

Safe Streets Summit

Ann Arbor Downtown Development Authority



January 29, 2016

Who we are...



Ann Arbor DDA: state-enabled, quasi-governmental agency that works to

DDA projects enhance downtown's sense of place

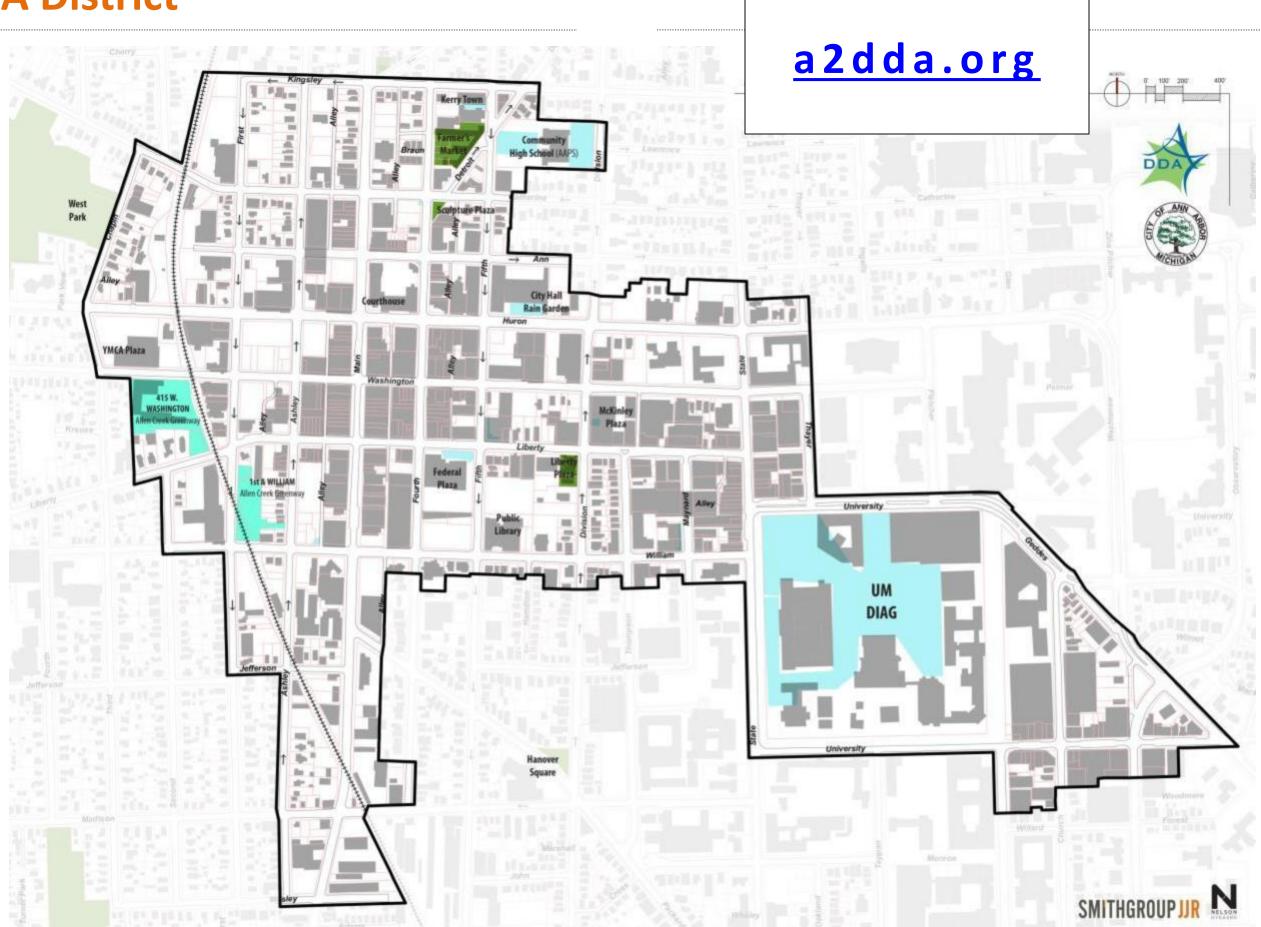
DDA projects help make downtown development-ready

DDA projects strive to support those things that are uniquely Ann Arbor

"Undertake public improvements that have the greatest impact in strengthening the downtown area and attracting new private investments."



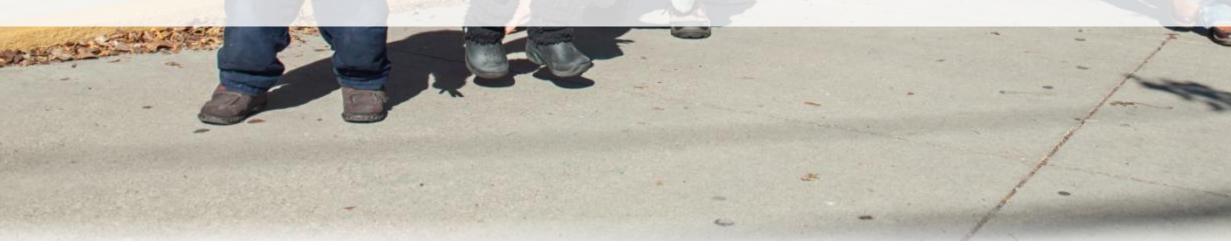
A2 DDA District







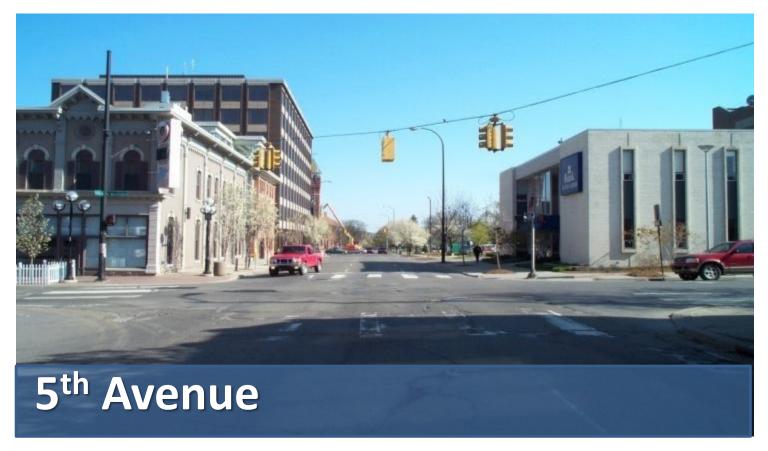
A2 DDA Streetscape Projects: Complete Streets Approach





5th Avenue & Division Street: **Before**





- Major north/south 1-way street pair, very wide 3 or 4 lanes, approx ¾ mile long
- Auto-centric. Very few pedestrians.
- Little commercial or public investment . Appeared neglected
- Interrupted east/west pedestrian connections betw campus & Main St areas
- A virtual dead zone in the heart of downtown
- Very few active storefronts, many buildings turned their sides to these streets





Auto-centric design versus streets that work for people

To accomplish a true complete street: we needed to redesign the street

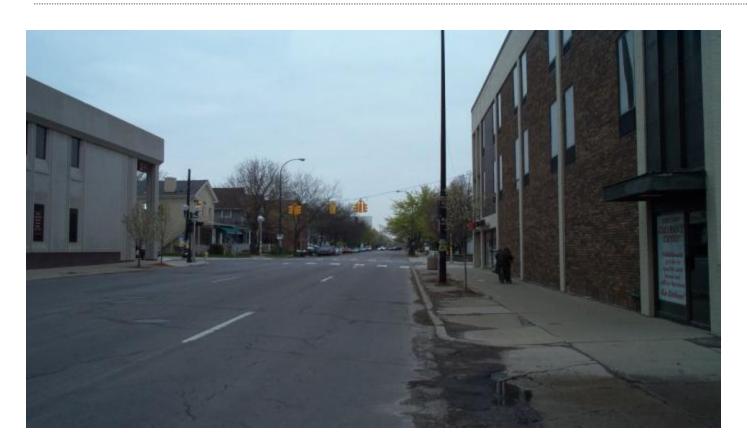
What we started with

Over-wide roadway & over-wide traffic lanes encouraged speeding

Street crossings felt dangerous

Narrow sidewalks – little room to add trees, bus shelters, other pedestrian amenities

Studies/modeling revealed that we could reduce travel lanes – and still accommodate traffic







5th & Division Streets: Transitioning from auto-focused to people-focused

But there was a fear of congestion if lanes of traffic were reduced from three to two.... Traffic studies & consultation with transportation experts could not overcome opposition.

But a chance construction project showed traffic could function smoothly with as little as 1 lane







5TH & Division Streets: After

Reduction in travel lanes gained room for bike lanes, on-street parking, expanded sidewalks & bulb outs

Project supports sustainability goals: LED lighting, increased permeable area, while also encouraging non-motorized transportation and transit

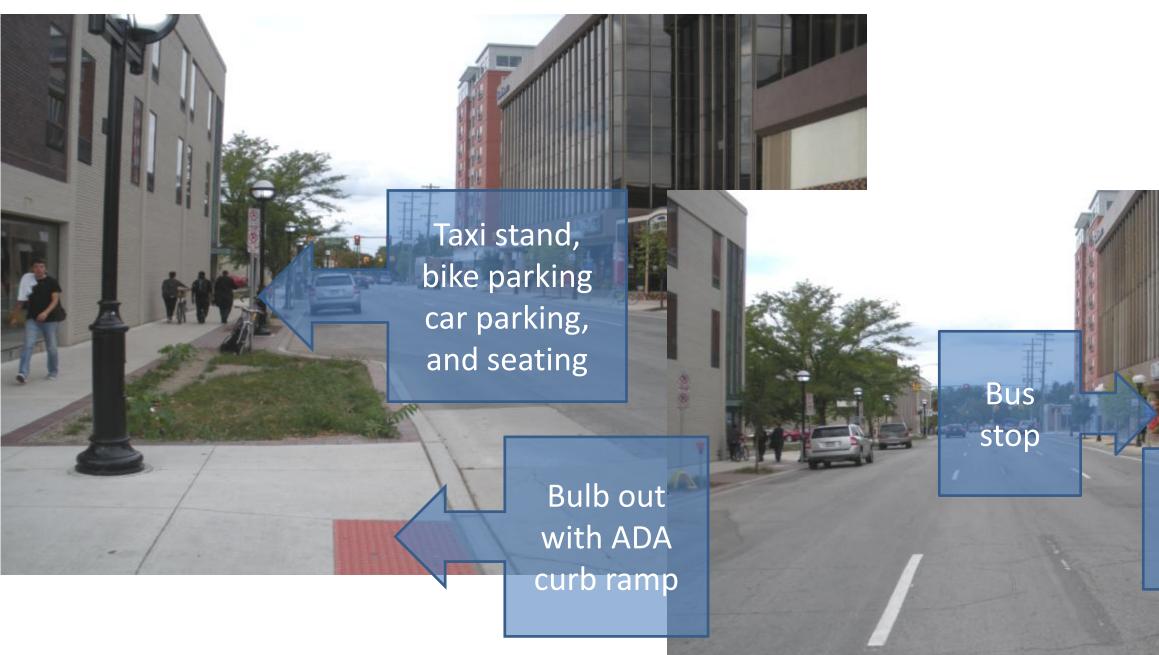




Plus it helped make this area much more pedestrian-friendly



5th & Division: Complete Streets encourage all modes





Bike lane

Result: Dramatically Increased **Private Investment**

"The addition of the newly designed DDA streetscape has brought energy to midtown and our restaurant. The vitality of our space begins on the street before you even enter our doors..."

Adam Baru Mani Osteria & Bar





Osteria B

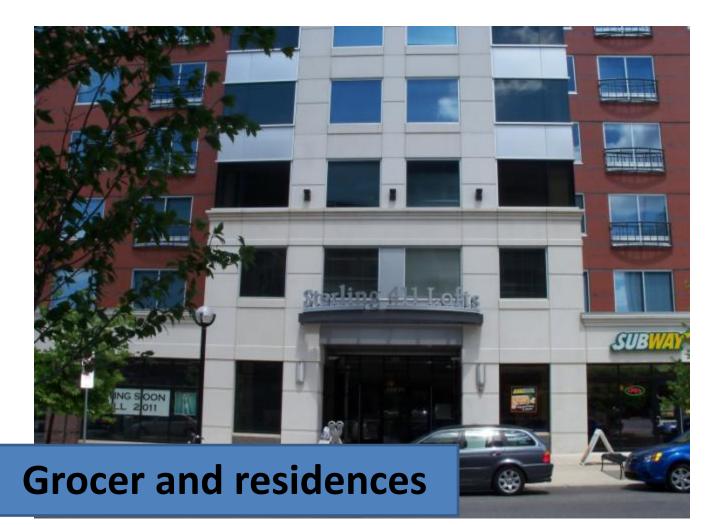
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Capturing Value in Streets: Many New Businesses



Private Investments of All Kinds









Capturing Value: Public Investments



New Transit Center



New Court/Police Bldg





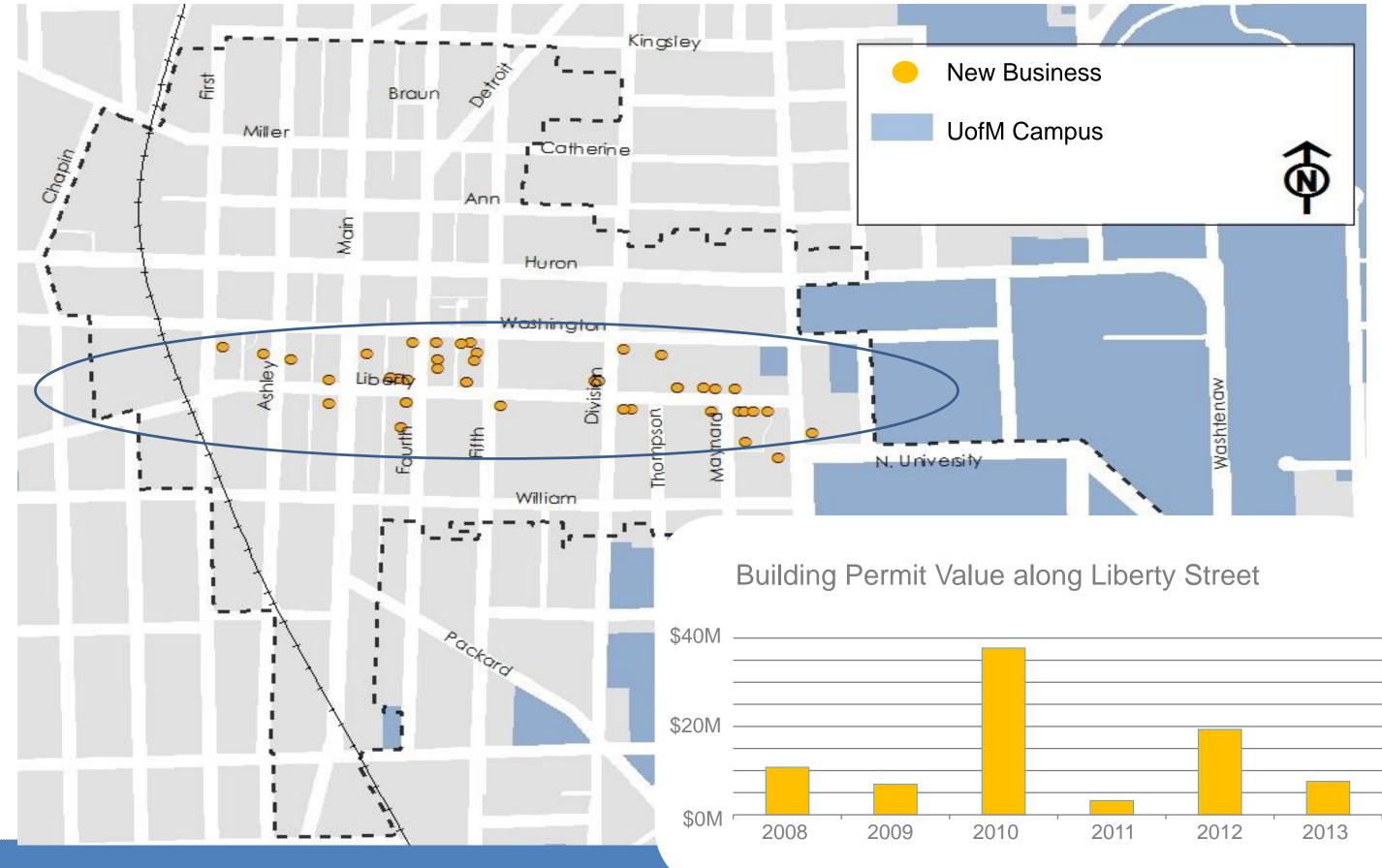
New underground garage



Ann Arbor District Library



Street redesign encouraged investment on cross street





Capturing Value: In addition to designing multi-modal streets encourage multi-modal use

15



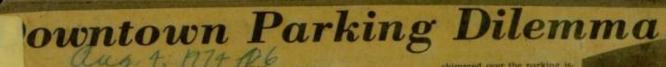


In just about every active downtown:

Not enough parking...!

Parking costs too much...!

Parking = Problem



By Glen Harris s no doubt a new fedce building will be an ic blessing for downnn Arbor. But for anith a car to park it will use some headaches. Finding a parking place in central business district

sn't easy now, and it will get

55 employes go to work.

wen harder after the federal building is completed and its

The parking issue will lik ly be getting more and more attention as the federal building comes closer to becoming a reality. Present plans say all the necessary properties should be acquired by next December, with demolition of existing structures in January or February.

The three-story building The three-story builded be held at the Aug 13 Finan-will be located in the block be held at the Aug 13 Finan-bounded by Liberty, N. Fifth ning Commission meeting. The impact statement itself.

Also contributing to the sorsening parking situation in the downtown area is the decision of the city not to tear down buildings in the historic Haarer-Walker block (the 100 lock of W. Liberty). The city and purchased three buildings here with the idea of demolshing them for additional parking.

Another contributing factor will be the loss of 67 parking spaces at the Huron and Ashey Streets parking lot. The city has been leasing that space from the Ann Arbor Trust Co., which is cancelling the lease and will use the lot for customer parking only.

But that's not all. Also ad-But that's not all Also are ding to the problem will be the loss of some 30 street-metered parking spaces on both sides of Liberty Street to make way for a shuttle bus scheduled to begin operation text fall between State and Main Streets.

City planners have also es-timated when the federal building construction begins about 50 private, off-street parking spaces on that property will be lost. And consideration is still

being given to a plan to make Washington Street, now oneway west, a two-lane street. This would remove an esimated 30 on-street parking

Altogether, there will be a need for nearly 300 parking spaces in the downlown area. which would be enough to fill facility like the Maynard Street parking structure.

the likelihood of a lot of extra minutes being tacked onto the time it takes potential shoppers to find a parking space downtown. Thus, while the federal building will provide a financial shot-in-the-arm for downtown businesses, the parking congestion it will add. could have counter effects.

The city plannig staff, in re-sponding to the GSA's lack of attention to the parking probiem in the impact statement, wrote that, "If (federal) employe parking has the impact of reducing the number of spaces available for shoppers. then our efforts at revitalizing the CBD (central business district) will be severely hampered."

City officials have tried, thus far unsuccessfully, to convince the GSA to increase the parking facilities at the proposed new building. Mayor

City officials are warming motorests

from \$1 to \$2.

The increase was approved by City Council two months ago but the effective late was delayed while new tickets were The new \$2 fine applies to all overtime parking violations, and more than one ticket can be assued each day.



The parking issue was" raised in the city planning department's response to a preliminary environmental impact statement prepared by the federal General Services Administration (GSA), which is responsible for the project. A public information meeting on that impact statement will

sue by simply stating there will be 90 spaces provided on the site.

But city planners have es timated the new building will create a need for 209 addition al parking spaces. Even with the 90 spaces the facility will provide, this would leave about 119 more cars looking for all-day parking downtown. This by itself is a problem

The trouble is, it isn't by



What all this adds up to in ernment parking structure in parking system. the GSA declined, saying it could not legally do that.

The two principal off-street parking areas servicing the federal building site will be the public lot in the 300 block of N. Fifth Avenue, and the William Street parking struc-ture. The lot, however, is already operating at capacity during the day and the structure's use is increasing, sometimes to the point of being full during normal weekdays.

The parking system got a boost recently when downtown merchants purchased the former Feiner Glass Co. property at First and William Streets and turned it into a lot for employes. This freed about 75 public parking

The only other recent improvement was the opening of the city lot on E. Washington James E. Stephenson pro-posed a joint city-federal gov. This added 47 spaces to the Parking Fine

Is Up To \$2

receiving overtime parking tickets since Wednesday that fines have increased

Officials report some people have turned in envelopes with only a \$1 remit-lance. Those people will be getting a notice in the mail requesting another dol-

Ann Arbor's capital im provements budget and program has only one parking project listed for the next five years. It would turn the E. Washington lot into a parking structure, but not before 1979.

Guy C. Larcom Jr., executive director of Ann Arbar Tomorrow, a downtown revi-talization organization, says the city will be needing additional parking in the near fu-ture. And despite the parking problem the federal building will create, construction of the facility should not be delayed, he says.

Larcom says efforts are being made to see if the city could purchase property at the south end of a city parking lot in the 300 block of S. Ashley. This land would permit expansion of that lot to more than make up for the spaces lost by preserving the Haarer-Walker buildings

Never let a good problem go to waste...

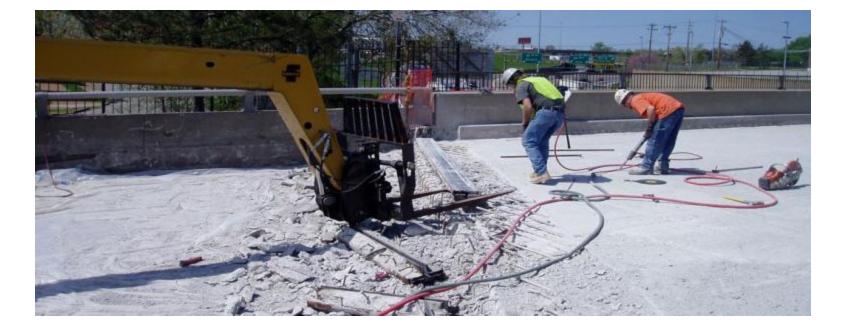
Badly deteriorated parking structures = very expensive & extensive repairs/replacements

Ann Arbor DDA took on the challenge

This became our opportunity to reframe how public parking could be managed in support of our mission to encourage vibrancy and private reinvestment









Principles Behind the DDA's Management of the Public Parking System

Parking is not the end, it's the means to the end, which is downtown vibrancy.

Parking is part of a transportation system.

Menu of options so people can make choices.

Demand Management approach spreads demand.





Encouraging many different modes of transportations

DDA uses parking revenues to sponsor transportation programs/projects : Go!pass getDowntown program Bike Houses Supplemental transit service on key corridors serving downtown employees NightRide ExpressRide Electric Vehicle (EV) Units











On-street bike racks Studies





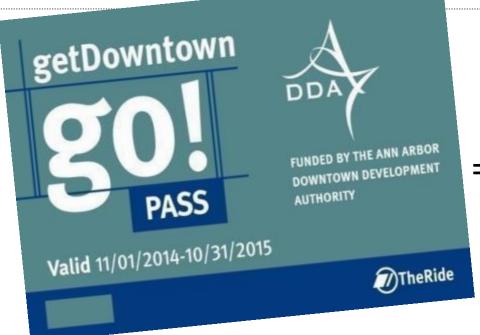
GetDowntown Program: partnership of the A2DDA, AAATA, City since 1999.

2 FTE promote/manage DDA-funded TDM programs (e.g. distribute go!passes, share info on Bike Lockers/Bike House, commuting options).

Communication & events. e.g., Commuter Challenge + Conquer the Cold. Distribution of commuting info, monthly newsletter and 1000's of followers on Facebook and Twitter.



getdowntown.org



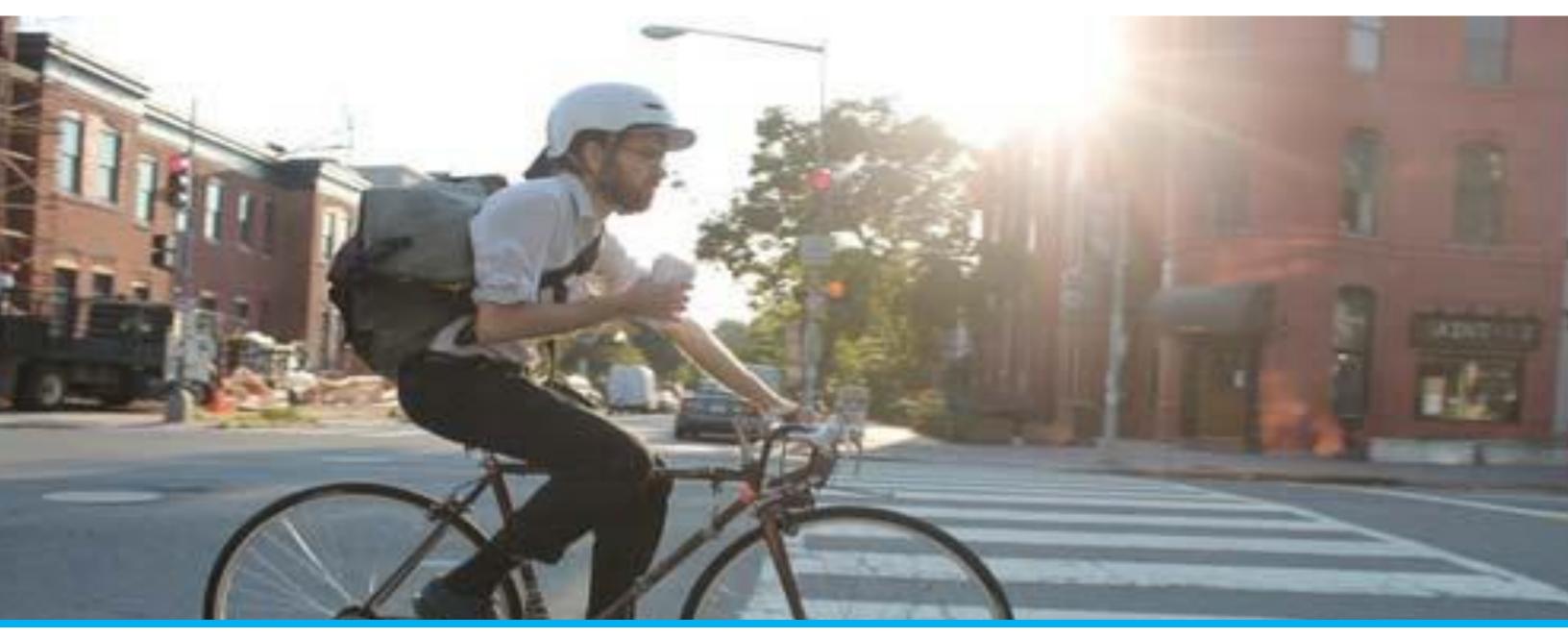
= DDA-sponsored transit pass for downtown employees 7,000 distributed/5,000 unique users in 2015

go!Pass unique users 1,500 3X week 1,000 4X week 600 5X week = a downtown parking structure we didn't have to construct





Capturing Value in Streets: Making the economic case for supporting many modes



go!Pass vs. paying for a 700-space parking structure = HUGE cost savings

Walkability is good business. Downtown commercial vacancy 2% (vs. 8.5% in A2 and 25% in SE MI)



Capturing Value in Streets: Making the economic case for walkable development

Our world is changing. The future will not be as auto-dependent.

Millenials are the workforce for the knowledge economy & they are voting with their feet by relocating to walkable, mixed use, multi-modal places.

Baby Boomers are also helping transform our car-dependent culture. 50%+ of those surveyed by the Nat'l Realtors Association say they would prefer to buy in an area within walking distance to jobs, shops and transit options. Also, 50% want more and safer bike lanes.

We can either make changes, or we may be left behind







