

ANN ARBOR DOWNTOWN


PEOPLE-FRIENDLY STREETS PROJECTS



SHARED VALUES & COMPLETE STREETS


The Ann Arbor Downtown Development Authority (DDA) adopted a series of seven shared values to guide the planning, design, implementation, and operation of street projects downtown. These values are supported by and align with local plans and policies, and provide an actionable way to verify that capital projects achieve the desired outcomes and impact of the DDA and the broader Ann Arbor Community.

At the planning stage, the values are used as tool for prioritizing and selecting project opportunities to implement. At the design and engineering stage, values are used to inform best practice, analysis tasks, and physical treatments. Once project are implemented, values inform ways in which success is measured and reported back to the community.




SAFE & COMFORTABLE

- Rebalance into complete streets
- Reconfigure vehicle lanes
- Wider sidewalks
- Safety and intersection improvements



VIBRANT & THRIVING

- Plaza spaces and activation
- Flexibility in curbside lane
- Multiple modes of access
- Ease of navigation and wayfinding
- Support street closures for events/commerce
- Pandemic support



EQUITABLE

- Supporting all modes of travel
- Project selection & prioritization
- Healthy Street Pilot Projects
- ADA Accessibility (physical & visual)
- Transit accommodations



RESPONSIBLE DESIGN & IMPLEMENTATION

- Coordination of capital improvements across departments
- Use durable materials
- Engagement, education, & communication
- Transparency in the decision-process
- Designing with maintenance & operations in mind
- Post-occupancy evaluation & modification




AFFORDABLE & INCLUSIVE COMMUNITY

- Cover infrastructure costs (e.g. water) for affordable housing projects
- Streetscape investment



CONNECTED COMMUNITY & STREETS AS CIVIC SPACE

- Streetscape design, plazas, seating
- Community and stakeholder engagement
- Downtown commercial street closures
- Festival streets and curbsless designs



RESILIENT, ENERGY RESPONSIBLE DOWNTOWN

- Support mode shift to active transportation
- Stormwater management
- Street trees and manage urban heat island effects
- Energy efficient lighting
- Repair utilities



PEOPLE-FRIENDLY STREETS

The People-Friendly Streets program refers to the capital improvement projects and other initiatives undertaken by the Ann Arbor DDA and in partnership with the City of Ann Arbor. The program utilizes a complete-street approach to the design of public right-of-ways, and often results in re-balancing the allocation of space along the street to serve a broader range of people and transportation types.

People-friendly street projects have collectively:

- Reconfigured roadways to reduce and/or narrow vehicle travel lanes to achieve safer travel speeds and vehicle behaviors.
- Constructed a network of 2-way separated bikeways that are accessible to people of all ages and abilities.
- Widened sidewalks and pedestrian areas, particularly in destination commercial areas, expanding civic space and providing greater flexibility for local businesses.
- Improved intersections and crossings, making them safer and more comfortable for all people.

VISION ZERO & MOVING TOGETHER

In 2021, the City of Ann Arbor adopted their “Moving Together” Transportation Master Plan, which was predicated on a Vision Zero objective to eliminate all transportation related fatalities and serious injuries by 2025. The plan identified high priority intersections with safety concerns or crash histories to address

through both capital projects as well “quick build” projects designed to rapidly deploy proven countermeasures that will improve safety outcomes. A number of these quick-build projects are located within the downtown area.

DOWNTOWN STREET PROJECTS

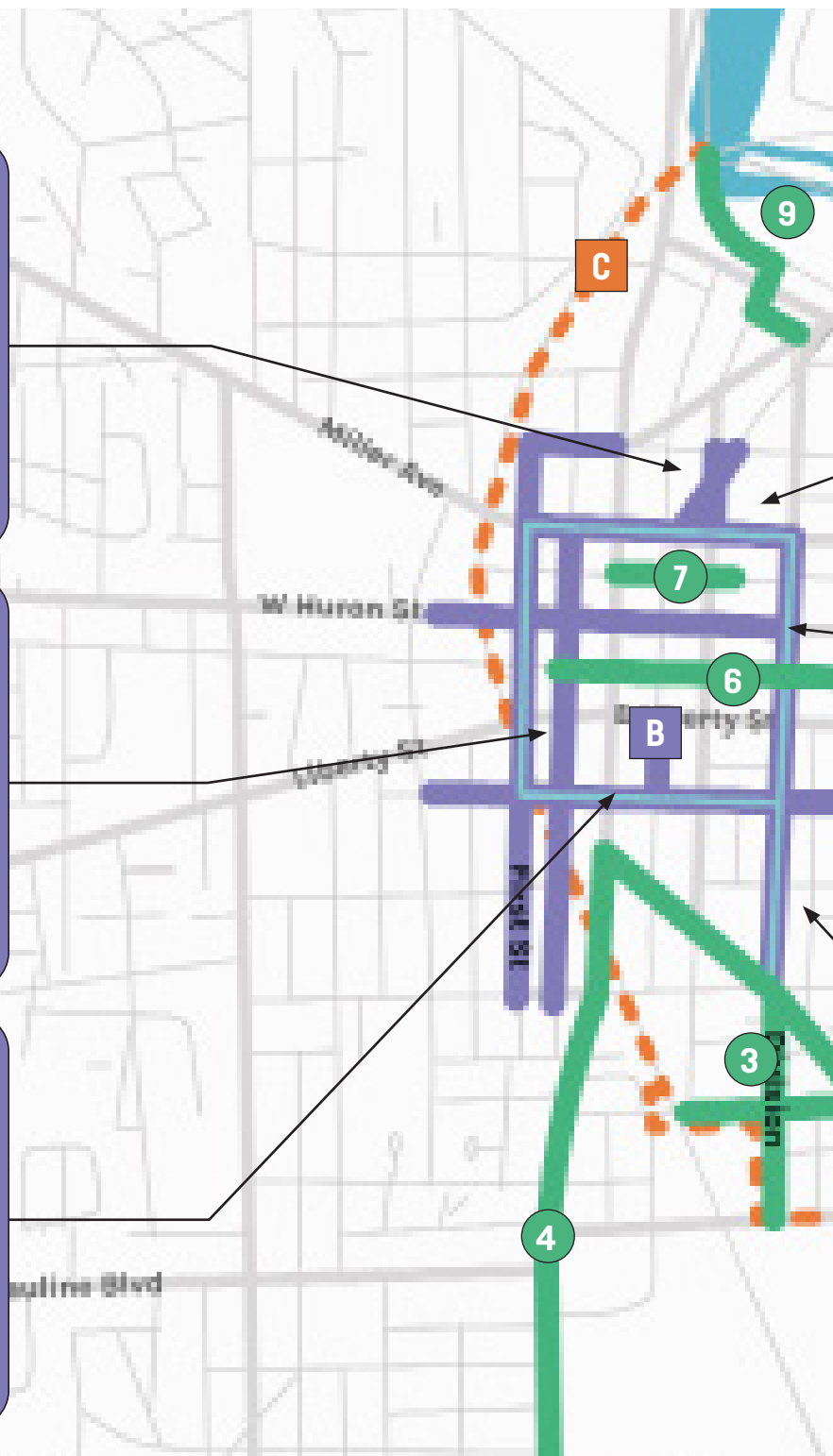
FIFTH & DETROIT STREET



FIRST & ASHLEY



WILLIAM STREET BIKEWAY



- A** SOUTH UNIVERSITY STREETScape
- B** 4TH AVE TRANSIT STREET (DESIGN PHASE)
- C** TREELINE TRAIL MASTER PLAN ALIGNMENT
- 1** HILL STREET CAPITAL PROJECT (2023)
- 2** STATE STREET CAPITAL PROJECT (2023)
- 3** DIVISION STREET BIKEWAY EXTENSION (2023)
- 4** MAIN STREET ROAD DIET & BUFFERED BIKE LANES (2021)

- 5** PACKARD STREET VISION ZERO QUICK-BUILD
- 6** WASHINGTON STREET VISION ZERO QUICK-BUILD
- 7** ANN STREET VISION ZERO QUICK-BUILD
- 8** GLEN & FULLER VISION ZERO QUICK-BUILD
- 9** RAILROAD BERM TUNNEL TRAIL PROJECT
- DOWNTOWN SEPARATED BIKEWAY LOOP

MILLER & CATHERINE PROJECT



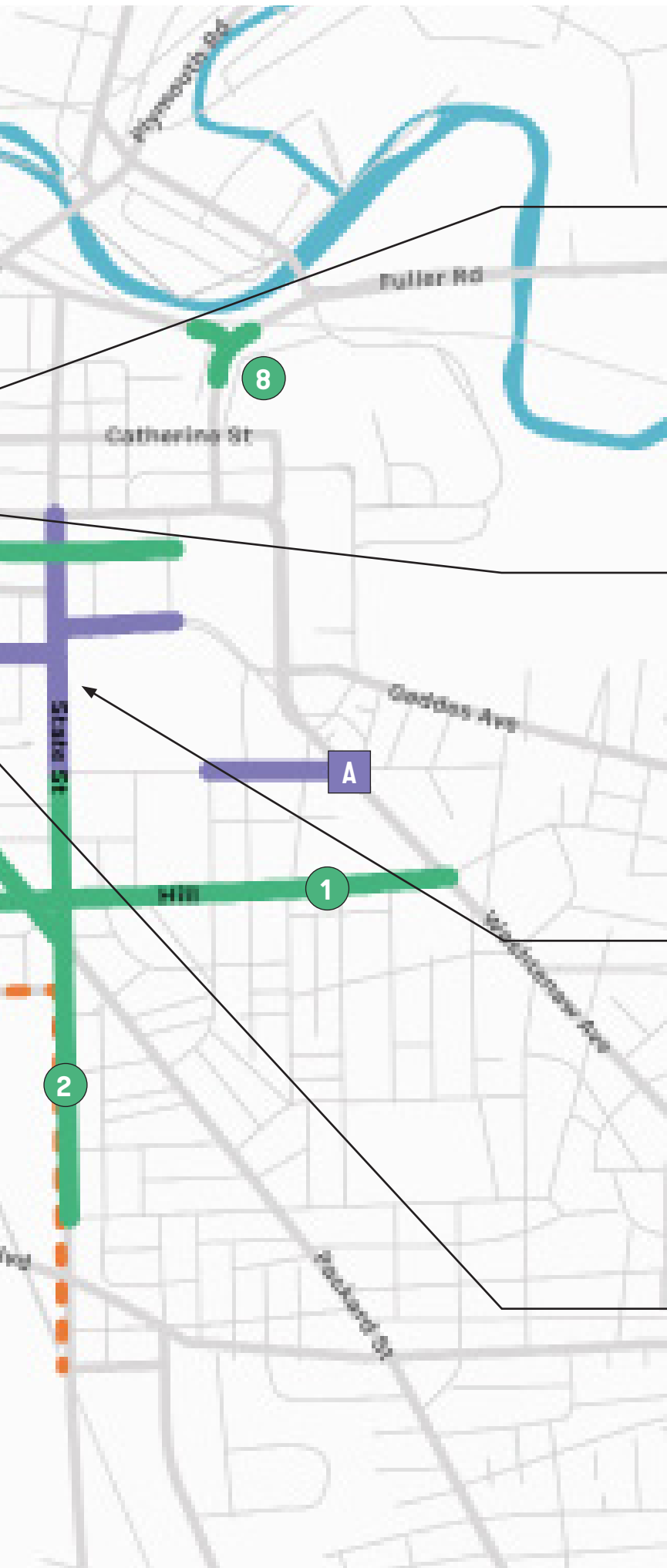
HURON STREET



STATE STREET FESTIVAL STREET



DIVISION STREET BIKEWAY



FIRST & ASHLEY

This project delivered transformational change to the transportation pattern, safety, comfort, and accessibility of a pair of one-way streets. Following extensive safety-focused traffic analysis, First and Ashley Streets, were restored back to two-way traffic operations, improving the ease of navigating the downtown, increasing the flexibility of street grid, and allowing for reclaimed roadway space to be repurposed for other public gathering space.

The project included construction of portions of the Treeline Trail on First Street by implementing a two-way separated bikeway on First Street. This also incorporated new lighting, plantings, stormwater bioswales, porous pavers, and street trees. Ashley Street also received numerous streetscape improvements including expanded sidewalk areas for café dining and commercial uses. The project site navigated a complicated railroad crossing in addition to constructing a robust stormwater system that responds to the site’s location within the floodplain.

Public and stakeholder engagement was critical to the design and planning process. Extensive, multi-day workshops were held to educate residents, businesses, and property owners on the project goals, as well as respond to the mobility needs of the community as a whole. The project has succeeded in providing an improved bike network, managing vehicle speeds, improving connection throughout downtown, and enhancing safety for all users.



Completed 2021	4,600 feet of streetscape
Restored 2-way vehicle travel	Combined length: 8,050 feet (1.5 miles)
1,440 feet of advisory bike lanes	Watermain up-sizing & consolidation
2,540 feet of 2-way bikeway	Stormwater “Green Street”
Traffic Signal Removal	

WILLIAM STREET BIKEWAY

The William Street Bikeway opened in 2019 and was the first urban two-way separated bikeways in Ann Arbor and one of the earliest examples in Michigan. The William Street Bikeway reconfigured and streamlined travel lanes along the corridor, implemented the two-way bikeway on one side of the street, and preserved parking on the opposite side. Traffic signals were evaluated, and one signal was removed due to not being warranted.

The project was initially installed using “paint and post” buffer design, and was upgraded with a fixed curbed median in 2021, in addition to a raised bus boarding island. Traffic and usage data continue to be collected and shows a positive impact on managing vehicle speeds and the safety of all users along the corridor.



Opened 2019, Enhanced 2021	3,500 feet (0.67 miles) of bikeway	2-way separated bikeway	Traffic signal removal	Watermain consolidation
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DIVISION STREET BIKEWAY

The Division Street bikeway is the third section of the planned separated bikeway loop in the downtown (with First Street and William Street being the first two). Building on the lessons learned from the William Street Bikeway, the Division Street Project was designed, engineered, and constructed in 2021. The project incorporated protected intersection treatments at Packard Street, dedicated bicycle signals at Huron Street, and a raised bus boarding island.



Completed 2021	3,300 feet (0.67 miles) of bikeway	2-way separated bikeway
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FIFTH & DETROIT STREET PROJECT

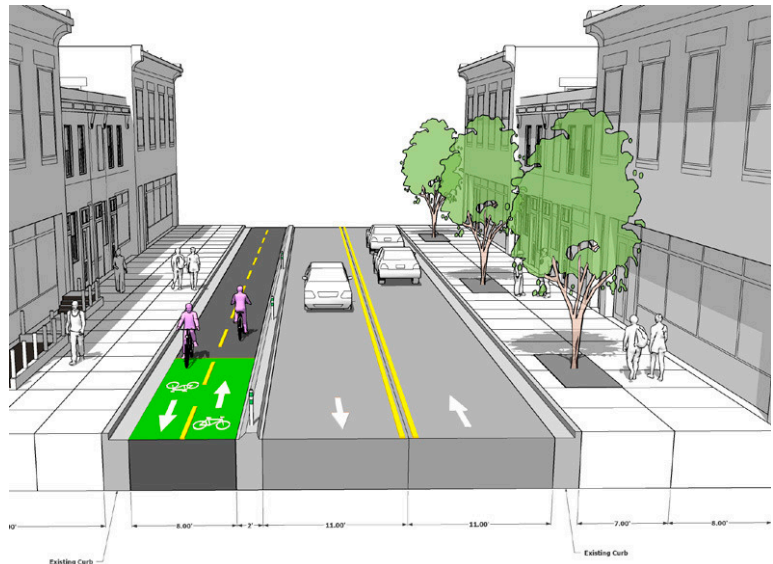
At Fifth Avenue and Detroit Street, pedestrians were often faced with an uncomfortable, difficult to traverse, and vehicle-dominated intersection zone in the heart of Ann Arbor's pedestrian-oriented Kerrytown district. To mitigate this, speeds along the one-way, multi-lane street were tempered by using a series of raised crosswalks and a landscape median to significantly narrow the roadway to reduce pedestrian crossing distances. Multiple new crosswalks were added, which combined with bumpouts and widened sidewalks to make the entire space feel like a pedestrian zone where vehicles are "invited to travel through" in a safe and respectable manner. The design created multiple new expanded plaza spaces, complete with picnic table-style seating, festival lighting, and rain gardens that serve the Farmer's Market, Kerrytown businesses, and adjacent high school student needs.



Opened 2019	2,600 feet of streetscape	Two pedestrian plazas	Innovative crossings & medians	Stormwater "Green Street"
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MILLER & CATHERINE PROJECT

The Miller & Catherine Project is the final section of the downtown bikeway loop, and is currently under construction (planned to be completed in 2022). The project is also aligned with a city-led affordable housing development project, with the street infrastructure also providing an upsized watermain and streetscape to support an affordable housing project on the corridor. The project also features a raised bus boarding island.



Planned completion 2022	1,960 feet of 2-way bikeway	Watermain up-sizing to support affordable housing
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STATE STREET CURBLESS FESTIVAL STREET

The three-block commercial district of State Street, which hugs the edge of the University of Michigan campus and the Downtown Business District, is a vibrant commercial and pedestrian district. The DDA worked to reimagine the function of this signature space. After extensive public engagement, traffic studies, and safety analysis, the design team recommended a street reconfiguration into a curbless street that allows more space and flexibility for the pedestrian realm while ensuring vehicles would still have access through the corridor in a safe and slow manner. The project features total reconstruction of the streetscape, LED lighting, new planters, a separated bikeway, shared-use path amenities adjacent to campus, specialty pavers, and plaza spaces. When completed, this project will make State Street a more accessible and comfortable corridor for people.



Phase 1 complete 2022-2023	Phase 2 scheduled 2024	1,960 feet of curbless street design	All walk pedestrian phase	Watermain replacement	Stormwater "Green Street"
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HURON STREET

SmithGroup worked with the Ann Arbor DDA and City of Ann Arbor street design staff to bring transformational change to the function and character to Huron Street, a major arterial corridor running through the heart of Ann Arbor's vibrant downtown district. This auto-dominated five-lane street has been an unappealing corridor for pedestrians and visitors entering the downtown, and SmithGroup was challenged to revive the streetscape environment to support downtown commerce and vibrancy while still providing critical vehicular capacity for the downtown.



Completed 2020	5,400 feet of streetscape	Signal modifications	MDOT corridor
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DOWNTOWN STREET DESIGN MANUAL

The Downtown Street Design Manual was released in 2015 and updated 2022. The manual provides a framework plan of street typologies, which are based on both the “functional mode emphasis” of the street as well as its predominant “land use context.” These typologies are linked to a matrix of “street design elements” that are applicable to complete streets. Over 45 individual design elements are described in detailed

design guidance within the manual. These guidelines provide consistency in decision-making and application from project to project and continue to be revised and refined as best practices evolve. The design manual incorporates an assembly guide, helping project designers, staff, and consultants to make high level decisions relative to the overall cross-section and design of a complete street project.

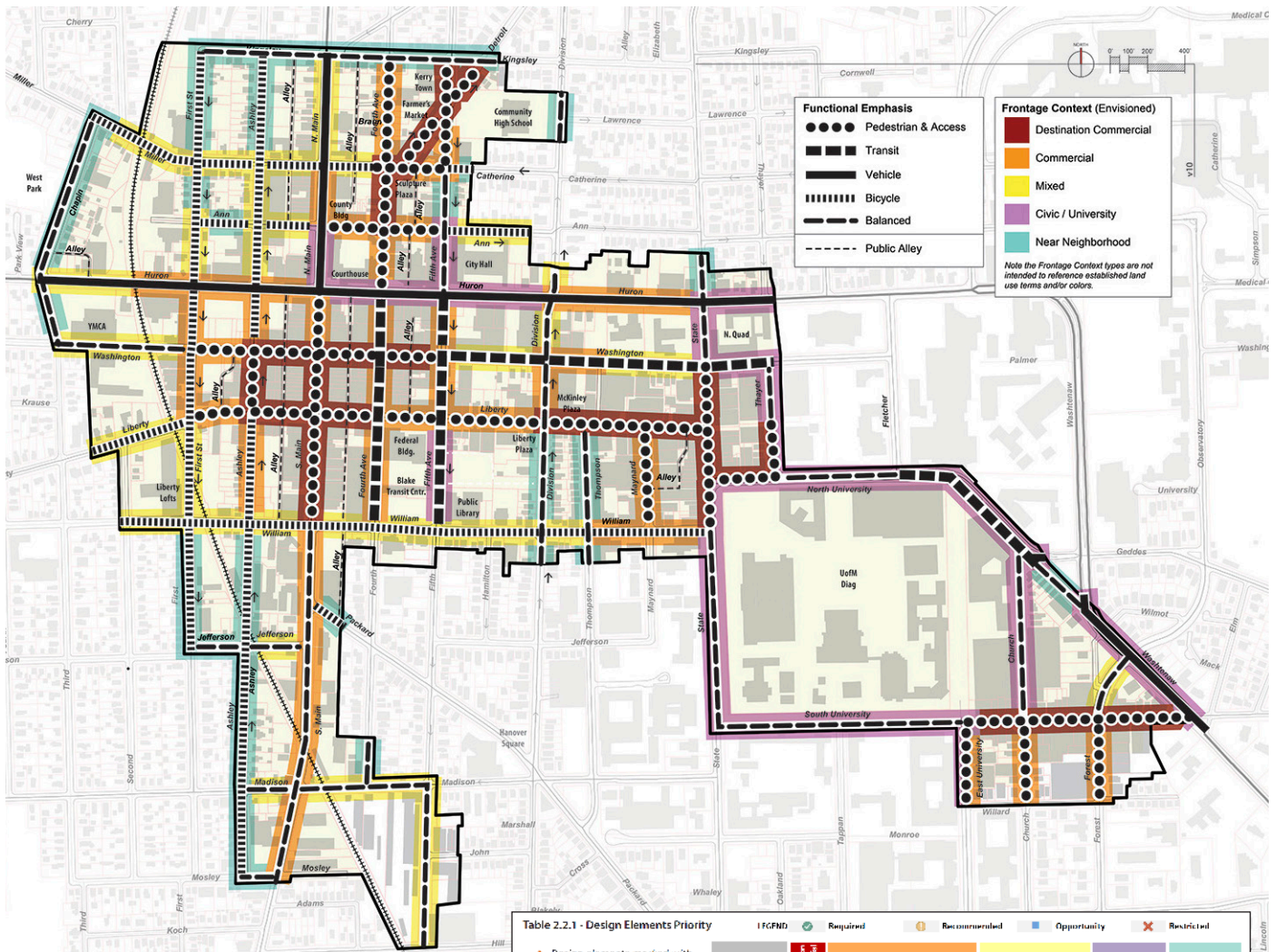


Table 2.2.1 - Design Elements Priority

		IFC/MD	Required	Recommended	Opportunity	Restricted
Design elements marked with an orange diamond box are those exclusively inspected by private projects and are of special note for private projects.	Frontage Context	Destination Commercial	Commercial	Mixed	Civic / University	Near NH
	Functional Emphasis	Pedestrian	Pedestrian	Vehicle	Bicycle	Balanced
Section 4.1 - Pedestrian	Street Zone	Red	Red	Orange	Blue	Light Blue
Streetways - Pedestrian Areas (1)	Pedestrian Area	✓	✓	✓	✓	✓
Crosswalks	Intersection	✓	✓	✓	✓	✓
Curb Ramps	Intersection	✓	✓	✓	✓	✓
Pedestrian Signals	Intersection	✓	✓	✓	✓	✓
Countdown Pedestrian Signals	Intersection	✓	✓	✓	✓	✓
Waste & Recycling Receptacles	Arterial Zone	✓	✓	✓	✓	✓
Benches & Seating	Arterial Zone	✓	✓	✓	✓	✓
Wayfinding	Arterial/Collector	✓	✓	✓	✓	✓
Planting	Collector Zone	✓	✓	✓	✓	✓
Multi-Block Crossings	Collector Zone	✓	✓	✓	✓	✓
Pedestrian Street Island	Intersection Zone	✓	✓	✓	✓	✓
Public Art	Various	✓	✓	✓	✓	✓

ENGAGEMENT IN ACTION

The People-Friendly Streets projects are about improving the quality of life, safety, comfort, and accessibility of people traveling to and through Downtown Ann Arbor. Recognizing this goal, projects must be responsive to the needs, concerns, and issues of the community at large while leveraging best practices and aligning with shared values.

The engagement process is crucial to building community awareness, consistency in messaging, stakeholder knowledge, and a track record for defensible decision-making. Implementing complete street projects is feat of negotiation and balancing trade-offs, and the more the community can be cognizant of these trade-offs and participate in the design process, the more likely it is for projects to be supported at the grassroots and leadership level. Several engagement efforts have been employed:



COMMUNITY DESIGN WORKSHOPS

During key planning stages of project identification and scoping, the community was engaged through multi-day open house workshops to meet with the design team and discuss topics ranging from the overall goals and values of the project to detailed location-specific discussions. These workshops were repeated during the design process to ensure timely community input where it can meaningfully impact the design direction.



PILOT PROJECTS

A range of temporary installations have been used during design phases to (a) raise awareness and visibility of the project; (b) test out design ideas and gather performance data; and (c) help inform the final design. The COVID-19 Pandemic and the Healthy Streets Pilot Projects provided one opportunity to test a number of transformative street changes (the Miller & Catherine and Division Street Bikeways were both pilot tested) and gather public input on the project's effectiveness prior to full implementation. The Vision Zero Quick-Build projects will make permanent changes to improve the safety of the roadway using lower cost, rapid deployment treatments - which can be refined and made more permanent overtime.



COMMUNITY EDUCATION PROGRAMS

From Bike-a-palooza to community Ride & Learn events, the DDA and the City of Ann Arbor have conducted multiple educational campaigns to teach pedestrians, drivers, and bicyclists about how the complete street projects function, how they are different from conventional/traditional roadway design, and revised "rules of the road." Many treatments used in the downtown street projects are new to people, and raising awareness and providing educational support for community is an important factor of success.

Design a Better Future

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