

PEOPLE-FRIENDLY STREETS

First & Ashley Street Project

Design Development Meeting

June 19, 2019

GOALS	PRIMARY DESIGN ELEMENT *
Safety for all users	- Protected Bikeway - Two-Way Traffic Restoration (signs + signals) - Bump-Outs
Support economic development	Watermain Upsizing
Responsible design – maintainable & logical	Road Resurfacing
Improve quality of place	Streetscape (trees + lighting)
Advance Treeline Urban Trail	- Treeline Identity + Materiality - Gateways
Establish a signature bikeway	Enhanced Bikeway Elements, Planters
Neighborhood acceptance & support	
Design & construct within budget & on schedule	

** Many design elements relate to multiple goals, but they are associated in this manner for discussion purposes*

- **Emphasize First Street Improvements**
 - Enhanced Bikeway (raised and/or fully curbed)
 - Infrastructure (watermain + resurfacing)
 - Streetscape + Lighting
 - Treeline and Gateway improvements
- **Ashley Streetscape (Liberty to Washington)**
 - Determine if additional dollars are available for streetscape
 - Check with businesses & property owners regarding support for improvements & filling vaults
- **Ashley Watermain**
 - Watermain on Ashley – if funding available due to technical limitations of other improvements.



- **Project Budget**

- \$600K available due to bond savings (\$450K construction/\$150K design)

- **Ashley Street Support**

- High level of support for filling vaults (at this stage)
- Strong support for improvements despite construction disruption (Old German to Beer Grotto)
- Request for lighting between Kingsley and Miller

- **Floodway Impacts**

- Kingsley to Miller and Liberty to William (may limit design)

- **Watermain lead replacements**

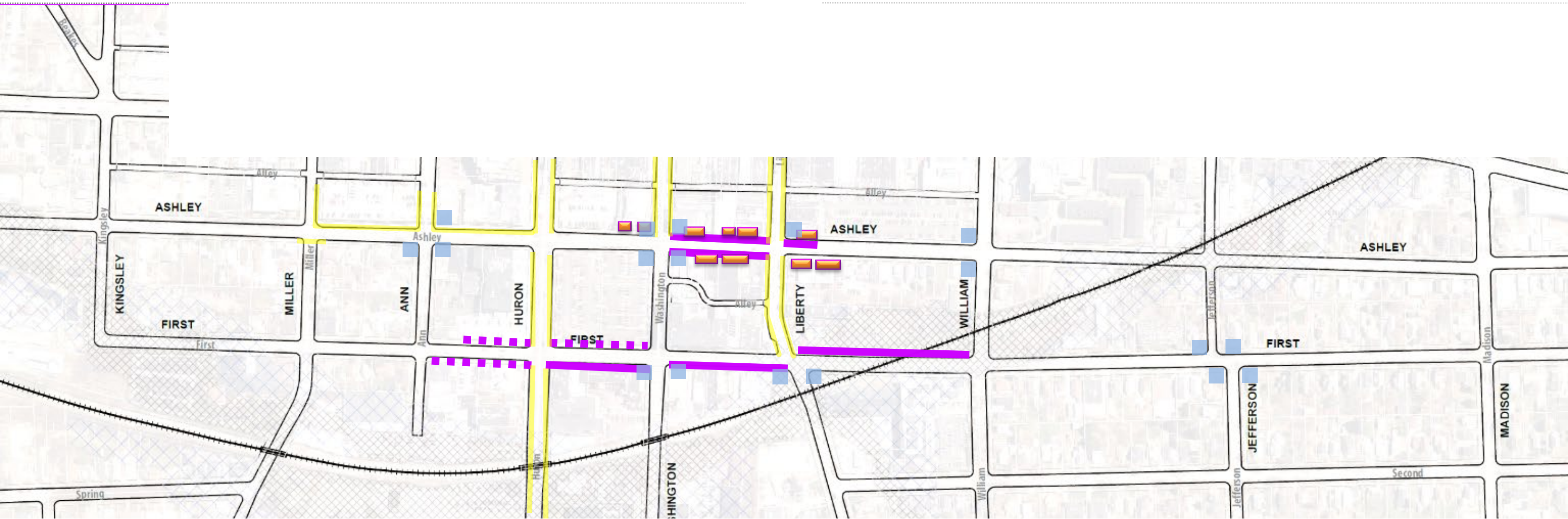
- First Street : Kingsley to Huron, need to evaluate service leads further



- \$8.3-million for original construction budget
+\$450K for improvements (+\$150K for design)
- Design Direction is within budget, given:
 - Raised/Curbed Bikeway on First St.
 - All watermain on First St.
 - All resurfacing on First St.
 - Gateways and Treeline improvements
 - Signals, two-way restoration
 - Bumpouts Ashley streetscape ONLY Liberty to Washington block (includes bumpouts)
 - NO watermain on South Ashley
 - NO sidewalk gap filling on Kingsley-Miller (related to Treeline uncertainty and limited need)



- Two-way traffic restoration
- Intersection change (e.g. signal to stop signs)
- Enhanced bikeway (raised / continuous curbing)
- Advisory bike lanes
- Bump-outs
- Railroad Crossing

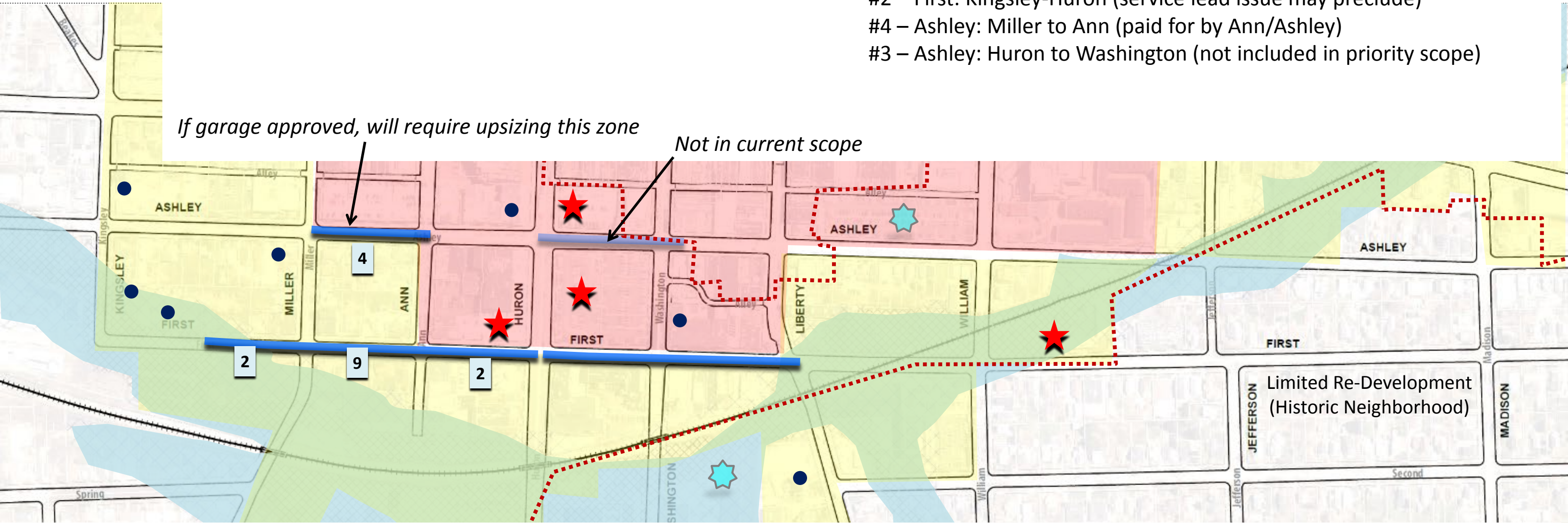


- Full Commercial Streetscape (sidewalk, trees, lighting)
- Partial Commercial Streetscape (sidewalk + lighting)
- Vault Locations
- Existing Downtown Street Lighting
- Bumpouts

- Streetscape and curb modifications (especially outside of bumped out areas) will be difficult where vaults are present. Limits opportunities.
- Sidewalk gaps: Kingsley to Miller + Liberty to William
- Additional

DESIGN DIRECTION: Watermain Upsizing

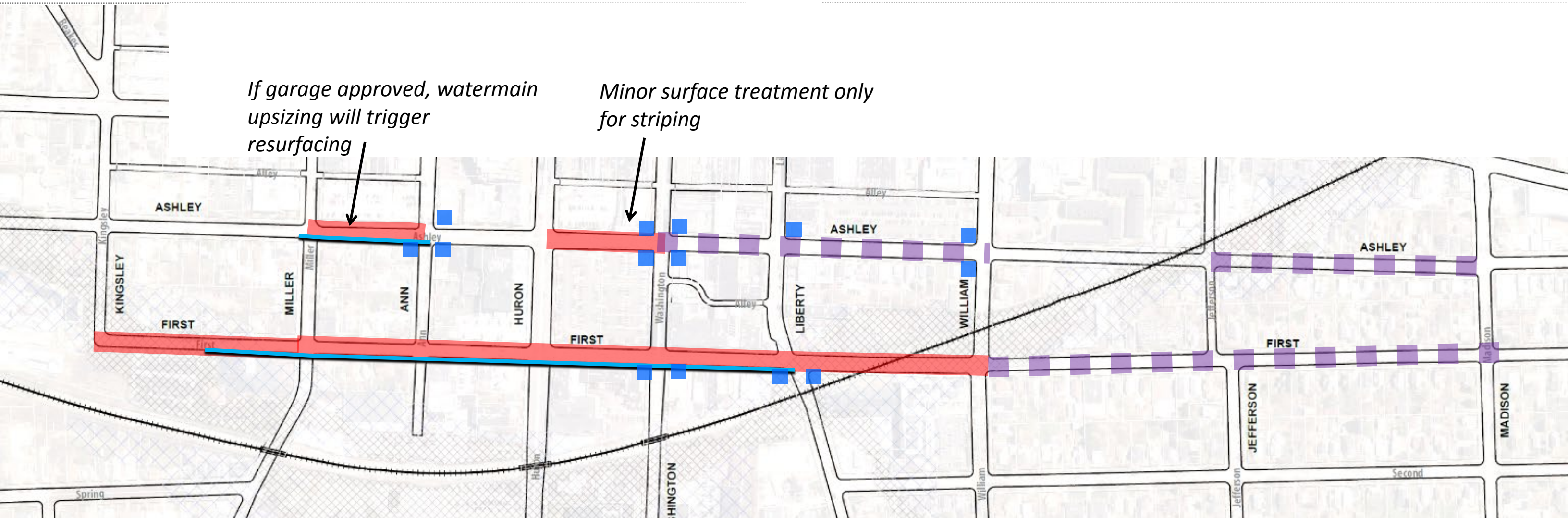
- #1 – First: Huron to Liberty (no service lead issues)
- #2 – First: Kingsley-Huron (service lead issue may preclude)
- #4 – Ashley: Miller to Ann (paid for by Ann/Ashley)
- #3 – Ashley: Huron to Washington (not included in priority scope)



- Watermain Upsizing Opportunities
- D1 Zoning
- D2 Zoning
- Developable Surface Parking Lots (Private)
- Developable Surface Parking Lots (Public)
- Floodplain
- Recent Developments
- Historic Districts

* Watermain upsizing may require replacing service lines if lead/galvanized. Potentially +/- 17 properties may be affected. Can potentially increase costs for those blocks.

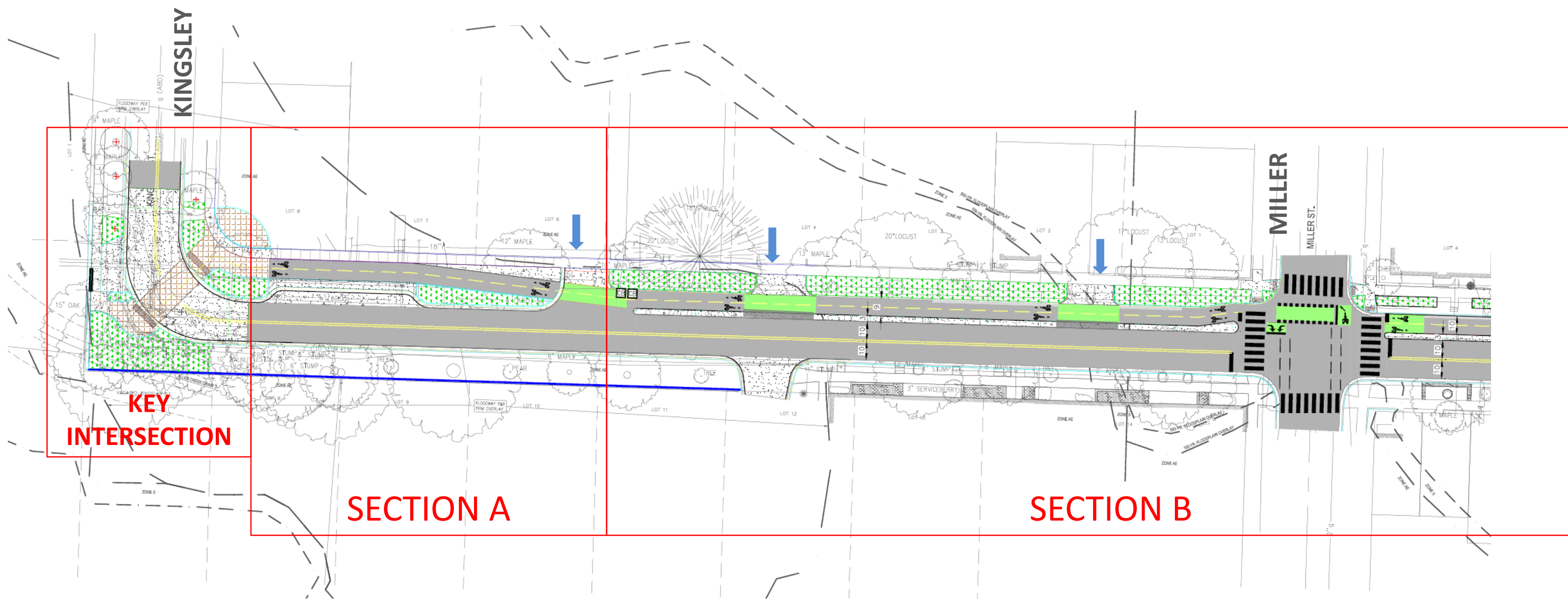
*** North Ashley watermain construction to be paid for by Ann/Ashley garage

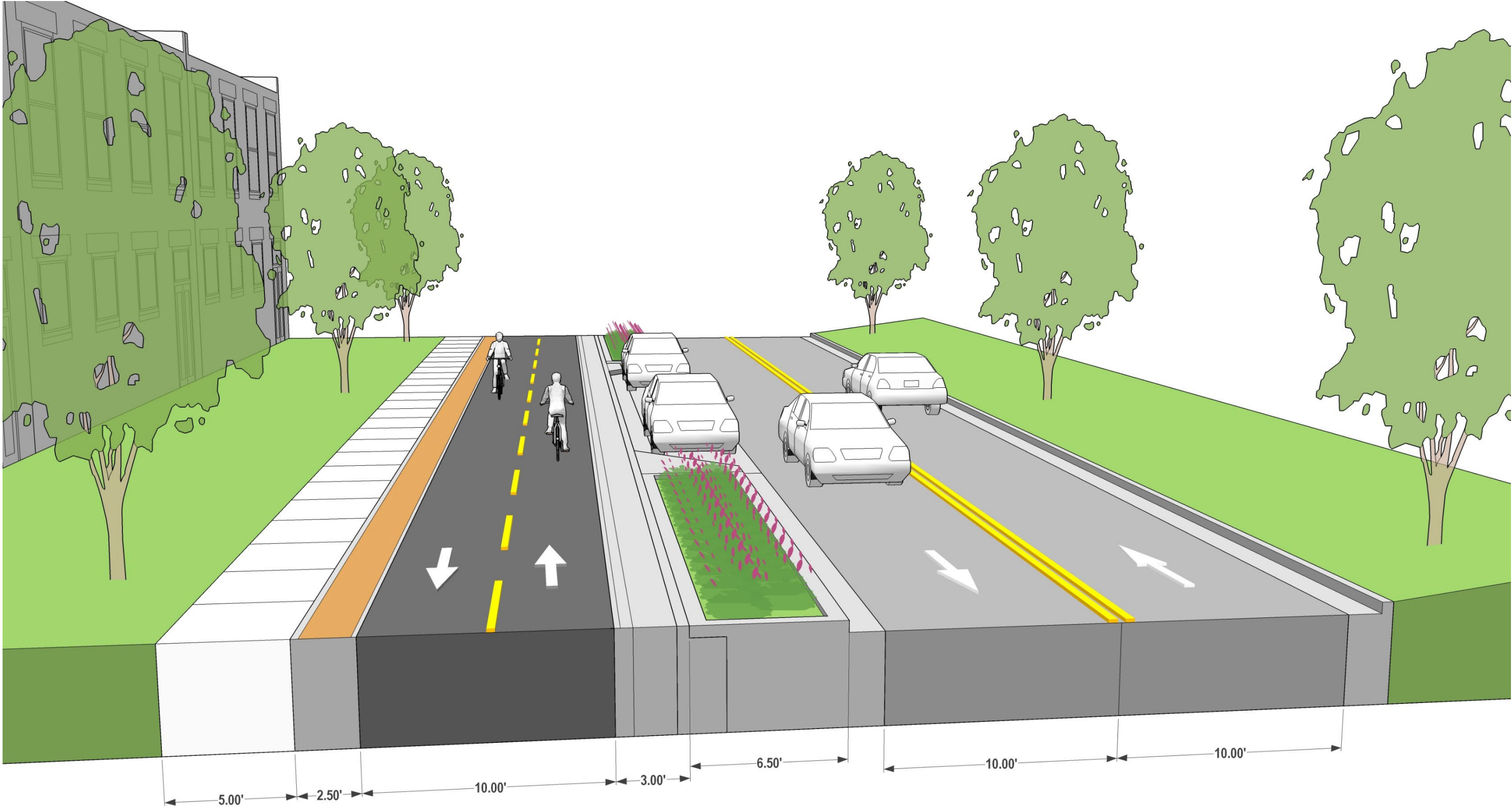


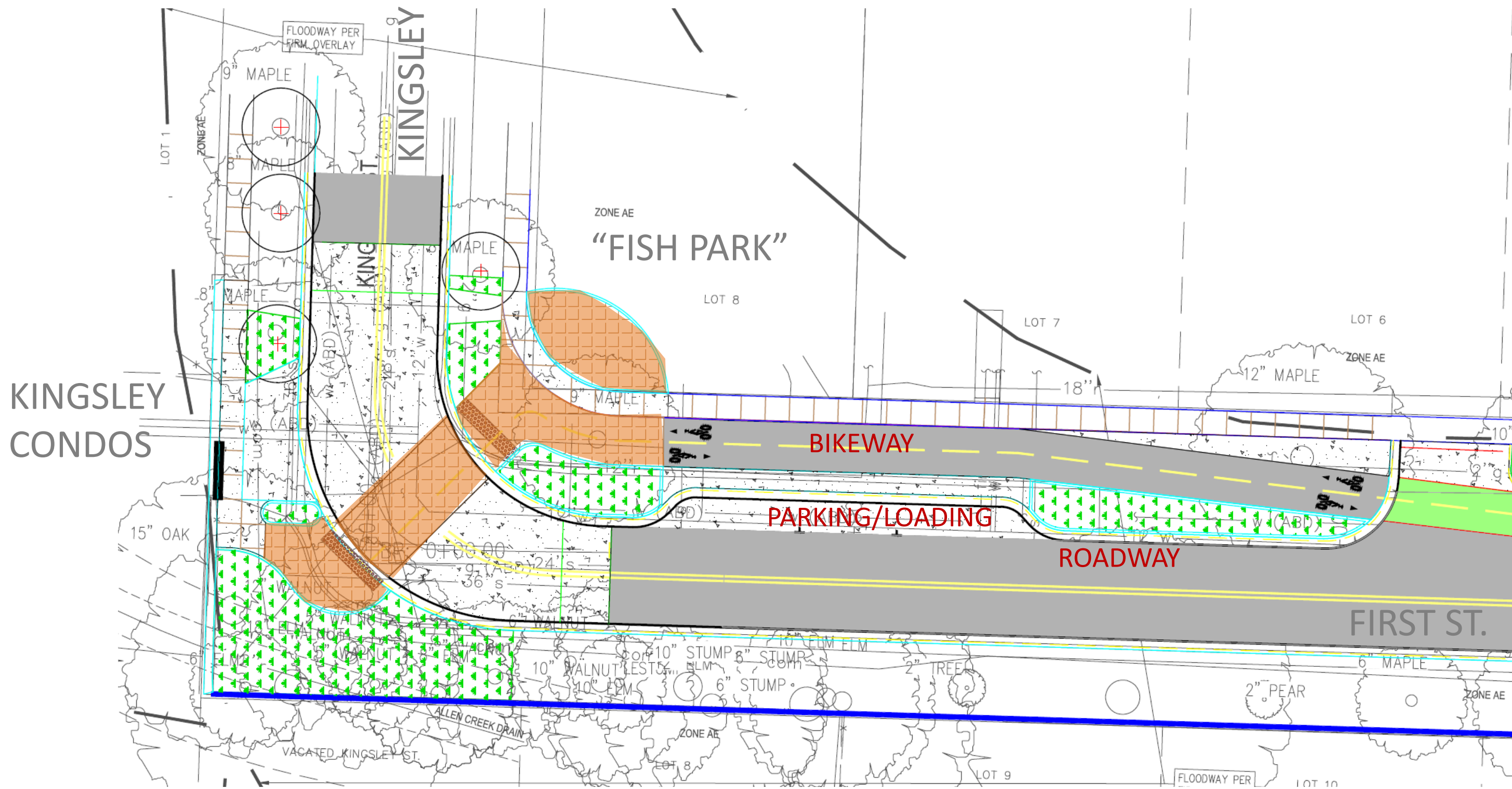
- Mill & Resurface / Rehab
- Cape Seal (by City)
- Watermain Overlap (reference)

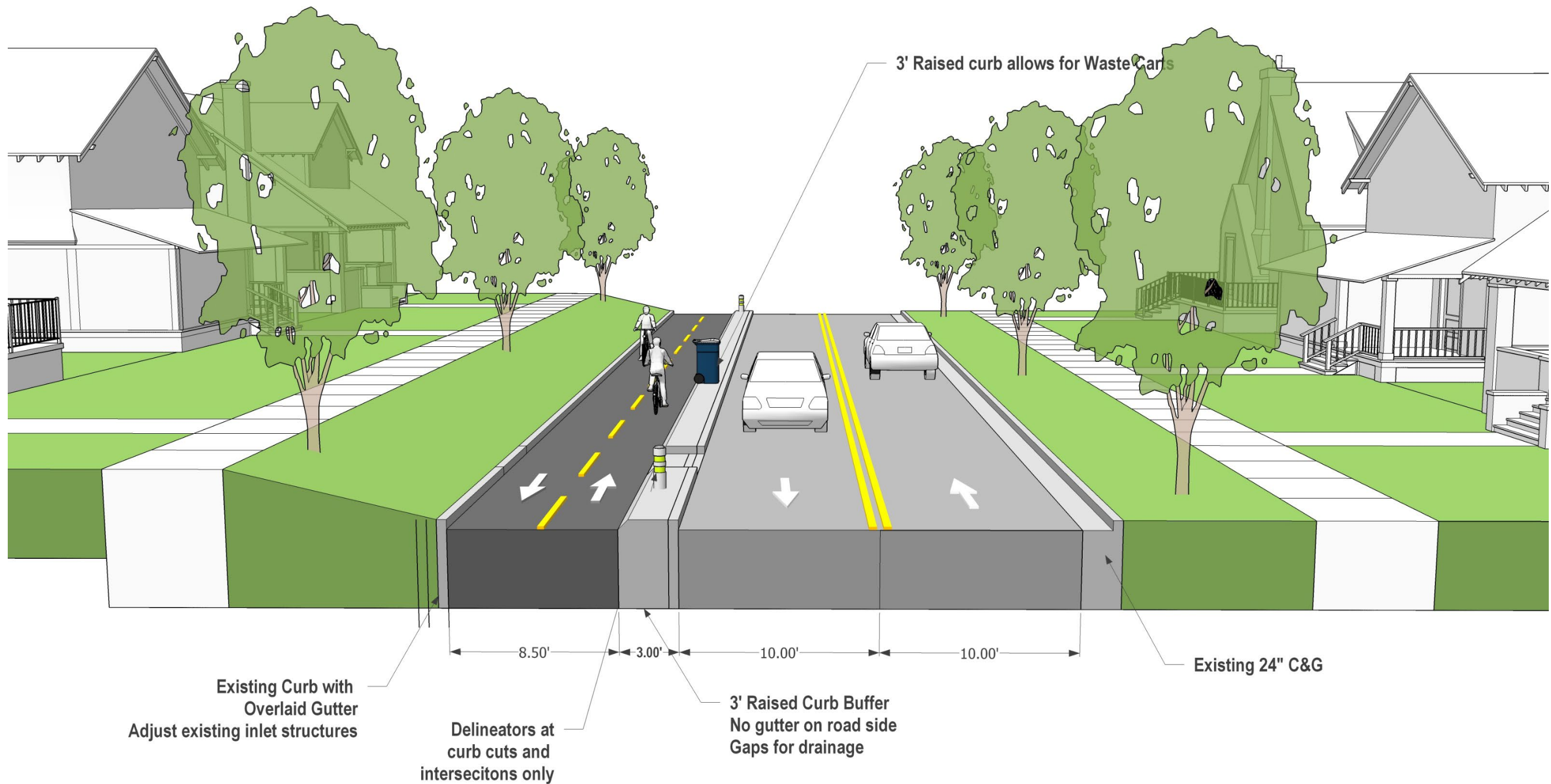
Areas overlapping the bikeway and watermain upsizing should be emphasized for resurfacing due to restoration and functional effectiveness

* Cost share agreement with the city for 35% of road resurfacing costs. Cape seal can be done entirely by the city. Numbers above reflect 35% reduction.

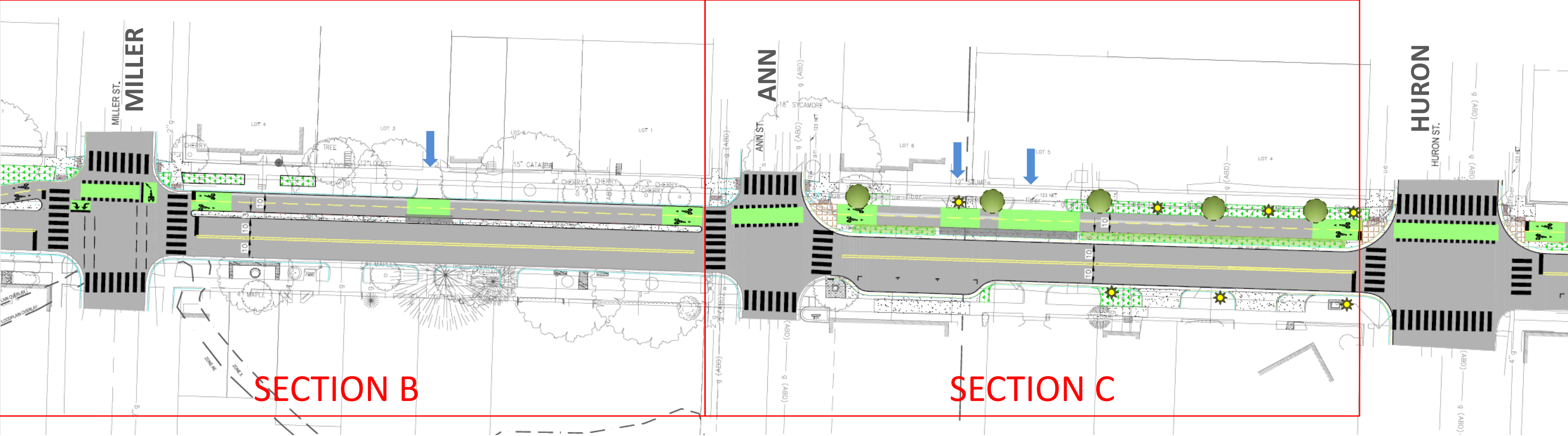


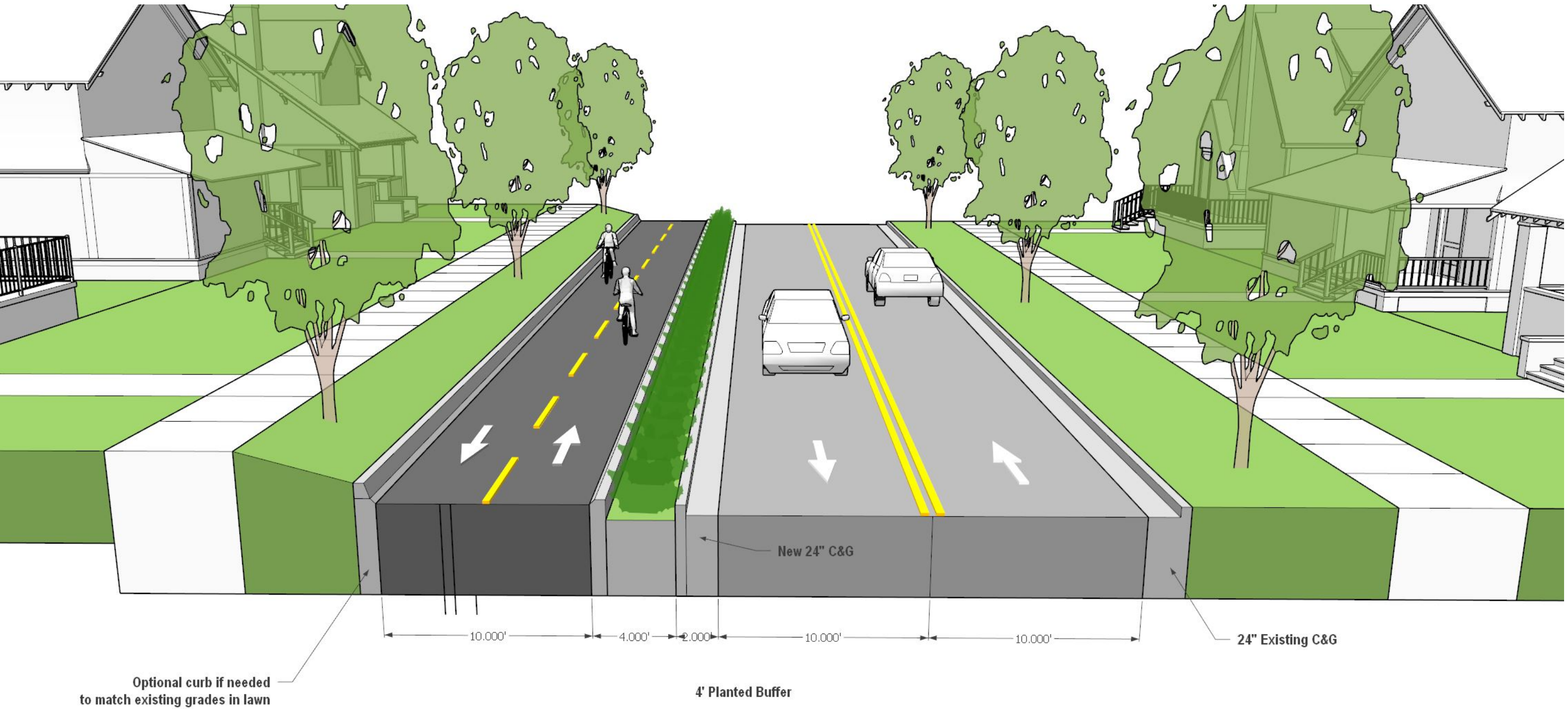






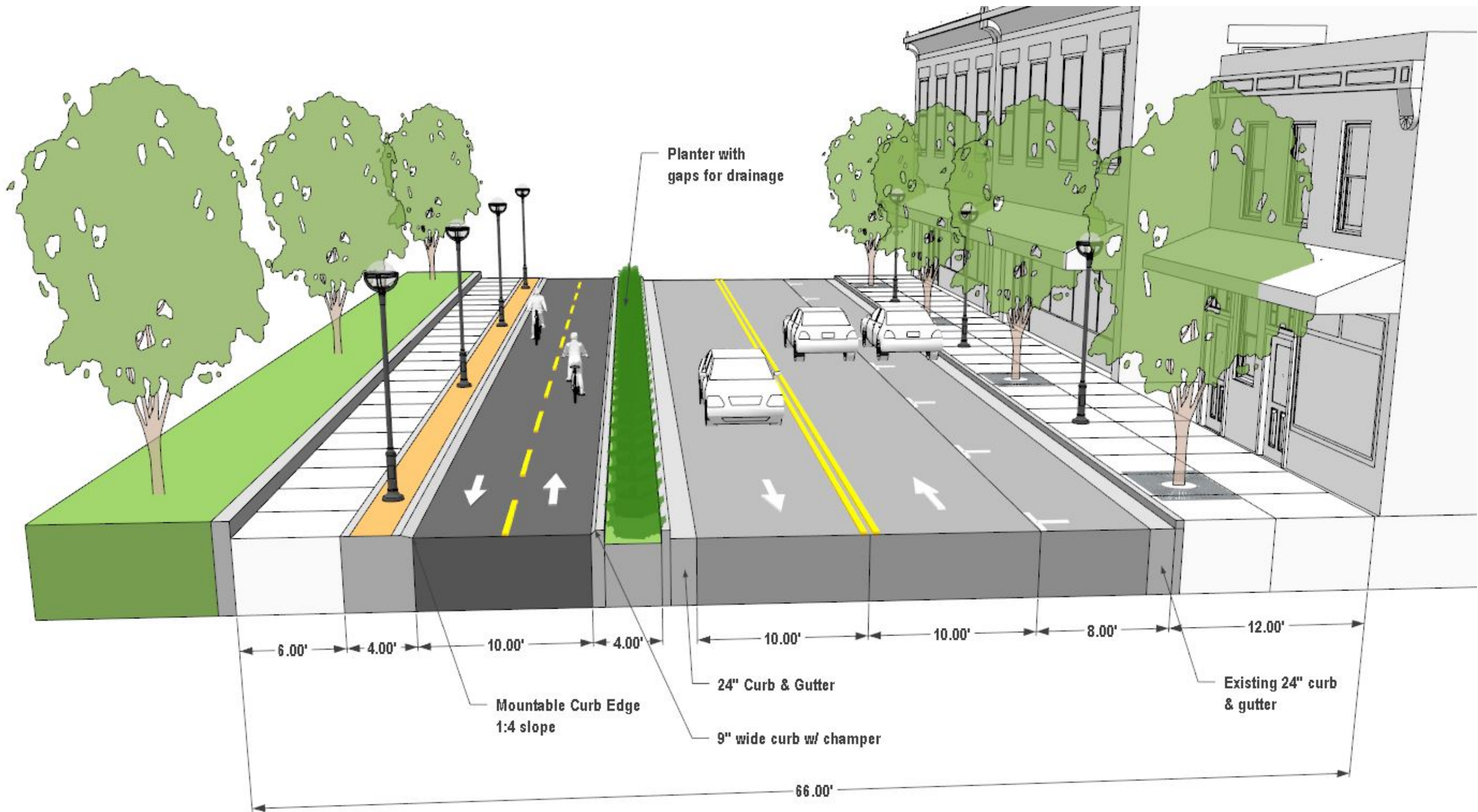
(1) Desire to preserve existing large trees in lawn extension; (2) curbed buffer to accommodate solid waste carts and collection. Uses straight curb with breaks in curb for drainage to existing inlet structures



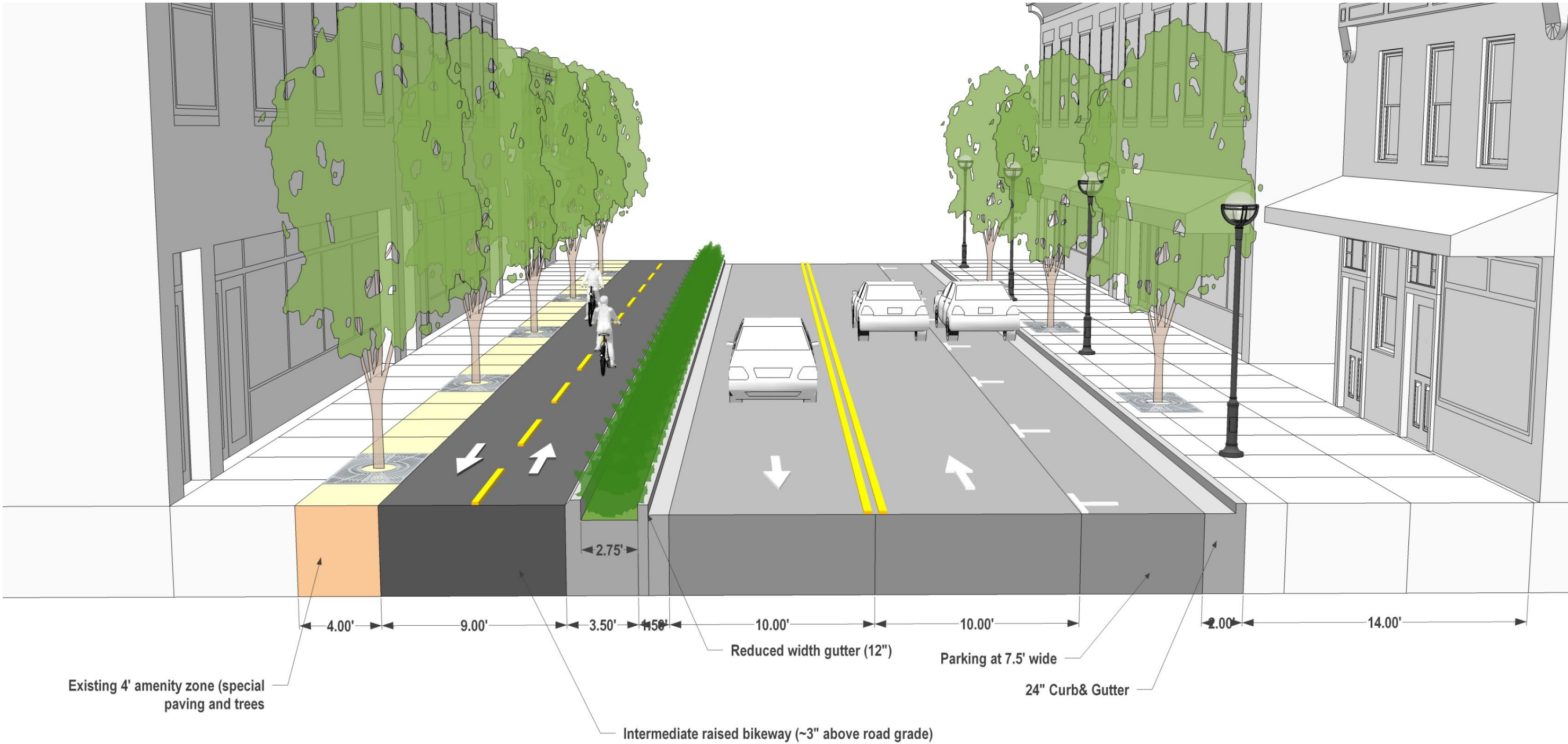


Full desired widths with adjusting curb on east side. “Intermediate” level bikeway. Planter for the buffer with stormwater management. Drainage for bikeway and roadway.

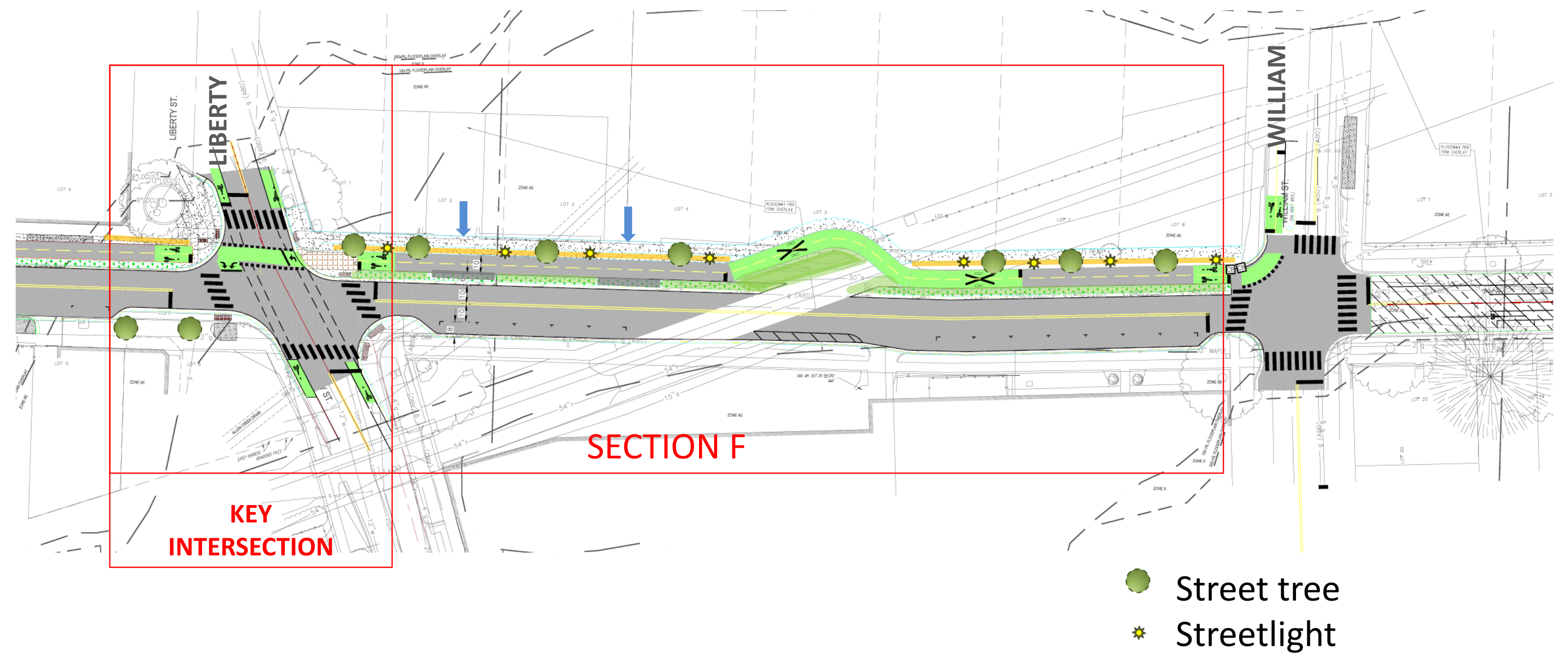


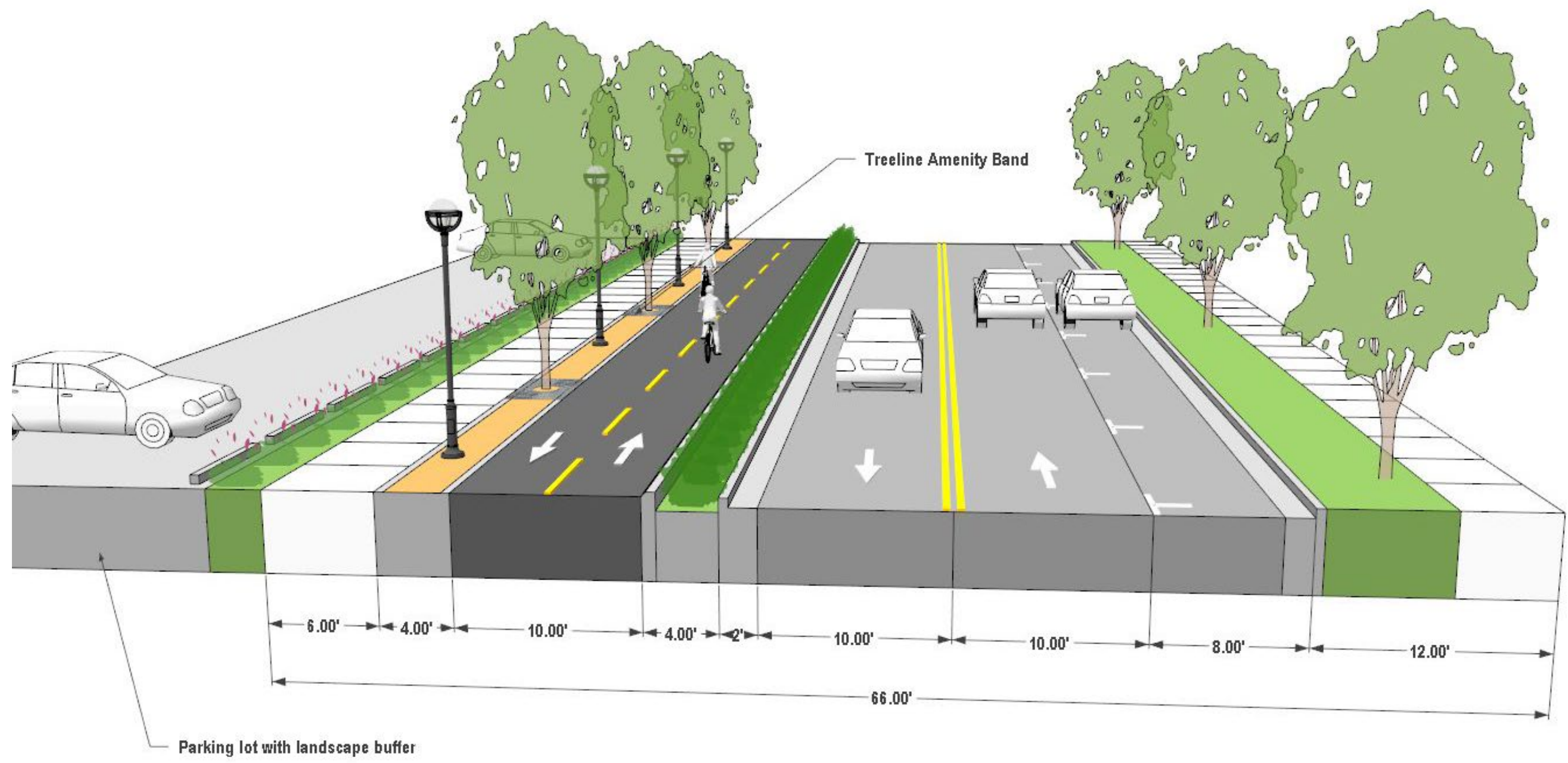


“Intermediate” level bikeway. Planter for the buffer with stormwater management. Drainage for bikeway and roadway. 4’ amenity strip for lighting and special pavement



Full desired widths with adjusting curb on east side. “Intermediate” level bikeway. Planter for the buffer with stormwater management. Drainage for bikeway and roadway.





Area of Treeline Trail overlap. Special paving and materials in amenity band.







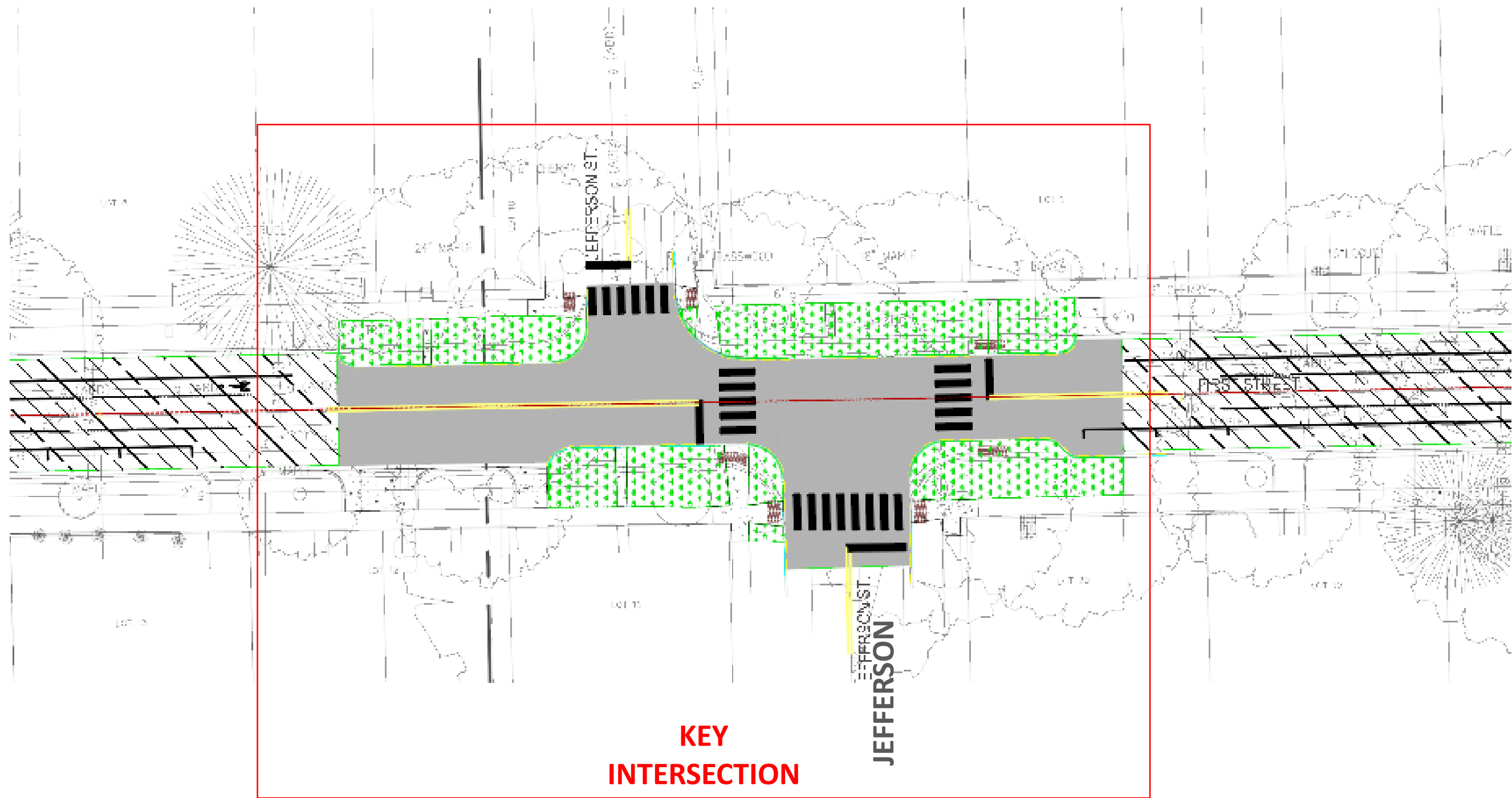
CityLock (Pavestone)

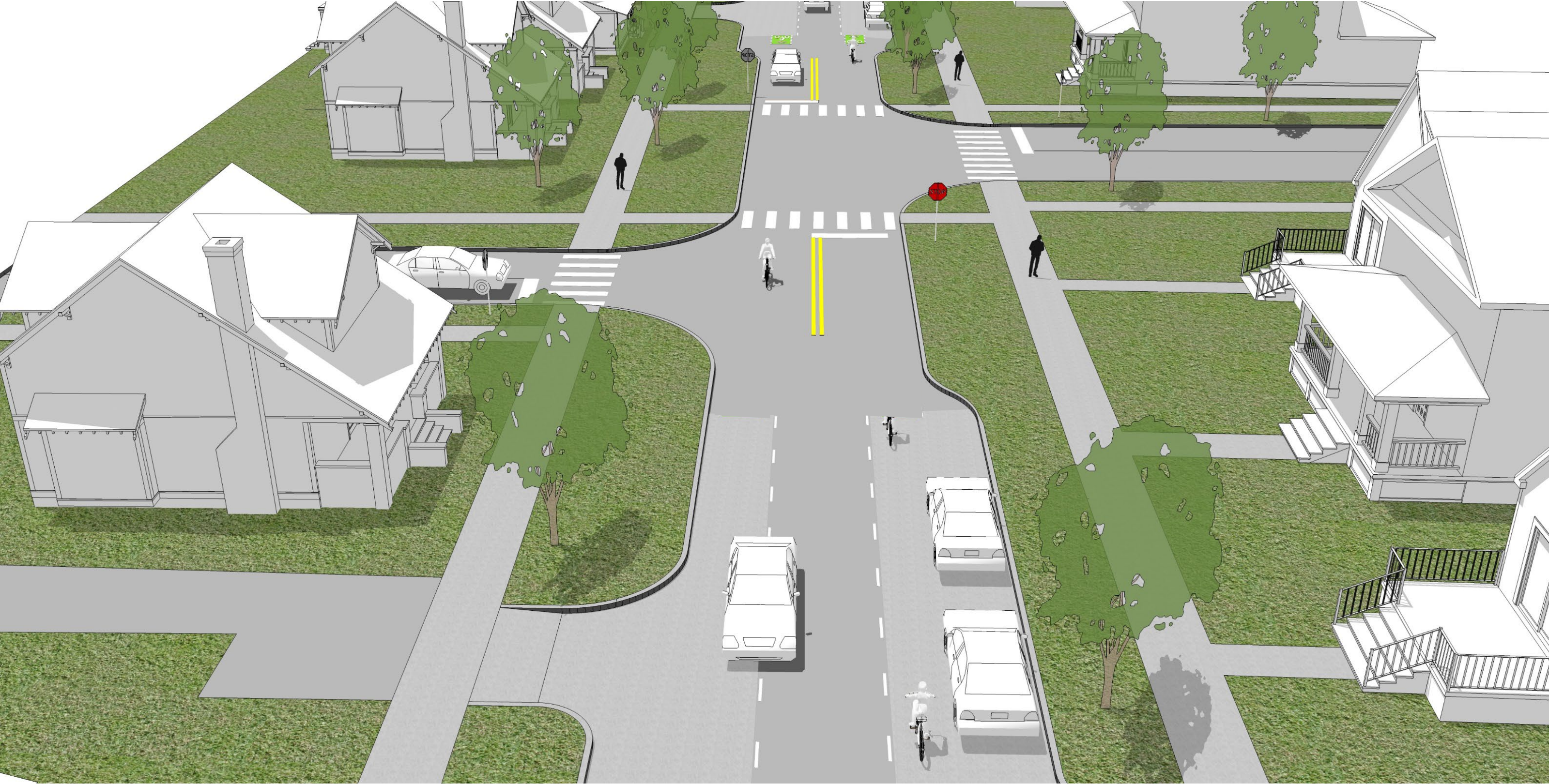


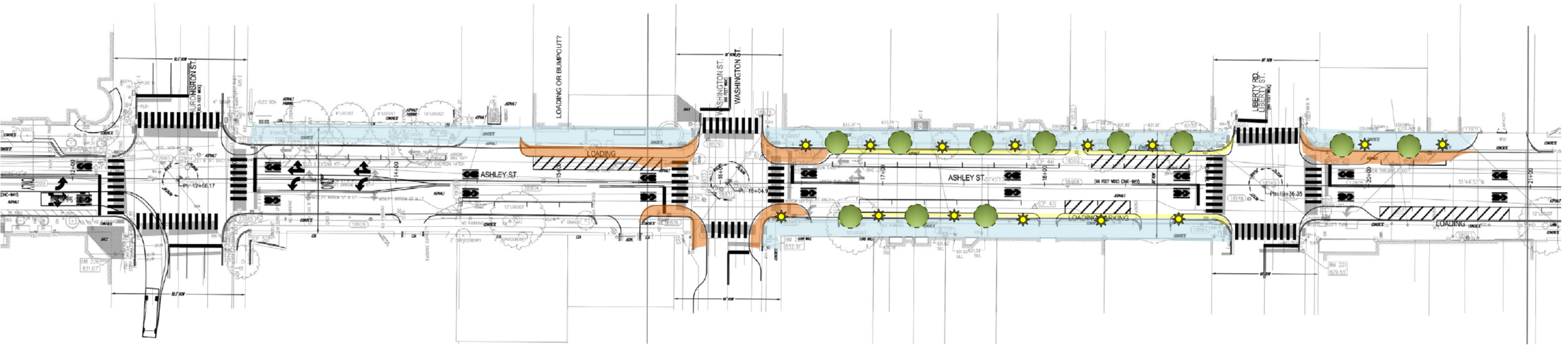
“Capital City Bikeway” –
Jefferson Ave in St. Paul



The Treeline
Allen Creek Urban Trail









An aerial photograph of a city street grid, likely Ann Arbor, Michigan, showing a mix of residential and commercial buildings, green spaces, and a winding river. A large, solid white rectangle is centered over the image, containing the text "THANK YOU" in a dark, sans-serif font.

THANK YOU