STATE STREET & KEY STREETS PROJECTS

Key Street Analysis 2020

Photo Credit: Daniel Brenner
AGENDA
KEY STREETS & STATE STREET PROJECTS

Review:
- Shared values – supported by CIC
- City-wide initiative alignment
- Project opportunities
- Evaluation + prioritization

Discuss CIP recommendations
During planning/design: Used to identify and prioritize project opportunities.

After implementation: Used to measure success and impact.
WHERE WE ARE GOING
OTHER CITY INITIATIVES / DIRECTION

Key city initiatives:

- Affordable Housing (Housing Commission) & Analysis of City-Owned Properties
- A2 Zero – Carbon Action Plan (Office of Sustainability & Innovation)
- Transportation Master Plan (Transportation Department)

Climate events, lack of access, and significant disparity between wages and housing costs hamper economic health and increase inequities.

*We need to build resiliency in these areas!*
WHERE WE ARE GOING

DIRECTION

Economic Development for all

▪ Safe and equitable access to social and economic opportunities downtown
▪ Economic and demographic diversity downtown
▪ Improved resilience to significant climate and economic events
▪ Creating inclusive public spaces
LINKING VALUES TO PROJECTS

Community Alignment

- Define what is important to the community
- Align and support other priorities and initiatives

Desired Outcomes

- Identify tangible differences we can make in the community
- Establish a means of measuring success
- Gather public input

Project Opportunities

- Evaluate + prioritize project opportunities based on potential outcomes
- Measure and track outcomes after implementation
WHERE WE ARE GOING

LOGISTICS

Since the last DDA CIC meeting-

1. Met with the technical leadership group to make sure our efforts are coordinated.
2. Refined the downtown streets analysis and opportunities assessment.
3. Discussed and evaluated how the DDA can support affordable housing initiatives.
4. Reviewed our public engagement approach and project schedule
5. Reviewed DDA TIF-funded CIP (recommend shifting one year)
### WHERE WE ARE GOING

#### LOGISTICS

<table>
<thead>
<tr>
<th>Pilot Projects</th>
<th>2020</th>
<th>2021</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>August</td>
<td>Sept</td>
</tr>
<tr>
<td>2. Installation and Open Feedback</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Reporting to Public</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Key Streets Project

<table>
<thead>
<tr>
<th>1. Key Streets Assessment and Engagement</th>
<th>2. Key Streets Concept Design and Engagement</th>
<th>3. Key Streets Concept Design Wrap-Up</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### State Street Project

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- State Street Construction assumed for the 2022 season
- Key Streets construction could follow in 2023
STREET EVALUATION

PEOPLE-FRIENDLY STREETS
EVALUATING PROJECT OPPORTUNITIES

CRITERIA

SAFETY
Corridors with higher pedestrian & bicycle crashes

EQUITY
Corridors that serve higher need populations

AFFORDABLE HOUSING
Corridors that support affordable housing development and higher need populations

CIP & PLAN ALIGNMENT
Corridors that align with identified Capital Improvement Projects and/or long-range plans

BICYCLE CONNECTIVITY + COMFORT
Corridors that can fill a gap or extend the network of lower stress bike facilities

PEDESTRIAN REALM & COMMERCIAL SPACE
Corridors with stronger pedestrian and commercial context where sidewalks are under sized and/or not lit per pedestrian lighting

SUSTAINABILITY & RESILIENCE
Corridors support reducing vehicle miles traveled, stormwater opportunity, energy efficiency

TRANSIT
Corridors aligns with relatively more transit corridors.

SAFETY
EQUITY
AFFORDABLE HOUSING
CIP & PLAN ALIGNMENT
BICYCLE CONNECTIVITY + COMFORT
PEDESTRIAN REALM & COMMERCIAL SPACE
SUSTAINABILITY & RESILIENCE
TRANSIT
SAFEY – CRASH DATA

PEDESTRIAN OR BIKE CRASHES RESULTING IN INJURY OR FATALITY

- Miller & Catherine
- Division Street
- 4th Ave
- 5th Ave
- Washington

Many locations align with recent projects (changes not reflected in data) or potential corridors.
What **routes** serve the most vulnerable, considering:

- Public assistance
- Race & ethnicity
- 60% AMI (below $40k household)
- Under 18
- 65 and over
- Zero vehicles
Need engagement to understand localized barriers + issues.

Emphasize all ages + abilities

Focus on corridors + streets with safety concerns and non-motorized needs

Understand destinations and services that must be connected, including affordable housing sites

Civic/Public/Quasi-Public Resources

- Washington
- Division
- 5th Ave
- 4th Ave
- Ann
- Miller/Catherine
Infrastructure and street projects that can support affordable housing opportunities

- Miller/Catherine
- 4th Ave (north)
- 4th Ave (south)
- 5th Ave
- Washington
- Ashley

1. 721 N Main (outside of the DDA, but close)
2. 415 W Washington (across from the YMCA)
3. 404-406 N Ashley
4. 350 S. Fifth parking lot (former Y Lot across from the Library)
5. S. Ashley/William parking lot (“Kline Lot”)
6. Catherine/Fourth parking lot (Kerrytown area)
7. 353 S Main parking lot (Palio parking lot area)
FUTURE PROJECTS

- Main Street (N+S)
  - Storm, Active Trans.
- Washington St
  - Watermain, Storm, Other
- Ann
  - Watermain
- Liberty
  - Watermain, other

Streets with active projects:
- Ashley
- First St
- N. University
- S. University

Watermains under 12”

Resurfacing CIP
BICYCLE CONNECTIVITY

EXISTING + UNDER CONST.

- Bike Lane
- Buffered Bike Lane
- Protected Bike Lane
- Sharrow Segment
- Designed/Suggested Route
- Shared Use Path
- Trails / Pathways
- Treeline

Higher stress bike network gaps
BICYCLE CONNECTIVITY
FUTURE OPPORTUNITIES

Potential Separated Bikeway
- Miller/Catherine
- Ann
- Division
- S. Main

Potential Bike Boulevard
- Washington
Commercial streets with limited pedestrian space (less than 14’)

- Miller/Catherine
- 4th Ave
- Division
- Liberty

People-heavy streets with no or limited pedestrian scale lighting

- Miller/Catherine
- 4th Ave
- Washington Ave
- William
- Division
- Ann
All projects can integrate sustainable elements:
- stormwater management
- energy systems

Mobility-centered projects have biggest opportunity to reduce VMT

- Miller/Catherine
- Division
- Washington
- 4th Ave
Higher transit routes
- 4th Ave
- 5th Ave
- Washington
- Catherine/Miller
- Division
- S. Main
- Madison
- North University

Coloring based on relative number of routes served along the road.
PROJECT OPPORTUNITY EVALUATION SUMMARY

CRITERIA

SAFETY
- Miller & Catherine
- Division
- 4th Ave
- 5th Ave
- Washington

EQUITY
- Washington
- Division
- 5th Ave
- 4th Ave
- Ann
- Miller/Catherine

AFFORDABLE HOUSING
- Miller/Catherine
- 4th Ave
- 5th Ave
- Washington
- Ashley

CIP & PLAN ALIGNMENT
- Main Street (N+S)
- Washington St
- Ann
- Liberty

BICYCLE CONNECTIVITY+
+ COMFORT
- Miller/Catherine
- Ann
- Division
- S. Main
- Washington

PEDESTRIAN REALM &
COMMERCIAL SPACE
- Miller/Catherine
- 4th Ave
- Division
- Liberty
- Washington
- Ann

SUSTAINABILITY &
RESILIENCE
- Miller/Catherine
- Division
- Washington
- 4th Ave

TRANSIT
- 4th Ave
- 5th Ave
- Washington
- Huron
- Miller/Catherine
- S. Main
- Madison
- North University
- Division
DEFINING POTENTIAL PROJECTS

PEOPLE-FRIENDLY STREETS
THREE PROJECT TYPES

1. Mobility Network Improvements
2. Balance Use Street Improvements
3. Affordable Housing Support
MOBILITY NETWORK

• Complete the hub and spoke network centered on the downtown core
Potential Conditions:
Fourth to Main
PEOPLE-FRIENDLY STREET PROJECTS

MOBILITY NETWORK
- Complete the hub and spoke network centered on the downtown core

BALANCED USE
- Calm vehicular traffic to increase pedestrian space and encourage cycling
BALANCED USE STREETS
TOTAL STREET RECONSTRUCTION
BALANCED USE STREETS
TOTAL STREET RECONSTRUCTION
BALANCED USE STREETS
FLEXIBLE AND SEASONAL TREATMENTS
MOBILITY NETWORK

- Complete the hub and spoke network centered on the downtown core

BALANCED USE

- Calm vehicular traffic to increase pedestrian space and encourage cycling

AFFORDABLE HOUSING

- Investing in street and utility infrastructure to encourage affordable housing downtown
AFFORDABLE HOUSING: OLD Y-LOT

SUPPORT OPPORTUNITIES

POTENTIAL PROJECT SUPPORT
1) Water Mains where required
2) Water and Sanitary Sewer service to development
3) Storm Water Management
4) Streetscape Restoration and Improvement
5) Alley Restoration
SUPPORTING PARALLEL GOALS

- As we gather public input and monitor progress on affordable housing initiatives we will prioritize projects that achieve multiple goals.
NEXT STEPS

PEOPLE-FRIENDLY STREETS
PEOPLE-FRIENDLY STREET PROJECTS

NEXT STEPS

• AUGUST thru NOVEMBER: Install, engage public, and monitor Pilot Projects

• JANUARY thru MAY 2021: Engage public on the selection, prioritization, and concept design of the KEY STREETS

• AUGUST thru MARCH 2021: Engage public on the needs, alternative designs, and preferred design of the State Street commercial core

• APRIL thru SEPTEMBER 2021: Final design and engineering of the State Street improvements
<table>
<thead>
<tr>
<th>Category</th>
<th>Project</th>
<th>Type</th>
<th>FY20</th>
<th>FY21</th>
<th>FY22</th>
<th>FY23</th>
<th>FY24</th>
<th>FY25</th>
<th>Beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street Construction</td>
<td>*First &amp; Ashley (Kingsley to Madison) &amp; Kingsley (Main to P) Replacement &amp; Capital Maintenance</td>
<td>722,000</td>
<td>72,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>*William (Ashley to State) Pavement Treatments</td>
<td>Replacement &amp; Capital Maintenance</td>
<td>280,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Downtown Alley Improvements</td>
<td>Other</td>
<td>700,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Liberty (First to Main) Road Construction</td>
<td>Replacement</td>
<td>100,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>W Huron Alley Repair and Improvements</td>
<td>Capital Maintenance</td>
<td>100,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>People-Friendly Streets 2</td>
<td></td>
<td>600,000</td>
<td>1,000,000</td>
<td>1,000,000</td>
<td>1,000,000</td>
<td>1,000,000</td>
<td>7,953,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Street Construction</td>
<td></td>
<td></td>
<td>2,022,000</td>
<td>1,700,000</td>
<td>1,000,000</td>
<td>1,000,000</td>
<td>1,000,000</td>
<td>-</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other Transportation</td>
<td>Annual DDA General Capital Improvements and Maintenance Capital Maintenance</td>
<td>550,000</td>
<td>550,000</td>
<td>550,000</td>
<td>550,000</td>
<td>550,000</td>
<td>550,000</td>
<td>3,300,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>East Liberty Street Tree Pit Expansion</td>
<td>Replacement &amp; Capital Maintenance</td>
<td>500,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>*First &amp; Ashley (Kingsley to Madison) Two Way Restoration New Construction</td>
<td>2,770,000</td>
<td>4,160,000</td>
<td>7,800,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Huron</td>
<td>2,159,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Huron East (Division to State) Streetscape</td>
<td>New Construction</td>
<td>-1,500,000</td>
<td>1,500,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Liberty (Main to Division) Streetscape</td>
<td>New Construction</td>
<td>-2,500,000</td>
<td>2,500,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>State St (Washington to William) Streetscape and Sidewalk</td>
<td>New Construction &amp; Replacement</td>
<td>300,000</td>
<td>1,620,000</td>
<td>-800,000</td>
<td>3,000,000</td>
<td>20,000,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Washington (Ashley to 4th) Streetscape</td>
<td>New Construction</td>
<td>-2,000,000</td>
<td>2,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Other Transportation</td>
<td></td>
<td></td>
<td>5,778,000</td>
<td>6,330,000</td>
<td>1,630,000</td>
<td>6,550,000</td>
<td>1,050,000</td>
<td>550,000</td>
<td>26,180,000</td>
<td></td>
</tr>
</tbody>
</table>

*Combine into one project to align with DDA Bond Fund tracking

Shift one FY