PEOPLE-FRIENDLY STREETS

FIRST & ASHLEY PROJECT & WILLIAM STREET BIKEWAY

ENGINEERING PHASE

DDA CIC meeting 2019.01.23
Project Elements: **Street Type**

- **Bikeway – (2-way protected bike lane)**
- **Commercial Street (high viz sharrows)**
- **Neighborhood Street with Advisory Bike Lanes**
- **Neighborhood 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
Street Project Timelines

• **William Street Bikeway**
  – February 18, 2019: Out for bid
  – March 15th: Bid opening
  – March 20 / April 3rd: CIC approval / Board approval
  – Spring 2019 (May 1st): Construction begins
  – 12-16 week construction period (estimated completion in September).

• **Coordination**
  – AAATA / The Ride bus stop location adjustments
  – Communication & Educational Program
  – UM for bikeway connection onto campus
    * Shared concept design with UM
  – MDOT railroad (for rail crossings)
    * Diagnostic meeting in January
  – City Maintenance
    * Solid Waste & Snow Removal
  – Ann Arbor District Library
  – Adjacent neighbors, businesses, and stakeholders
  – Other City Units / Street Design Team
Typical Bikeway & Intersection Design

1. Curb islands at Corners
2. Bikes Use Ped Signal Signs
3. 2-Stage Turn Queue Bike Box

12’ Pedestrian Zone

- 10’ Bikeway (8’ at some intersections)
- 4-6’ Buffer (2’ min)
- 10’ Travel Lane
- 10’ Travel Lane
- 8’ Parking & Loading (or bump-out)
- 12’ Pedestrian Zone

(w/ delineator posts)
Typical Crossing Configurations (Example at 5th Ave)
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.
“Yield” marking with “bikes yield to pedestrians” signage
William Street Project Elements: **Road Resurfacing & Watermain Consolidation**

### Planned Treatments

- **Mill & Resurface (3” typical)**
- **Rehab**
- **Cape Seal**

### Watermain Consolidation (William)

- 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 w/ City’s resurfacing program to share costs for repaving.
THANK YOU
**William Street Construction Phasing & Maintenance of Traffic (MOT)**

**PHASE 1**
- Division - State
- Total closure w/detours
- Complete all work and resurfacing before art fair

**PHASE 2**
- 5th Ave - Division
- Total closure w/detours

**PHASE 3**
- 1st - Main
- Total closure w/detours
- Resurfacing on SOUTH side of the road.
- 1-lane eastbound remains open

**PHASE 4**
- 1st - Division
- Resurfacing on SOUTH side of the road.
- 1-lane eastbound remains open

**PHASE 5**
- 1st - Division
- Resurfacing on NORTH side of the road.
- 1-lane eastbound remains open
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
Project Elements: **Streetscape & Infrastructure**

- **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.*
Typical Bikeway Intersection

- 42' Curb-to-Curb
- 4.5' Buffer
- Two 10' Travel Lanes
- 12' Pedestrian Zone
- 8' Parking & Loading (or bump-out)
- 8' Bikeway
- 18" Curb

Turn Queue Box
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

34’ Curb-to-Curb

16’ Pedestrian & Landscape Zone
20’ Shared Lane with Advisory Bike Lanes
16’ Pedestrian & Landscape Zone

7’ Parking (or bump-out)
Bikeway Maintenance & Service

• 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