

**ANN ARBOR DOWNTOWN DEVELOPMENT AUTHORITY
CAPITAL IMPROVEMENTS COMMITTEE MEETING MINUTES
Wednesday, January 24, 2018**

Place: DDA Office, 150 S. Fifth Avenue, Suite 301, Ann Arbor, 48104

Time: 11:00 a.m.

Present: Bob Guenzel, Howard Lazarus, Joan Lowenstein, John Mouat, Keith Orr, John Splitt, Phil Weiss

Absent: Marie Klopf, Darren McKinnon, Rishi Narayan, Jessica A.S. Letaw

Staff: Susan Pollay, Amber Miller, Maura Thomson, Liz Rolla, Lauren Groves

Other: Oliver Kylie/SGJJR, Neal Billetdeaux/SGJJR, Chris Wall/Wade Trim, Ian Lockwood/Toole Design, Erica Guidoboni/Toole Design, Addie Weber/Toole Design, Nancy Shore/Q&M

Public: Ray Detter/CAC, Francis Todoro/SSDA, Jaime Magiera/WWBC, Kirk Westphal, City Council

1st/Ashley/William. Ms. Shore introduced the concept of “people-friendly streets”, as a way of setting forward the goal behind this and other DDA street projects. This sets forward values such as safe, green, strengthening business, fun and interesting, connected, and responsible. Mr. Kiley outlined the scope for the projects, and timing, saying that the William Street bikeway and First and Ashley are two separate projects with overlapping boundaries and focus being designed together. At times they may involve different stakeholder groups.

Mr. Lockwood presented a series of slides showing how redesigning streets in other cities to deemphasize the focus on cars helped revive these areas. He noted that changing language can change culture. At minimum projects should be more specific about what they are accomplishing; e.g. saying a “road widening” versus a “road improvement”. Using newly emerging language, such as “context-sensitive design”, “vision zero” and “path as place” can help accomplish road projects that meet community values. The best cities can be measured by a larger number of potential unplanned exchanges, as this increase the economic viability and livability of cities. For decades enormous amounts of downtown public and private space was given over to cars. And a principle measurement of traffic planning success was to maximize Level of Service (LOS), which describes how swiftly a car can move through an area. A newer measurement of success is to reduce Vehicle Miles Traveled (VMT), which looks at the total, per capita and per resident miles traveled. As core areas create more places to live, work and play, trip lengths are shrinking, and transit and walking are becoming more viable.

Mr. Lockwood described “Path as Place”, noting that it deemphasizes vehicular throughputs and emphasizes pedestrian and bicyclist comfort. A successful street rewards short trips and transit trips. Restoring two-way traffic can reduce 15% of traffic on downtown streets, as there is less

circling the block with direct access to where you want to go. He noted there are also economic benefits to protected bikeways. For instance protected bikeways have been shown to increase retail by 49%, help reduce commercial vacancy, and increase rents. DDA member questions were asked and answered by Mr. Lockwood, including a question whether William was the right location for a protected bike lane, and the information needed for the project.

Mr. Lockwood noted that the City's bicycle infrastructure will likely be inadequate/need continued investment even after these projects, but that we must begin somewhere and that making progress and showing success is better than waiting for a perfect alternative that we may not be able to implement or that the community isn't ready for. It was noted that the community would be asked for input throughout the project, including being asked to participate in design charrettes.

5th & Detroit. Ms. Rolla said two construction bids were submitted, and Fonson was the low bidder. The City will oversee this contract, and the DDA must sign a cost-sharing agreement for its portion of the project and this has already been reviewed by the DDA Attorney. The committee discussed the agreement and agreed to bring this to the DDA at its February meeting for approval. It was noted that the approved project budget includes costs beyond the amount to be paid to Fonson. It was also noted that given lower than expected costs, the project could include two on-street Electric Vehicle (EV) units on 5th near Ann Street.

Public Comment. Mr. Magiera said that he serves on the board of the Washtenaw Walking Biking Coalition, and they looked forward to playing a part in the First/Ashley/William project. Mr. Detter said that the Citizens Advisory Council also looked forward to playing a role, and also noted that a great deal of changes including 1,000 new parking spaces and 600 new residential units will be constructed just outside downtown and will certainly impact the downtown.

Next Meeting: The Committee will meet on Wednesday, February 21, 2018 at 11:00 am.

The meeting adjourned at 1:00 p.m.
Susan Pollay, Executive Director