PEOPLE FRIENDLY STREETS
Huron Street Improvements / First & Ashley Project / William Street Bikeway
TRANSPORTATION COMMISSION MEETING

March 2018
Contents

• People-Friendly Streets

• Key Concepts

• Huron Street Project

• First & Ashley Project

• William Street Bikeway

• Next Steps
The mission of the Ann Arbor Downtown Development Authority (DDA) is to undertake public improvements that have the greatest impact in strengthening the downtown area and attracting new private investments.

Streets are the primary public-space in the downtown and the means by which we connect with local destinations for exchange; including: shops, cultural centers, people, events, retail spaces, jobs, and ideas.
A safe and comfortable street for everyone for all modes of travel.

**PROMOTE GREEN DESIGN**
Improves the city’s sustainability by encouraging active transportation, using resources efficiently, and using practices that protect air and water quality.

**STRENGTHEN BUSINESSES**
Streets designed to increase access to local businesses while supporting commercial operations.

**INCREASE ACCESS & CONNECTIVITY**
Connects people to where they want to go and makes it easy to get there by foot, bike, car and bus. Designed to encourage people to connect to each other and the community around them.

**DESIGN RESPONSIBLY**
Keeps people in mind throughout the process. Design streets that make the best use of public dollars for the benefit of all.

**CELEBRATE CIVIC LIFE & ACTIVITY**
Streets that are fun and interesting and celebrate the character of downtown. They invite you to linger, to talk to your neighbors and to shop.
Streets are PLACES and CORRIDORS

Downtown Street Plan Key Points:

Acknowledge the land use context. Streets are places.

Not all streets can support all modes of travel equally.

Emphasize different modes of travel to create safe and comfortable networks for movement.
People-Friendly Street Projects

First & Ashley Project
Design & Feasibility Phase: 2018
Engineering: 2019
Construction: 2020

Fifth & Detroit
Design Completed: 2017
Construction: 2018 Spring to Fall

Huron Street (3rd to Division)
Design Phase: 2018
Construction: 2019 Spring to Fall

William Street Bikeway
Design & Feasibility Phase: 2018
Engineering: 2019
Construction: 2020

South University
Project Completed: 2017
Designing Downtown Streets Is a Complex Process

- DDA Capital Improvement Committee
- Street Design Manual recommendations
- City Transportation Plans / Master Plan Elements
- Needs & priorities

- Physical extent and limits of the project
- Informed by established plans and best practices
- Budget allowance

- Site investigation and survey
- Technical feasibility (e.g. traffic analysis)
- Stakeholder interviews and engagement
- Public outreach
- Conceptual design

- Roadway design
- Traffic and signalization plans
- Design details
- Approval and review process
- Public communication

- Bidding to contractors
- Notifications to property owners / businesses
- Road construction and closures
- Public communication & coordination
PEOPLE-FRIENDLY STREETS

KEY CONCEPTS
Key Concepts: Safety, Comfort, & Vehicle Speeds

- Safety is a critical community goal & value

- Everyone is a pedestrian when they walk in the front door. (regardless of how they got to the downtown initially)

- Slower speeds reduce injuries and fatalities for everyone: motorists, pedestrians, and bike-riders alike. Alignment with city’s Vision Zero policy.

- Slower speeds make streets more welcoming and comfortable for customers, patrons, residents, and other street users.

- Slower speeds can improve street capacity
Key Concepts: The Benefit of a Complete Street Grid

- Easier navigation for everyone: residents, visitors, employees

- More direct connections to destinations

- Two-way traffic increases visibility to storefronts and supports commercial activity

- Slows traffic and reduces risky driving behaviors.

- Better distributes traffic, more turning options.

- Greater flexibility during special events or street closures
Key Concepts: Two-Way Street Restoration

• Historical Tends:
  – Many two-way streets switched to one-way operations, coinciding with the golden age of the automobile (i.e. a desire to maximize speed and throughput). Moving “through” more important than place.

• Restoring two-way operations based on achieving multiple objectives:
  – Place-making and revitalization
  – Direct routing/convenience for motorists, cyclists, and transit
  – Slower speeds and increased safety
  – Flexibility and redundancy in street network (emergencies, events, parades, maintenance)
  – Economic exchange (retailing/dining/etc)
  – Way-finding
  – Image (remove unwelcoming do-not-enter, throughput more important than place)
  – Return to original intent, historic feel
  – Crime reduction
  – Property values
Key Concepts: Bicycle Comfort & Level of Stress

• Only about 10% of the population is comfortable using conventional bike lanes on busy streets.

• The majority of the population is “interested but concerned” about riding bicycles.

• Providing a network of higher level bicycle facilities (e.g. protected bike lanes) can dramatically increase comfort and ridership.

• Bike riders spend more on average than their car-driving counterparts.
Key Concepts: **Bicycle Comfort & Level of Stress**

Types of On-Street Bike Facilities

- **Sharrow** “Share the road”
- **Bike Lane**
- **Buffered Bike Lane**
- **2-way Protected Bike Lane (cycletrack)**
- **Protected Bike Lane**

- *Where would you feel comfortable riding your bike in the downtown??*
Key Concepts: Protected Bike Lanes

- Bike lanes with a physical barrier (e.g. bollards, medians, parked cars, etc)
- Can be one-directional or bi-directional (e.g. cycle track)

Benefits of protected bike lanes:

- **Fewer injuries to cyclists.** Protected bike lanes provide cyclists with dedicated space that does not conflict with other uses.
- **Safer for motorists and pedestrians.** Protected bike lanes minimize cyclists mixing with these other modes.
- **Good for business.** Local stores next to protected bike lanes in cities like New York City and Toronto have realized increases in sales due, in part, to more traffic coming by their business.
- **Good for cycling.** Research shows that the many people who would like to bike more, but don’t, are concerned about safety. Protected bike lanes can help change that behavior.
Key Concepts: Vital Curbside Space

• The design and allocation of curbside space is critical for supporting business vitality:
  – Loading and deliveries
  – Waste removal
  – Passenger drop off and pickup
  – Vehicle parking
  – Outdoor dining
  – Outdoor retailing / display space
  – Other business operations

• Demands for curbside space will grow and change over time:
  – More downtown residents
  – Declining car ownership
  – Ride share / Lyft / Uber / Taxi usage
  – Bicycle share and bike parking
  – Autonomous vehicles
  – Expanding commercial areas
Key Concepts: Navigating Tradeoffs

• Right-of-way space is limited and streets cannot accommodate everything, everywhere. Need to make trade-offs.

• Understand community values and priorities.

• Be clear about what is essential versus what is desired.

• Be clear about how a given street design fits into the broader street network.

• Use case studies and best practices to make sound design decisions.
PEOPLE-FRIENDLY STREETS

HURON STREET
Huron Street

- Vehicle Emphasis **but...**
  ... *Still needs to be comfortable and safe for pedestrians!*
- Mixed, Commercial, and Civic frontage context.
Policy Context: Non-Motorized Plan

Bicycle Network

– First/Ashley and 5th/Division provide north-south circulators. Miller/Ann and William provide east-west circulators.

– Liberty, Washington, Main Street, and 4th Ave are slower moving streets providing direct access to major destinations.

– Huron Street does not contain bike facilities outside the project area.
Pedestrian Counts

- Typically highest in the off-peak or PM peak time frame (similar numbers)
- Off-Peak & PM Peak typically in the 30-70 crossing per hour range.
- State Street has the most crossing
- Main & 4th Ave have second most
- Chapin (HAWK Crossing) has the least crossings.
Physical Conditions
What we have heard......

• The street operation changes dramatically throughout the day – feeling congested during rush hours and empty during the remaining hours

• Huron should continue to carry commuter traffic

• Traffic feels too fast for a downtown

• Many feel vulnerable without a buffer from traffic

• Crossings feel unsafe and unpredictable, particularly at Huron/5th Ave and Huron/3rd Street

• The sidewalk experience feels unpleasant, dark, and distinct from downtown

• Huron serves as a dividing line downtown, many avoid walking along or crossing the corridor unless necessary
Streetscape Design Objectives

1. Seek transformational change for the corridor
2. Celebrate the unique role of Huron in the community
3. Provide a sense of protection and comfort for pedestrians
4. Increase pedestrian safety at street crossings
5. Develop an adaptable design for future street use patterns
6. Add more green and be sustainable!
Big Ideas: Non-Rush Hour Parking

NACTO Urban Street Design Guide

“Street design should be sensitive to how streets operate across all hours of the day, for all users.

While understanding peak periods of intensity is valuable, the design of a street or analysis of a corridor should always seek to balance needs and functions of different time periods”

Promoting a subtle, but important, shift-Huron as a parking street, which is managed to accommodate peak traffic demand.
Parking provides a sense of protection and security
Big Ideas: Non-Rush Hour Parking Case Studies

Richmond VA- Main Street
- 4 lane street, 2 mile segment
- Parking available 9:00 am to 4:00 pm

Washington DC- 14th Street
- 6 lane street, 1.5 mile segment
- Parking available between 9:00 am and 4:00 pm

Miami FL- Miami Avenue
- 4 lane street, 2 mile segment
- Parking available 9:00 am to 4:00 pm

Lessons Learned
- Need for community input, dedicated enforcement program, and monitoring
- Expect an adjustment period for users of the street
- Long-term acceptance is strong
- Increases pedestrian activity
- Parking is utilized
- Communities reported impacts to traffic as non-existent to limited.
- Increases development investment
Big Ideas: Non-Rush Hour Parking

Huron Street Direction Traffic Volumes and On-Street Parking

Evening Parking
6:30 pm to 3:00 am

Daytime Parking
9:00 am to 3:30 pm

Evening Parking
6:30 pm to 3:00 am
Flexible Lane Use

Big Ideas: Non-Rush Hour Parking Case Studies
Other Traffic Recommendations for the Corridor

- No turn on red
- Add permitted/protected left signal phase at Fifth
- Optimize signals for pedestrians
- Signal Improvements at Chapin/Third
VIDEO 9:
Vehicles stop in crosswalk and ignore solid red signal
VIDEO 7:
YMCA groups uses HAWK signal, truck runs solid red signal, and kids must run to cross Huron
Huron Street Next Steps

1. Seek input and concurrence on traffic reports from the City of Ann Arbor and MDOT

2. Seek DDA, Transportation Commission, and City Council support for transportation elements

3. Complete Schematic Design
   - Present alternative designs to the public for input in March
   - Confirm design direction with Street Design Team and CIC in April

4. Schedule for Implementation
   - Design development April through June
   - Construction Documents July thru October
   - City review of plans in September
   - Bidding in November/December
   - MDOT permitting December/January
   - Construction in March thru November 2019
What is the First & Ashley Project?

• The Ann Arbor Downtown Street Design Manual identified the opportunity to **restore** First & Ashley Street back to two-way travel.

• First/Ashley identified as:
  – Mix of destination commercial, commercial, and near-neighborhood residential areas
  – A bicycle emphasis corridor.
First & Ashley Project History

- First & Ashley were made into a one-way pair in the 1960’s as part of a downtown “bypass” that was never fully-implemented.
  - Bypass was planned to skirt the downtown core using Beakes & Packard

- Significant public outcry against the bypass project in the late 60’s.

- 2003 Downtown Development Plan noted the opportunity to study feasibility of two-way restoration.
What will the First & Ashley Project do?

This project will study the feasibility of:

1. Restoring First and Ashley streets to two-way travel;
2. Adding protected bike lanes and stronger connections to exiting bicycle facilities;
3. Advancing implementation of the Treeline Urban Trail;
4. Creating better connections to the surrounding neighborhood.

*If feasible, the project will move forward into engineering and construction phases*

– Streetscape improvements along portions of the corridor (TBD) are anticipated.
PEOPLE-FRIENDLY STREETS

WILLIAM STREET BIKEWAY
What is the William Street Bikeway?

• The William Street Bikeway Project will study the feasibility of developing an east-west bikeway (protected bike lane) on William Street.

If feasible, the project will move forward into engineering and construction phases.
Why William Street for a Protected Bike Facility?

Project to be the first of many potential protected bike facilities.

– Connects to potential protected facilities on First/Ashley Streets

– Completes a “loop” of bicycle circulation:
  • First/Ashley
  • 5th/Division
  • Miller/Ann/Catherine

This loop can get a bicyclists within one-block of almost any location in the downtown.

– Less traffic and vehicle demand along William Street (travel lanes, parking) compared to other parallel streets.
What will the William Street Bikeway project do?

• Study the feasibility of developing the city’s first protected bicycle facility on William Street.
  – Third Street to State Street
  – Create a bikeway that is comfortable and approachable for bike riders of all ages and abilities.

*If feasible, the project will move forward into engineering and construction phases*

– Protected bicycle facility implemented through lane restriping, signal changes, and vertical protection features (e.g. curbs, bollards. Etc.)
Project Timeline – First & Ashley Project and William Street Bikeway

• **Feasibility & Design Phase** (thru Oct ‘18)
  – Traffic and safety data collection and analyses
  – Feasibility studies
  – Outreach to community stakeholders
  – Facilitate design workshops and charrettes

  *DESIGN WORKSHOP: March 19 - 23*
  – Establish a preferred design concept

• **Engineering Phase** (Fall 2018 to Fall 2019)
  – If determined feasible, initiate preparation of construction documents
  – Bike facility design

• **Construction Phase** (Target Spring 2020)
  – Finalize construction documents for bidding and implementation
**Monday, March 19**
6:00 – 8:00 PM  
Evening Presentation
DDA Office  
150 S. Fifth Ave, Suite 301

**Tuesday, March 20**
1:00 – 5:00 PM  
Open Design Studio
DDA Office  
150 S. Fifth Ave, Suite 301

**Wednesday, March 21**
9:00 – 11:00 AM  
Open Design Studio
Ann Arbor District Library  
343 S. Fifth Ave.

11:00 – 1:00 PM  
DDA Capital Improvement Committee
Ann Arbor District Library  
343 S. Fifth Ave.

7:00 – 9:00 PM  
Transportation Commission
Council Chambers, City Hall  
301 E. Huron, 2nd Floor

**Thursday, March 22**
6:00 – 8:00 PM  
Evening Presentation
Ann Arbor District Library  
343 S. Fifth Ave.

*Alternatives Workshop scheduled for early June*
THANK YOU