



DDA CAPITAL IMPROVEMENTS COMMITTEE

June 16, 2021



Photo Credit:
Daniel Brenner

AGENDA

KEY STREETS & STATE STREET PROJECTS

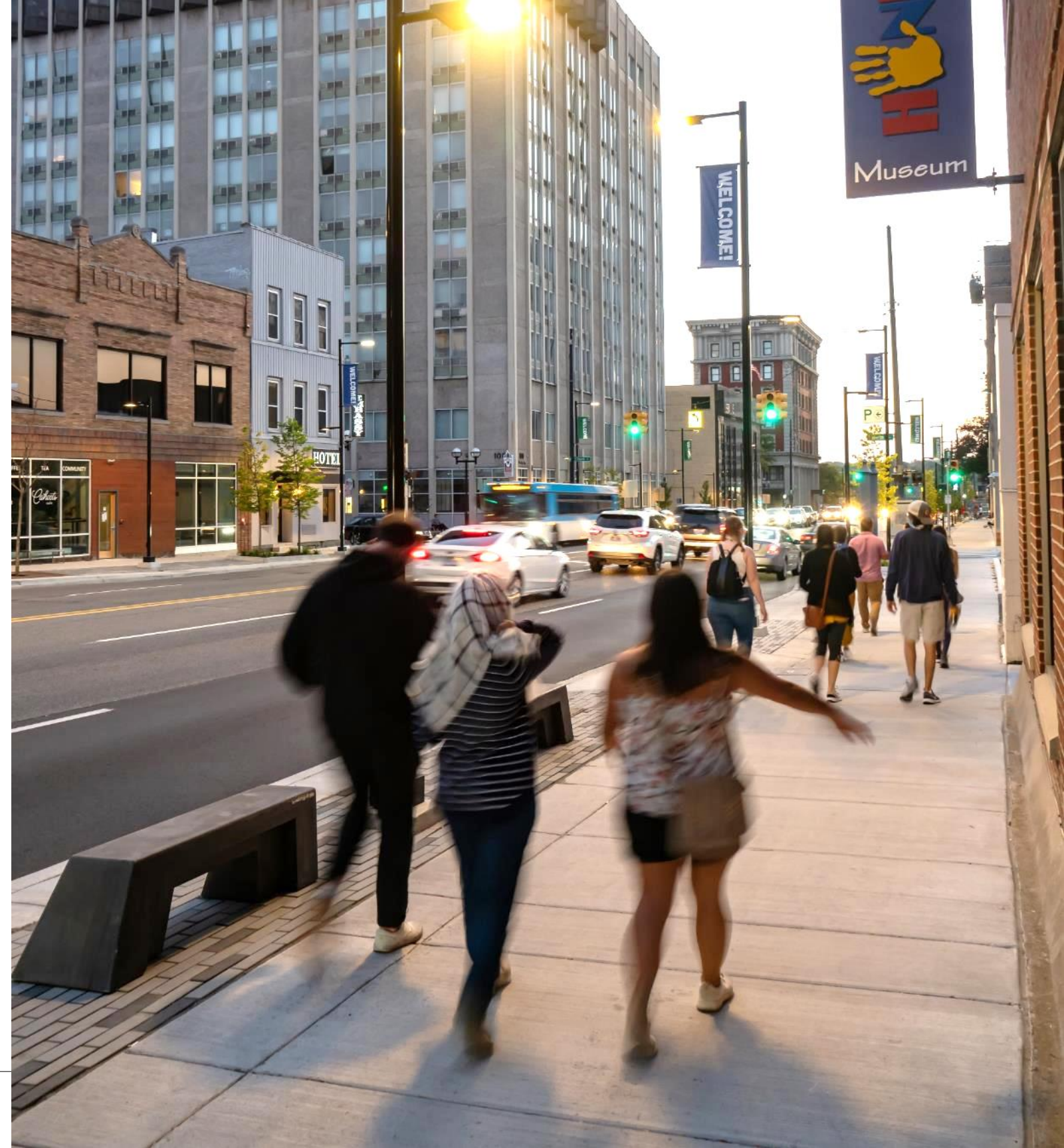
Meeting purpose: The primary meeting purpose is to review PFS 2 final recommendations and resolutions to allow bond funds to be spent.

PFS 2 – CIP Recommendations

- Project values & schedule
- CIP recommendations
- Next Steps & Resolutions
- Resolutions

Project Updates

- Construction
- Bond dollars
- Resolutions



PEOPLE-FRIENDLY STREETS



PEOPLE FRIENDLY STREETS 2

ROUND 2 PLANNING AND ENGAGEMENT – Recommendations to inform DDA capital projects:

1. \$3M State Street design - construction beginning spring 2022

2. \$7M - Four recommended projects informed by:

- Values
- Data & analysis
- Other capital projects & partnership opportunity
- Engagement
- DDA budget capacity

1. Identify future/additional opportunities

SHARED VALUES

PEOPLE-FRIENDLY STREETS

DDA BOARD APPROVAL JULY 2020



Safe,
comfortable
downtown
streets



Equitable, just
access for all
people



Affordable and
inclusive
community



Resilient,
energy
responsible
downtown



Vibrant and
thriving local
economy



Responsible
design and
implementation



Connected
community
with streets as
civic space

VALUES USED...

...during planning/design to Identify and prioritize project opportunities.

...after implementation to measure success and impact.

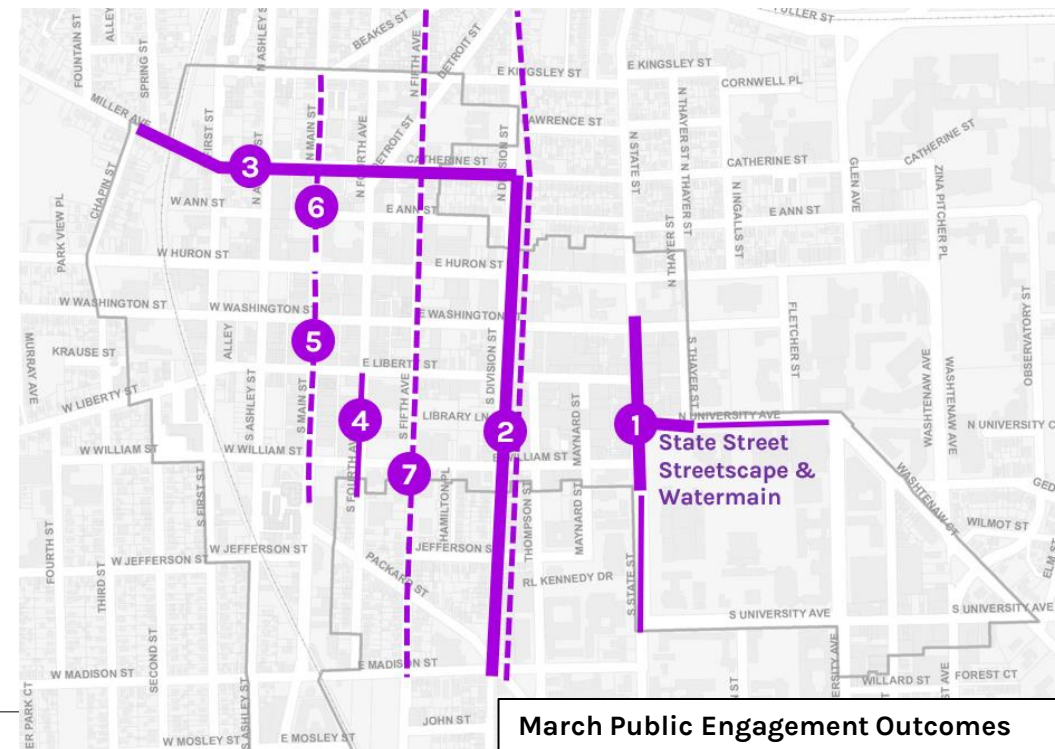
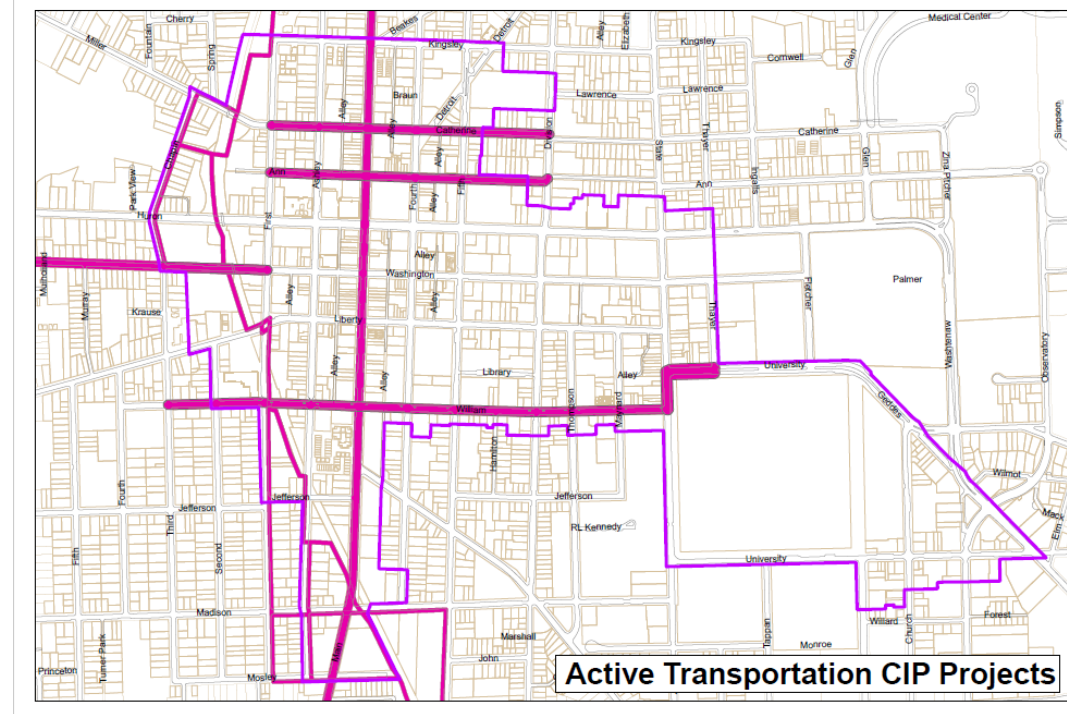
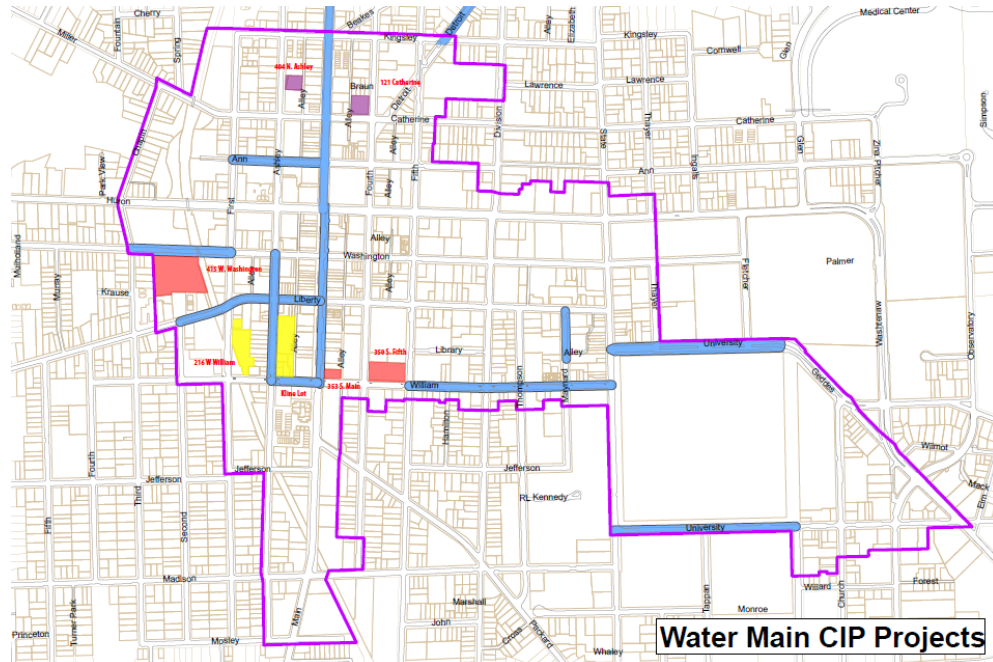
PROJECT OPPORTUNITY EVALUATION SUMMARY

PRIMARY OBJECTIVE

SUPPORTS

	Safety & Comfort	Equitable Access: Bike Connectivity	Equitable Access: Transit	Affordable Housing	Resilience & Sustainability	Vibrant Spaces for Commerce & Activity	CIP Alignment
Division Street Bikeway							
Miller/Catherine Bikeway							
4 th Ave Transit + Resilient Street							
5 th & Division 2-way Restoration							
North Main (MDOT)							
Washington Resilient Street							
South Main							
Ann Street (Miller/Cath Altern.)							

PARTNERSHIP AND ENGAGEMENT OUTCOMES



PEOPLE FRIENDLY STREETS 2

FOCUSING PROJECT OPTIONS

Prioritized:

- Budget capacity
- Ann Arbor Housing Commission partnership
 - Upgrade utilities (e.g. watermain)
 - Reconstruct sidewalks/alleys
 - Make housing projects more competitive for funding
- DDA values for equity, affordability, and resiliency
 - Expand safety and mobility options (walking, biking, and transit improvements)
 - Improve transit access and comfort
 - Implement A2 zero carbon action plan



PEOPLE FRIENDLY STREETS 2

PROJECT RECOMMENDATIONS

COMMITTED

\$3M State Street - construction 2022 (established through DDA Resolution)

RECOMMENDED PROJECTS 2021 -2025 (\$7M):

1. Division Street Bikeway - construction fall 2021 (\$1.9M)
2. Miller/Catherine Bikeway & utility upsizing- construction 2022 (estimated \$2.1M)
3. 4th Ave transit enhancements - construction 2024 & 2025 (estimated \$2.6M)
4. 5th & Division 2-Way restoration & transit priority study 2024 & 2025 (\$400K)

FUTURE / ADDITIONAL OPPORTUNITIES

1. North Main – Opportunity for City & MDOT partnership in 2026 construction
2. South Main – DDA dollars unavailable in scheduled project year
3. Ann Street – DDA dollars unavailable in scheduled project year

PEOPLE-FRIENDLY STREETS 2

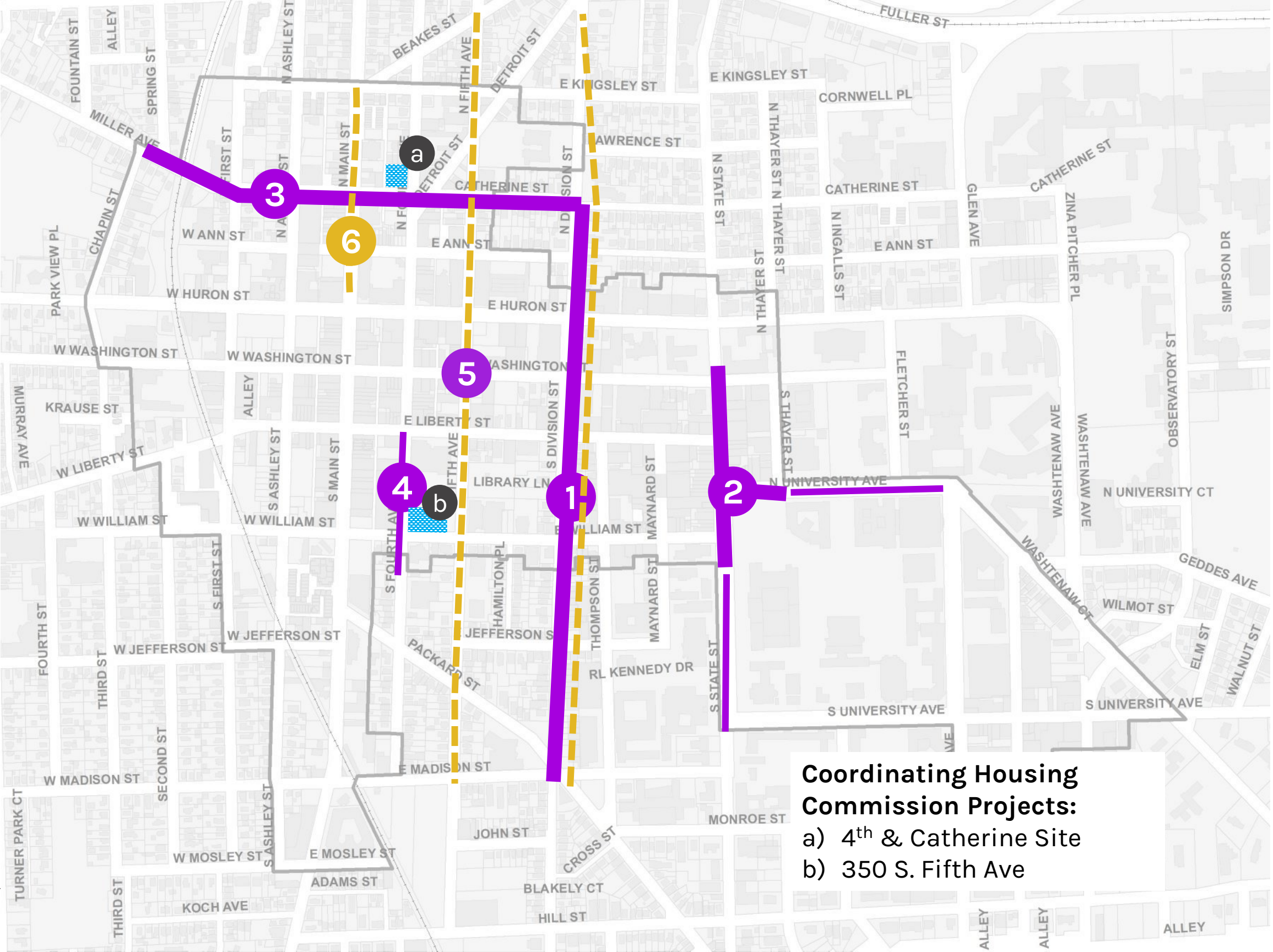
ROUND 2 PROJECTS

(construction year)

- 1. Division Street Bikeway (2021)
- 2. State Street (2022)
- 3. Miller/Catherine (2022)
- 4. 4th Ave (2024/2025)
- 5. 5th & Division 2-Way Study

FUTURE OPPORTUNITIES

- 5. 5th & Division 2-Way restoration & transit improvements
- 6. N. Main Street



Coordinating Housing Commission Projects:
a) 4th & Catherine Site
b) 350 S. Fifth Ave

PEOPLE-FRIENDLY STREETS 2 - CIP RECOMMENDATIONS

Project	FY22	FY23	FY24	FY25	FY26	FY27	FY28
First & Ashley (Kingsley to Madison) & Kingsley (Main to First) Street							
William (Ashley to State) Pavement Treatments							
Downtown Alley Improvements				700,000			
People-Friendly Streets 2 (Design dollars)	468,611						
State St (Washington to William) Streetscape and Sidewalk	1,888,817	1,023,729					
	2,357,427	1,023,729	-	700,000	-	-	-
Annual DDA General Capital Improvements and Maintenance	550,000	550,000	550,000	550,000	550,000		
Huron							
Division Street	1,900,000						
Miller/Catherine	1,050,000	1,050,000					
4th Avenue		260,000	1,170,000	1,170,000			
5th & Division Study			100,000	300,000			
N. Main Street (Huron to Kingsley)				200,000	2,000,000		
5th & Division Implementation					1,000,000	2,050,000	
Undesignated (future housing commission support and/or City or AAATA collaboration)							4,050,000
	3,500,000	1,860,000	1,820,000	2,220,000	3,550,000	2,050,000	4,050,000
TOTAL TIF	5,857,427	2,883,729	1,820,000	2,920,000	3,550,000	2,050,000	4,050,000

Firm commitments

Planning & collaboration capacity

Capital planning, design, and construction typically extend beyond a single fiscal year. As a result, the DDA capital project schedule reflects estimated expenditures per year and is approved without regard to fiscal year.

DDA 10 YEAR PLAN –TIF

PLANNING SNAPSHOT –JUNE 2021 PROJECTION

FISCAL YEAR		Actual FY 2020	Projected FY 2021	Draft Budget FY 2022	Draft Budget FY 2023	Estimated FY 2024	Estimated FY 2025	Estimated FY 2026	Estimated FY 2027	Estimated FY 2028
DDA General (TIF) Fund (248)										
Revenue										
	Property Taxes	7,017,233	7,350,400	7,607,700	7,873,900	8,149,500	8,434,800	8,730,000	9,035,500	9,351,800
	Interest	159,494	80,000	40,000	43,000	28,000	40,000	56,000	41,000	59,000
	Miscellaneous	8,220	4,300	4,200	4,300					
	Total Revenue	7,184,947	7,434,700	7,651,900	7,921,200	8,177,500	8,474,800	8,786,000	9,076,500	9,410,800
Expenses										
	Administration	938,398	1,541,400	1,609,117	1,625,629	1,690,654	1,758,280	1,828,612	1,901,756	1,977,826
	Capital Expenses	691,904	2,023,000	6,398,932	2,940,000	1,720,000	1,720,000	3,550,000	2,050,000	4,050,000
	Debt Service	2,732,000	2,739,500	2,743,800	2,755,100	2,760,100	2,767,300	2,764,400	2,778,500	2,784,600
	Grants	640,500	884,200	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
	Transfer to Housing	332,615	536,100	363,000	375,700	388,800	402,400	416,500	431,100	446,200
	Transfer to Bond Fund	1,006,911								
	Total Expenses	6,342,328	7,724,200	12,114,849	8,696,429	7,559,554	7,647,980	9,559,512	8,161,356	10,258,626
	Excess of Rev over Exp.	842,619	(289,500)	(4,462,949)	(775,229)	617,946	826,820	(773,512)	915,144	(847,826)
	Prior Years Fund Bal.	6,088,815	6,931,434	6,641,933	2,178,984	1,403,755	2,021,701	2,848,521	2,075,009	2,990,153
	Fund Balance at End of Year	6,931,434	6,641,933	2,178,984	1,403,755	2,021,701	2,848,521	2,075,009	2,990,153	2,142,327

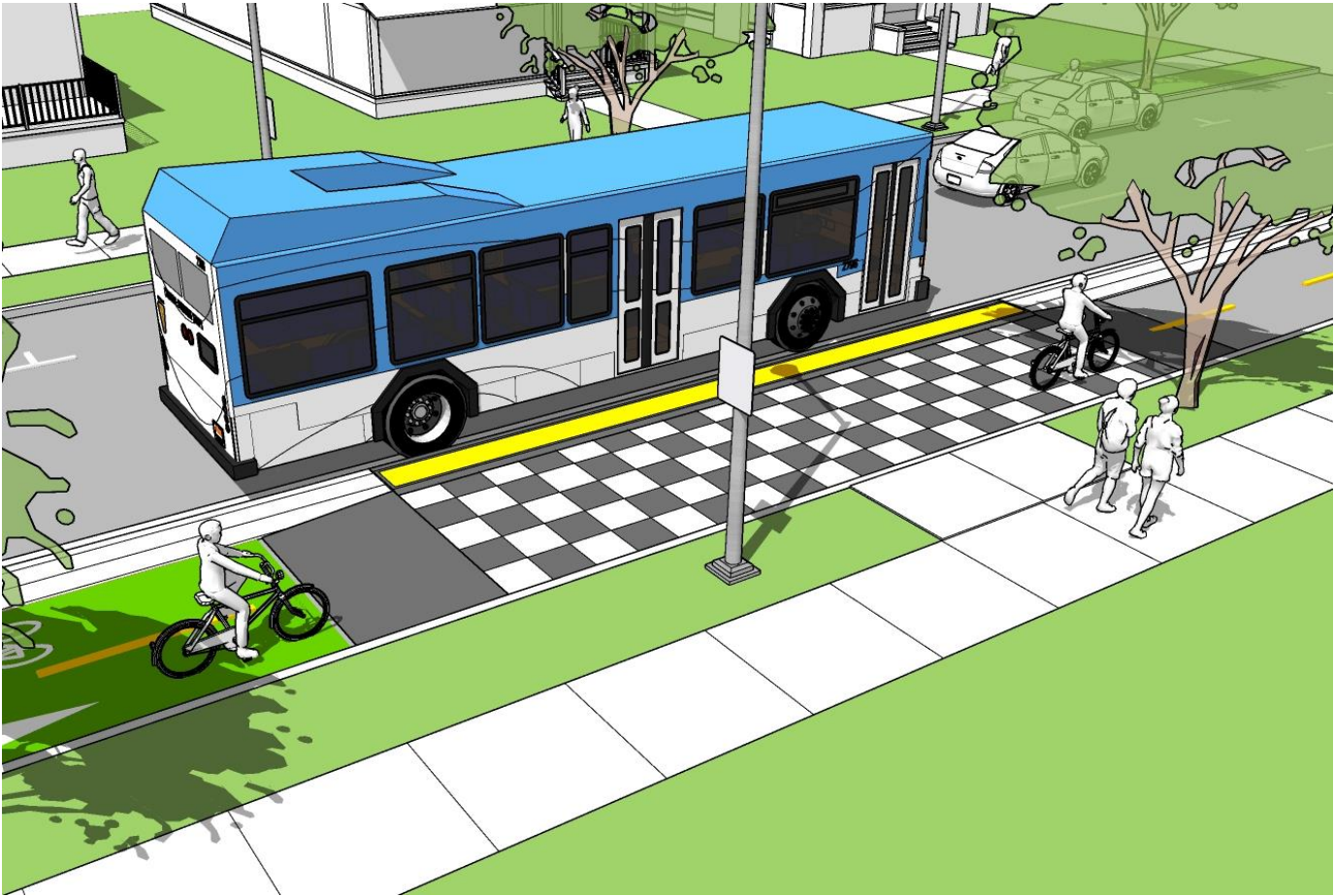


DIVISION STREET

DIVISION STREET

What We Heard-

- 1. Support for Division Bikeway and building out the network
- 2. Improve intersection safety
- 3. Slow traffic speed
- 4. Restore Fifth and Division to two-way traffic



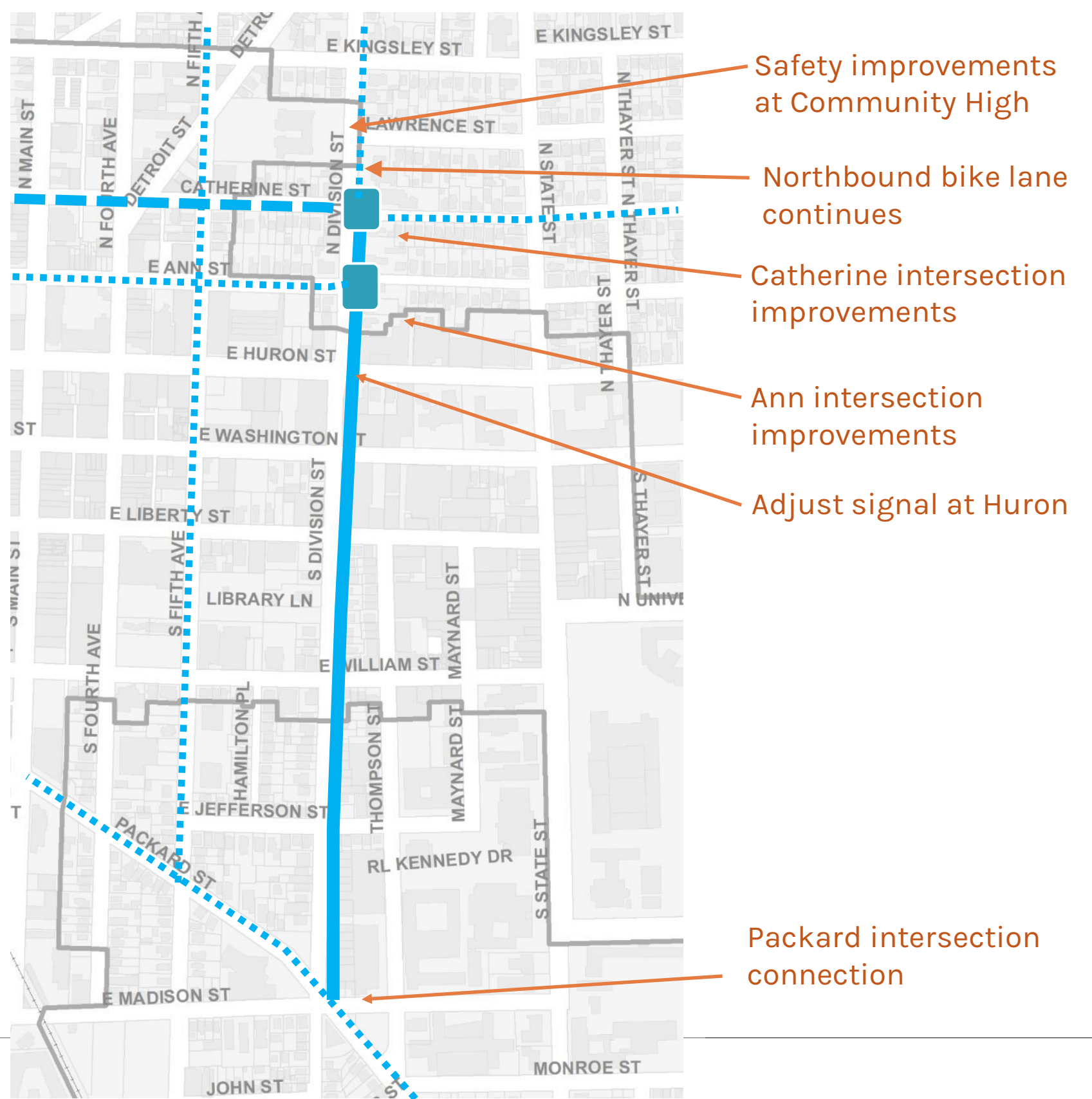
	Safety & Comfort	Equitable Access: Bike Connectivity	Equitable Access: Transit	Affordable Housing	Resilience & Sustainability	Vibrant Spaces for Commerce & Activity	CIP Alignment
Division Street Bikeway							

DIVISION STREET

PROJECT EXTENT & SCOPE

\$1.9 Million in FY 2022

- Packard to Catherine
- 2-way bikeway on the eastside of the road
- Curbed buffer to extent possible.
- Maintains two-travel lanes minimum
- Intersection & safety improvements
- Street remains one-way





MILLER/CATHERINE STREET

MILLER/CATHERINE STREET

What We Heard-

- 1. Overall well-supported
- 2. Focus on west-end connection (First/Chapin) and Main Street intersection
- 3. Desire to see project happen more quickly
- 4. Support to shift permanent two-way bikeway to the south side (change from pilot)



	Safety & Comfort	Equitable Access: Bike Connectivity	Equitable Access: Transit	Affordable Housing	Resilience & Sustainability	Vibrant Spaces for Commerce & Activity	CIP Alignment
Miller/Catherine Bikeway							

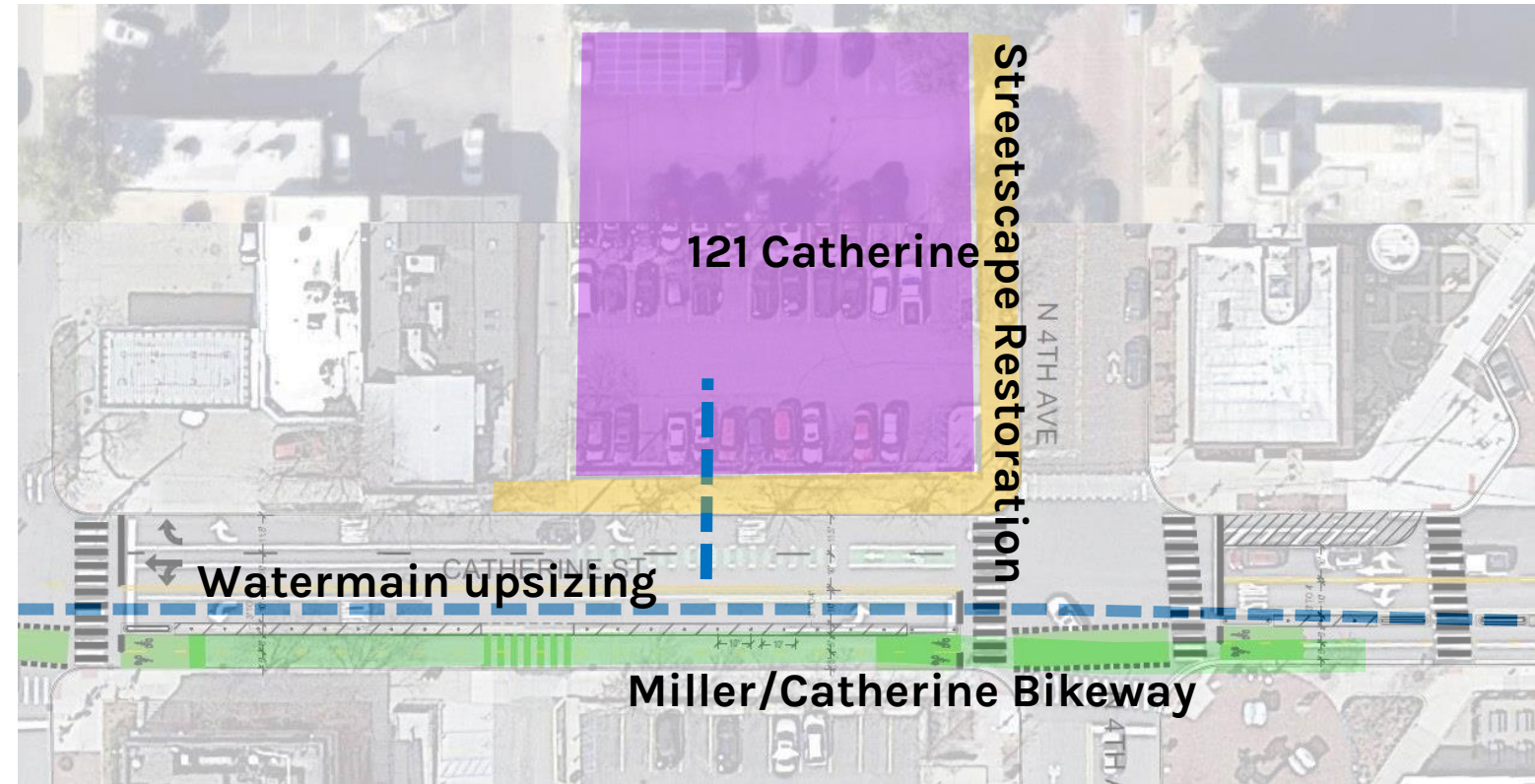
MILLER/CATHERINE STREET

PROJECT EXTENT & SCOPE

\$2.1 Million in FY 2022 & 23 (construction spring 22)

Construction before AAHC development

- Watermain extension / upsizing
- Two-way separated bikeway (Chapin/First to Division)
- Streetscape & alleyway restoration



4TH AVENUE



4TH AVENUE

What We Heard-

- 1. General support for transit street
- 2. Support for wider sidewalks, mid-block crossings, and speed table
- 3. Improve comfort for all ages
- 4. Accommodate people on bikes too
- 5. Pedestrian connection across Fifth
- 6. Continue supporting transit



	Safety & Comfort	Equitable Access: Bike Connectivity	Equitable Access: Transit	Affordable Housing	Resilience & Sustainability	Vibrant Spaces for Commerce & Activity	CIP Alignment
4 th Ave Transit + Resilient Street							

4TH AVENUE

PROJECT EXTENT & SCOPE

\$2.6 Million in FY 2024 & 25 (construction spring 24)

Most of the construction will take place after AAHC development (small amount of AAHC utility work in 2024)

- 1. Utility support for affordable housing project
- 2. Streetscape and sidewalk widening
- 3. Slow driving zone, safety improvements, raised crossings
- 4. Expand transit service along street



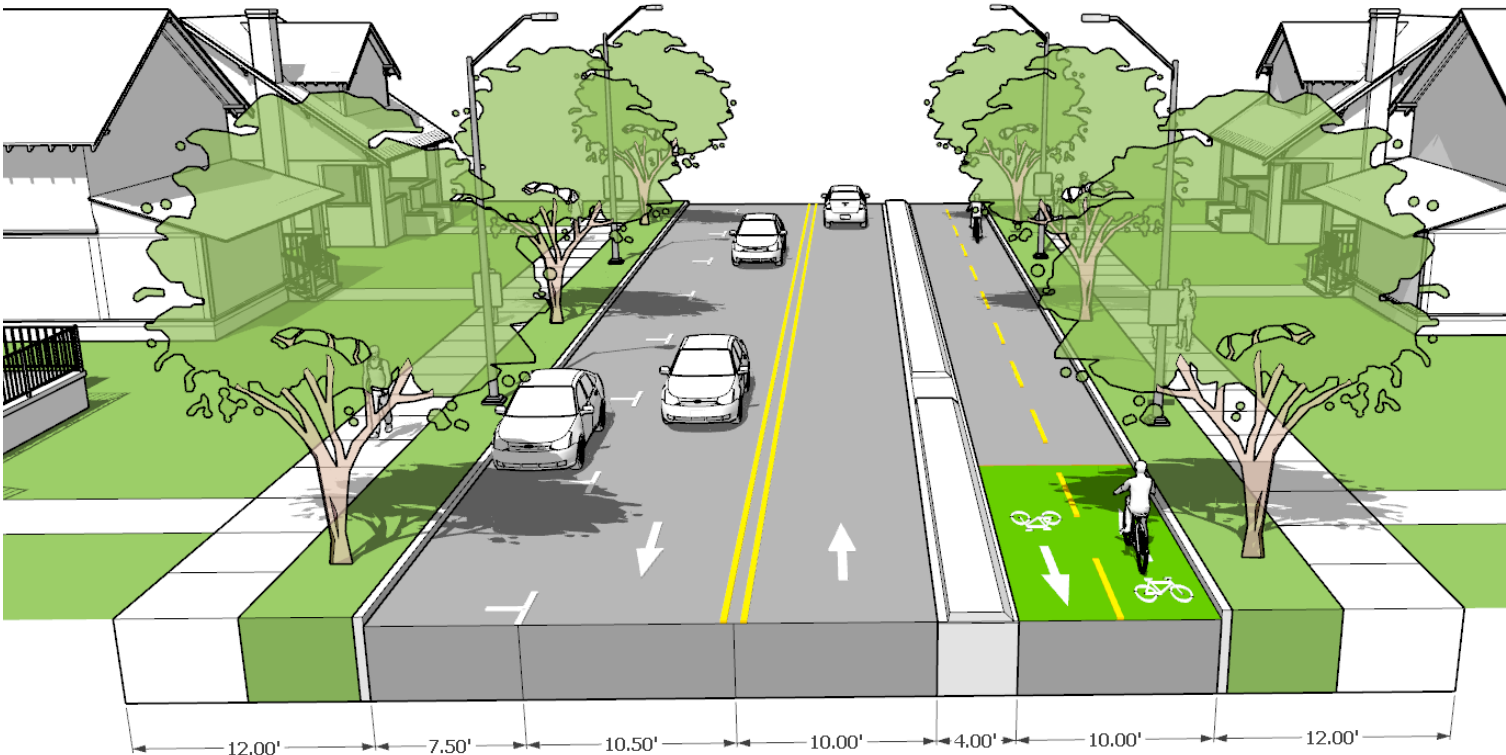
5TH AVE & DIVISION STUDY



5TH AVENUE & DIVISION

What We Heard-

- 1. Desire for two-way traffic on 5th Avenue and Division
- 2. Recognition of important civic and residential destinations on the streets
- 3. Safety improvements and more direct connections into and out of downtown
- 4. Transit priority
- 5. Transformational change – DDA uniquely positioned to pursue



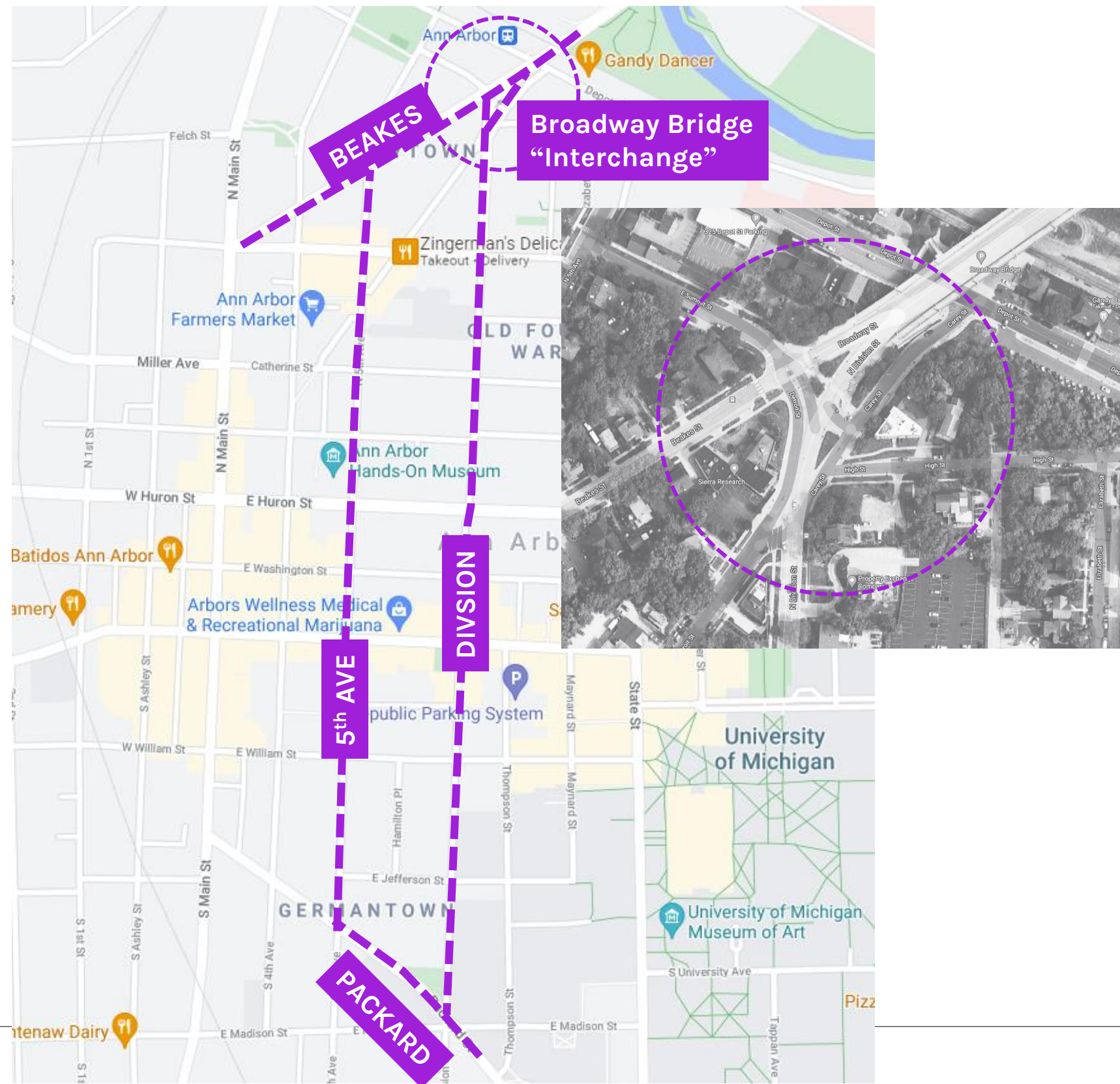
	Safety & Comfort	Equitable Access: Bike Connectivity	Equitable Access: Transit	Affordable Housing	Resilience & Sustainability	Vibrant Spaces for Commerce & Activity	CIP Alignment
5 th & Division 2-way Restoration							

5TH + DIVISION 2-WAY

STUDY EXTENT & SCOPE

\$400,000 in FY 2024 & 25

- Assess feasibility to meet desired needs (previous slide)
- Transportation study (safety analysis, network impacts, signal operations, opportunities for transit priority)
 - City Lower Town Study – potential data & reference for future study
 - Two-way impacts to north and south transitions need to be heavily studied
- Detailed conceptual design & refined cost estimates
- Public and stakeholder engagement, including MDOT
- Implementation plan





BOND PROJECT UPDATES

PEOPLE-FRIENDLY STREETS

CONSTRUCTION UPDATES

PROJECT UPDATE

- First Street
- Ashley Street
- Bond dollars - update



BOND DOLLARS - UPDATE

Total Budget	\$18,198,935	
Total spent as of December, 2020:	\$11,514,014.00	
First & Ashley costs remaining (estimated):	\$4,089,927.00	
Total anticipated under original bonded project scope (estimated):	\$15,603,941.00	
Remaining bond funds that must be spent by February, 2022 (estimate)	\$2,594,994.00	
Opportunities for remaining bond dollars*	Estimated Costs	Remaining Fonson Contract Amount*
DIVISION STREET	\$1,900,000	NA
FIRST AND ASHLEY	\$400,893.83	\$529,524.80
Festoon lights on Ashley, Liberty to Washington, 12 poles, 40' o.c.	\$125,000.00	
Public Art	\$80,000.00	
Solid waste cans	\$25,000.00	
First/William Parking Lot-add buffer, full paving	\$170,893.83	
WILLIAM STREET	\$309,899.79	\$969,011.82
Removable curbs to replace planters @State St.	\$20,100.00	
Replace Delineators from 1st to Thompson w/Curb	\$245,080.19	
Raised Transit Stops (1)	\$32,488.60	
Intersection at Wlm/5th Avenue	\$12,231.00	
HURON	\$175,000.00	\$176,239.34
Transit Shelters (assume 3-4)	\$125,000.00	
Public Art	\$50,000.00	
STREETLIGHTS	\$270,000.00	NA
W. Liberty	\$270,000.00	
REPAIRS		NA
CURRENT TOTAL	\$3,055,793.62	
*Per DDA/City bond agreement, funds cannot be spent in additional project areas until original projects are complete.		
**Costs outside of the Board approved DDA contract amount and over \$25,000 will require DDA Board approval.		

STATE STREET



PROJECT SCOPE

STATE STREET

- **2022:**
 - **DDA: Streetscape** (sidewalk repair, street lighting, curbside lanes, bikeway connections, drainage improvements)
 - **City: Watermain and road resurfacing**
- **2024:**
 - **City: Watermain and road resurfacing**



CURBLESS STREET DESIGN

FOUNDATIONAL ELEMENT

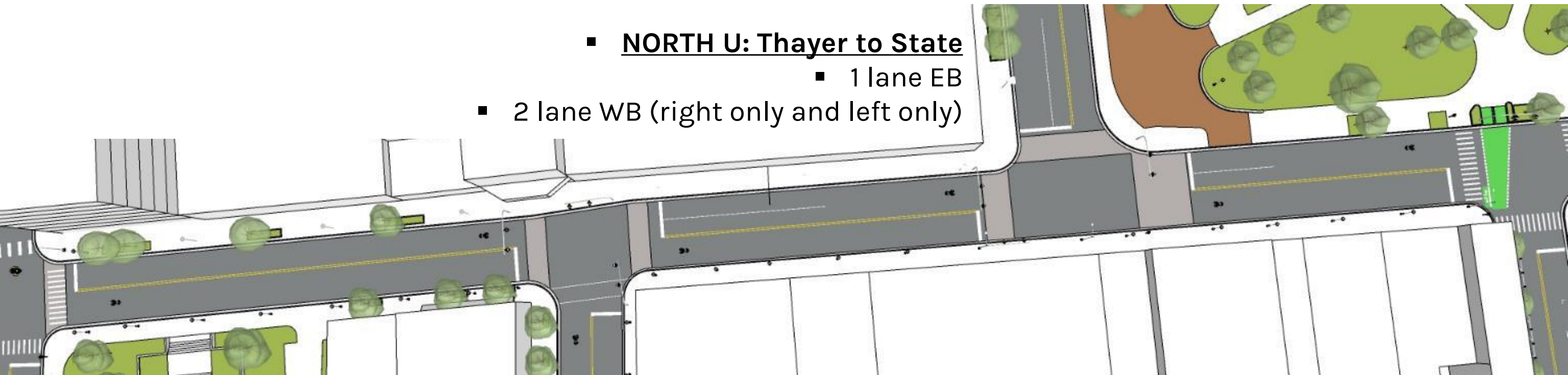
Rationale for a curbless design:

- Reinforces the pedestrian-focus. Less roadway delineation slows vehicle speeds
- Fluid movement between curbside lane and sidewalk
- Better supports special events and street closures
- Better accommodates flexibility in the curbside lane
- Opportunity to create a different feeling space and reinforce a unique identity and sense of place



ROAD CONFIGURATION - EXISTING

- NORTH U: Thayer to State
 - 1 lane EB
- 2 lane WB (right only and left only)



WASHINGTON – LIBERTY

- 1 lane NB
- 1 lane SB

LIBERTY – NORTH U

- 2 lanes NB (Thru and Left Only)
- 1 lane SB

NORTH U - WILLIAM

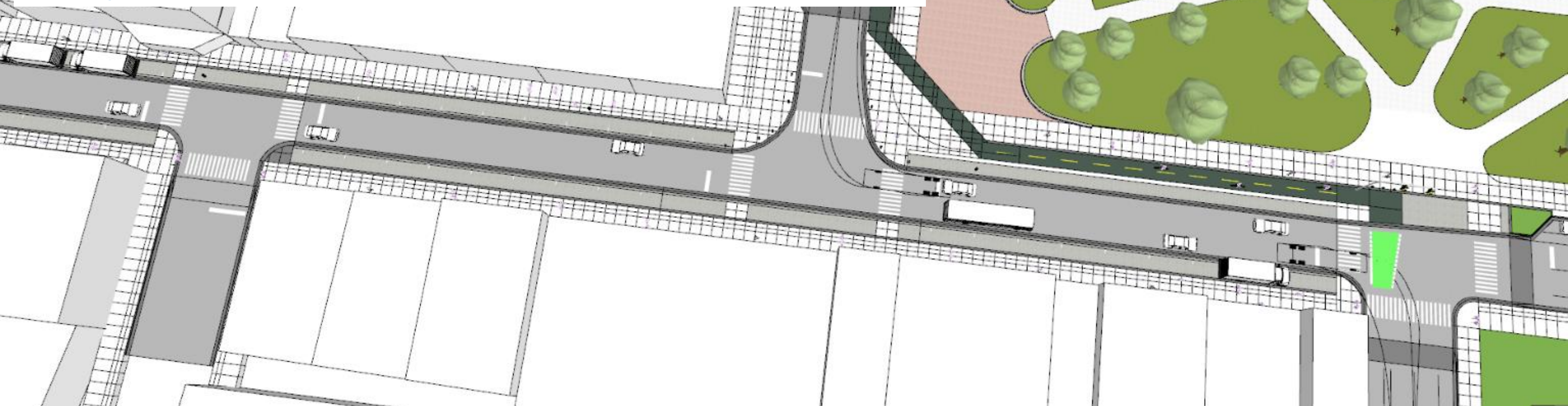
- 2 lanes NB (Thru and Thru/Right)
- 1 lane SB

ROAD CONFIGURATION - PROPOSED

INTERSECTIONS

- Exploring use of pedestrian “scramble”

- NORTH U: Thayer to State
 - 1 lane EB
 - 1 lane WB



WASHINGTON – LIBERTY

- 1 lane NB
- 1 lane SB

LIBERTY – NORTH U

- 1 lane NB
- 1 lane SB

NORTH U - WILLIAM

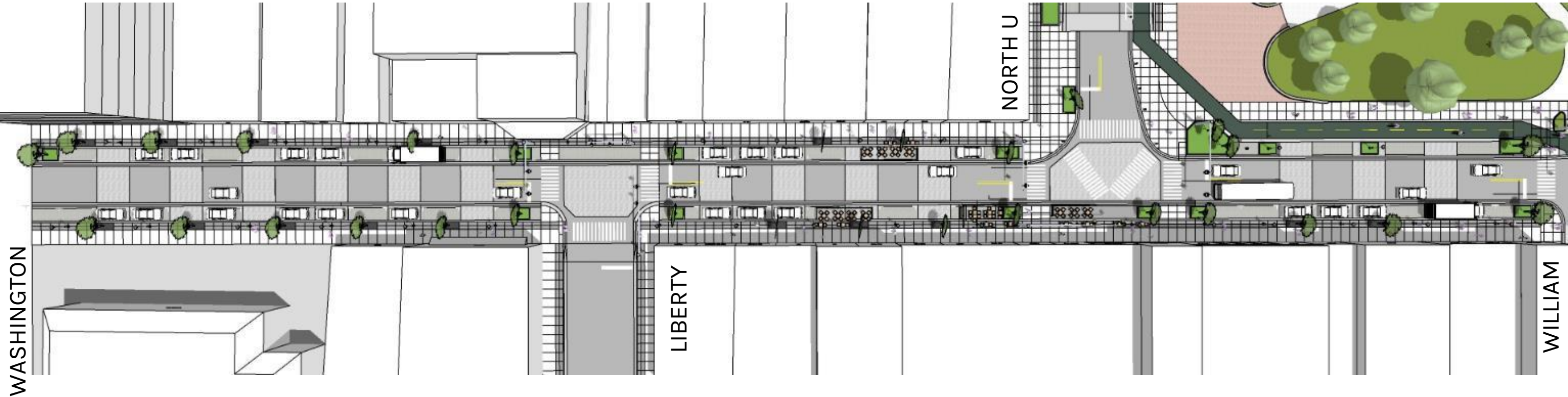
- 1 lane NB
- 1 lane SB



WORKING/REFINED DIRECTION

STATE STREET DESIGN OPTIONS

WORKING CONCEPT



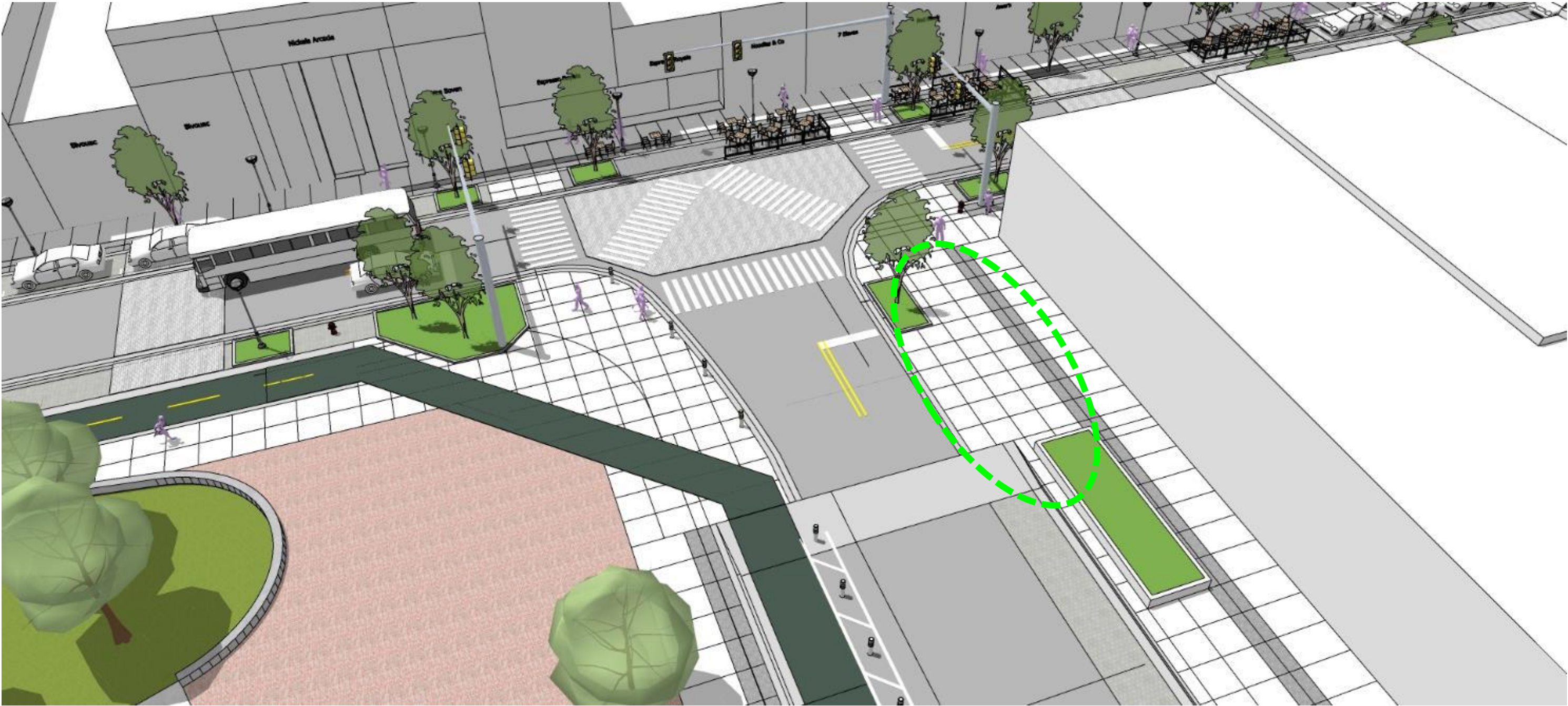
DELINEATING ZONES – AMENITIES & MATERIALS

- Curbed planters bookended curbside lane at the intersections
- Street lights and trees in grates outside of the curbside zone to delineate the edge
- Alternating pavement treatment/finish within the roadway and curb lane to delineate uses

WORKING CONCEPT – LIBERTY TO NORTH U BLOCK



WORKING CONCEPT – NORTH U INTERSECTION



WORKING CONCEPT- VIEW NORTH

