WELCOME!
The Meeting Will Begin Soon.

Things to Know

• The video, speaking, and screen sharing functions are available to presenters, but disabled for participants to avoid unauthorized persons or offensive content.

• You can leave and rejoin the meeting at any time (unless the meeting is at capacity or you are removed for inappropriate behavior).

• This meeting is being recorded.

• You can communicate through the Q&A feature.

• We will answer questions at the end of the presentation. Feel free to leave a question using the Q&A function.

• Presentation and additional materials are available: https://www.a2gov.org/StateHill
STATE + HILL STREETS IMPROVEMENTS PROJECT

CITY OF ANN ARBOR
Technology Overview – Ask a question/share a comment

We will be using the Q&A feature for those using a computer and the Raise Hand feature for those who are on the phone.

**Computer**
- Please use the Q&A feature located at the bottom of the screen to ask a question/comment.
- Type your question/comment.
- Click Send.

**Phone**
- Select *9 to raise your hand
- You will be identified by the last 3 digits of your phone number
Technology Overview – Polling

Note: When you raise your hand, the host will enable your microphone. The host will disable your microphone after your question.

Computer

During an active poll
- Click your answer
- Press submit

When the poll closes
- View results
- Press close

Phone

- Raise your hand by typing *9 if willing to provide information out loud
- The host will unmute you
- Say your answer to the poll

Note: Phone polling is not anonymous. Everyone in the meeting will be able to hear your response.

Computer polling is anonymous. Your name will not be viewable with your response.
MEETING NORMS

- Commit to learning and avoid speculation – we encourage you to ask questions so we can explore the issue together.

- Please remember the importance of rights and the dignity of others. With that, we ask that you:
  - Critique ideas, not people.
  - Are thoughtful about your language so this can be a comfortable and respectful forum for all participants - inappropriate written and/or verbal comment or language, including personal attacks and accusations, will result in the attendee being removed from the meeting.
DEMOGRAPHICS POLL
OPTIONAL & ANONYMOUS (EXCEPT BY PHONE)
MEETING AGENDA

STATE + HILL PROJECT

- Introductions
- Project Overview (45 min.)
  - Scope of work & schedule
  - Project goals
  - Prior engagement
  - Design direction
- Questions?
PROJECT TEAM

STATE + HILL PROJECT

City Staff
- Theresa Bridges – Engineering Project Manager
- Cynthia Redinger – Transportation Engineer
- Luke Liu – Transportation Engineer
- Heather Seyfarth – Systems Planning, Engagement

Design & Engineering Consultants
- Wade Trim
- SmithGroup

Questions or need to contact the team?

Theresa Bridges
tbridges@a2gov.org
STATE + HILL PROJECT

ORIGINAL SCOPE OF WORK

- State Street (South U to Granger)
  - Water main consolidation
  - Resurfacing
  - Safety Improvements
  - Explore potential for Treeline Trail-aligned improvements

- Hill Street (Fifth Ave to Forest)
  - Water main replacement
  - Resurfacing
  - Safety improvements
  - Bike lane improvements

LOCAL FUNDS:
- City Water System Fund
- City Millage - Street Resurfacing Program

FEDERAL + STATE FUNDS:
- Highway Safety Improvement Program
- COVID Relief Funds
- State Surface Transportation Program
- Act 51
INFRASTRUCTURE CONDITION

STATE + HILL PROJECT

- **Resurfacing State and Hill**
  - Existing Road Condition: PASER 2 (Very Poor)

- **Hill Street Water Main**
  - Existing 6-inch watermain is 110+ years old
  - Upsizing to 12-inch watermain

- **State Street Water Main**
  - Existing services transferred from smaller, aging watermains to newer, 12-inch and 20-inch water mains
PROJECT SCHEDULE + TIMELINE

STATE + HILL PROJECT

Public Engagement Meeting 1
April 26, 2022

30% Design and Study

Public Engagement Meeting 2
September 27, 2022

80% Design

100% Design

MDOT Review

Bid

Pre-Construction Public Meeting
Spring/Summer 2023

Construction in 2023

2022

2023
PROJECT GOALS

STATE + HILL PROJECT
A2 MOVING TOGETHER GOALS
TRANSPORTATION MASTER PLAN – ADOPTED 2021

Safety
Ann Arbor is a safe city where everyone participates in creating an environment in which people feel confident and comfortable traveling.

Mobility
Ann Arbor prioritizes moving people and goods efficiently; making it easier for people to choose sustainable modes of transportation.

Healthy People & Sustainable Places
Ann Arbor’s transportation system supports a healthy population, sustainable environment, and robust economy, while celebrating and enhancing a unique quality of place.

Accessibility for All
In Ann Arbor, people of all abilities, ages and stages of life, income, races, cultures and ethnicities have equitable access to the places where they live, work, and play.

Regional Connectivity
Ann Arbor works to expand travel options throughout the region and integrate its transportation system with wider regional networks.
A2 MOVING TOGETHER PRIORITIES
TRANSPORTATION MASTER PLAN – ADOPTED 2021

- State + Hill Street both identified as Tier 1 Capital Projects

**Tier 1 Capital Projects**
Total Project Length: 18 miles
Projects include corridors with a safety focus (Strategy 1) and near-term sidewalk gaps (Strategy 4).

**Tier 2 Capital Projects**
Total Project Length: 24 miles
Projects include additional corridors with a safety focus and address multi-modal needs.

**Tier 3 Capital Projects**
Total Project Length: 20 miles
Projects include corridors that address multiple modal needs.
BICYCLE INFRASTRUCTURE
EXPANDING THE ALL AGES & ABILITIES INFRASTRUCTURE

OPPORTUNITIES:

- Fill-in gaps in the bicycle lane network (e.g. on Hill Street)
- Install an all-ages and abilities bike facility on State Street where feasible
- Extend bicycle network on State Street north of Packard.
- Align with Treeline Trail master plan to extent feasible.
- Improve intersections for biking
- **Project Task:** Identify feasible improvements that can be made for advancing the Treeline Trail given limited funding and project scope.

- **Outcome:** Installation of two-way separated bikeway (per the Treeline) not feasible within the project scope and budget. Design direction will maintain flexibility to install the Treeline Trail in the future.
PRIOR ENGAGEMENT

STATE + HILL PROJECT
PUBLIC ENGAGEMENT – APRIL WORKSHOP

FEEDBACK AND FINDINGS TO DATE

APRIL 26 MEETING

- Desire for connected and continuous bike facilities (avoid gaps and breaks, especially on Hill Street)
- Concerns with crossing State Street on bikes
- Pedestrian crossing safety is critical
- Want good lighting at crosswalks

Detailed results available on the project web page.
PUBLIC ENGAGEMENT – SURVEY
86 RESPONSES

How do you typically travel down these sections of State & Hill today?

- Walking: 60 responses
- Biking: 50 responses
- Driving a car: 70 responses
- Riding transit: 20 responses
- E-scooter: 5 responses
- Ride share/taxi: 3 responses
- Other: 0 responses
In which ways would you like to travel along this corridor more easily in the future?

**TOP 3**
- Walking
- Biking
- Transit
Which destinations do you primarily access on these corridors?

- Commercial destinations (mostly local)
- University of Michigan facilities (mostly local)
- None - just traveling through
- Special events/athletic events (mostly local)
- Other
PUBLIC ENGAGEMENT – SURVEY
86 RESPONSES

How important to you are each of the following?

TOP 3
- Safety for all people
- Crossing comfort and safety (pedestrians)
- Connectivity to the city-wide bicycle network

- Very important
- Somewhat important
- Not important

State & Hill Improvements
PUBLIC ENGAGEMENT – STAKEHOLDER MEETINGS

FEEDBACK AND FINDINGS TO DATE

- Downtown Development Authority (DDA)
  - Governs metered parking spaces
  - Worked with DDA to reduce parking to create space for continuous bike lanes, buffered to extent feasible

- State Street businesses at the “triangle”
  - Want to maintain a level of patron parking on State Street
  - Open to converting some parking to more short-term

- University of Michigan
  - Desire to maintain left turn lane at Hoover for buses

- TheRide / AAATA
  - Reviewed locations of bus stops and bus operations. Maintaining stop locations and design supported by AAATA.

- Transportation Commission (6/15/22)
  - Presented design direction and received support
  - Update in October ’22

- Treeline Conservancy
  - This section is not a priority for funding – focused more on the north.
  - Wants to continue to explore other alternative alignments for the southern section (e.g. adjacent to railroad corridor)
DESIGN DIRECTION

STATE + HILL PROJECT
SAFETY FOCUSED DESIGN APPROACH FOR STATE + HILL

IMPROVEMENTS WITHIN SCOPE OF THE PROJECT

A. Crossing improvements with use of RRFBs (flashing beacons) and/or in-road pedestrian markers. Positive contrast lighting

B. Replaced sidewalk curb ramps for ADA compliance

C. Plan to install bumpouts at key corners to reduce crossing distances and/or provide additional pedestrian space.

D. Plan to have bike lanes continuous throughout the length of both streets (State & Hill). Bike lanes to be buffered where space permits.
GRANGER TO ARCH
STATE STREET PROPOSED CONFIGURATION

- **Buffered bike lanes**
- **On-street parking on west side maintained**
- **Bike lanes buffered from road and parking**
- **Pedestrian crossing with RRFB**
- **Pedestrian crossing with RRFB + positive contrast lighting**

Legend:
- **Shared Lane (Enhanced)**
- **Conventional Bike Lane**
- **Buffered Bike Lane**
- **Crossing Improvement**
- **Curbside Lane (Parking)**
- **Center Turn Lane**
- **Bus Stops**
  - In Bike Lane
  - In Parking Lane
  - In Travel Lane
STATE STREET: GRANGER TO DEWEY

EXISTING CONFIGURATION

- Conventional bike lanes
- No curbside / parking lane
- Bus stops block bike lanes and/or require re-merging into traffic when along parking zone
STATE STREET: GRANGER TO DEWEY

PROPOSED CONFIGURATION

- Bike lanes with narrow “double white line” buffer
- Travel lanes narrowed to 10-feet
- No curbside / parking lane
- Bus stops block bike lanes and/or require re-merging into traffic when along parking zone
STATE STREET: DEWEY TO ARCH

EXISTING CONFIGURATION

- Conventional bike lanes
- Bike lane gap south of Hoover
- Curbside lane on the west side of the street (34 spaces)
- Bus stops block bike lanes and/or require re-merging into traffic when along parking zone
STATE STREET: DEWEY TO ARCH

PROPOSED CONFIGURATION

- Painted buffers against travel lanes and parked cars
- Maintains on-street parking along the block
- Bus stops in bike lanes or parking lane.
ARCH TO PACKARD
STATE STREET PROPOSED CONFIGURATION

Pedestrian crossing with RRFB + positive contrast lighting

Center turn lane maintained.

Curb adjusted to provide width for contiguous bike lanes

Bike boxes added for left turning bikes

New bumpout and pedestrian signals at Arbor

State & Hill Improvements
PACKARD TO SOUTH UNIVERSITY
STATE STREET PROPOSED CONFIGURATION

- **Bumpouts added for pedestrian crossing improvements**
- **Bike boxes added for left turning bikes**
- **Buffered bike lanes (1-foot buffer)**
- **Bumpouts modified to maintain continuous bike lanes**
- **Buffered bike lanes through State Street intersection + quick build project**

- **Four parking spaces removed to allow for bike lane transitions (6 spaces remain)**
- **Buffered bike lanes (against parking lane)**
- **Parking removed from the west side of the street**
- **Installed new one long bumpout at Madison**
- **Positive contrast lighting added**
STATE STREET: HILL TO SOUTH UNIVERSITY

EXISTING CONFIGURATION

- Existing curbside lane on both sides of the street
- Overly wide vehicle lanes
### West side uses double-white lines for bike lane and buffer.

### East side provides bike lane with buffer against parking lane.

### Travel lanes reduced to 10-feet in width.

### 21 parking spaces removed from the west side. Potential to add up to 9 spaces back to the eastside.
HILL STREET – FIFTH AVE TO DIVISION

PROPOSED CONFIGURATION

- Contiguous bike lanes throughout entire corridor
- New crosswalk location with improved lighting
- Connection to extended Division Street Bikeway
- Bike boxes for left turning bikes
- Left turn lanes on Hill Street removed to allow for continuous bike lanes through intersection
Contiguous bike lanes throughout entire corridor

Bike boxes and 2-stage turn queue boxes for left turning bikes

Removing left turn lanes on HILL street to allow for continuous bike lanes

Crossing improvements for ADA compliance

Bike boxes for left turning bikes
PROPOSED CONFIGURATION

Contiguous bike lanes throughout entire corridor

Driveway into U-M garage rebuild to provide continuous sidewalk through opening

Positive contrast lighting

Crossing improvements with enhanced lighting, RRFBs
HILL STREET – E. UNIVERSITY TO WASHTENAW

PROPOSED CONFIGURATION

- Contiguous bike lanes throughout entire corridor
- Parking on south side removed to allow for continuous bike lanes on this block
- Crossing improvements: Positive contrast lighting
- Additional crossing improvements east to Washtenaw
HILL STREET SAFETY SUMMARY

DESIGN DIRECTION

- Safety Improvements using enhanced crosswalk pavement markings, crosswalk signage and positive contrast lighting at the following intersections:
  - Fifth Avenue (across Fifth and Hill)
  - Division Street (across Division and Hill)
  - Sybil Street (across Sybil only)
  - Packard Street (across Packard and Hill)
  - State Street (across State and Hill)
  - Oakland Street (across Oakland and Hill)
  - Tappan Ave (across Tappan and Hill)
  - E. University (across E. University and Hill)
  - Church St (across Church and Hill)
  - S. Forest Ave (across Forest and Hill)
  - Olivia Ave (across Olivia only)
  - Lincoln Ave (across Lincoln only)
  - Washtenaw off-ramp (across ramp only)
QUESTIONS?

STATE + HILL PROJECT
THANK YOU!

STATE + HILL PROJECT