

Design Charrette

Engagement Summary – July 2026



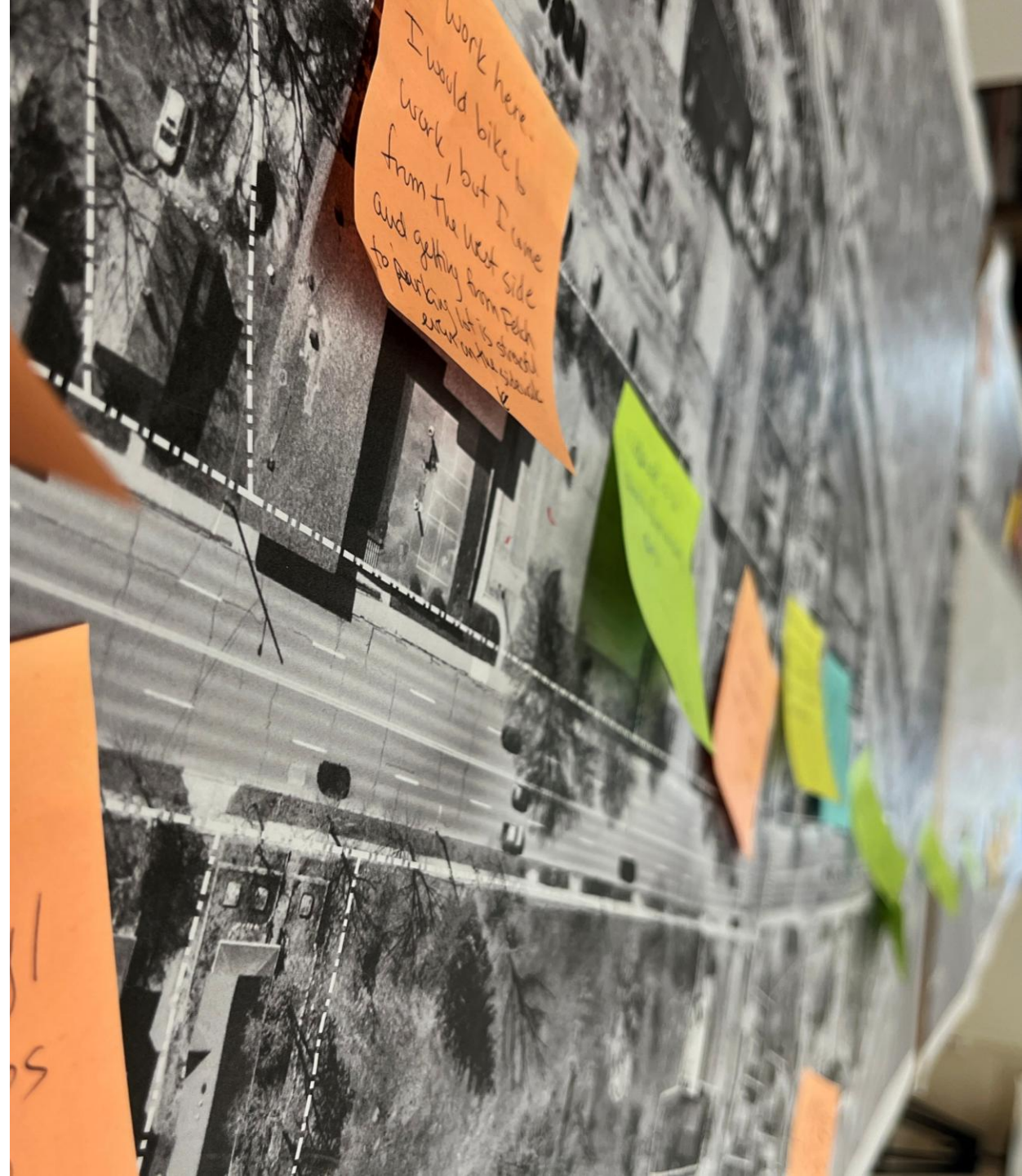
Vision Zero

NORTH MAIN

Transportation Study

Overview

1. Project Recap
2. Public Touchpoint
3. Board Comments
4. Pin-up Comments
5. Material Preference Survey
6. Next Steps



Project Recap

Project Summary

- Explore design concepts to improve safety, connectivity, and comfort for everyone who travels along the corridor.

End Goal

- Develop a concept design for North Main Street between Huron Street and M-14

Vision Statement



North Main Street will support vibrant and unique community destinations with a safe street where no one is seriously injured or killed.



Public Touchpoint

- Open Studio
 - May 19 | 1 – 3:30 p.m.
 - May 20 | 4 – 6 p.m.
- Public Open House
 - May 21 | 5:30 – 7:30 p.m.
- Online Survey
 - May 19 – June 12, 2026



01

Board Comments

M-14 Interchange

Existing Design

- Key findings:**
- Existing design leads to half of drivers going faster than the 45 MPH speed limit in the section between Depot Street and M-14
 - Lack of sidewalks or crosswalks in this area
 - Very challenging to turn left in and out of streets and driveways in this area

Evaluation Key Design Objectives

- ✔ Supports
- ✖ Conflicts

Project Design Objectives

- Reduce Speeds ✖
- Create safe connections ✖
- Reduce vehicle miles traveled ✖
- Improve Water Quality ✖
- Improve property access ✖
- Create a gateway into the city ✖



Alternative A: Roundabout at Huron River Drive using existing ramp alignments

- Considerations:**
- Slows drivers and creates a strong gateway into and out of the city
 - Fits within existing right-of-way

Project Design Objectives

- Reduce Speeds ✔
- Create safe connections ✔
- Reduce vehicle miles traveled ✔
- Improve Water Quality ✔
- Improve property access ✔
- Create a gateway into the city ✔



Alternative B: Roundabout at Huron View Boulevard consolidating ramps into Huron River Drive

- Considerations:**
- Slows drivers and creates a strong gateway into and out of the city
 - Reduces the number of roundabout legs and consolidates driveways
 - M-14 on and off-ramps are consolidated into Huron River Drive

This design may require easements or purchase of additional right-of-way

Project Design Objectives

- Reduce Speeds ✔
- Create safe connections ✔
- Reduce vehicle miles traveled ✔
- Improve Water Quality ✔
- Improve property access ✔
- Create a gateway into the city ✔



Note on roundabout design
At this time the design team is considering both a single-lane roundabout and a "hybrid" roundabout where the North Main approaches have two lanes and the side street approaches have one lane.

Board Comment Theme(s)

Safety: Concerns about cyclists mixing with ramp traffic.

Access: Need for better bicycle connectivity, and wayfinding (for all modes)

Traffic Calming: Desire to slow vehicle speeds from M-14 to North Main

Concept Sentiment

✔ Generally viewed as a positive idea

Lake Shore Drive

Existing Design

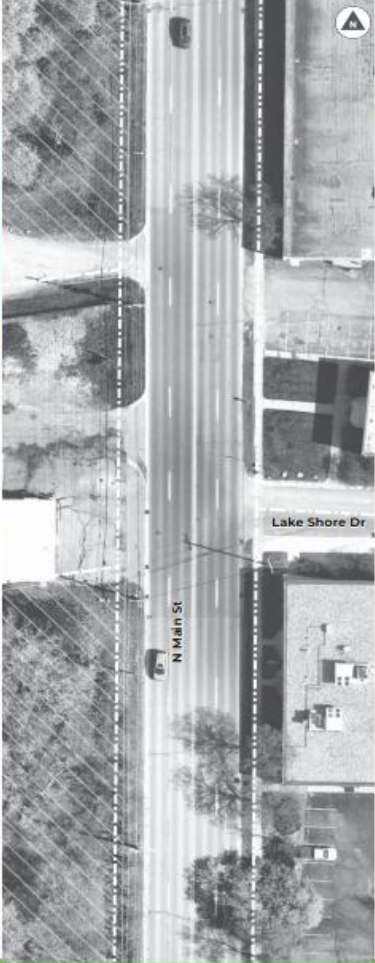
- Key findings:**
- Existing Design leads to half of drivers going faster than the 45 MPH speed limit in the section between Depot Street and M-14
 - No sidewalk on the west side of the street and no crosswalk across North Main Street
 - Very challenging to turn left in and out of Lake Shore Drive

Evaluation Key
Design Objectives

- ✔ Supports
- ✖ Conflicts

Project Design Objectives

- | | |
|--------------------------------|---|
| Reduce Speeds | ✖ |
| Create safe connections | ✖ |
| Reduce vehicle miles traveled | ✖ |
| Improve Water Quality | ✖ |
| Improve property access | ✖ |
| Create a gateway into the city | ✖ |



Alternative A: Add Enhanced Pedestrian Crossing

- Considerations:**
- Provides a new pedestrian/bicyclist crossing
 - Improves left turns in and out of Lake Shore Drive
 - Fits within existing right-of-way
 - If there is additional sidestreet traffic in the future a traffic signal could be added.

Project Design Objectives

- | | |
|--------------------------------|---|
| Reduce Speeds | ✔ |
| Create safe connections | ✔ |
| Reduce vehicle miles traveled | ✔ |
| Improve Water Quality | ✔ |
| Improve property access | ✔ |
| Create a gateway into the city | ✔ |



Alternative B: Roundabout

- Considerations:**
- The roundabout helps slow speeds between Depot and M-14 where there are otherwise no substantial traffic calming features
 - Further improves ability to make left turns in and out of Lake Shore Drive

This design requires easements or purchase of additional right-of-way

Project Design Objectives

- | | |
|--------------------------------|---|
| Reduce Speeds | ✔ |
| Create safe connections | ✔ |
| Reduce vehicle miles traveled | ✔ |
| Improve Water Quality | ✔ |
| Improve property access | ✔ |
| Create a gateway into the city | ✔ |



Board Comment Theme(s)

Safety: Support for signals and safer crossings, especially during peak travel

Access: Better connections to North Main, the River trail and the bluffs

Implementation: Roundabout cost, practicality, and funding opportunities

Traffic Operations: Turn movements for center lane and site acquisition for roundabout.

Concept Sentiment

✔ Concepts seen as a positive and as a needed improvement

Depot Street & Summit Street

Existing Design

- Key findings:**
- 80% of drivers go faster than the 30 mph speed limit south of Depot Street
 - No crosswalks across Main Street at Depot Street intersection
 - No gateway features to slow drivers or signal that you are entering downtown

Evaluation Key
Design Objectives

✓	Supports
✗	Conflicts

Project Design Objectives

Reduce Speeds	✗
Create safe connections	✗
Reduce vehicle miles traveled	✗
Improve Water Quality	✓
Improve property access	✗
Create a gateway into the city	✗



Alternative A: Reduced Intersection Footprint

- Considerations:**
- Slows drivers coming into and out of the city
 - Reduces the intersection size compared to existing intersection, shortening pedestrian crossings and creating a more pleasant walking environment
 - Fits within existing right-of-way

Project Design Objectives

Reduce Speeds	✓
Create safe connections	✓
Reduce vehicle miles traveled	✓
Improve Water Quality	✓
Improve property access	✓
Create a gateway into the city	✓



Alternative B: Two Roundabouts

- Considerations:**
- Roundabouts significantly reduce speeds through these intersections
 - Creates a more substantial gateway – paired with roundabouts at Lake Shore Drive and the M-14 interchange this could drastically change the character of the street and change driver behavior to slow down

This design requires a significant easements or purchase of additional right of way.

Project Design Objectives

Reduce Speeds	✓
Create safe connections	✓
Reduce vehicle miles traveled	✓
Improve Water Quality	✓
Improve property access	✓
Create a gateway into the city	✓



Board Comment Theme(s)

- Safety:** Ensuring facilities are safe and clearly designed for people walking and biking.
- Traffic Calming:** Slowing traffic and managing neighborhood traffic impacts.
- Placemaking:** Support for gateway features and improved corridor identity.

Concept Sentiment

- ✓ Concepts seen as a positive but emphasize Bike + Ped Safety at Roundabouts

Kingsley Street/Beakes Street

Existing Design

- Key findings:**
- Pedestrian crossings of North Main Street are uncomfortable
 - No gateway features to slow drivers or signal that you are entering downtown

- Evaluation Key**
Design Objectives
- ✓ Supports
 - ✗ Conflicts

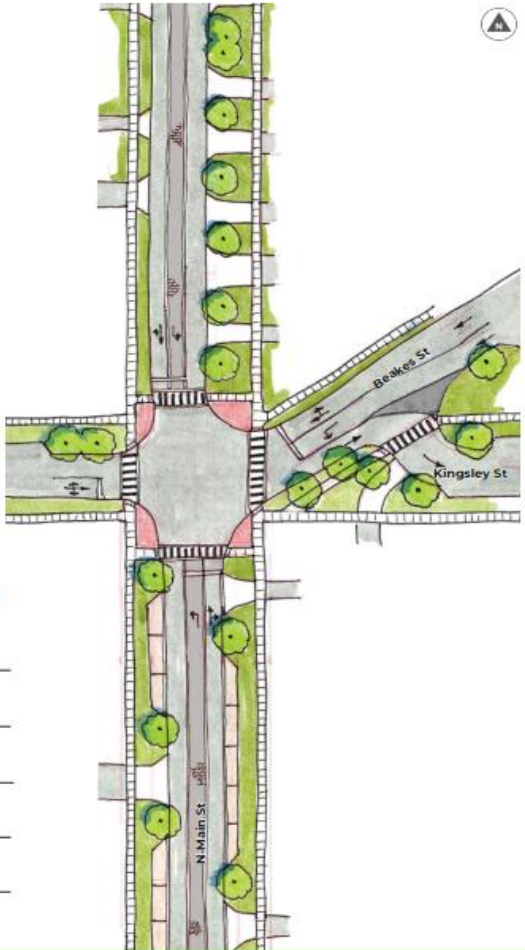
- Project Design Objectives**
- Reduce Speeds ✗
 - Create safe connections ✓
 - Reduce vehicle miles traveled ✗
 - Improve Water Quality ✗
 - Improve property access ✗
 - Create a gateway into the city ✗



Alternative A: Street Right-Sizing

- Considerations:**
- Narrowed cross section keeps traffic calm as drivers enter the heart of downtown
 - Fits within existing right-of-way

- Project Design Objectives**
- Reduce Speeds ✓
 - Create safe connections ✓
 - Reduce vehicle miles traveled ✓
 - Improve Water Quality ✓
 - Improve property access ✓
 - Create a gateway into the city ✓



Board Comment Theme(s)

Safety: Wrong Way Concerns along Beakes / Kingsley.

Design: Ensuring Combability with the Downtown Area Circulation (DAC) Study / Moving.

Concept Sentiment

✓ Concept support with a few design modifications

Felch Street

Existing Design

- Key findings:**
- No crosswalk across North Main Street at Felch Street/North Main Park
 - Making left turns in or out of the neighborhood at Felch Street can be difficult

Evaluation Key
Design Objectives

- ✔ Supports
- ✖ Conflicts

Project Design Objectives

- | | |
|--------------------------------|---|
| Reduce Speeds | ✖ |
| Create safe connections | ✖ |
| Reduce vehicle miles traveled | ✖ |
| Improve Water Quality | ✖ |
| Improve property access | ✖ |
| Create a gateway into the city | ✖ |



Alternative A: Enhanced Pedestrian Crossing and Two-Stage Car Left Turn

- Considerations:**
- Improves pedestrian crossing at North Main Park
 - Improves ability to make left turns from Felch St onto Main St
 - Median slows traffic and can be used as an additional gateway
 - Fits within existing right-of-way

Project Design Objectives

- | | |
|--------------------------------|---|
| Reduce Speeds | ✔ |
| Create safe connections | ✔ |
| Reduce vehicle miles traveled | ✔ |
| Improve Water Quality | ✔ |
| Improve property access | ✔ |
| Create a gateway into the city | ✔ |



Board Comment Theme(s)

Traffic Calming: Creating a safer crossing from the North Main Park to Felch.

Design / Operations: Incorporate shade along sidewalks and evaluate signal operations.

Concept Sentiment

✔ Concepts seen as a positive

Catherine St to Huron St

Existing Design



Evaluation Key

- ✓ Supports
- ✗ Conflicts

Project Design Objectives

Reduce Speeds	✗
Create safe connections	✓
Reduce vehicle miles traveled	✗
Improve Water Quality	✗
Improve property access	✓
Create a gateway into the city	✓

Alternative A:

Enhanced Streetscaping to create a sense of arrival to Downtown Main Street



Project Design Objectives

Reduce Speeds	✓
Create safe connections	✓
Reduce vehicle miles traveled	✓
Improve Water Quality	✓
Improve property access	✓
Create a gateway into the city	✓

Board Comment Theme(s)

Design: Supportive of the concept with opportunities to improve pedestrianization and vehicle operations.

Concept Sentiment



Great support for the new design.

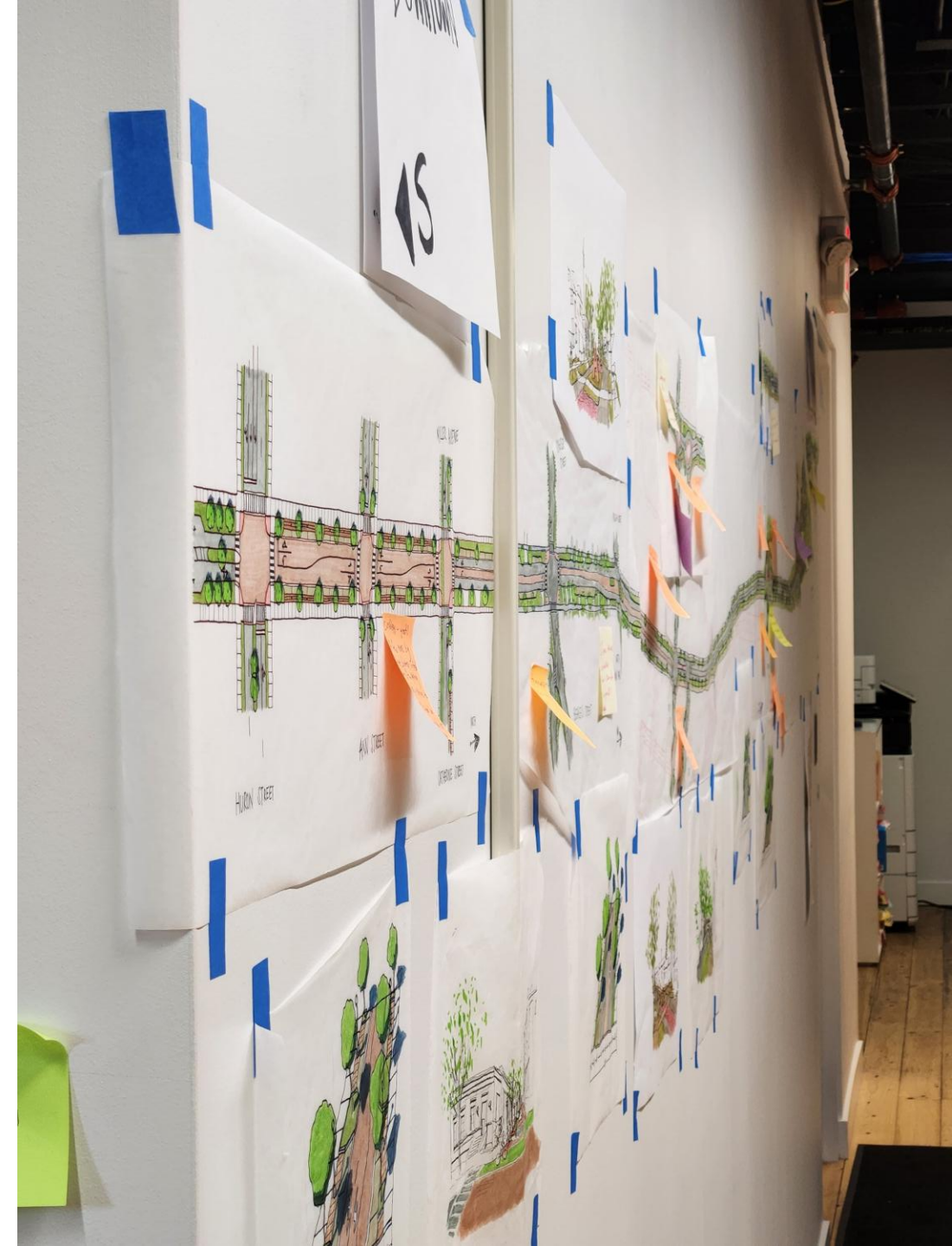
Pin-up Comments

02

Public Pin-up

During Thursday's (May 21st) Pin-Up, the public had an opportunity to review the design team's work and provide feedback on the overall corridor design and proposed intersection treatments. Most comments focused on the following locations:

- M-14 Interchange, Huronview Dr, Lakeshore Dr
- Summit St + Depot St
- Kingsley St + Felch St
- Huron St + Catherine St



Pin-up Comment(s) M-14, Huron River Dr, Lakeshore Dr

Can the no-property-acquisition option be a compact roundabout

Love the roundabout especially so drivers can turn around

Roundabouts are great But N-S Traffic at busy times – Can't get out of Lakeshore?

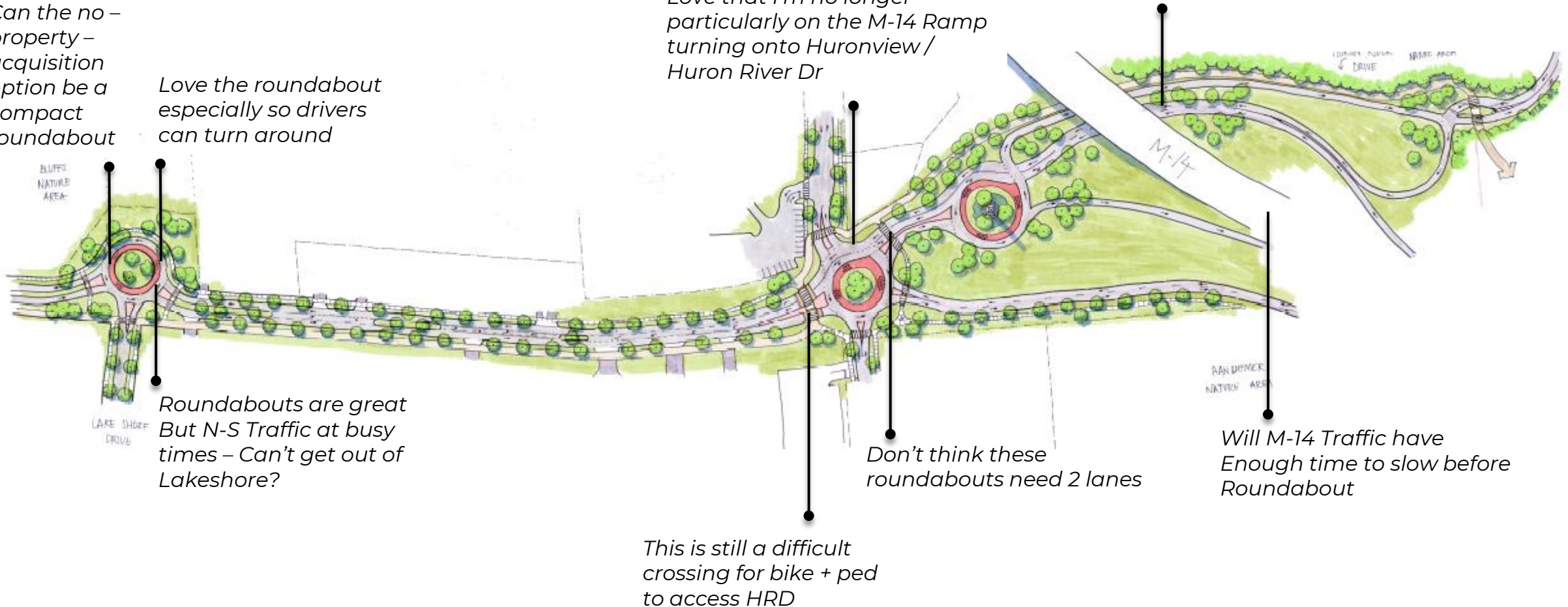
Love that I'm no longer particularly on the M-14 Ramp turning onto Huronview / Huron River Dr

Please make this single-lane. There's almost no traffic coming down HRD... they can safely merge with off-ramp, no?

Don't think these roundabouts need 2 lanes

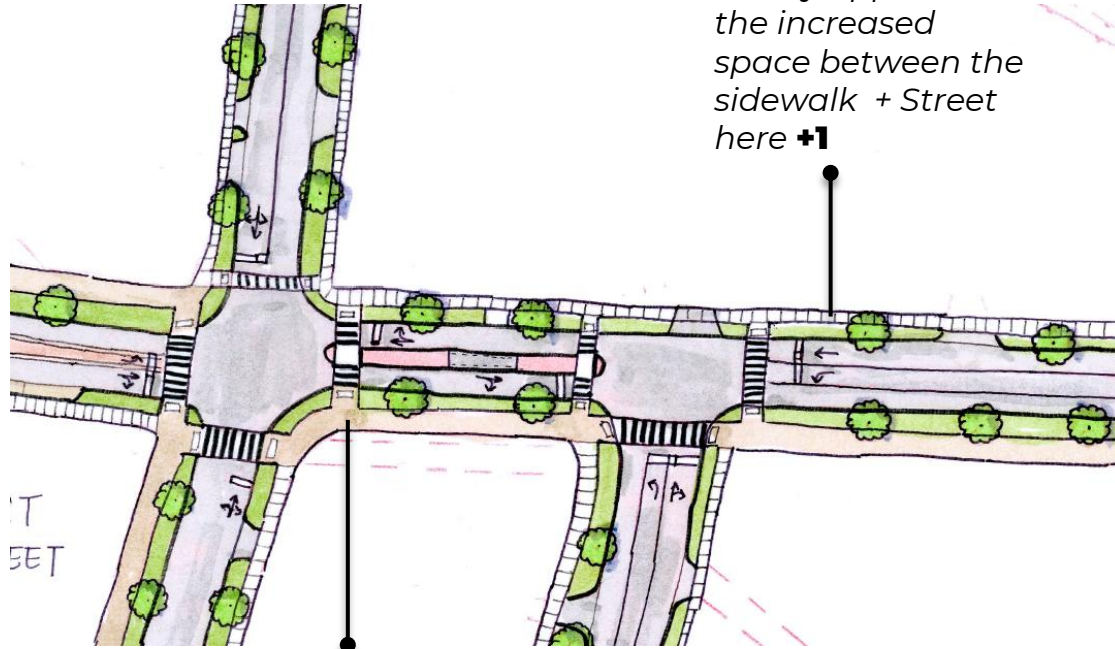
Will M-14 Traffic have Enough time to slow before Roundabout

This is still a difficult crossing for bike + ped to access HRD



Pin-up Comment(s) Summit St + Depot St

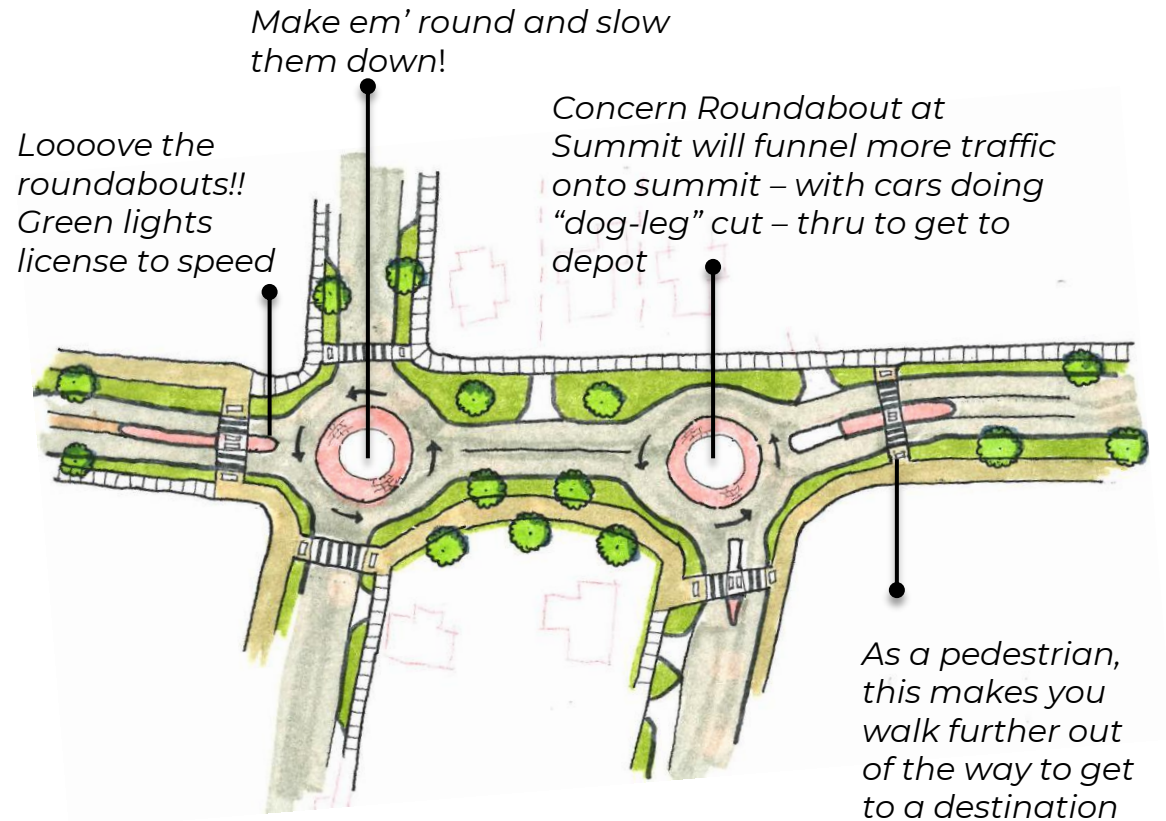
Option A



I really appreciate the increased space between the sidewalk + Street here +1

Prefer this option, especially for people with cognitive or processing challenges or mobility challenges

Option B



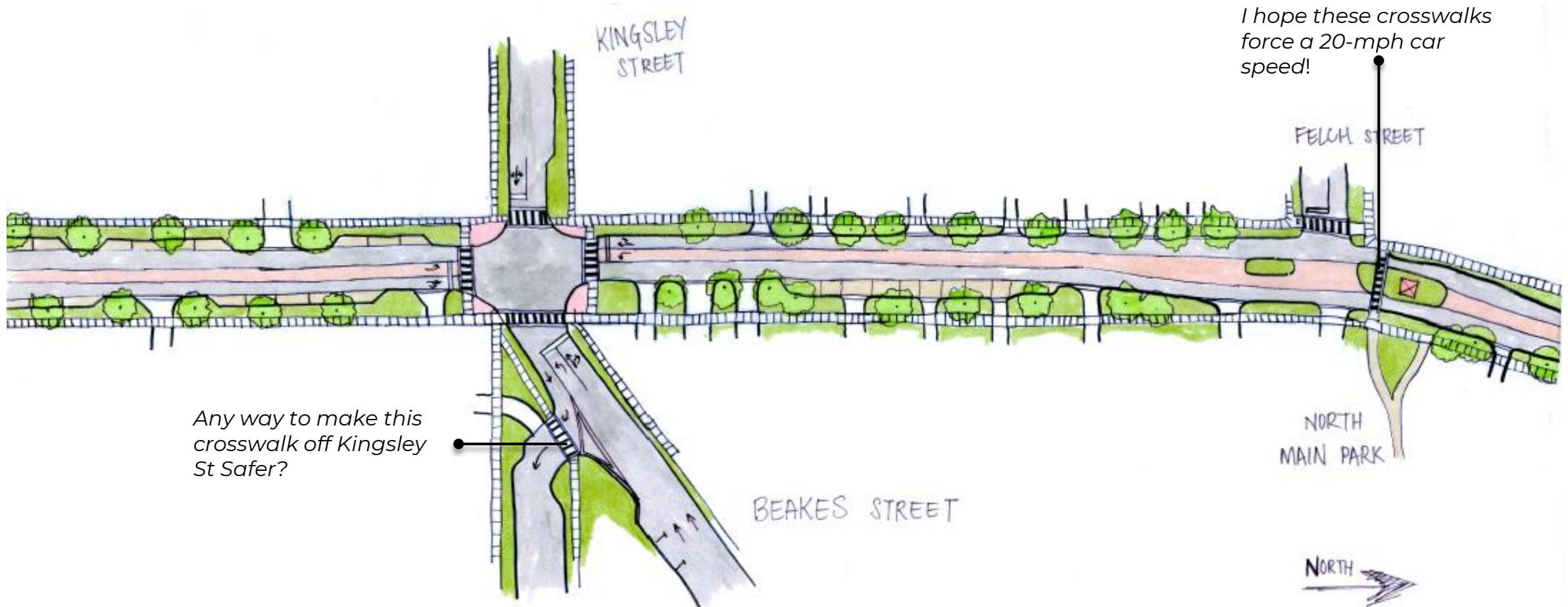
Make em' round and slow them down!

Looooove the roundabouts!! Green lights license to speed

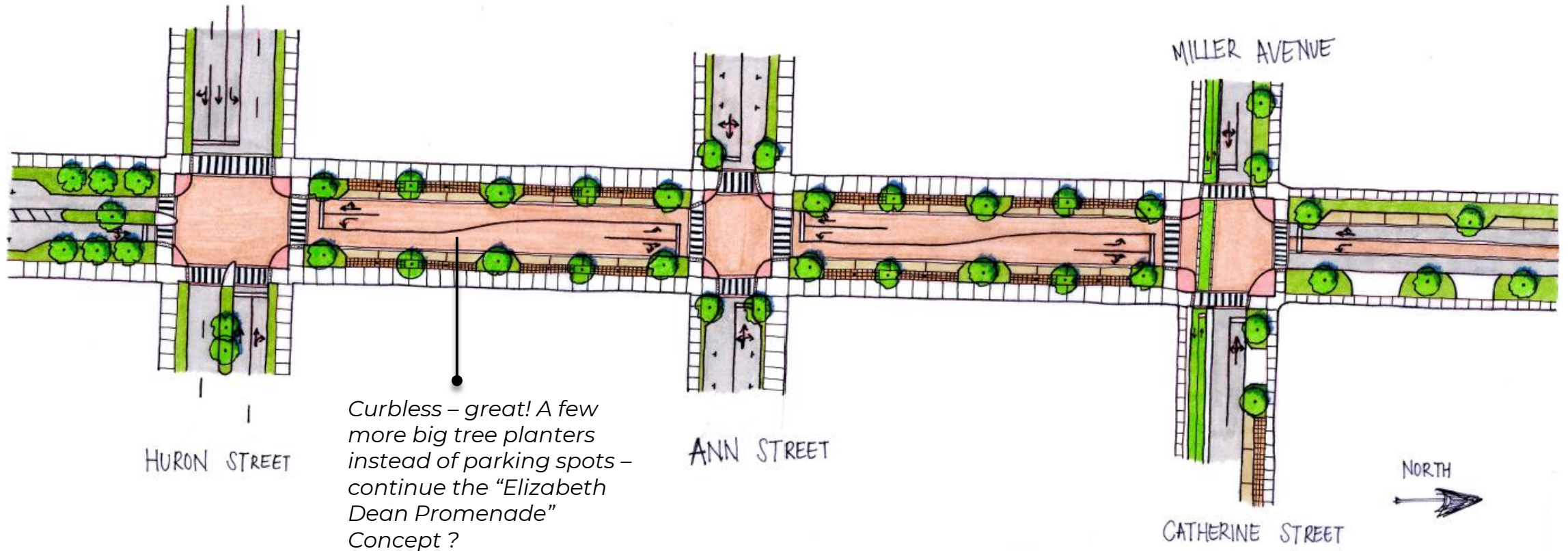
Concern Roundabout at Summit will funnel more traffic onto summit - with cars doing "dog-leg" cut - thru to get to depot

As a pedestrian, this makes you walk further out of the way to get to a destination

Pin-up Comment(s) Kingsley St + Felch St



Pin-up Comment(s) Huron St + Catherine St



Material Preference Survey

03

Survey Summary

Survey Purpose:

The online survey focused on gathering community feedback on material preferences, including furnishings, lighting seating, planting and streetscape details.

Responses helped the project team understand which materials and aesthetic treatments were most supported by the public.

Participation:

Engaged 50+ survey participants online and in person

Outcome:

Overall, respondents supported the proposed designs, emphasizing natural materials, accessibility, safety, and maintenance.

Category

Furnishing

Lighting

Seating

Plantings

Streetscape

Theme 1

Comfort & Gathering – Comfortable, accessible spaces to rest, eat, and gather.

Character – Lighting that complements the area's identity and creates an inviting atmosphere.

Nature & Placemaking – Seating that integrates trees, shade, and attractive design.

Nature – Native plantings and green infrastructure that enhance beauty and environmental performance.

Material & Identity – Materials and design that reinforce neighborhood identity and sense of place.

Theme 2

Natural Material – Warm, natural materials that create a welcoming atmosphere.

Safety – Improves visibility while minimizing light pollution.

Inclusive Seating – Comfortable, accessible seating that welcomes all users and avoids hostile design.

Safety – Landscaped buffers that improve comfort and protect people walking and biking.

Trees & Accessibility – Healthy street trees paired with accessible, comfortable pedestrian spaces.

Theme 3

Practicality – Durable, functional furnishings that are easy to maintain.

Practicality – Durable, functional, and easy to maintain.

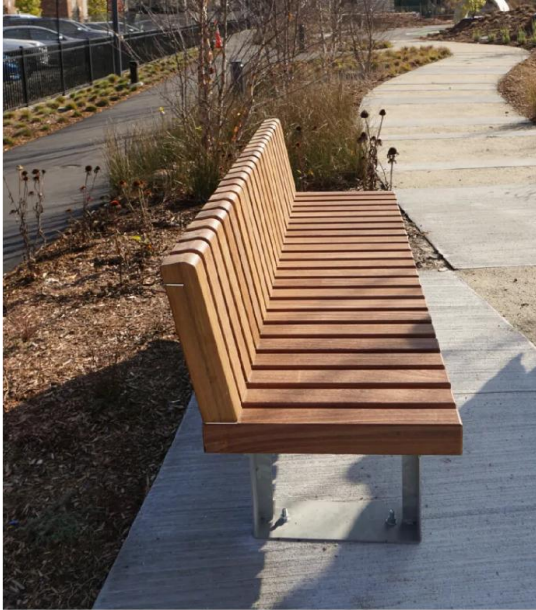
Practicality – Durable, functional, and easy to maintain.

Practicality – Low-maintenance plantings that preserve visibility and function.

Practicality – Durable materials that age well and are easy to repair and maintain.

Furnishing Preference

Wooden bench with slats



Like

45

Dislike

1

Silver trashcan



Like

48

Dislike

1

Wooden bench with slats and arm rest



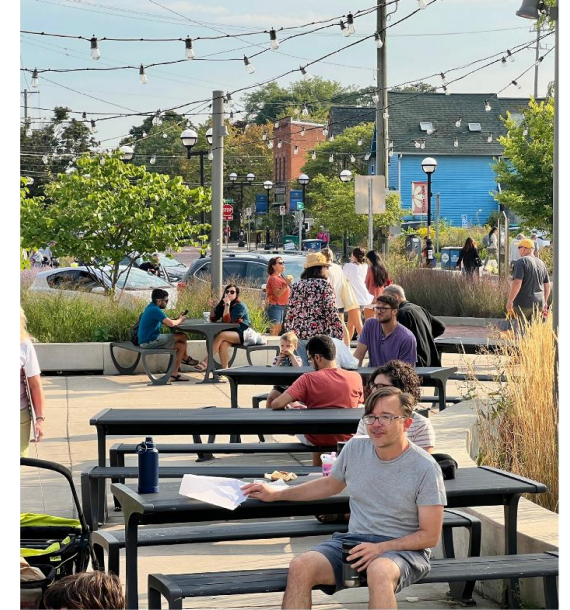
Like

50

Dislike

-

Metal picnic tables



Like

47

Dislike

1

Wooden bench with slats



Public Comment(s)

- “Love”
- “Doesn’t look comfortable”

Wooden bench with slats and arm rest



Public Comment(s)

- “Benches are great”
- “My ranking prioritizes the wood aesthetic as something that best blends in with nature. But also provides a place for people to sit and enjoy their surroundings.”

Silver trashcan



Public Comment(s)

- “Trash bins are great; it discourages littering and gives us a place to put our trash”
- Love having clear and sturdy trash cans accessible.

Metal picnic tables



Public Comment(s)

- “Benches are great”
- “Picnic tables are great, but it depends on where they are. A lot of N Main it's very busy and not ideal for hanging out, but some spots definitely are!”

Lighting Preference

Lamp Posts



Like

48

Dislike

5

Overhead Lights



Like

46

Dislike

3

Lighted bollards



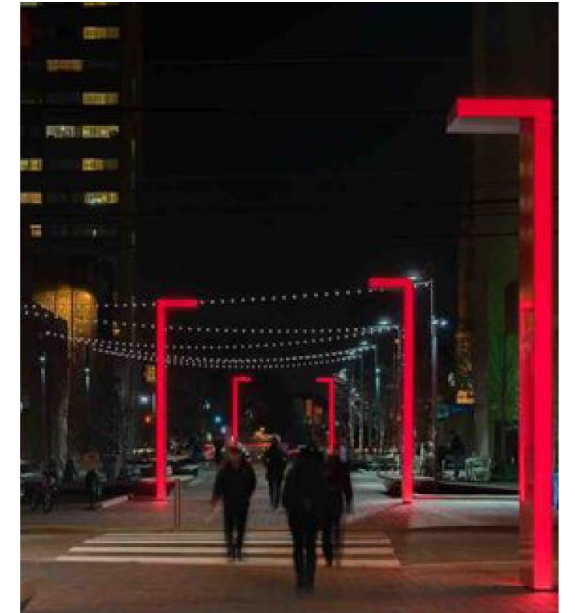
Like

50

Dislike

2

LED outdoor overhead lighting posts



Like

34

Dislike

5

Lamp Posts



Public Comment(s)

- “Natural warm lights that light the public realm best are preferred to vanity lights or LEDs
- “Blends with Historic Architecture”

Lighted bollards



Public Comment(s)

- “Lighted bollards seem like a really good idea. So many areas of the city are under lit at night making pedestrians and cyclists hard to see.”

Overhead outdoor string Lights



Public Comment(s)

- “Light pollution (spider catchers) etc.
- “Festive but probably fairly lighting polluting maybe limit to winter months”

LED outdoor overhead lighting posts



Public Comment(s)

- “Airport Like”
- “Would be good used sparingly.”
- “Creates a lot of visual interest, and I enjoy how it incorporates nature into the design.”

Seating Preference

Black metal bench with arm rests



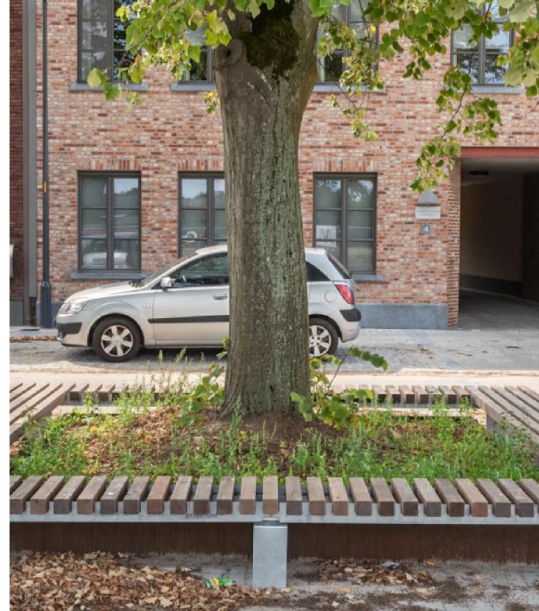
Like

31

Dislike

8

Wooden bench with slats that wraps around a tree bed



Like

53

Dislike

1

Metal table with metal chairs



Like

40

Dislike

3

Benches with slats that zig zag along planted landscape



Like

50

Dislike

1

Black metal bench with arm rests



Public Comment(s)

- “This bench says ‘move along’ ”
- “I don’t like the center arm rest”
- “Black metal benches = classic, classy design”

Wooden bench with slats that wraps around a tree bed



Public Comment(s)

- “Love this bench”
- “Space for people unfamiliar with one another can sit together without being uncomfortably close. Family have room to spread out”

Metal table with chairs



Public Comment(s)

- “These chairs are not stable for accessible for older or larger people. I like tables + chairs but it they need to be sturdy”
- “Very functional, and it think we need more seating and table options across the city.”

Benches with slats that zig zag along planted landscape



Public Comment(s)

- “Integrating nature (trees) and aesthetically pleasing benches zig zagging”
- “Not organic or nice looking – something more in tune to nature”

Plantings Preference

Curb cut plantings



Like

41

Dislike

2

Planted median



Like

42

Dislike

-

Bioswale median planter



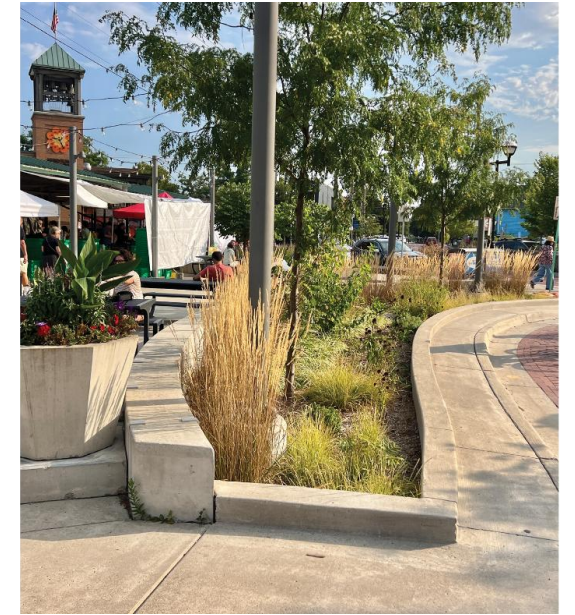
Like

44

Dislike

-

Planter separating seating area and right of way



Like

56

Dislike

-

Curb cut plantings



Public Comment(s)

- “Would be nice if bigger”
- “All great”

Bioswale median planter



Public Comment(s)

- “I love these”
- “So much nicer than more concrete or grass that someone mows”

Planted median



Public Comment(s)

- “Ann Arbor is better with more green stuff. I love the green stormwater capture.”
- “I want planting to also be protection from cars – so more concrete is better”

Planter separating seating area and right of way



Public Comment(s)

- “Native planting + Trees are great”
- “Love the planters + Trees”

Streetscape Materials Preference

Brown and gray brick pavers



Like

36

Dislike

2

Long brick pavers



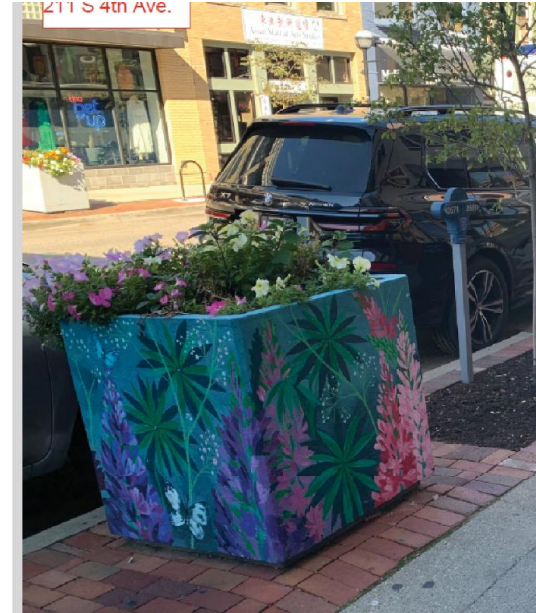
Like

47

Dislike

1

Traditional brick pavers



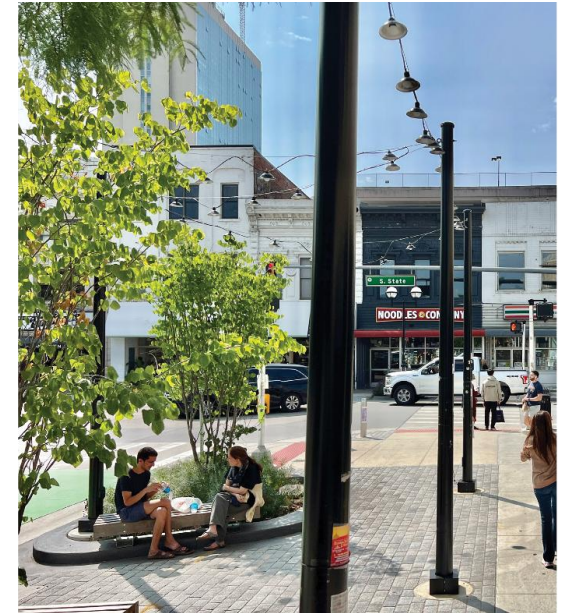
Like

42

Dislike

5

Dark grey brick paver



Like

48

Dislike

-

Brown and gray brick pavers



Public Comment(s)

- “Feels the least finished of all these options.”

Traditional brick pavers



Public Comment(s)

- “Red brick? Classic”
- “Traditional brick pavers are most complementary to the current A2 streetscape.”
- “Warm Brick is nicer”

Long brick pavers



Public Comment(s)

- “Cleanest Look”

Dark grey brick pavers



Public Comment(s)

- “The grey gives more of an old school stone vibe.”

Next Steps

04

Next Steps

- Refine Alternative Design Concepts
- Develop Recommendations and Implementation Strategies
- Prepare Final Report (Fall 2026)



Thank you

url.a2gov.org/n-mainstransport-study



Vision Zero

NORTH MAIN

Transportation Study