

PEOPLE FRIENDLY STREETS

First & Ashley Project / William Street Bikeway / Huron Street Design

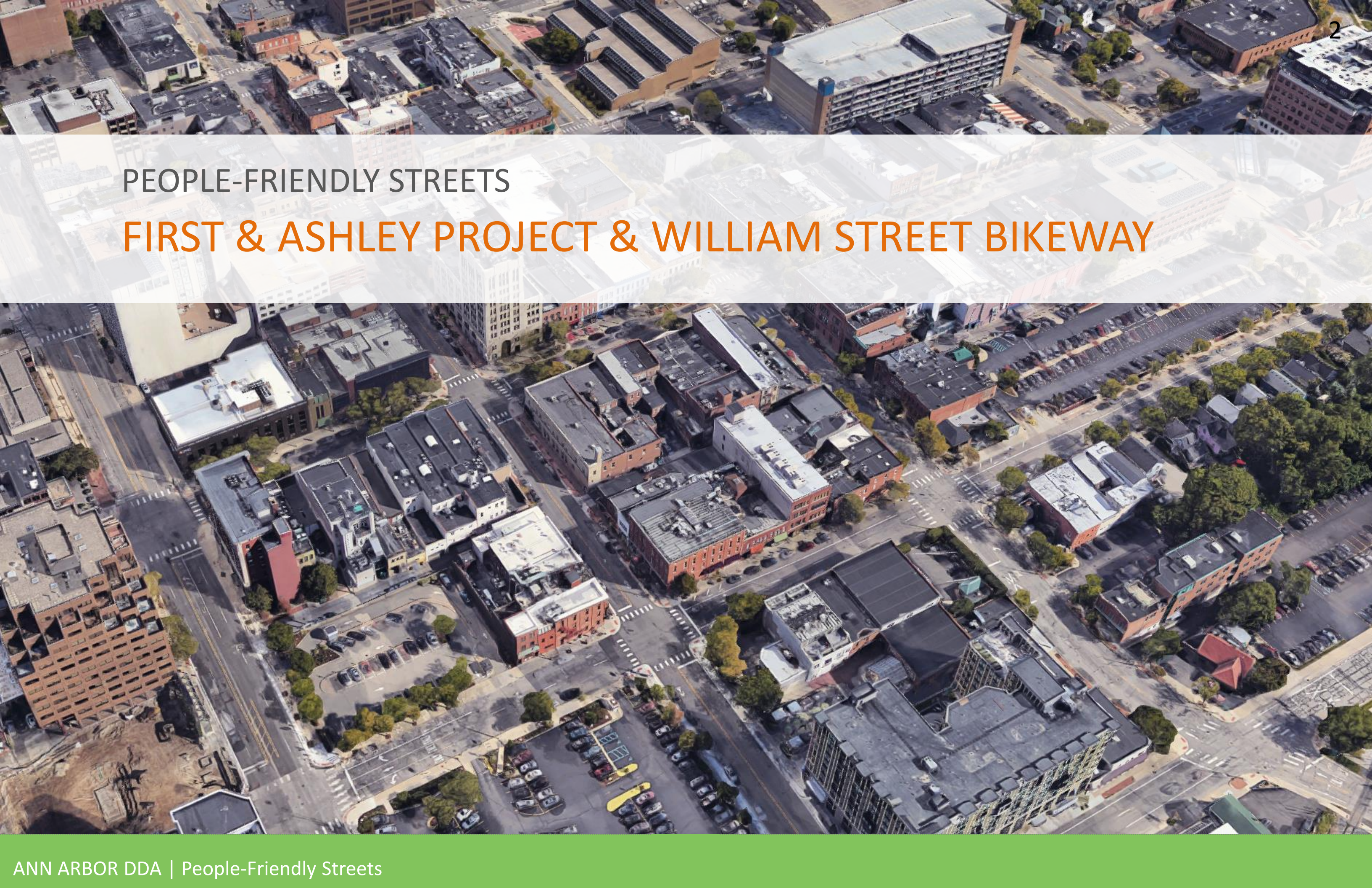
DDA CIC Meeting
September 18, 2018



SMITHGROUP  **Toole**DesignGroup

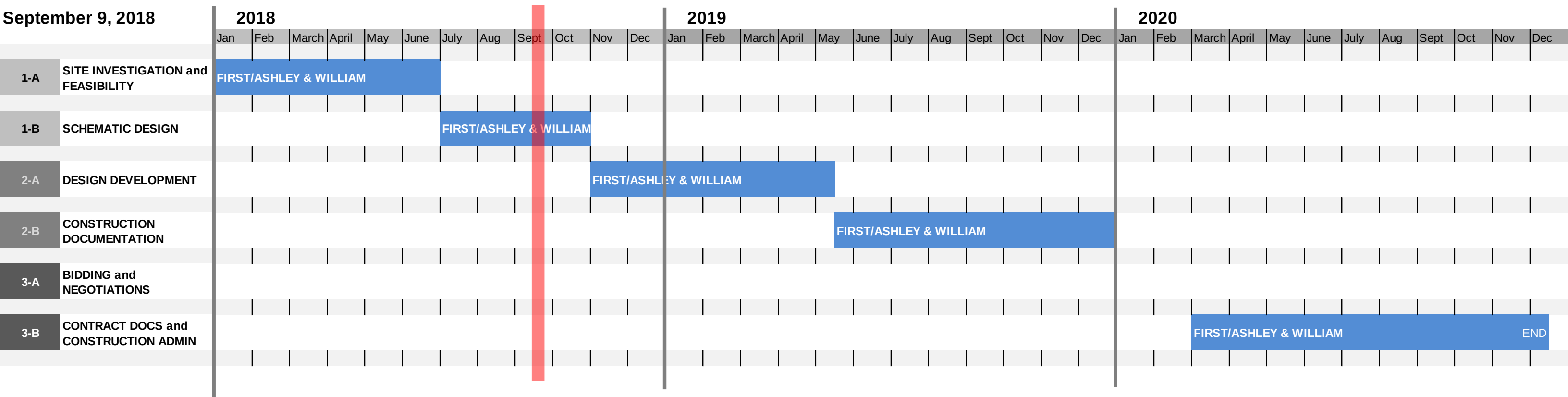
 **WADE**TRIM



An aerial photograph of a city street grid. A semi-transparent white banner is overlaid across the top third of the image, containing text. The banner is slightly wider than the image, creating a soft fade effect at the edges. The city below shows a mix of brick and concrete buildings, parking lots, and green spaces.

PEOPLE-FRIENDLY STREETS

FIRST & ASHLEY PROJECT & WILLIAM STREET BIKEWAY



PHASE 1: Schematic Design (thru October 2018)

- Site analysis
- Engineering survey
- Public outreach & engagement (2 workshops + stakeholder meetings)
- Traffic analysis
- Preliminary bikeway design
- Schematic design and layout
- Preliminary cost analysis
- Concept approvals

PHASE 2: Engineering Phase (Nov 2018 – Feb 2020)

- Detailed design and engineering including:
 - Streetscape design
 - Roadway engineering
 - Signal design & permitting
 - Signage plan
 - Revised cost estimates
- Construction documentation + bid package
- Phasing plan
- On-going outreach and coordination with property owners.
- Bidding assistance, pre-bid services

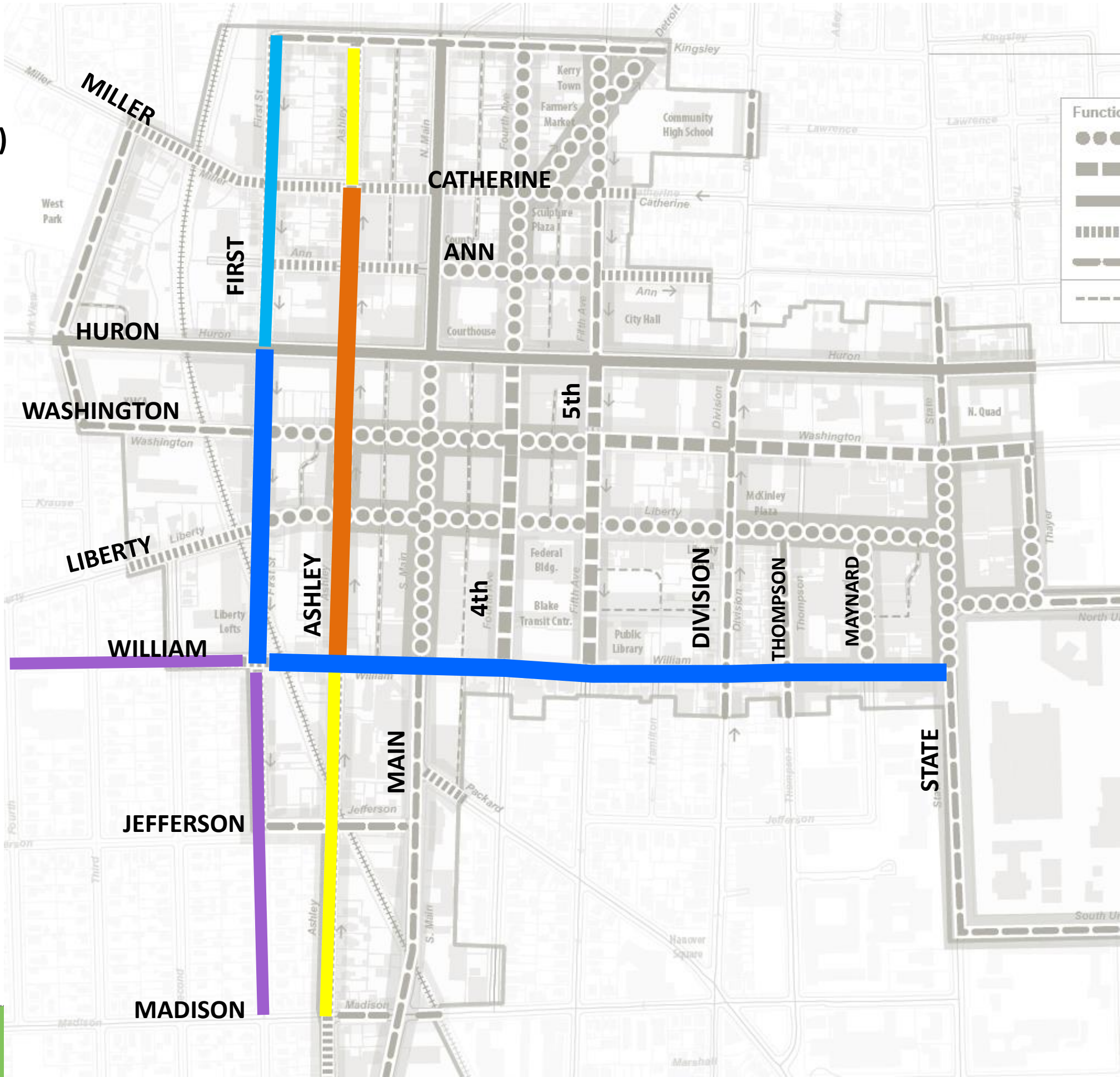
PHASE 3: Construction Phase (March 2020 – Dec 2020)

- Post-bid assistance
- Field visits & site meetings
- Document review

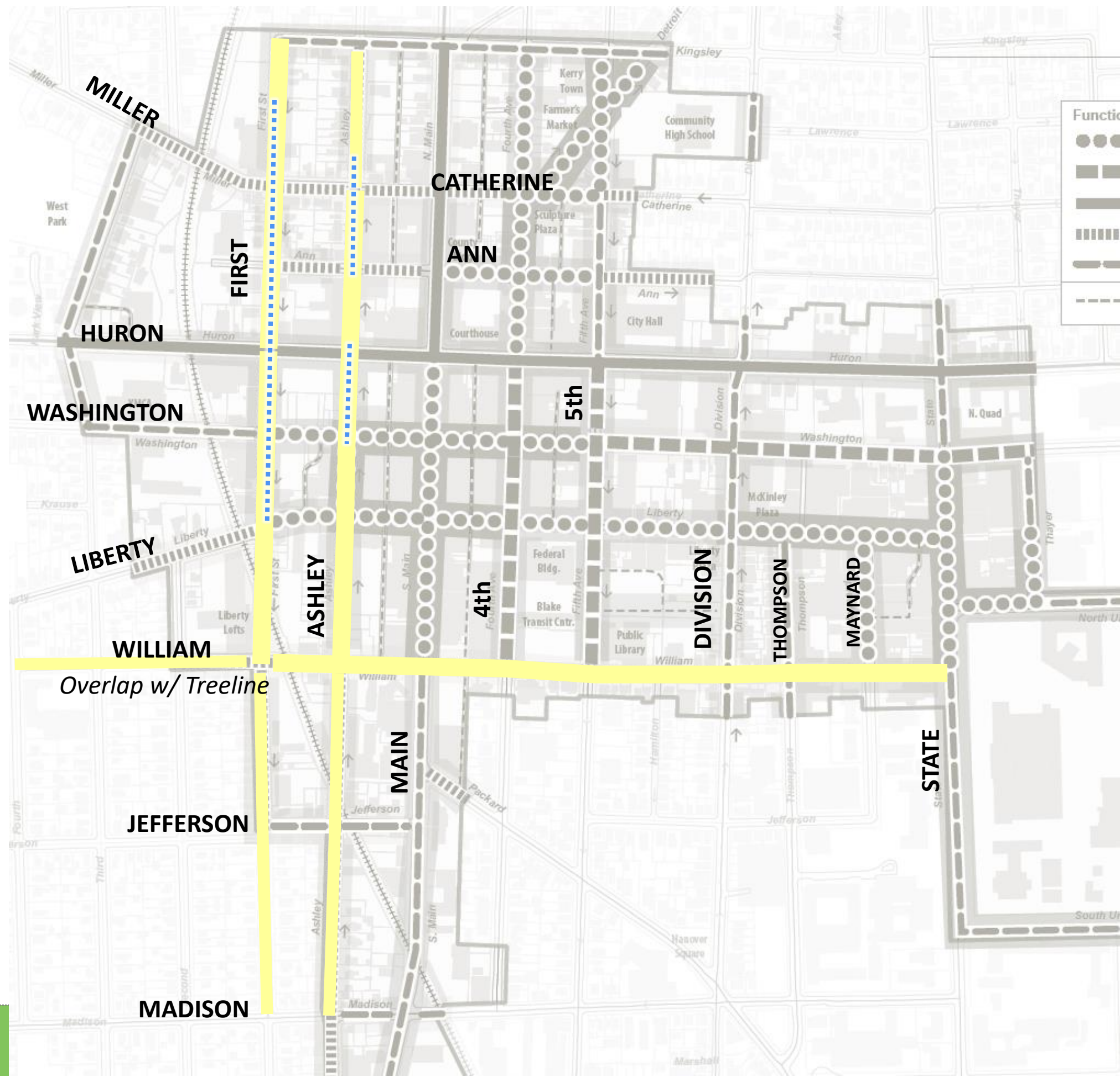
-  Bikeway – Preferred Width (40'+ roadway)
-  Bikeway – Constrained Width (33'+ roadway)
-  Commercial Street
-  Neighborhood Street with Advisory Bike Lanes
-  NBH Street

Total project within budget
\$11.4-million budget includes:

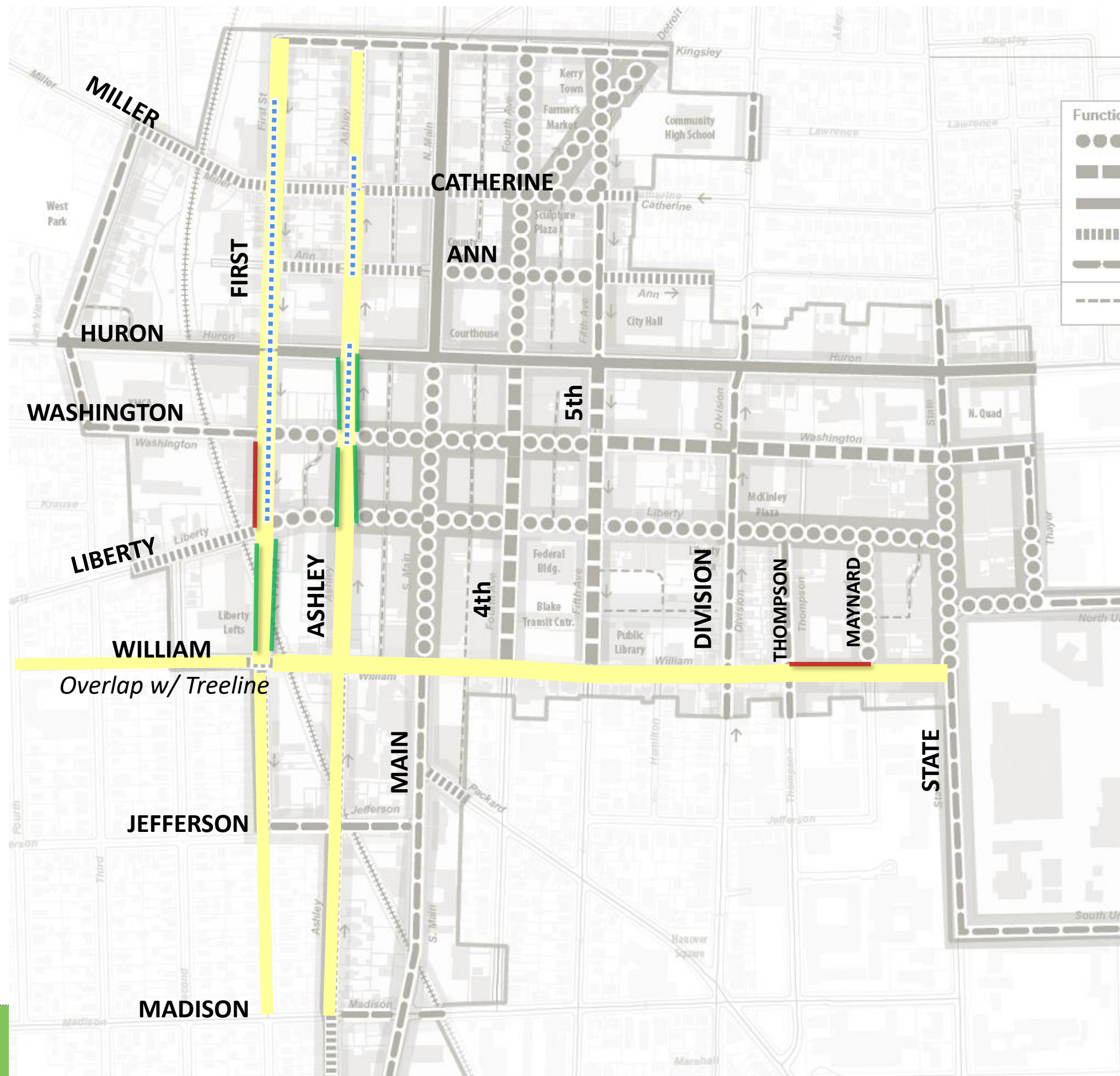
- Direct construction Cost
- Design fees (w/ contingency)
- Construction Contingency
- Const. administration



..... Water main upsizing



- Water main upsizing
- Curb adjust: widen roadway (for bikeway accommodation)
- Curb adjust: narrow roadway (for more sidewalk/streetscape space)
- * Curb adjusts include new sidewalk



-

Water main upsizing
- Curb adjust: widen roadway (for bikeway accommodation)
- Curb adjust: narrow roadway (for more sidewalk/streetscape space)
- * Curb adjusts include new sidewalk
- Streetscape enhancement (street trees, new lighting, new sidewalk, furnishing)
- Locations:

—

First: Huron to Liberty (west)

—

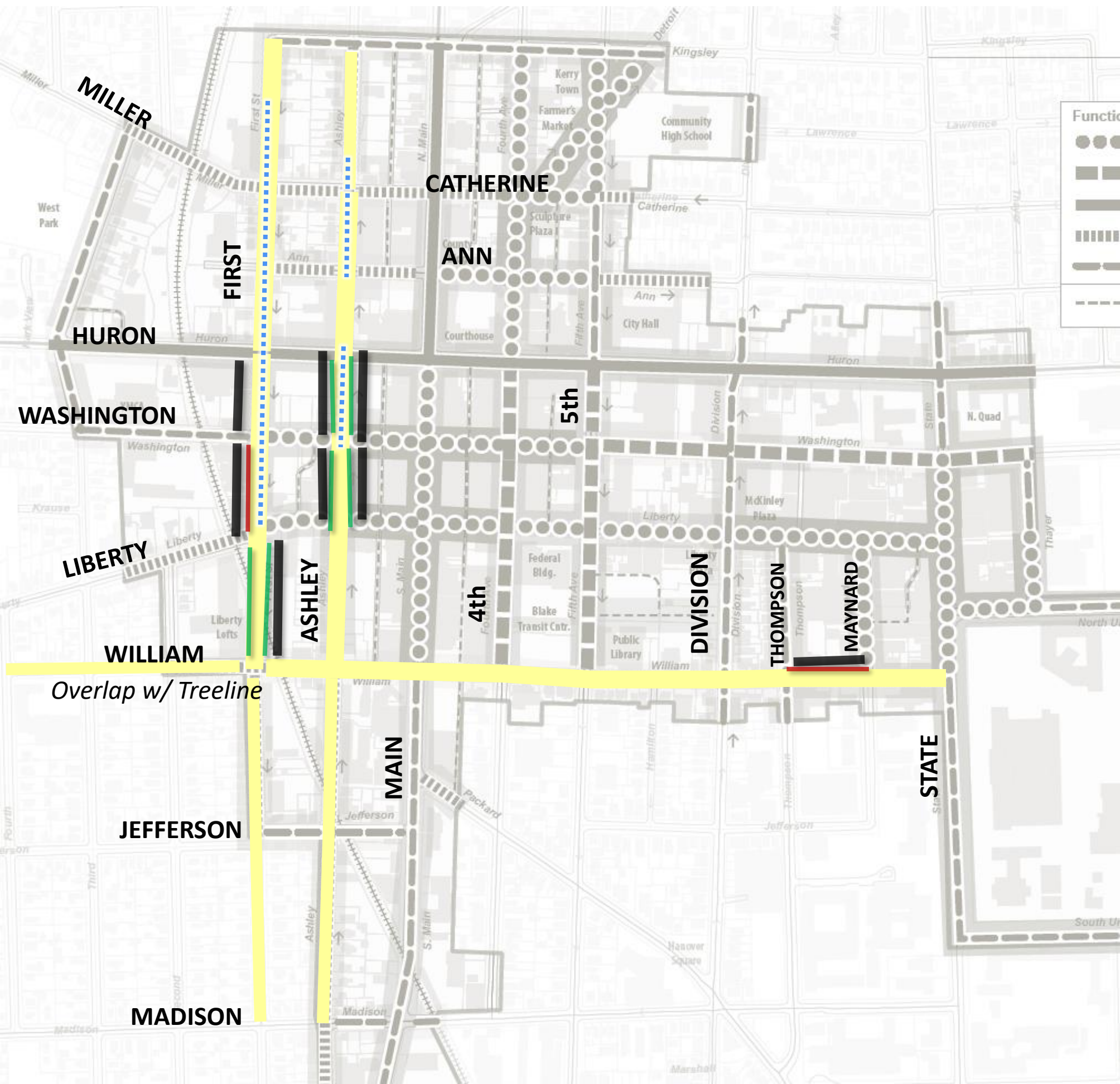
First: Liberty to William (east)

—

Ashley: Liberty to Huron (both sides)

—

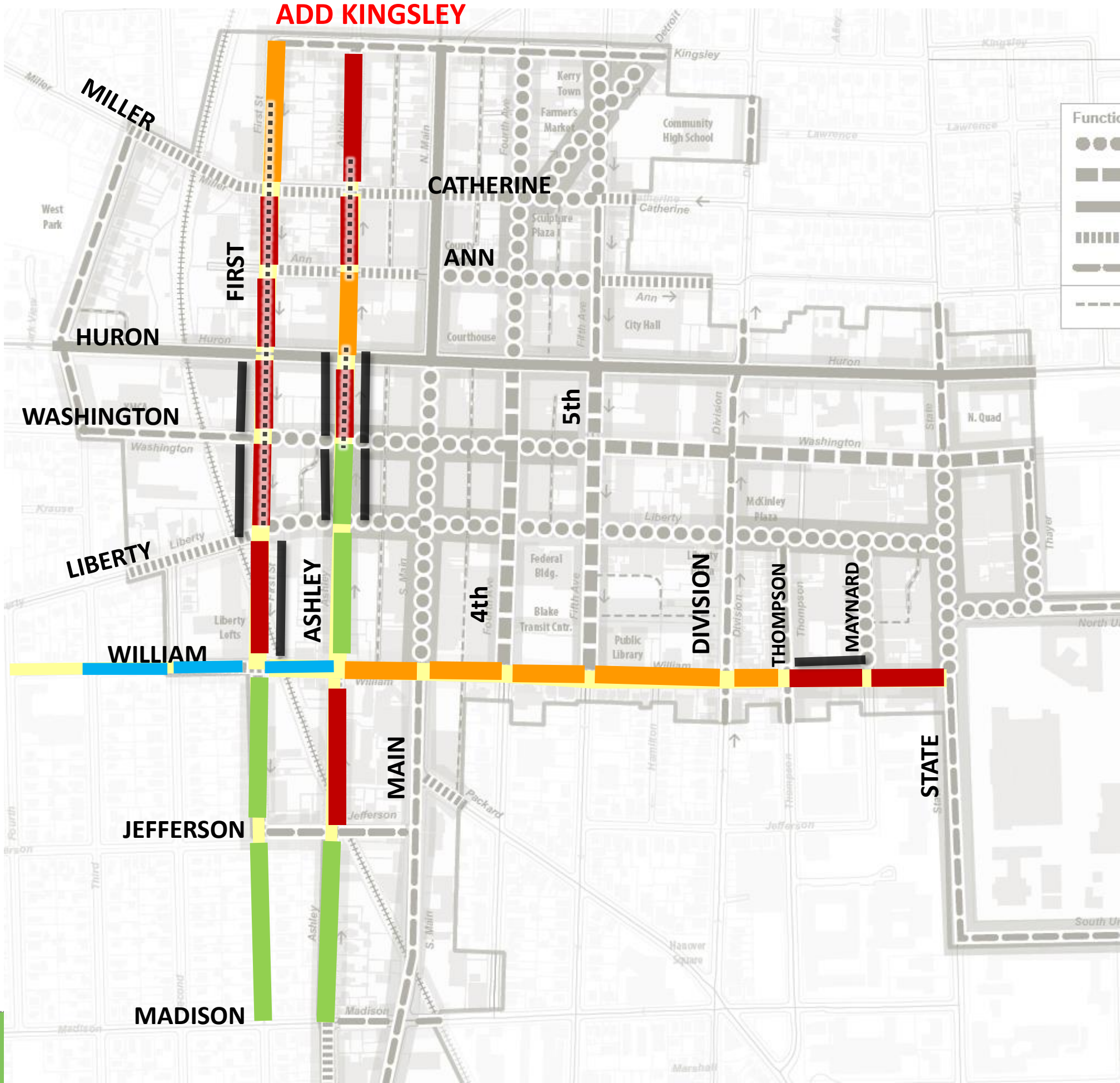
William: Maynard to Thompson (north)



-  **Rehab** (worst-condition roads)
-  **Mill & Resurface**
-  **Cape Seal**
-  **Micro Seal** (best condition roads)

- DDA putting funds towards these improvements.
- Some areas (e.g. Ashley on Liberty-Wash block) may require a higher treatment where streetscape construction is more significant.
- Priority for resurfacing on areas overlapping Bikeway facility and underground utility

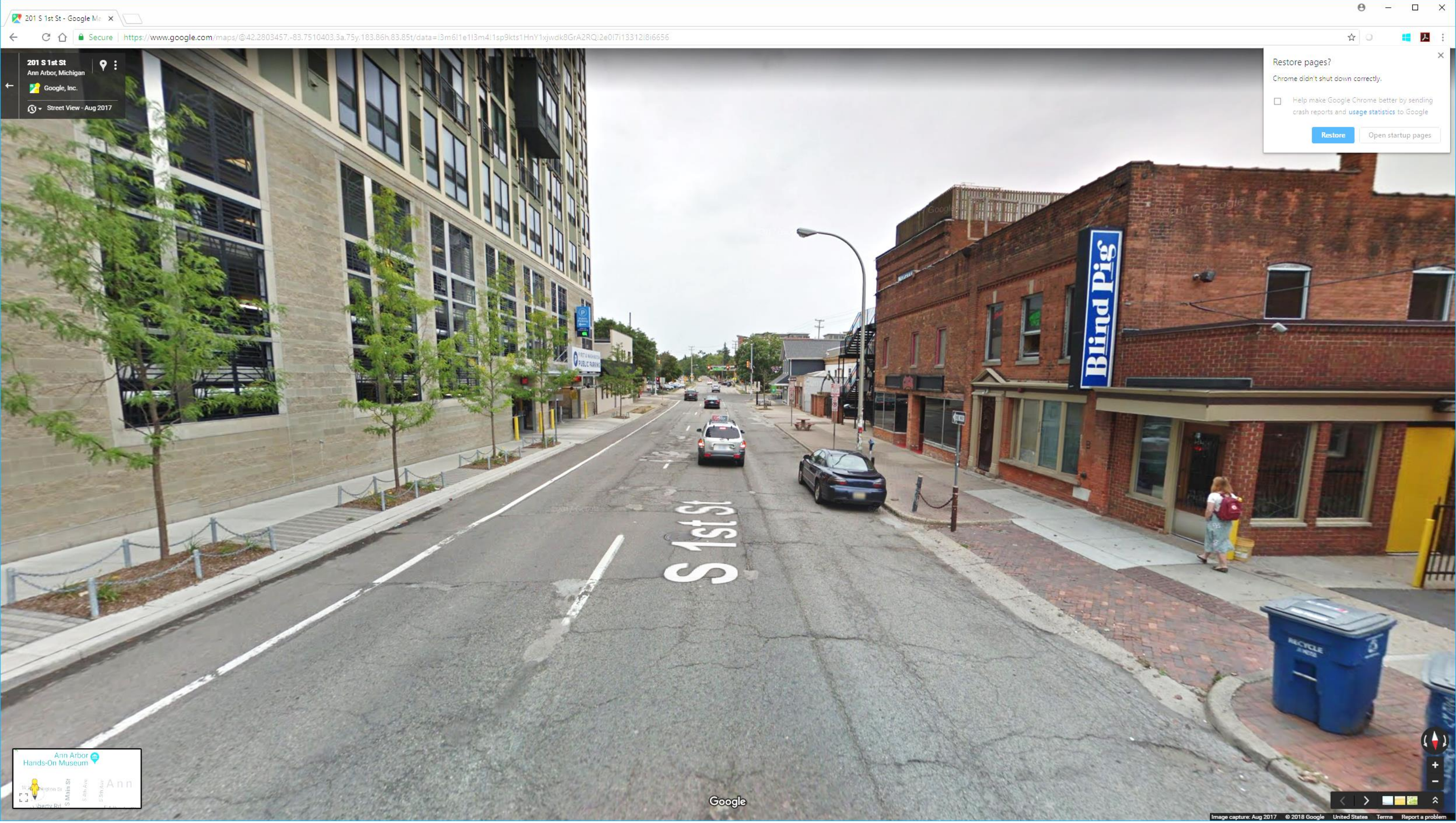
-  Streetscape enhancement
-  Watermain upsizing



Streetscape Enhancements: First – Washington to Liberty



Streetscape Enhancements: First – Washington to Liberty



Streetscape Enhancements: First – Liberty to William



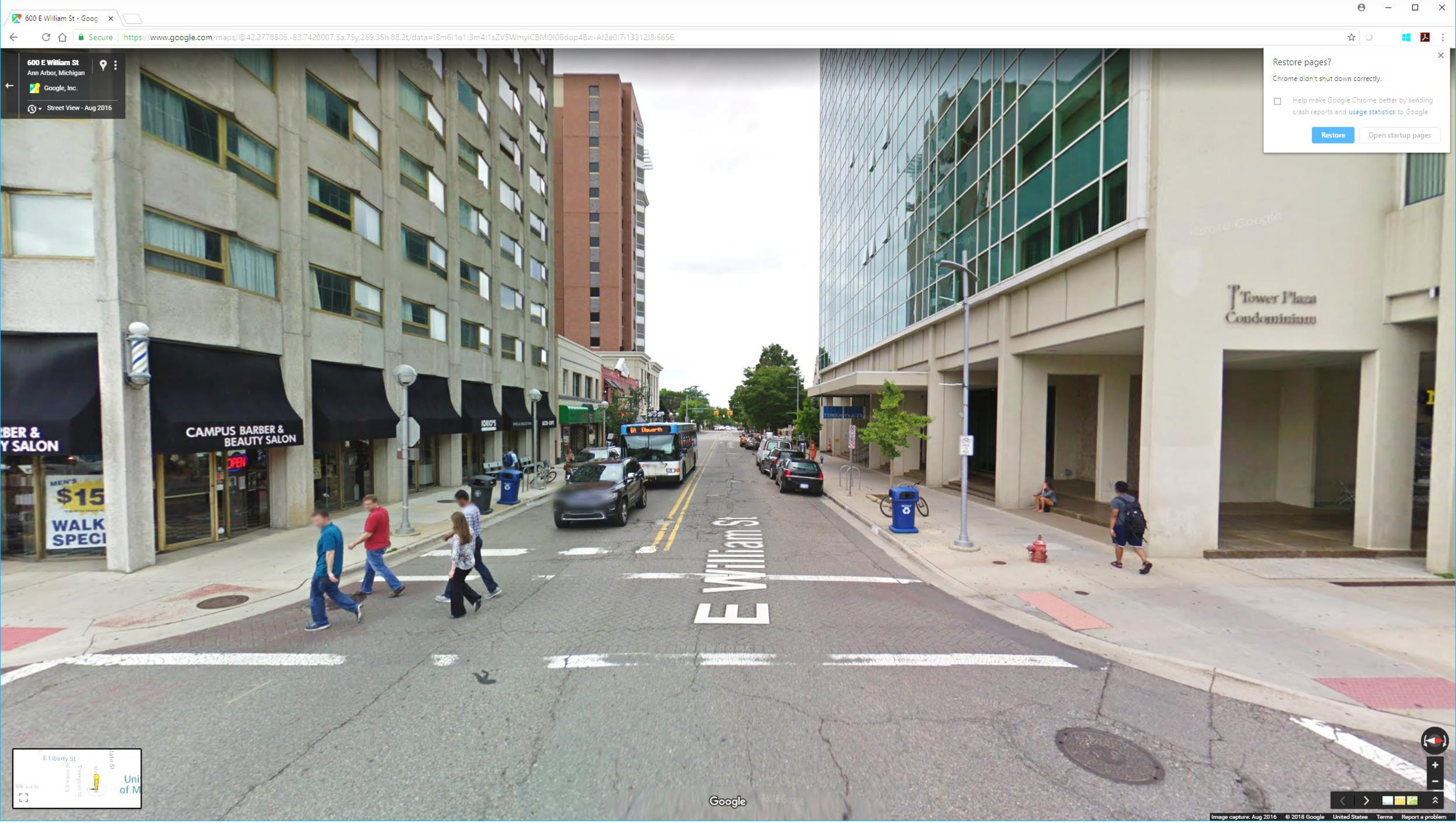
Streetscape Enhancements: Ashley – Liberty to Washington

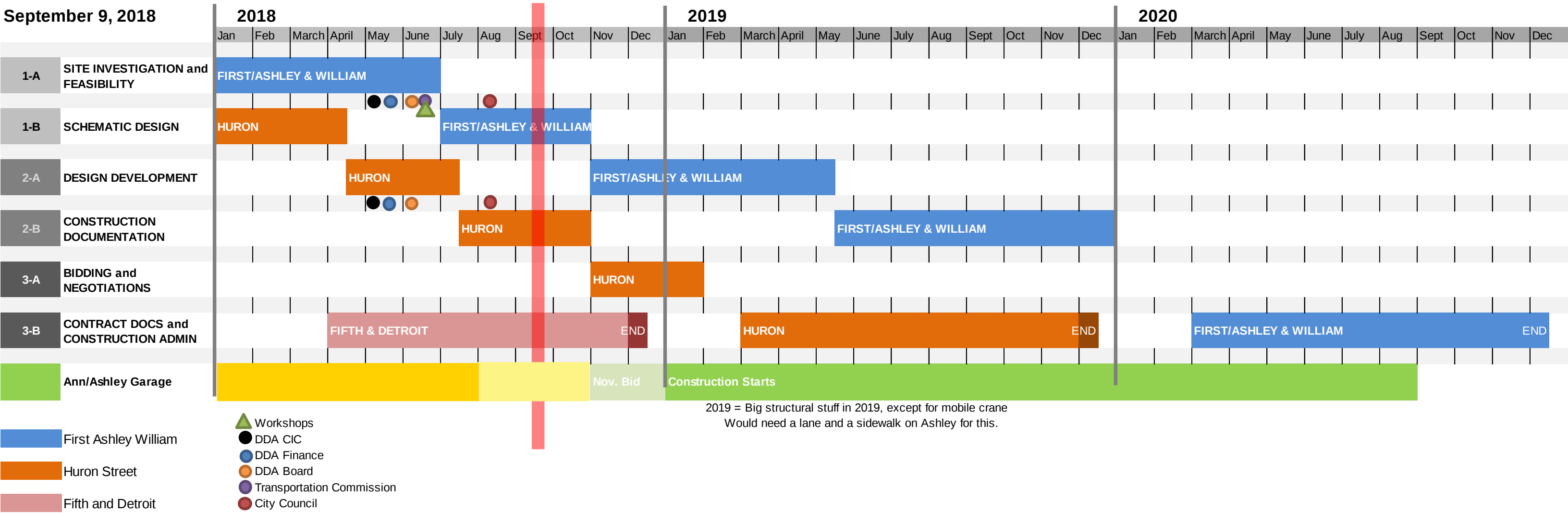


Streetscape Enhancements: Ashley – Washington to Huron



Streetscape Enhancements: William – Maynard to Thompson





First/Ashley & William - Major Elements

Two-way restoration - mostly signals, signage, lane markings (could be temporary markings)

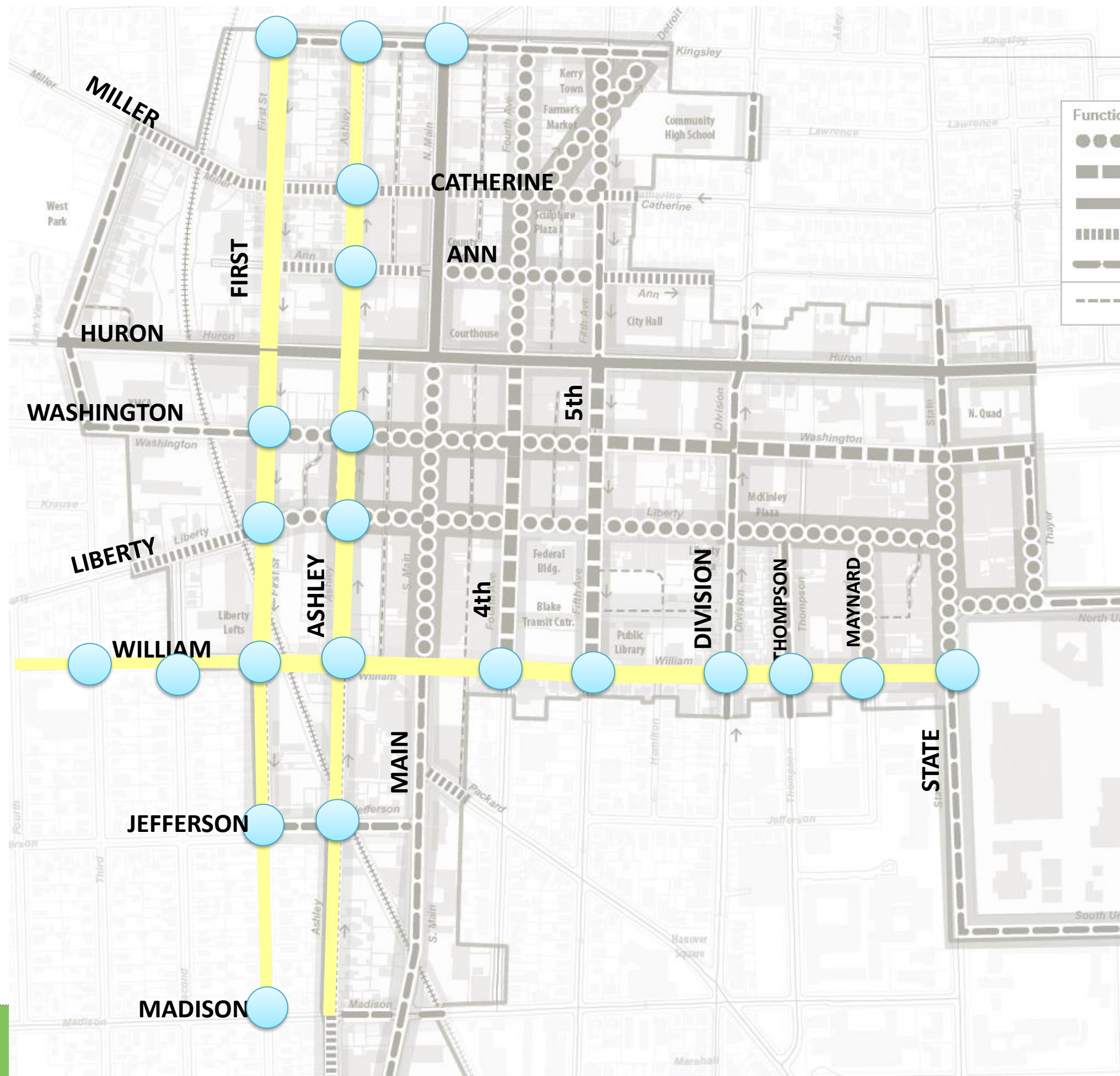
Bikeway construction (First & William streets) - needs to follow two-way restoration (for First street) or else lane capacity will be affected - William street could go sooner

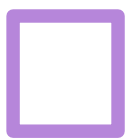
Commercial Street reconstruction - more flexible. Reconstruction should overlap with Bikeway construction on those segments.

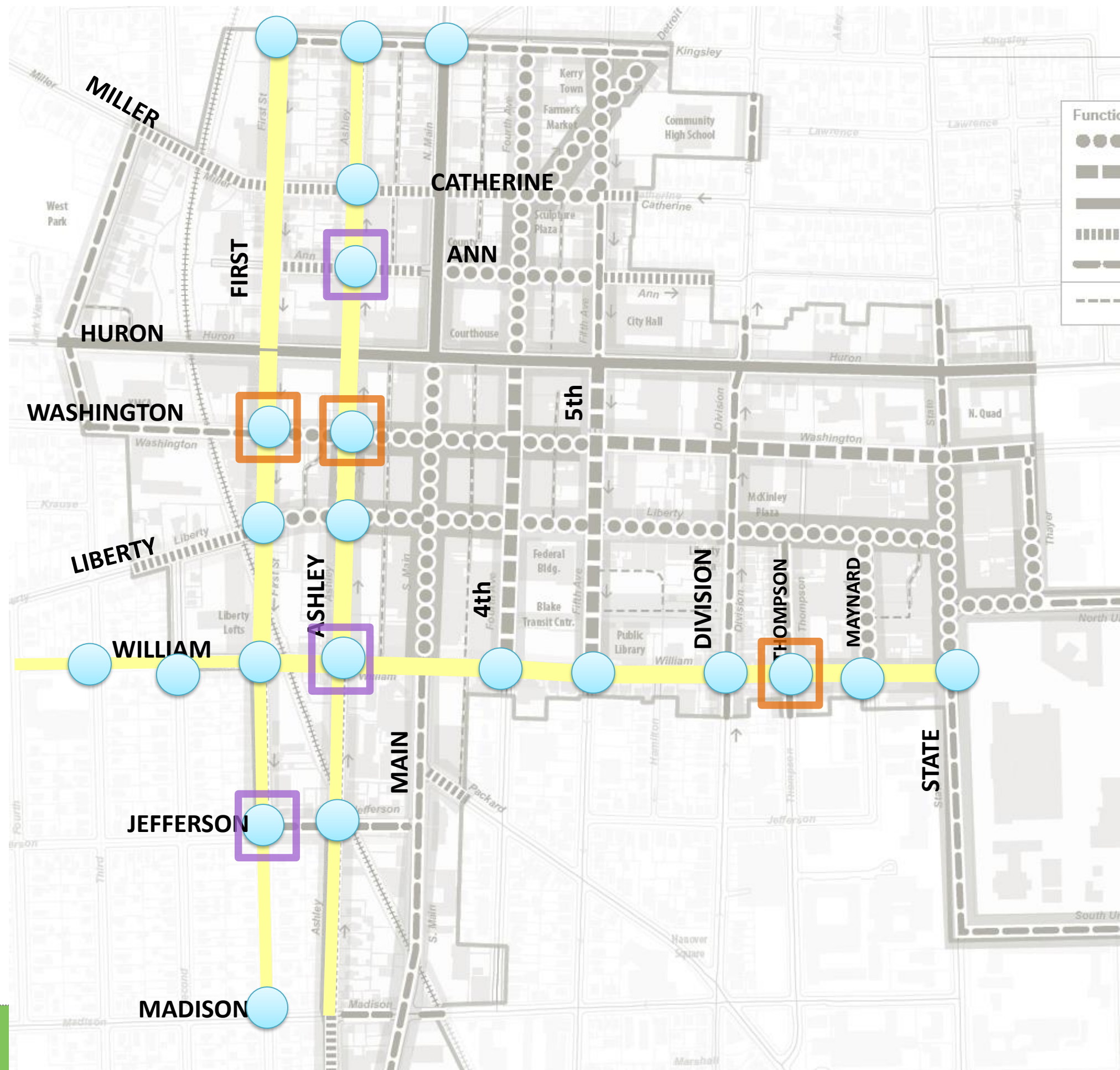
- Approvals meeting (e.g. City Council)
- Engineering survey
- Conceptual layout for bike facility
- Traffic analysis and city staff coordination
- Intersection controls for bikeway
 - “Bikes Use Ped Signal” preferred direction



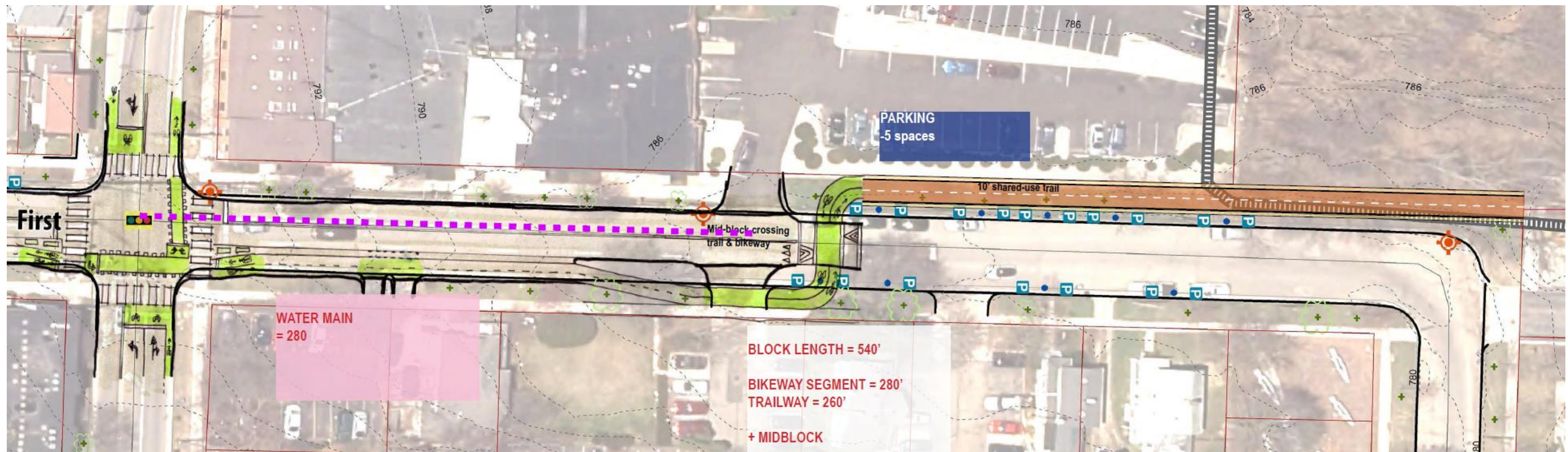
 Bump-out locations



-  Bump-out locations
-  Proposed Signal to 4-way stop
-  Proposed 2-way to 4-way stop



- Working through more detailed design of key locations & intersections, e.g:
 - Overlap points with the Treeline
 - Intersections at the start & end of the bikeways



Next Steps: Design Areas of Interest

- Working through more detailed design of key locations & intersections, e.g:
 - Overlap points with the Treeline
 - Intersections at the start & end of the bikeways



- Working through more detailed design of key locations & intersections, e.g:
 - Overlap points with the Treeline
 - Intersections at the start & end of the bikeways



PEOPLE FRIENDLY STREETS

Thank you

