PEOPLE-FRIENDLY STREETS

FIRST & ASHLEY PROJECT & WILLIAM STREET BIKEWAY

DESIGN DEVELOPMENT

DDA CIC meeting 2018.11.28
Street Project Timelines

**William Street Bikeway**
- Late January 2019: Out for bid
- Late February 2019: Bid opening
- March/April 2019: DDA board approval for construction contract
- Spring 2019 (Late April / Early May): Construction
- 12-16 week construction period (estimated completion in September). Sequence to minimize art fair impacts

**First & Ashley Street**
- Spring 2019 streetscape refinement & outreach
- Summer 2019 Construction documentation
- Fall 2019: Out for bid
- Spring 2020: Construction starts
- End of 2020: Construction finishes

* Still working through construction phasing and maintenance of traffic needs during construction.

**On-Going Coordination**
- MDOT for Huron Street changes relative to FAW two-way restoration
- AAATA / The Ride bus stop location adjustments
- UM for bikeway connection onto campus
- MDOT railroad (for rail crossings)
- City Solid Waste
- Ann Arbor District Library
- Adjacent neighbors, businesses, and stakeholders
- Other City Units / Street Design Team
Curb adjust: widen roadway (for bikeway accommodation)

Curb adjust: narrow roadway (for more sidewalk/streetscape space)

Streetscape enhancement A (street trees, street lighting, sidewalk rehab)

Streetscape enhancement B (tree replacement as needed, street lighting, sidewalk repair as needed)

Water main upsizing

Water main consolidation (city funded)

Corner Bumpouts

The exact extend/limit of streetscape enhancement will continue to evolve as the budget allows.
Project Elements: Planned Intersection Controls

- **PLANNED** signal to 4-way stop
- **PLANNED** 2-way to 4-way stop sign
- **Signalized intersection** - adjustment to two-way traffic
- **Signalized intersection** – unchanged
- **All-way Stop sign controlled** intersection – unchanged

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Map showing planned intersection controls at various streets in Ann Arbor.
Bikeway Protection

- **Midblock** = Delineator posts
  - Available in different colors depending on make (yellow, white, orange most common)
  - Could use different color at corner vs. at midblock locations
  - Curbed islands at corners will protect delineators from turning cars & snow plows

- **At Corners** = 10-15’ section of raised curb island (width varies, 3’-4’ typically) with delineator posts.
• Refuse Service
  – Buffer widths of 3’ or more can accommodate hand carts within the buffer zone
  – Narrow buffers will require staging carts behind the curb. Very little of this condition present.

• Snow Clearing
  – Snow can be piled on buffer and/or behind the curb.
  – Minimum bikeway width = 8’ throughout corridor, with a 4-6’ wide buffer.
  – Plowing sequence (roadway first – then bikeway with smaller plows
Outreach Feedback

- **Blank Slate (First & Liberty)**
  - Acceptance of curb closure on First Street for creation of bump-outs
  - Can provide 1-2 short-term parking spaces
  - Solid waste can change methods of waste pickup
Outreach Feedback

• Ashley 200 Block Merchants
  – Overall desire to see expanded sidewalk space
  – Strong support for new street lighting and trees (caveat: no trees in front of DT home & garden)
  – Glad to see more consideration of loading and/or flexible parking spaces
  – Desire to see bulk of work during June – August time frame to minimize business impacts
  – Biggest concerns regarding maintaining access to businesses.
Project Elements: **Street Type**

- **Bikeway – Preferred Width (40’+ roadway)**
- **Bikeway – Constrained Width (33’+ roadway)**
- **Commercial Street (high viz sharrows)**
- **Neighborhood Street with Advisory Bike Lanes**
- **NBH Street**

**William Street = 2019 Construction**
- 2-way bikeway
- Road resurfacing
- Intersection improvements
- Watermain consolidation (city funded)

**First & Ashley = 2020 Construction**
- Two-way street restoration
- 2-way bikeway
- Streetscape improvements
- Resurfacing
- Watermain upsizing
Potential Treatments

- **Mill & Resurface**
- **Rehab**
- **Cape Seal**
- **Micro Seal**
- Watermain upsizing

- Repaving is important due to creation of bikeway and desire for a smooth surface.
- Pavement marking durability better on newly paved streets.
- DDA is coordinating with City’s resurfacing program to share costs for repaving.
Typical Bikeway Intersection

- Curb-to-Curb: 42'
- Buffer: 4.5'
- Parking & Loading: 8' & 8' (or bump-out)
- Turn Queue Box (or bump-out)
- Bikeway: 8'
- Curb: 18”
- Pedestrian Zone: 12’

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<thead>
<tr>
<th>12’ Pedestrian Zone</th>
<th>8’ Bikeway</th>
<th>4.5’ Buffer</th>
<th>Two 10’ Travel Lanes</th>
<th>8’ Parking &amp; Loading (or bump-out)</th>
<th>12’ Pedestrian Zone</th>
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12

People-Friendly Streets | Working Group
2018.02.13
Commercial Street – Typical design approach

38’ Curb-to-Curb

14’ Pedestrian Zone

8’ Parking & Loading (or bump-out)

Two 11’ Travel Lanes (with High-Viz Sharrows)

8’ Parking & Loading (or bump-out)

14’ Pedestrian Zone
Advisory Bike Lane – typical design approach

- 16’ Pedestrian & Landscape Zone (or bump-out)
- 7’ Parking
- 20’ Shared Lane with Advisory Bike Lanes
- 7’ Parking
- 16’ Pedestrian & Landscape Zone (or bump-out)
- 34’ Curb-to-Curb