA Board Meeting. Due to proximity to businesses and the Republic Office, staff recommends constructing a Bike House on the Ann Street side. If this is not feasible within budget, we believe the Miller Street location is a very viable alternative.
Ann/Ashley Bike House Interest

<table>
<thead>
<tr>
<th>Organization</th>
<th>Interested</th>
</tr>
</thead>
<tbody>
<tr>
<td>Duo Security</td>
<td>21</td>
</tr>
<tr>
<td>MyBuys</td>
<td>8</td>
</tr>
<tr>
<td>Life Technologies</td>
<td>6</td>
</tr>
<tr>
<td>Washtenaw County</td>
<td>4</td>
</tr>
<tr>
<td>Olark</td>
<td>1</td>
</tr>
<tr>
<td>Quinn Evans</td>
<td>2</td>
</tr>
<tr>
<td>Mighty Good Coffee</td>
<td>5</td>
</tr>
<tr>
<td>TD Ameritrade</td>
<td>2</td>
</tr>
<tr>
<td>Workantile</td>
<td>7</td>
</tr>
<tr>
<td>Thermo Fisher</td>
<td>4</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>60</strong></td>
</tr>
</tbody>
</table>

Survey Feedback:

Downtown Ann Arbor is one of the best places in our region for technology companies and startups - like Duo Security - to locate. We’re in an extremely competitive industry, and some of our hardest problems center around recruiting and retaining the best talent. For many, the decision to come work in Ann Arbor has a lot to do with the quality-of-life we can offer. One piece of this centers around transit - there have many studies suggesting that younger generations are less interested in car ownership than their parents, and prefer living in communities with a variety of transit options. Providing first-class bike infrastructure to our employees is an important recruiting and retention tool. That said, car parking has been one of the most challenging and contentious issues in our decision to locate Downtown. Any efforts we can take to make bike commuting as attractive and convenient as possible could also help free up parking spaces for those who truly need them. We have set up some indoor bike parking in our office as a stopgap measure, but it’s - at best - a temporary solution: its capacity will likely not meet our needs even this summer, and it’s taking up valuable floor space that might need to be repurposed as our company continues to grow. In addition, we have a number of year-round bike commuters. Sheltered indoor bike parking would be a huge boon in the winter, when much of the city’s outdoor bike parking is unusable, and bringing muddy/snowy/salty bikes into our office can cause excessive wear and tear on floors, carpeting, etc.

Definitely pursue this – it’s very in line with the kind of city Ann Arbor wants to be.

I moved to and work in Ann Arbor because of our reputation as a bike-friendly and public transit friendly city. I bike year round because of the health benefits (and because it’s fun) so storing my bike safely from the elements is one of the most important things in choosing where I work.
There are a TON of cyclists here at Duo Security and our team continues to grow. Parking is no fun in A2, so adding another bike hub would certainly help with the traffic congestion. Ann Arbor is made for walkers/bikers, so this is a great idea.

Happy healthy downtown!

This would be great. It would help me make the decision to drive less into downtown.

Hi DDA Board, I am a bicycle commuter in Ann Arbor. My family has downsized to one vehicle, which my wife uses to work daily on the far south side of town near the airport. As we only have one vehicle, I utilize what’s known as a fat tire bicycle. The tires are about 4.5" wide, which allow me the ability to ride my bicycle throughout the warm and cold months in Michigan. My bicycle cost me approximately $2600. Parking it outside to me seems like a non-option. Between the weather damage incurred as well as the potential for sidewalk plows to damage it, I really need a secure indoor parking place for my bike, ideally near my workplace. I’ve provided an album of pictures with some captions of current problems with street parking bicycles in Ann Arbor. I hope that it helps the DDA Board understand why it is important in a place like Michigan to have secure, indoor bicycle parking like the proposed one at Ann/Ashley:
http://imgur.com/a/181wq
Thank you so much for taking the time to gather community feedback on this issue! -A Concerned Citizen and Cyclist

I love the idea of putting a bike house in this parking structure. I live just far enough from downtown that walking is a little inconvenient, so being able to bike in and leave my bike in a safe place would be wonderful. The extra amenities would be nice, but not necessary if it means a higher yearly fee.

If you build it they will bike!

Would have no need for a parking pass if this was an option. Also would be great for heading downtown with friends who don’t work at Duo.

Carrying my bike up to my office is a pain! Having the bike garage would be a much nicer way to make it easy for me to bike commute to work.

Street parking for bicycles is not secure and isn’t practical during inclement weather, so the bike house would be a great incentive for me to bike downtown more often. We have a few employees who bike to work from different parts of the city, and I know at least some of us would consider doing so more regularly in lieu of parking a car if this were an option.

Bike house will help regular commuters and if it is visible and there is another free rack outside it will help those bikers park at a rack rather than on the street posts. Some signage to let bikers know about covered racks would be great. The parking spot good weather racks are excellent. High visibility-clustered bikes. My bike locker is pretty awkward to operate and I would rather use a bike house.

Please help encourage fewer cars and co2 emissions by providing this.

I prefer the hanging hoops, but the inverted U is also good. The main attractions for me are, out of the weather/sun and safe from theft. I have neither covered parking, nor a safe place to rack and lock my bike. That keeps me from riding at all. The only other option is to bring my bike up to my office.
Downtown traffic/parking is terrible. Biking is great exercise and helps reduce our carbon footprint as well as our dependence on fossil fuels. A Bike house would make an impact on all of these issues! Thanks.

With the addition of the bike lanes on Liberty/Miller/Jackson I think this is an additional piece that builds the case for me to ride to work currently, I rarely bike to work. With a convenient bike house like the proposed one, I would bike regularly.

biggest benefit is parking bike out of rain. I think it would be best if the bike house is visible from the employees that are normally in the office with windows at this structure, which will greatly improve safety, perceived safety, and theft deterrence— all good things.

We have a few employees who bike to work from different parts of the city, and I know at least some of us would consider doing so more regularly in lieu of parking a car if this were an option.

would be great if there were payment plans other than yearly for non-regular riders like me. I don't ride often to work for me to justify the $75/year cost. So a 6-month or similar plan would be ideal. That being said I think having a bike house can give me piece of mind that my bike is safe. Right now I check on my bike every few hours from my office window.

With the addition of the bike lanes on Liberty/Miller/Jackson I think this is an additional piece that builds the case for me to ride to work.

I like to ride my bike to work when it's warm, but a bit sporadically, so I probably wouldn't spend the $75 to use this facility. I do think that many people would use this—esp. people who bike in inclement weather—and this would be a great thing for them to have in that location (the Miller corridor is very heavily biked). Definitely pursue this— it's very in line with the kind of city Ann Arbor wants to be.

I live by Fingerle and work at Workantile so this is out of my way and I would not use it. I do think improving biking and bike storage is important.

We have a few employees who bike to work from different parts of the city, and I know at least some of us would consider doing so more regularly in lieu of parking a car if this were an option.
**Maynard Location and lessons learned:**

The Maynard Bike House was our pilot location and we continue to learn a lot. The approach taken was to fit as many bike parking spaces as possible into the space. Moving forward, we suggest providing only enough spaces to meet the needs of users.

- The Maynard location was heavily based on the expressed needs of one company, and now several firms have employees that rely on it. The Ann/Ashley request is coming from 3-5 firms and with quick outreach 10 firms have expressed interest.
- The Maynard Location has been affected by the proximity of highly secured, adjacent, free bike parking next to a police station (although we believe some are abandoned bikes).
- During the warm-weather months, the Bike House was averaging about 10 entries/day in a space that previously served one parking customer. At its lowest lease numbers, 20 people paid for and relied on the bike house.
- We continue to learn more about who the users are and what will make a Bike House successful:
  - Move to offering both yearly and monthly pricing options
  - Increase marketing & oversell
  - Continue outreach as new businesses come in. The adjacent State St area has been in flux - Nutshell grew and moved out of the Barracuda space, new restaurants recently opened.
  - Provide additional bike house locations to increase the value of the Maynard location by offering non-work secure parking options.
  - On average, about 30% of the Ann/Ashley monthly parking patrons use their pass and the structure is sized and managed to accommodate this usage level. Design subsequent bike houses to serve 1/2 to 1/3 of predicted demand and increase parking space density as demand rises.

---

![Bike House Entries by Day (5/14 - 9/14)](image-url)
Based on actual renters for Maynard, we anticipate the reach for Ann/Ashley can extend beyond those who have expressed initial interest.
## Permits by Facility by Month

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RESOLUTION TO EXTEND THE DDA GRANT FOR A SIDEWALK REDESIGN IN FRONT OF THE ANN ARBOR DISTRICT LIBRARY ALONG SOUTH FIFTH AVENUE

Whereas, The mission of the DDA is to strengthen the downtown and the DDA undertakes pedestrian improvement projects in support of this mission, as it helps make downtown more walkable and attractive;

Whereas, The DDA Development Plan also sets forward that the DDA will work with and support other public and non-profit institutions in maintaining a strong downtown presence.

Whereas, In June 2014 the DDA approved a grant authorizing up to $125,000 from its FY 2015 (003) budget toward the cost to redesign and replace the public sidewalk in front of the Ann Arbor District Library property along South Fifth Avenue from Library Lane to William Street;

Whereas, By DDA policy, this grant is due to expire June 30, 2015;

Whereas, The project is scheduled to commence in July 2015 and the Partnerships Committee recommends that the grant period be extended to allow this project to be undertaken;

RESOLVED, The DDA approves an extension of its grant authorizing up to $125,000 toward the cost to redesign and replace the public sidewalk in front of the Library property along South Fifth Avenue from Library Lane to William Street until June 30, 2016;