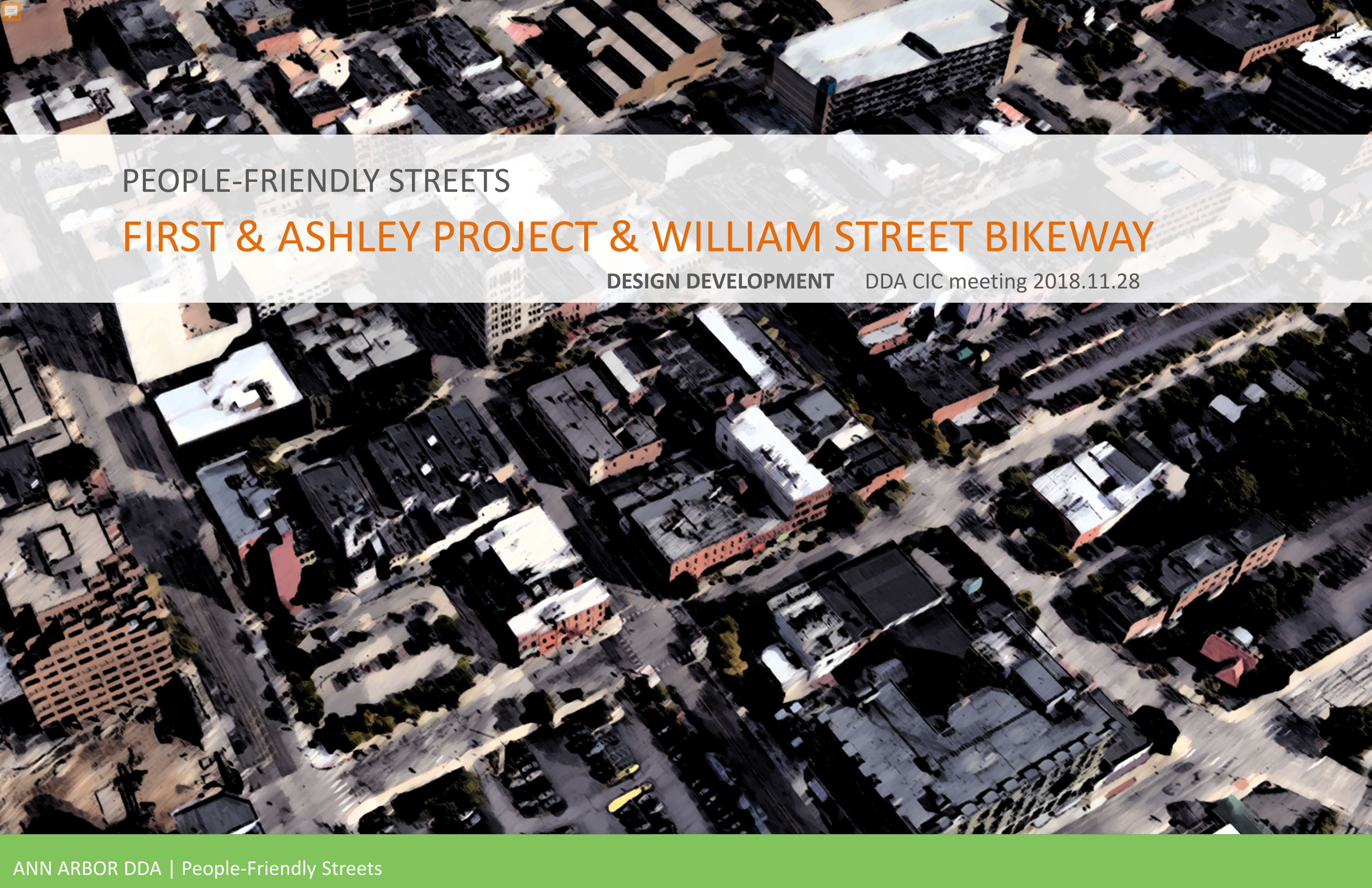


An aerial photograph of a city street grid, showing various buildings, streets, and green spaces. A semi-transparent white rectangular box is overlaid on the upper portion of the image, containing text. The text is in a sans-serif font, with the main title in orange and the subtitle in grey. The background image shows a dense urban environment with a mix of building heights and colors, including some red brick buildings.

PEOPLE-FRIENDLY STREETS

FIRST & ASHLEY PROJECT & WILLIAM STREET BIKEWAY

DESIGN DEVELOPMENT

DDA CIC meeting 2018.11.28

- **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

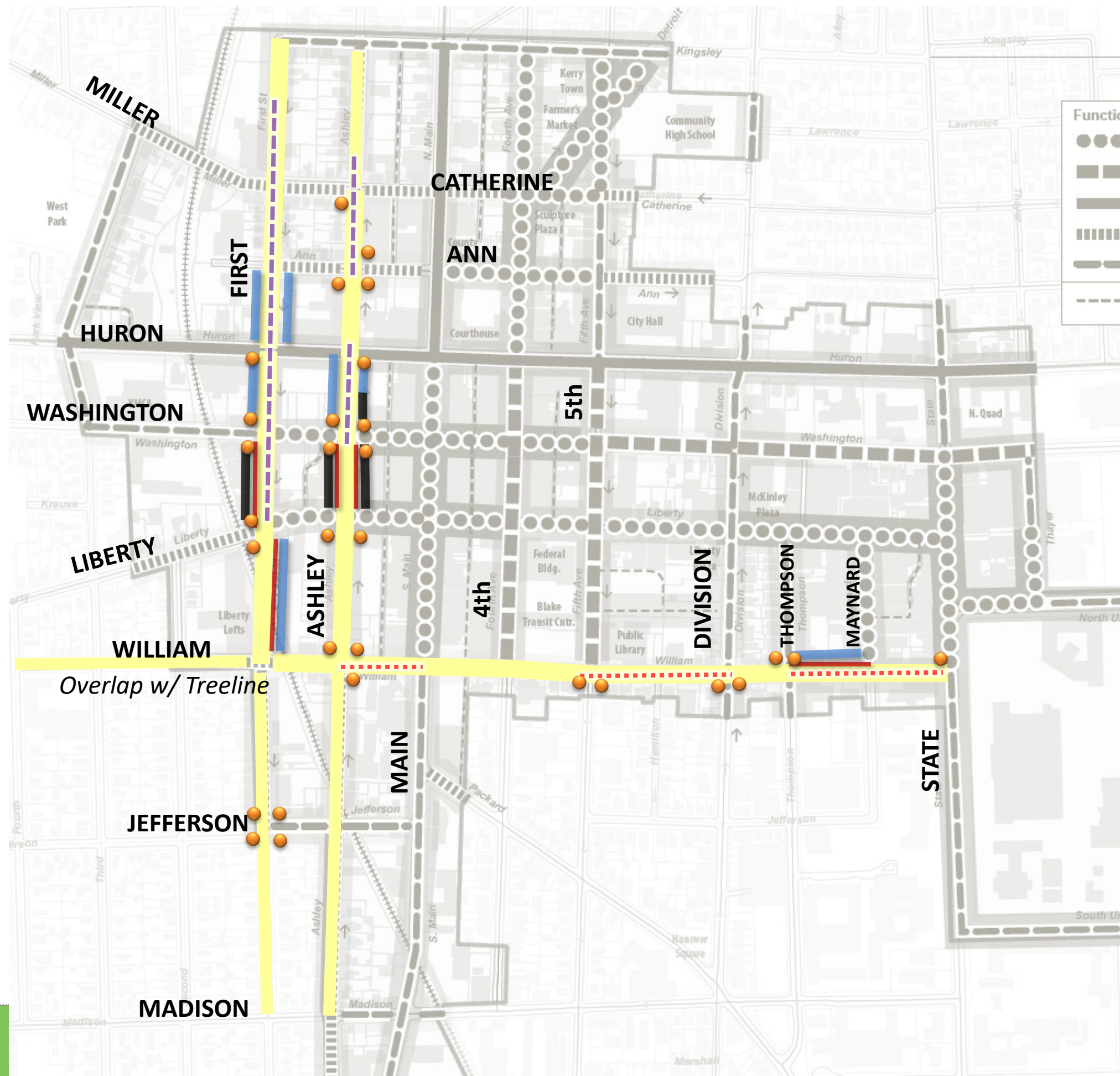
* Still working through construction phasing and maintenance of traffic needs during construction.

- **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.

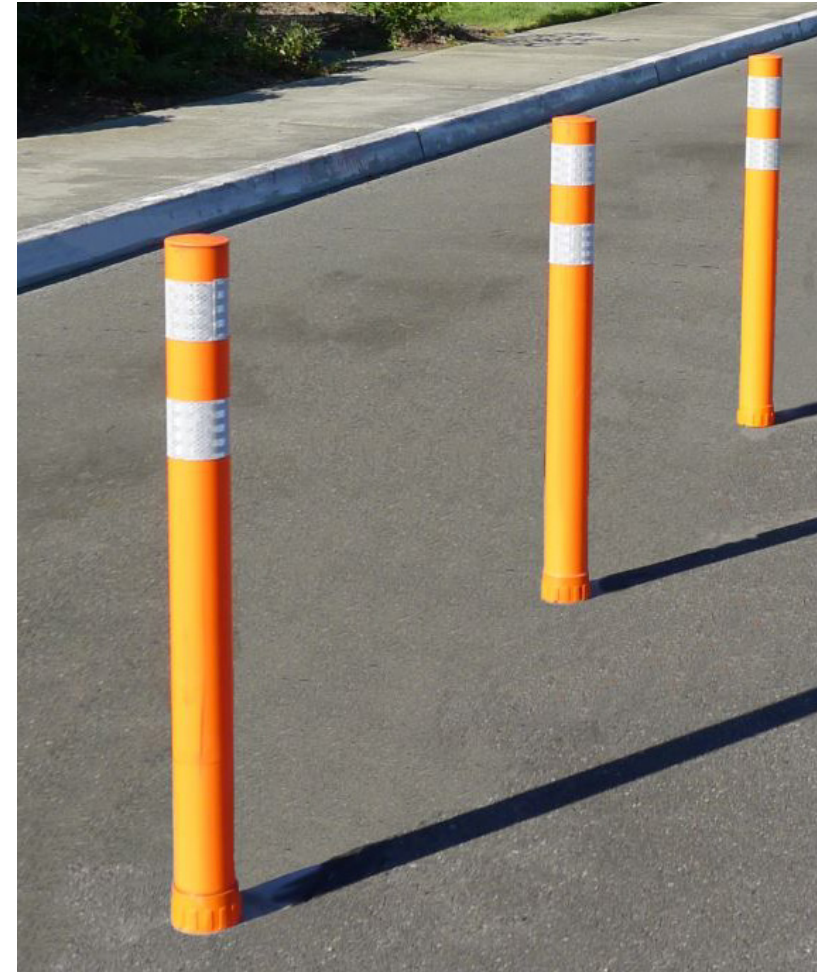


-  **PLANNED** signal to 4-way stop
-  **PLANNED** 2-way to 4-way stop sign
-  **Signalized intersection** - adjustment to two-way traffic
-  **Signalized intersection** – unchanged
-  **All-way Stop sign controlled intersection** – unchanged



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.

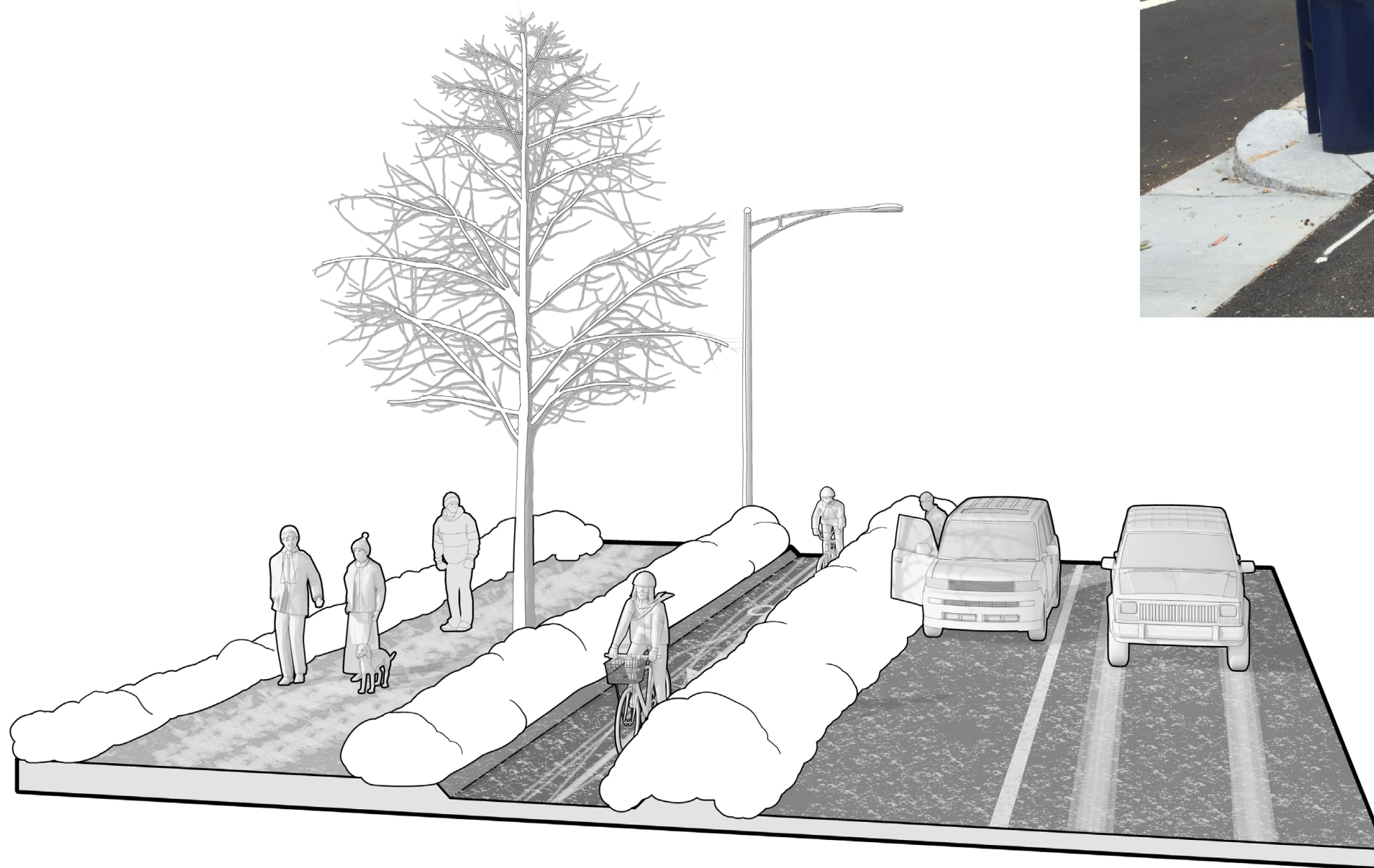


Screw-in delineator posts with cap (when posts removed)



- 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)

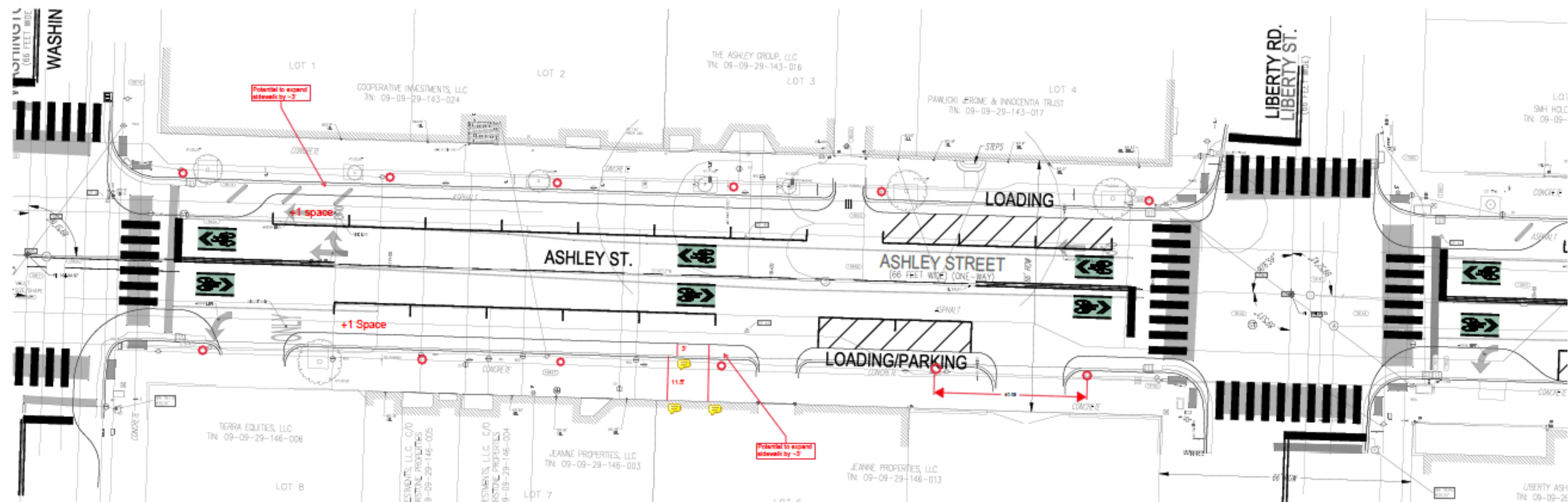
- **Blank Slate (First & Liberty)**

- 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



• 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.⁷





Project Elements: Street Type

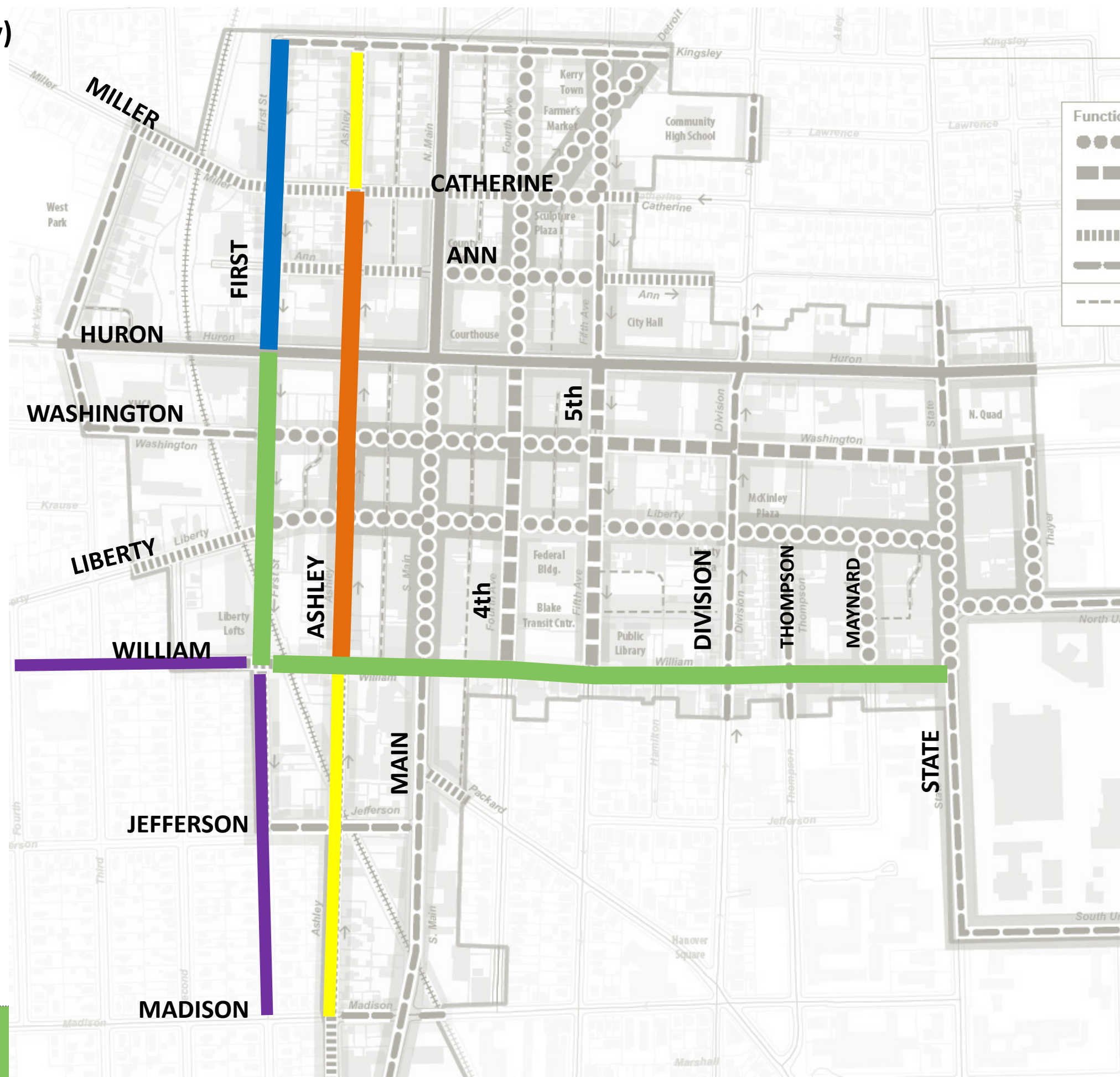
-  **Bikeway – Preferred Width (40'+ roadway)**
-  **Bikeway – Constrained Width (33'+ roadway)**
-  **Commercial Street (high viz sharrows)**
-  **Neighborhood Street with Advisory Bike Lanes**
-  **NBH Street**

William Street = 2019 Construction

- 2-way bikeway
- Road resurfacing
- Intersection improvements
- Watermain consolidation (city funded)

First & Ashley = 2020 Construction

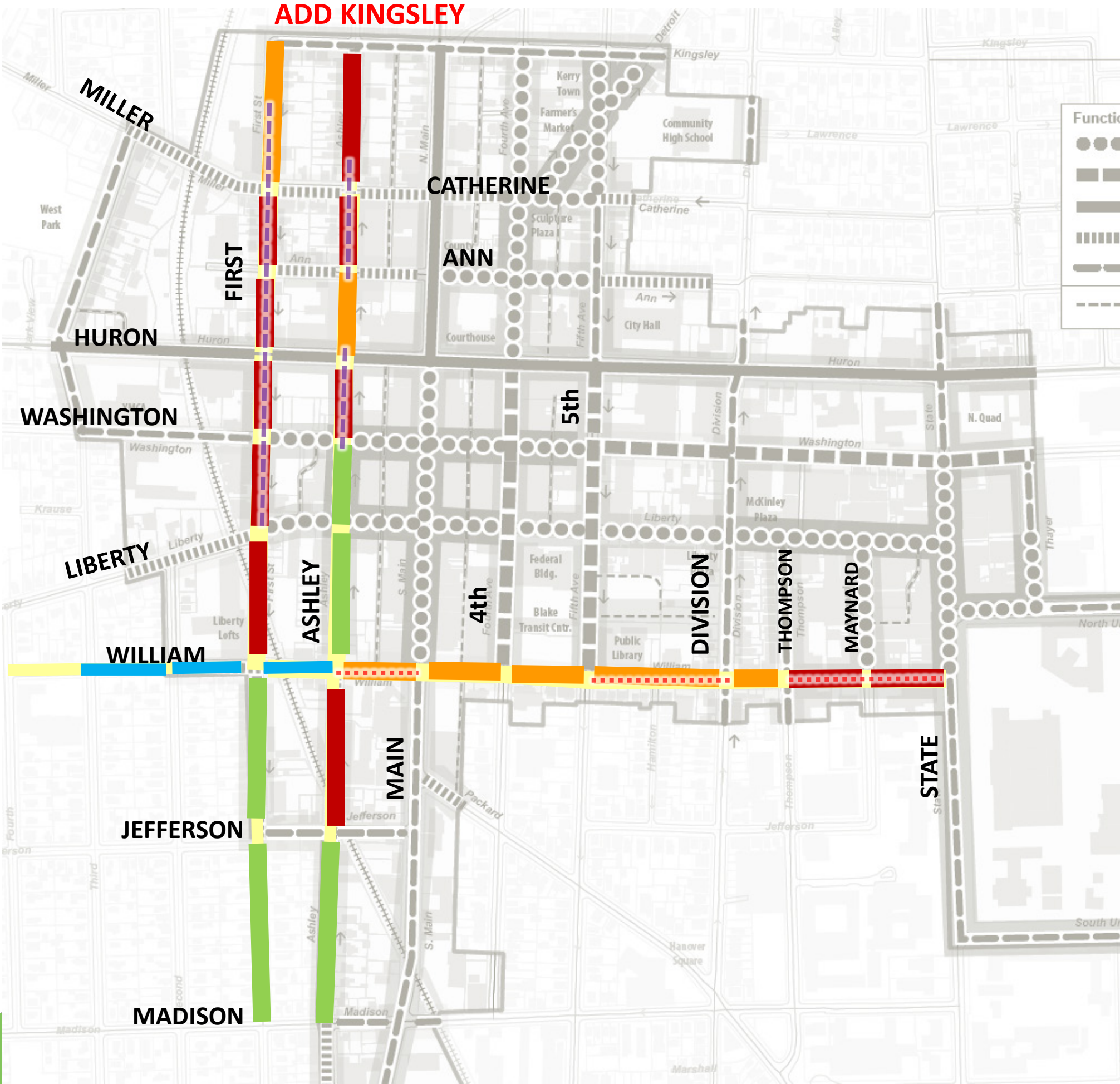
- Two-way street restoration
- 2-way bikeway
- Streetscape improvements
- Resurfacing
- Watermain upsizing

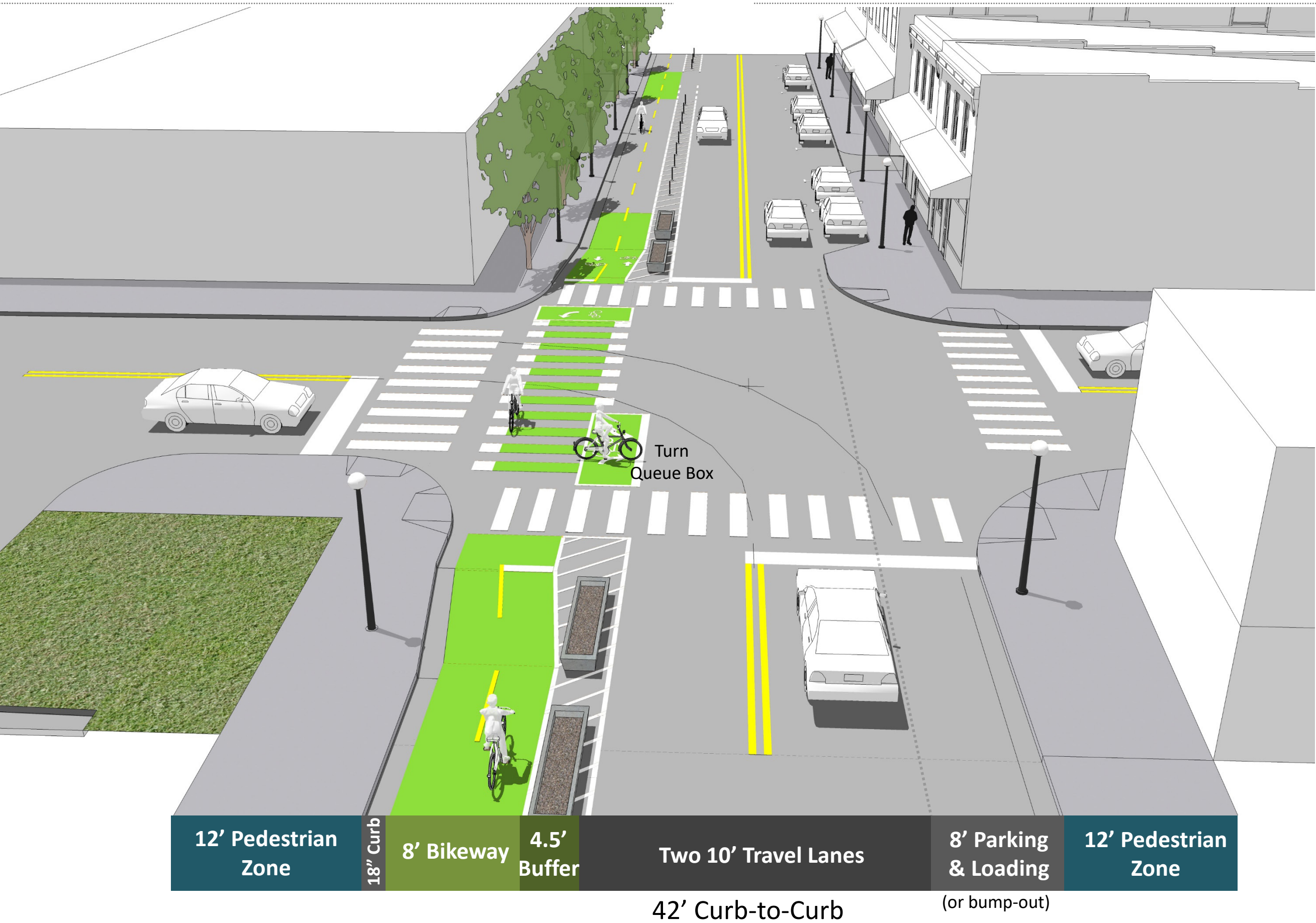


Potential Treatments

- 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 w/ City's resurfacing program to share costs for repaving.







14' Pedestrian Zone	8' Parking & Loading (or bump-out)	Two 11' Travel Lanes (with High-Viz Sharrows) 38' Curb-to-Curb	8' Parking & Loading (or bump-out)	14' Pedestrian Zone
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16' Pedestrian & Landscape Zone	7' Parking (or bump-out)	20' Shared Lane with Advisory Bike Lanes	7' Parking (or bump-out)	16' Pedestrian & Landscape Zone
34' Curb-to-Curb				