



CITY/DDA JOINT MEETING

October 2019

WHY ARE WE HERE?

Section 9 of City -DDA Parking Agreement requires the City Council to designate one working session in the fall of each calendar year as a joint working session with DDA to address the following topics:

- the DDA's evaluation of any meter parking rate increases effected during the foregoing year
- discussion regarding any then -contemplated future meter parking rate increases
- areas of mutual interest

Opportunity to discuss DDA guiding principles and how they shape our work

AGENDA



CIP Project Update



Parking System Update



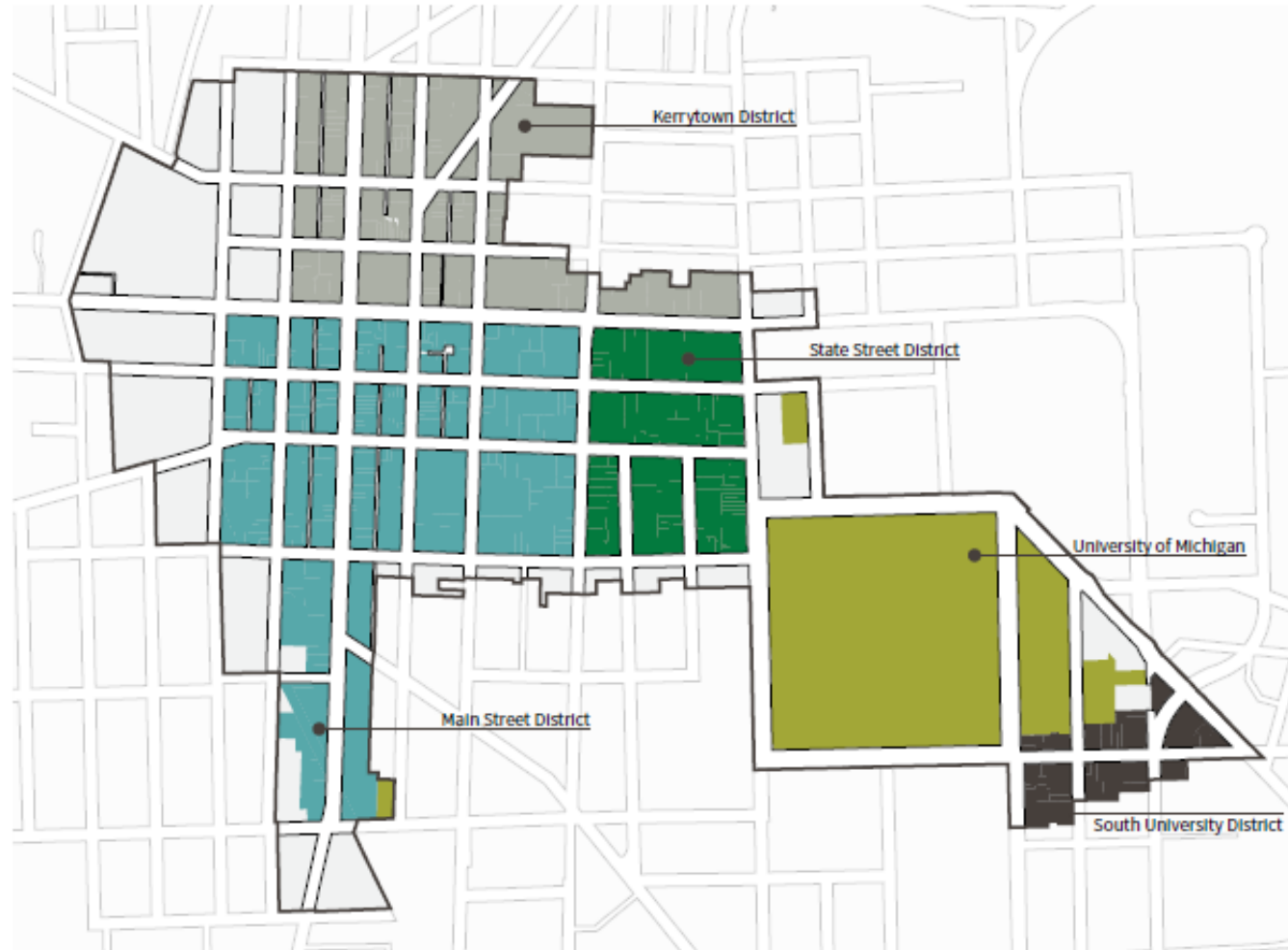
Futuring Discussion

CIP PROJECT UPDATE

PEOPLE FRIENDLY STREETS



The impact of streets on livability and Place



Alleys & streets make up **30%** of downtown .

A2DDA & People-Friendly Street Program



PEOPLE-FRIENDLY STREETS *Will ...*



IMPROVE SAFETY AND COMFORT

A safe and comfortable street for everyone for all modes of travel. A commitment to Vision Zero.



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.

Policy-makers, planners, project managers as *caretakers* – embrace this role to meet community goals.



NACTO @NACTO · Sep 9

"If you design streets for kids, you design a future that will work for everyone." -@JSadikKhan #StreetsForKids #NACTO19



Janette Sadik-Khan and GDCI

2 129 318



NACTO @NACTO · Sep 9

"I paddled downriver - that was easier. Keep that in mind when you're planning, downhill is easier." A moment of levity inside an insightful opening by Cat Criger, who notes that transportation must provide access to everyone, while respecting our land/environment. #NACTO19



9 24



"We need to invest in bike, transit, and sidewalks if equity is the priority. Access to transportation is the great equalizer." -Toronto Councillor, Kristyn Wong-Tam

First & Ashley Project

Design & Feasibility Phase: 2018
Engineering: 2019
Construction: 2020

- Two-Way Restoration
- Protected bikeway
- Safety Improvements

William Street Bikeway

Design & Feasibility Phase: 2018
Engineering: 2019
Construction: 2019

- Protected bikeway
- Safety Improvements

Fifth & Detroit

Design Completed: 2017
Construction: 2018-2019

Functional Emphasis	Frontage Context (Envisioned)
● ● ● ● Pedestrian & Access	Destination Commercial
■ ■ ■ ■ Transit	Commercial
▬ ▬ ▬ ▬ Vehicle	Mixed
	Near Neighborhood

Context types are not color-coded.

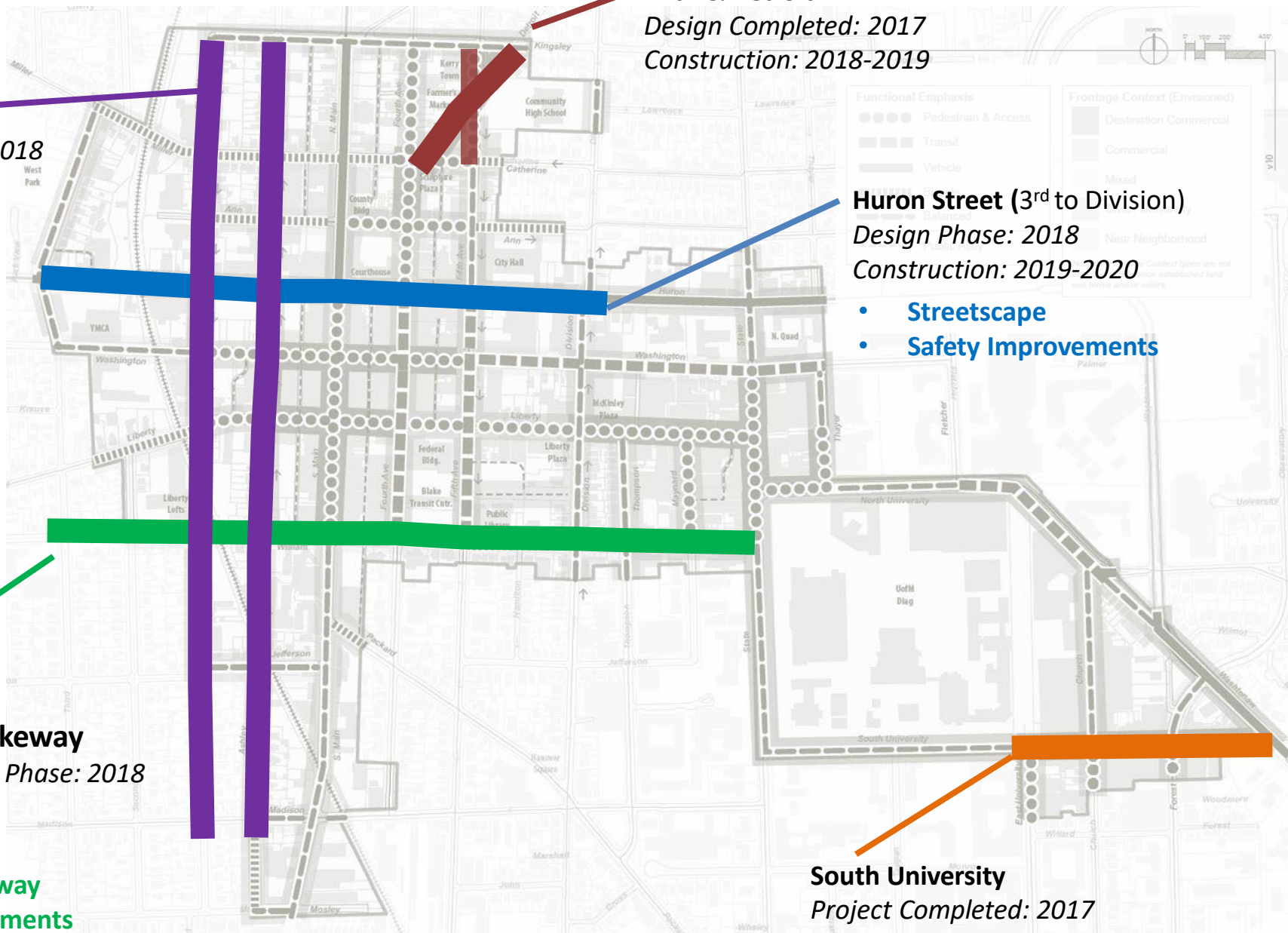
Huron Street (3rd to Division)

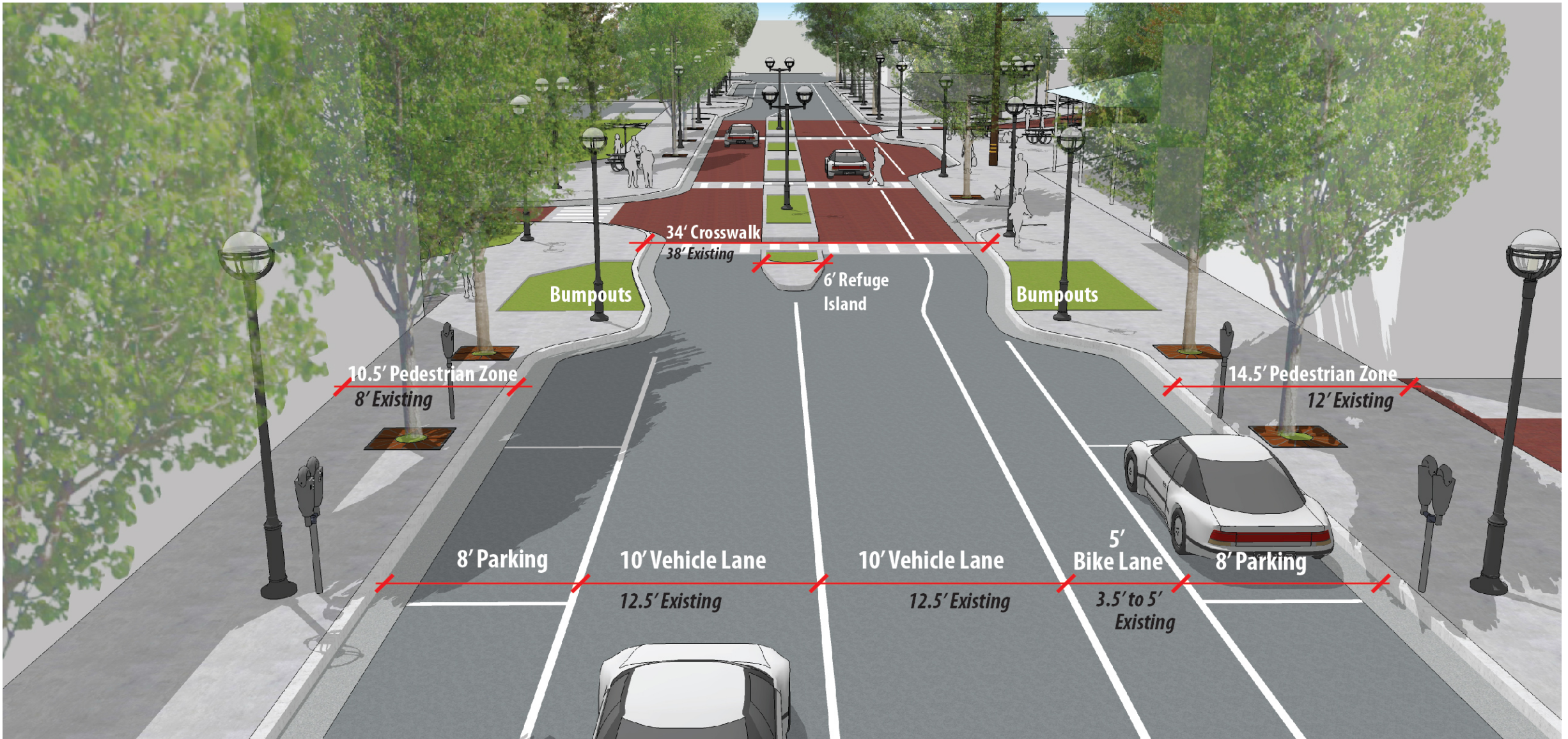
Design Phase: 2018
Construction: 2019-2020

- Streetscape
- Safety Improvements

South University

Project Completed: 2017





5TH & DETROIT STREET DESIGN

CONCEPTUAL LAYOUT

5th and Detroit Project - How did design & engineering affect behavior?



Before Study:

50% of people crossed with a vehicle present.

Of those:

- 52% of people were prevented from crossing because the car driver did not stop

In total 72% of people were able to cross because there was no car present or the driver stopped



After Study:

42% of people crossed with a vehicle present.

Of those:

- Only 3% of people were prevented from crossing because the car driver did not stop

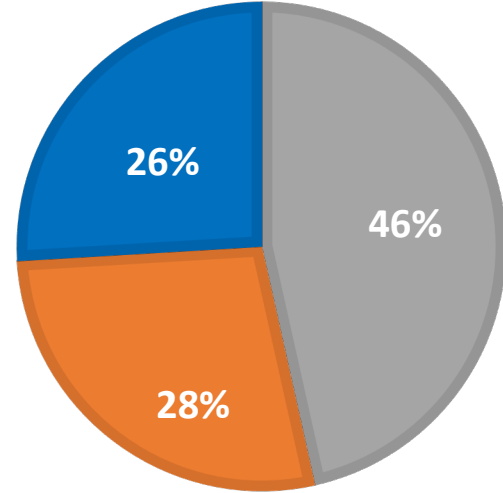
In total nearly 99% of people were able to cross because there was no car present or the driver stopped

Before Improvements:

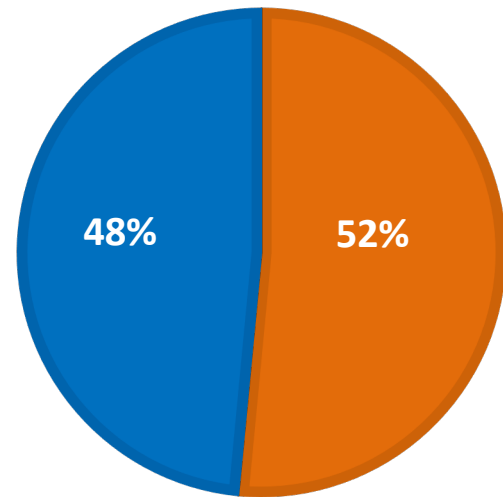
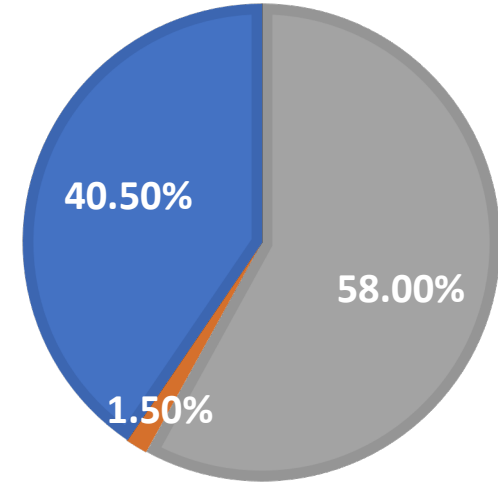
After Improvements:

Legend

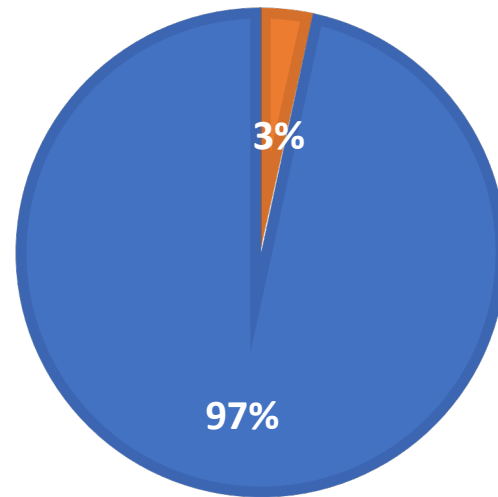
- Crossed Without a Vehicle Present
- Driver Did Not Stop
- Driver Stopped



All Crossing Conditions



Crossing With a Vehicle Present



Huron Street Improvements



Requested Safety Enhancements (working w/MDOT)

1. Left-turn signal at 5th Avenue (14% crash reduction)
2. Full signal at Third/Chapin to replace the Hawk Signal
3. Pedestrian signals and leading pedestrian intervals (LPI's) (59% vehicle/ped crash rate reduction)
4. No Right on Red along the Corridor (3% crash rate reduction)



WILLIAM STREET BIKEWAY

WILLIAM STREET BIKEWAY



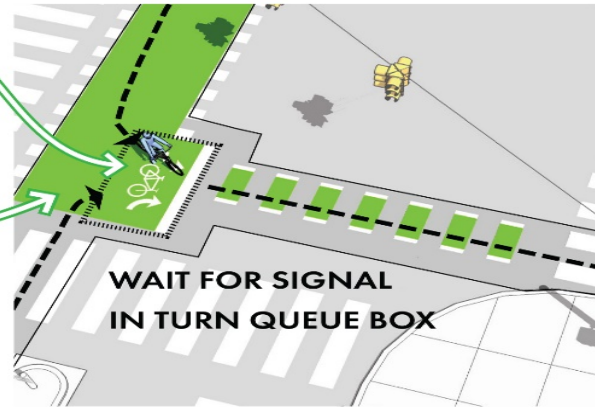
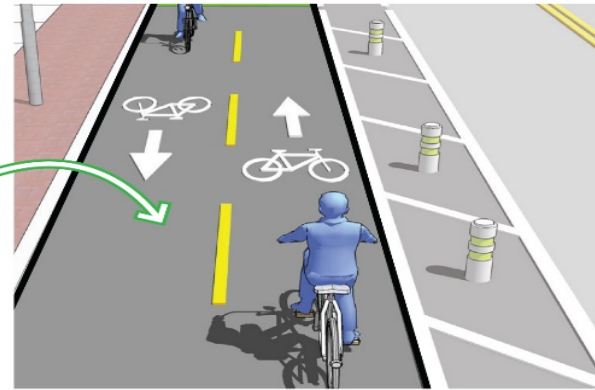
What's New?

PROTECTED BIKE LANES.

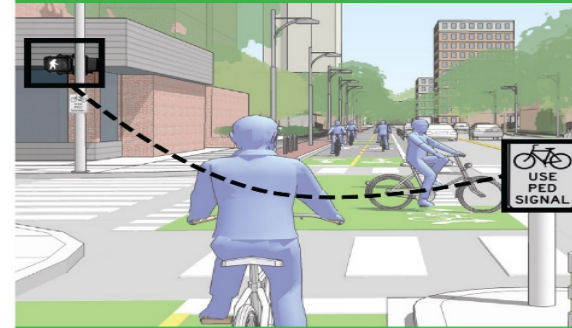
Protected bike lanes are physically separated from the traffic and the sidewalk.

TURN BOXES. Green turn boxes provide a place for people on bikes to wait before turning onto a cross street.

GREEN PAINT. Green paint is used in conflict areas where people in cars and on bikes need to be extra cautious.



If You Are Biking



- Watch for turning vehicles
- Follow pedestrian crosswalk signal at intersections
- Use green turn boxes
- Use caution when exiting the bike lane and whenever you see green paint
- Yield to people in crosswalks

If You Are Driving



- Do not park or drive in the bike lane
- No turn on red
- Look both ways before turning and yield to pedestrians and people on bikes in intersections.



ANN ARBOR'S FIRST PROTECTED BIKE LANE

STATE ST.
TO FIRST ST.

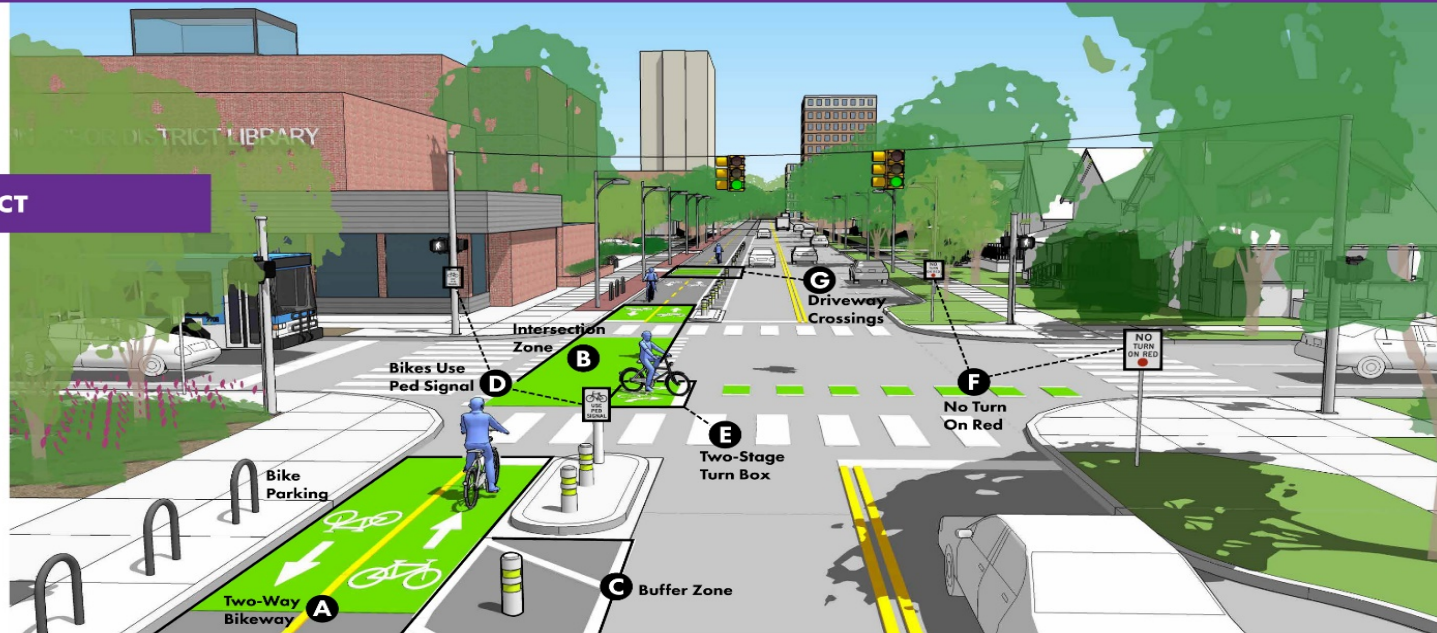
FALL 2019



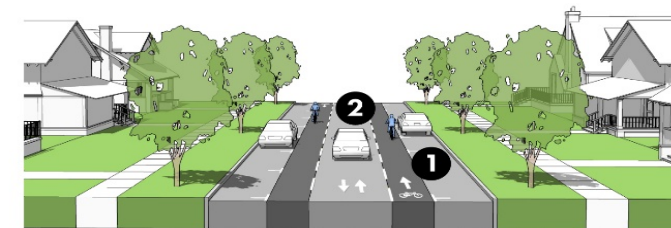
WILLIAM STREET BIKEWAY

ABOUT THE PROJECT

- The William Street Bikeway provides a separated and protected space for people on bikes to travel.
- Street improvements make it safer for all users - whether driving, bike riding, walking, or taking the bus.
- Other improvements include watermain repair and road resurfacing.



PEOPLE-FRIENDLY STREETS



1 WILLIAM STREET ADVISORY BIKE LANES

- Advisory bike lanes are dashed bike lanes that allow bike lanes on narrow streets.
- Advisory Bike Lanes will be installed on William Street west of First Street in residential areas.

2 SHARING THE ROAD & YIELDING

- Two-way car traffic drives towards the center of the street, just like other narrow residential streets.
- When there is on-coming car traffic, people in cars move into the bike lane to safely pass, yielding to people on bikes.

A TWO-WAY BIKEWAY

- Bike lanes for people on bikes traveling in two directions.
- Stay in right lane unless passing.
- **No parking allowed** in bike lane.

B INTERSECTION ZONE

- Green paint near and through intersections alert people in cars and on bikes to proceed with caution and watch for other users.

C BUFFER ZONE

- The buffer zone of the bikeway provides visual and physical separation from vehicle lanes and the bikeway.
- Posts provide a barrier to inhibit vehicles from entering the bikeway.

D BIKES USE PED SIGNAL

- People on bikes use the pedestrian crosswalk signals where present.
- **STOP** when Don't Walk is active.
- **GO** when the Walk sign is active.
- Proceed with caution when blinking.
- Always be alert when crossing.

E TWO-STAGE TURN BOX

- Turn boxes provide a safe location for people on bikes to wait before turning onto a cross street.
- Enter turn box and wait for signal to proceed.

F NO TURN ON RED

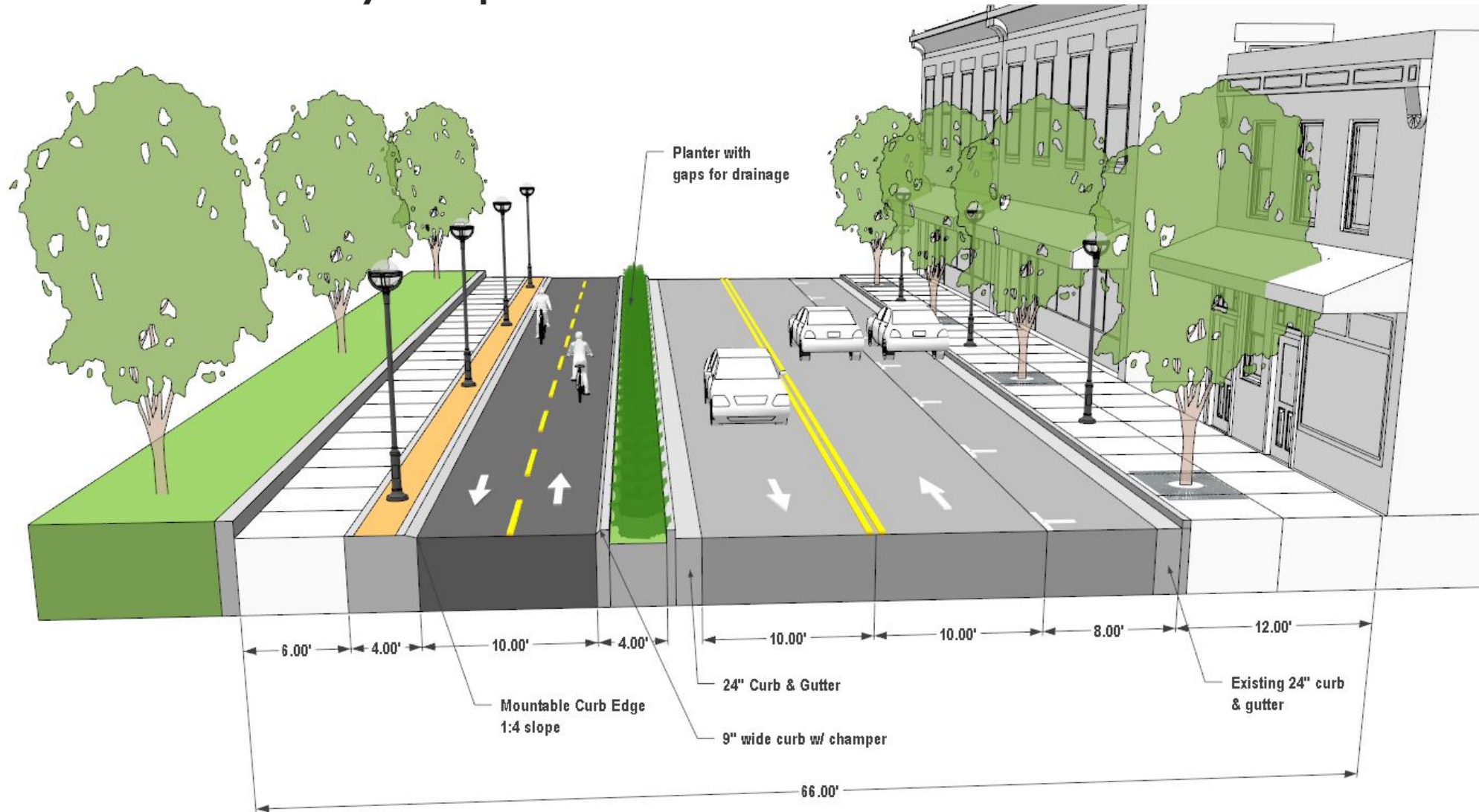
- Intersections with bikeways are **NO TURN ON RED** for vehicles.
- **NO TURN ON RED** protects people on bikes and pedestrians that are moving through intersections.

G DRIVEWAY CROSSINGS

- Green stripes at driveways alert people in cars and on bikes to watch for other users.



First and Ashley Project



OTHER CAPITAL PROJECTS

People -Friendly Streets continues

- Continue to build the protected bikeway network and connect neighborhoods to downtown, providing safe connections to the First & William Street Bikeways.
- This may include Washington, Catherine, Ann, Division, State Street and more.
- Planning & design budgeted FY20

State Street Area Construction

- Sidewalk improvements, new streetlights, bikeway enhancements, & addressing building vaults
- Budgeted for FY 21

Downtown Alley Improvements

- Public alley improvements to enhance service access, activation, and overall function of downtown alleys following recommendations of the Solid Waste Management Plan. Pilot budgeted for FY20

DDA Right of Way Repairs

- Sidewalk, street trees, & streetlight replacements
- Brick, benches, and bike parking replacements and new installs

OTHER CAPITAL PROJECT

Ann - Ashley Garage Expansion

- Additional three floors will add 375 spaces.
- Project was presented to City Council at October 7th meeting.
- Project includes storm water improvements, streetscaping , and EV-readiness.
- Construction start anticipated in CY2020.

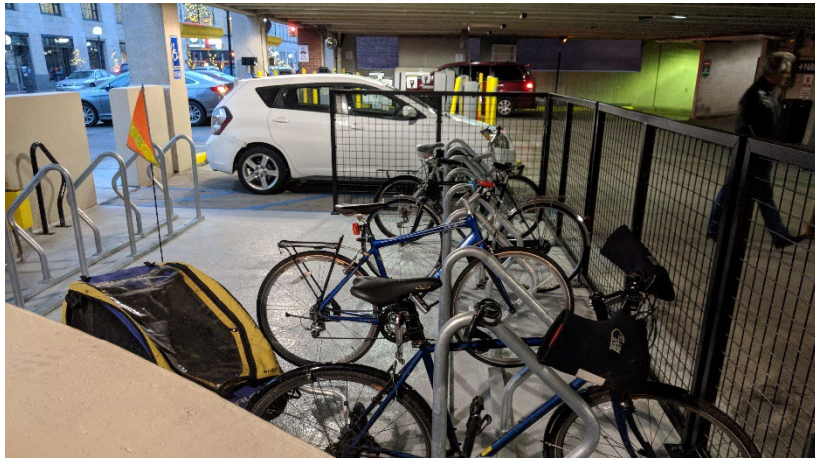
PARKING SYSTEM UPDATE

DDA PARKING PRINCIPLES



DDA PARKING PRINCIPLES

- Parking is not the end in itself; the goal is vibrancy & prosperity
- A menu of options gives people choices
- A Demand Management approach expands usage
- Parking is part of a transportation system



PARKING SYSTEM INVENTORY

PARKING TYPE/LOCATION	NUMBER OF SPACES
On -Street Metered Parking	1,730
Surface Parking Lots	878
Parking Structures	<u>5,359</u>
TOTAL	7,967

CHANGES IN INVENTORY		
1 st /Huron & 5 th /Huron Lots	(222)	Removed November 2017
415 W Washington & 1 st Wm	(261)	TBD
350 S. 5 th Avenue (Y -Lot)	<u>(85)</u>	NLT 2023
	(568)	
Ann – Ashley Expansion	<u>375</u>	2021-2022
NET LOSS	(193)	

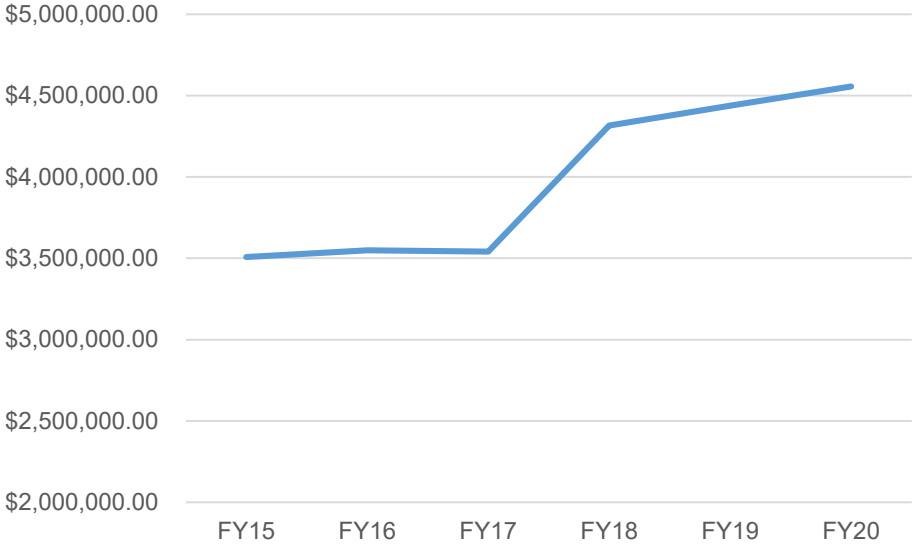
PARKING SYSTEM FINANCIAL UPDATE

	FY18	FY19	VARIANCES	
<i>Revenues</i>				
Parking System Revenues	\$ 22,153,554	\$ 23,330,846	\$ 1,177,292	5%
<i>Expenditures</i>				
Operating Expenditures	\$ (14,108,333)	\$ (14,624,766)	\$ (516,433)	(4%)
Capital Expenditures	(3,991,031)	(2,083,799)	1,907,232	48%
Debt Expenditures	<u>(4,362,079)</u>	<u>(4,268,041)</u>	<u>94,038</u>	2%
TOTAL EXPENDITURES	\$ (22,461,433)	\$ (20,976,606)	\$ 1,446,824	6%
NET SURPLUS/DEFICIT)	\$ (307,879)	\$ 2,354,240		

FUND BALANCE	FY18	FY19
Beginning Fund Balance	\$ 9,790,887	\$ 9,482,998
Net Surplus/(Deficit)	<u>(307,889)</u>	<u>2,354,240</u>
ENDING FUND BALANCE	\$ 9,482,998	\$ 11,837,238

PARKING SYSTEM TRANSFERS TO THE CI

YEAR	AMOUNT
FY15	\$ 3,507,341
FY16	3,549,067
FY17	3,541,546
FY18	4,315,378
FY19	4,538,604
FY 20	<u>4,553,232</u>
TOTAL	\$24,005,168



PARKING SYSTEM FINANCIAL UPDATE

PARKING RATES				
	7/1/2019	7/1/2020	7/1/2021	7/1/2022
Structures	\$1.20/hour	\$1.20/hour	\$1.20/hour	\$1.20/hour
Meters	\$1.90/hour	\$2.00/hour	\$2.10/hour	\$2.20/hour
Standard Permits	\$180/month	\$185/month	\$195/month	\$200/month
Premium Permits	\$250/month	\$260/month	\$270/month	\$280/month
Off Peak/Limited Permits	\$30/month	\$30/month	\$30/month	\$30/month

Rate adjustments are in 3rd year of 5 year plan approved in FY18.

- Multi -year plan makes rate changes more predictable.
- Goal is to increase the attractiveness of parking off -street.
- Goal is to increase the attractiveness of paying hourly as opposed to monthly.

No changes in hours of enforcement for on -street parking.

PARKING SYSTEM UPDATE

Parking Contribution in Lieu : Section 5:169, Special Parking Districts, of Chapter 59 (off-Street parking) allows a contribution in lieu (CIL) arrangement. Since 2013, 120 parking permits have been provided from the public parking system and an additional 82 parking permits have been requested.

Transit and Other Items:

- **go!Pass**: Downtown employees made 585,295 trips under the DDA -sponsored go!Pass program. DDA sponsored 5,400 discounted rides on NightRide .
- AirRide provided 92,000 trips in FY19, average 252 passengers/day. The DDA provides discounted parking for AirRide patrons.
- There are now 1,035 bicycle parking spaces and 8.43 miles of dedicated or shared bicycle lanes in the downtown.

FUTURING DISCUSSION

CHALLENGES AND HORIZON ISSUES

- What is DDA's role in the future as a service provider and development partner?
- Should we build additional parking structures to replace losses in surface lots?
- What is the relationship among parking, affordable housing, and mixed-use?
- How will/should we re-allocate the right-of-way to accommodate other mobility options and non-transportation uses?
- Should we increase the hours of enforcement for on-street parking?
- What additional projects should DDA pursue?



THANK YOU
