

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

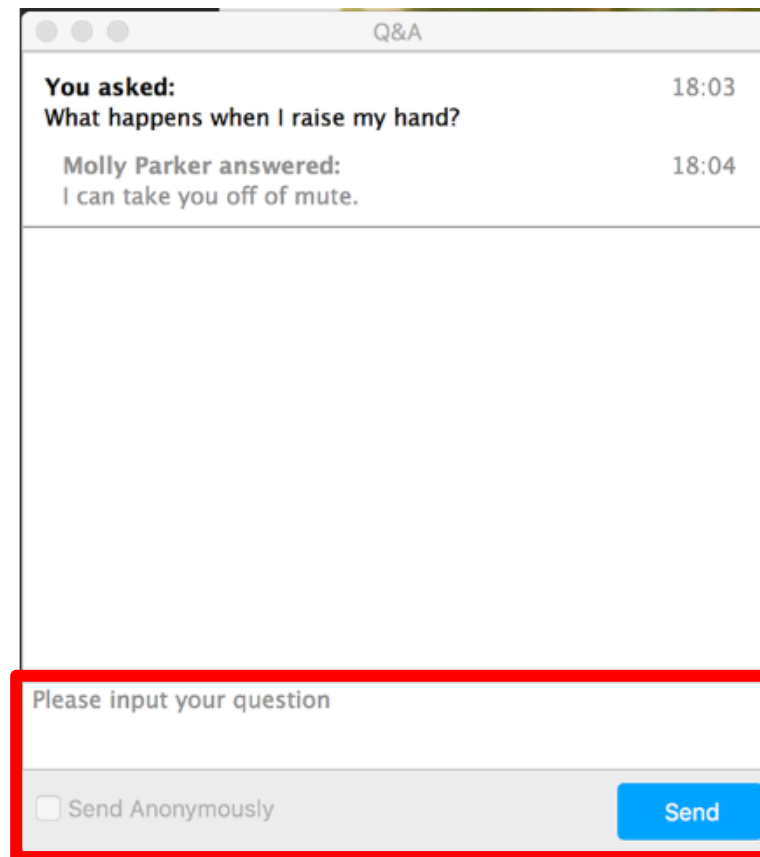
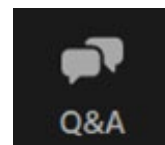
CITY OF ANN ARBOR

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.

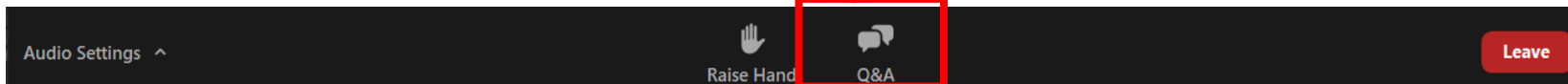
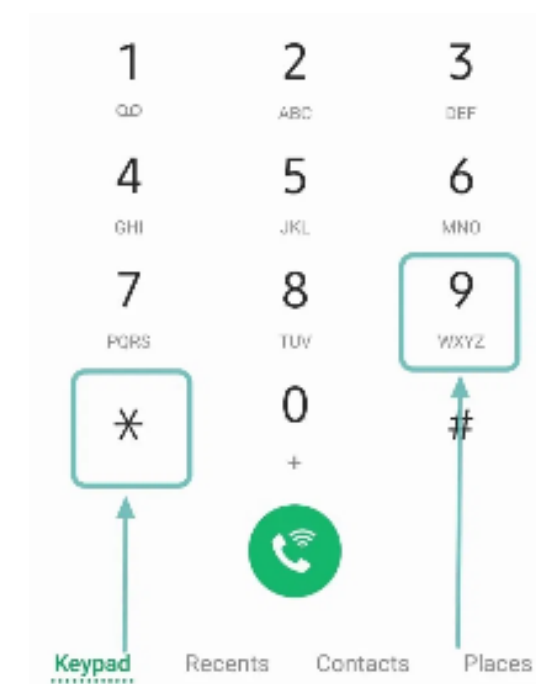
Computer

- 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



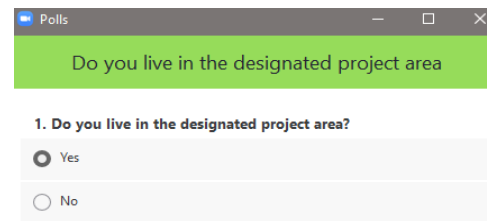
Technology Overview – Polling

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



Do you live in the designated project area

1. Do you live in the designated project area?

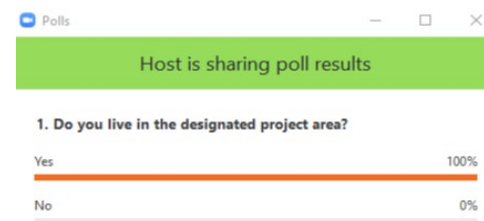
Yes

No

Submit

When the poll closes

- View results
- Press close



Host is sharing poll results

1. Do you live in the designated project area?

Yes 100%

No 0%

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

PROJECT SCOPE

STATE + HILL PROJECT

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



INFRASTRUCTURE CONDITION

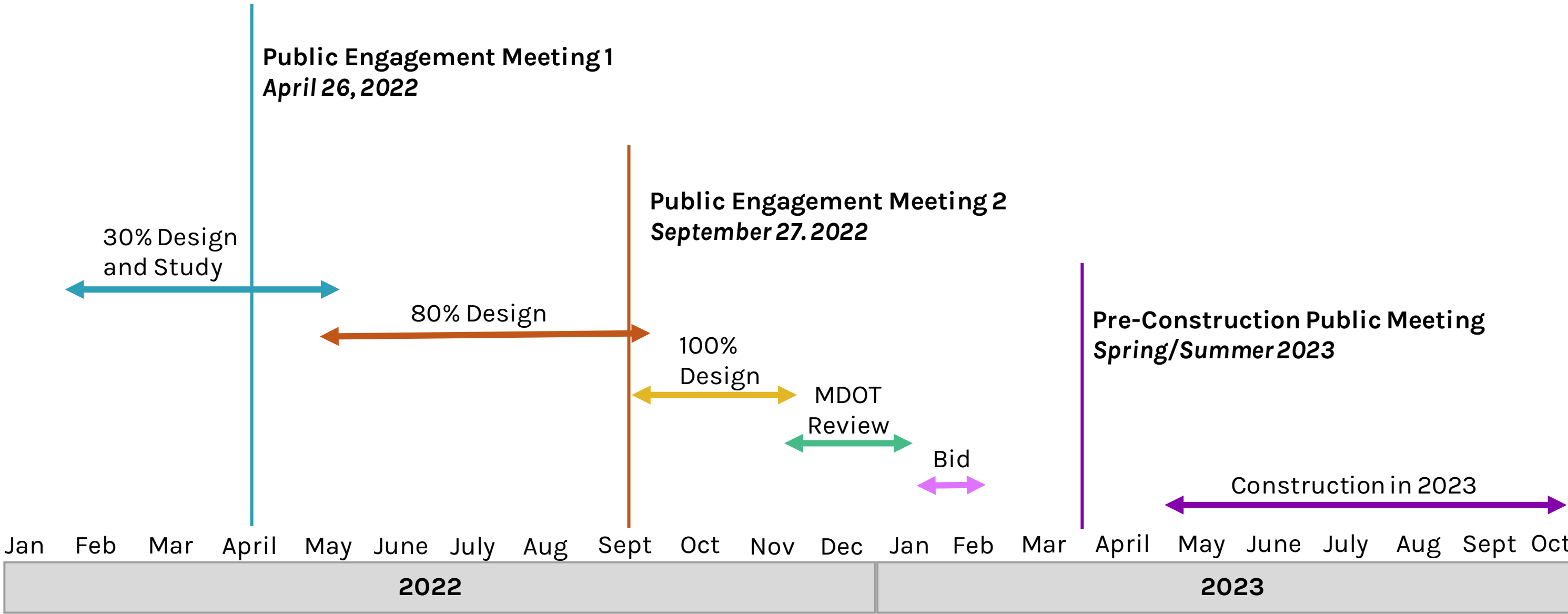
STATE + HILL PROJECT

- **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



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

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

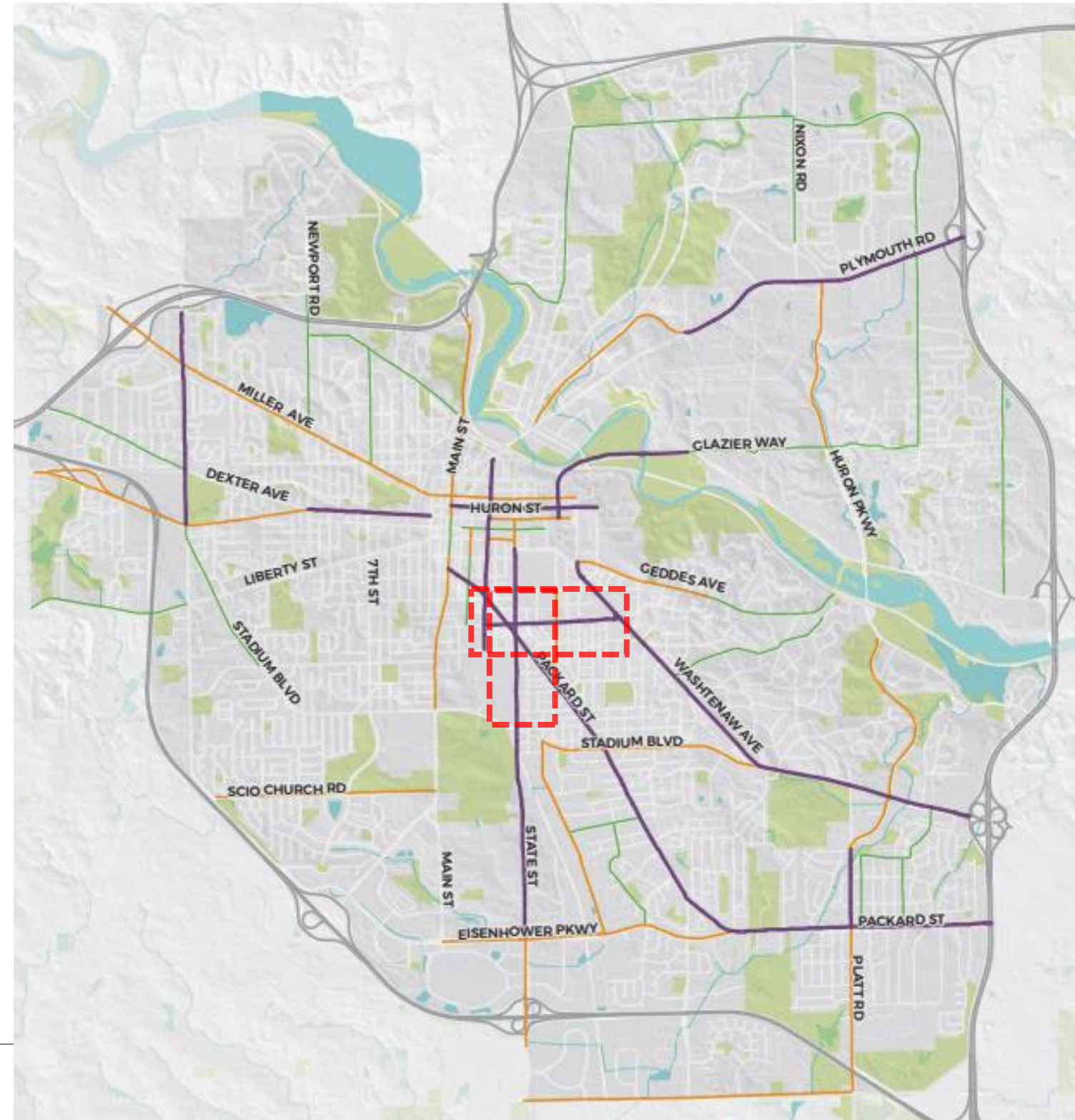
Total Project Length: 20 miles

Projects include corridors that address multiple modal needs.

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

Capital Projects

- Tier 1 Capital Projects
- Tier 2 Capital Projects
- Tier 3 Capital Projects

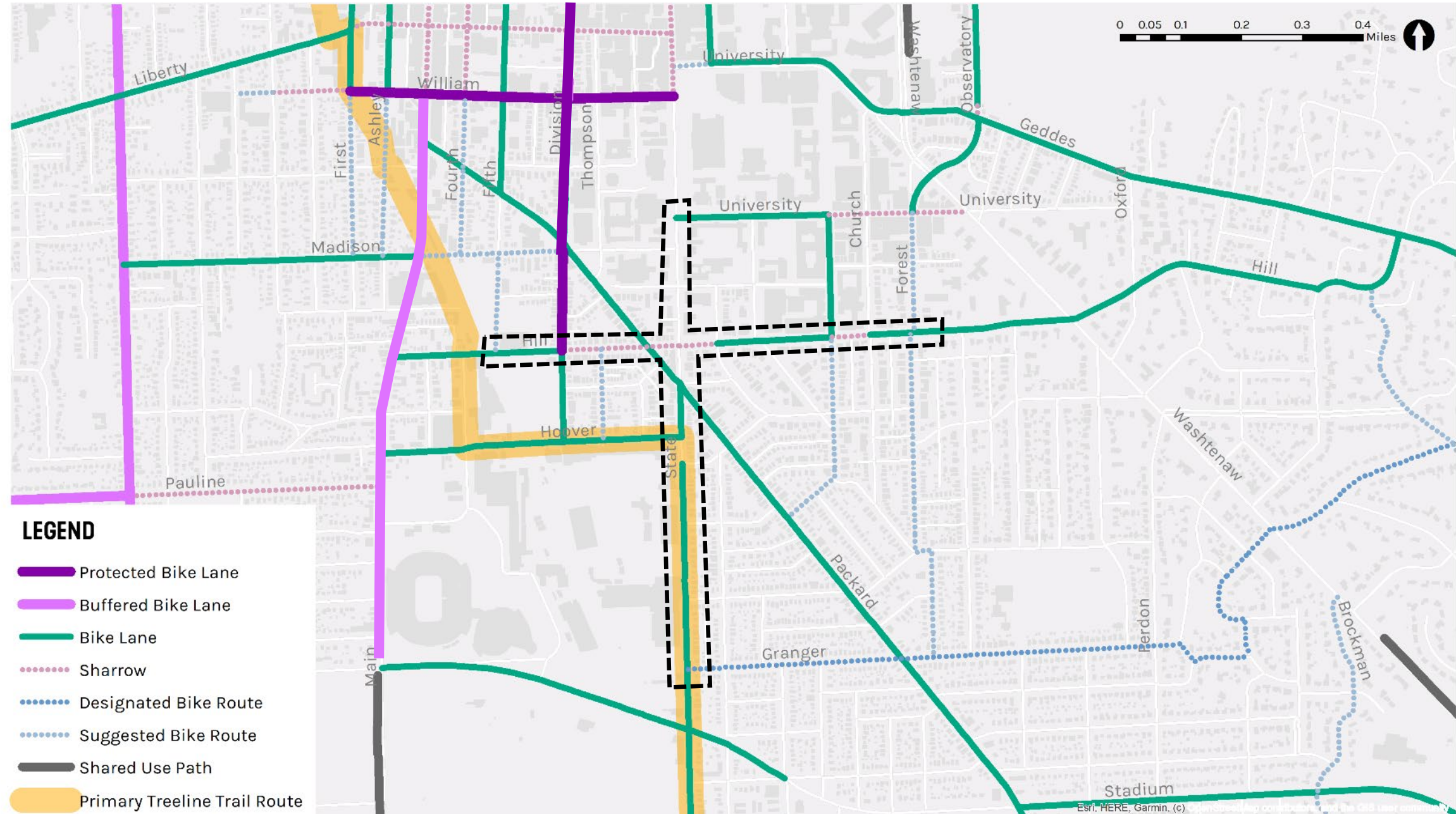


BICYCLE INFRASTRUCTURE

EXPANDING THE ALL AGES & ABILITIES INFRASTRUCTURE

OPPORTUNITIES:

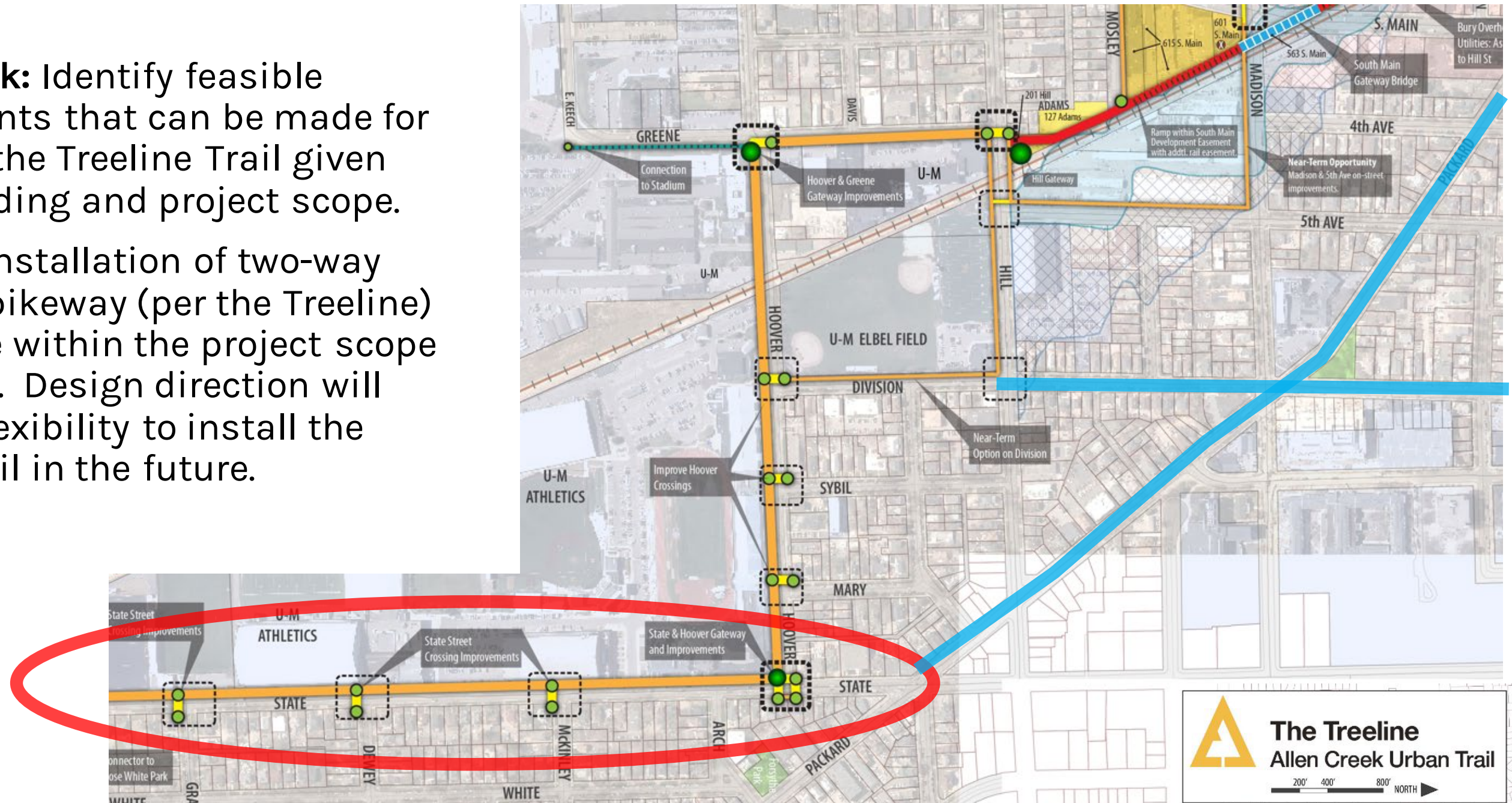
- Fill-in gaps in the bicycle lane network (e.g. on Hill Street)
- Install an all-ages and abilities bike facility on State Street where feasible
- Extend bicycle network on State Street north of Packard.
- Align with Treeline Trail master plan to extent feasible.
- Improve intersections for biking



TREELINE TRAIL

SOUTHERN SECTION

- **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.

Legend:

- Blue box: POSITIVES THINGS TO PRESERVE
- Yellow box: CONCERNS THINGS TO IMPROVE
- Green box: IDEAS THINGS TO CONSIDER

STATE: Arch Intersection

- Treeline should be a safe and comfortable experience for everyone
- Treeline Conservancy mostly focused on the north end of the trail - but want to think about what we can do here still.

STATE: Packard & Arbor Intersection

- bike lane on Packard disappears
- Signals not long enough for kids crossing
- not enough space in intersection for bikes, buses, peds
- add bike route on Arbor St?

Cross-Section 2

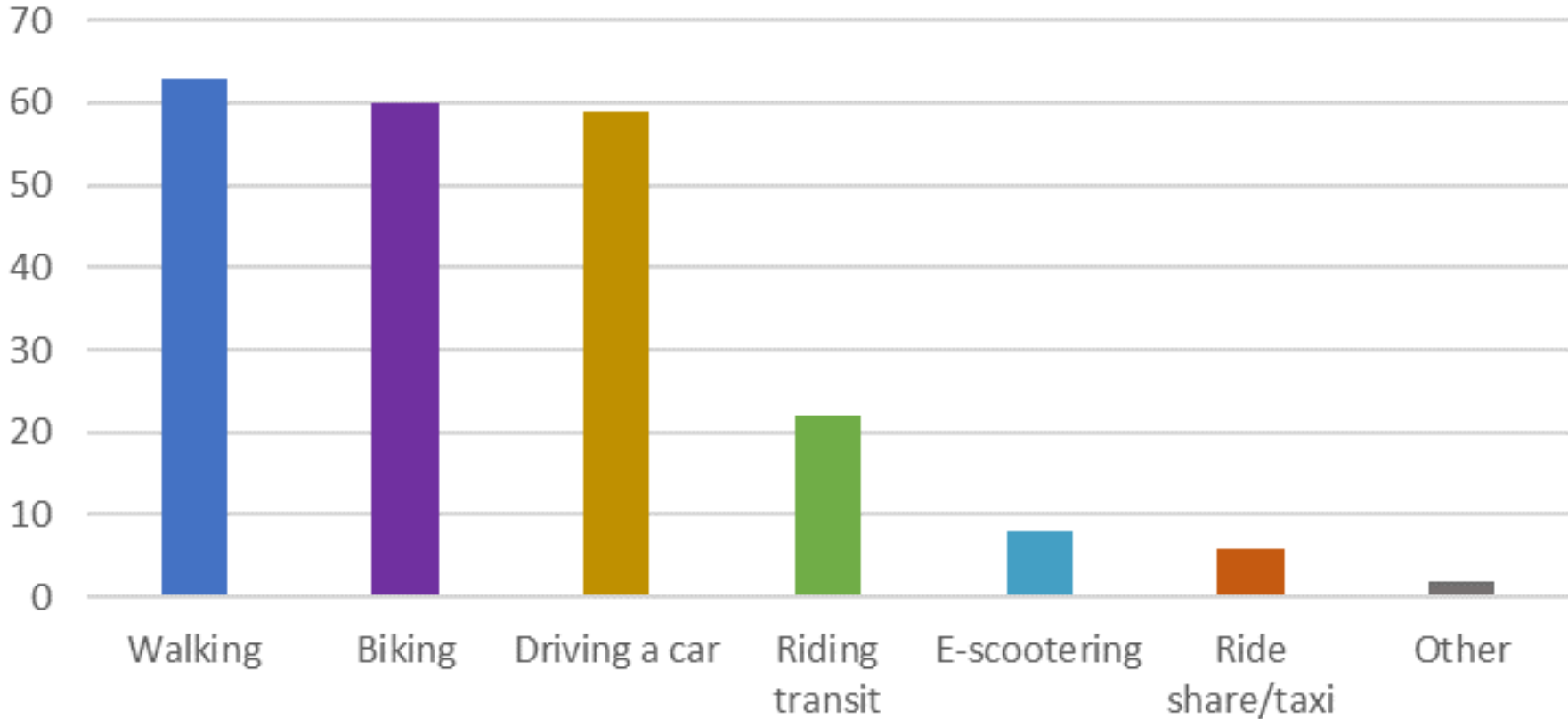
STATE: Hoover Intersection

Cross-Section 4 - Existing

PUBLIC ENGAGEMENT – SURVEY

86 RESPONSES

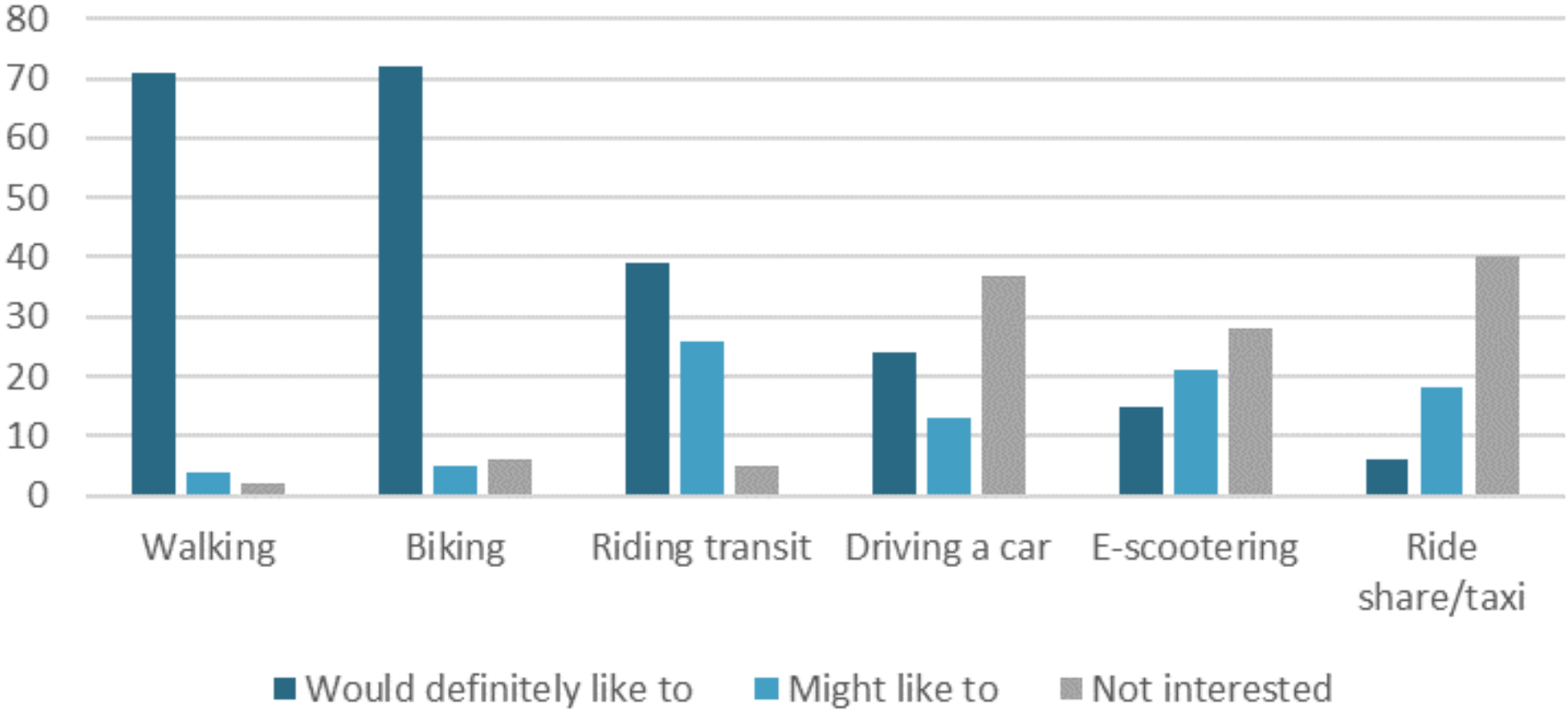
How do you typically travel down these sections of State & Hill today?



PUBLIC ENGAGEMENT – SURVEY

86 RESPONSES

In which ways would you like to travel along this corridor more easily in the future?



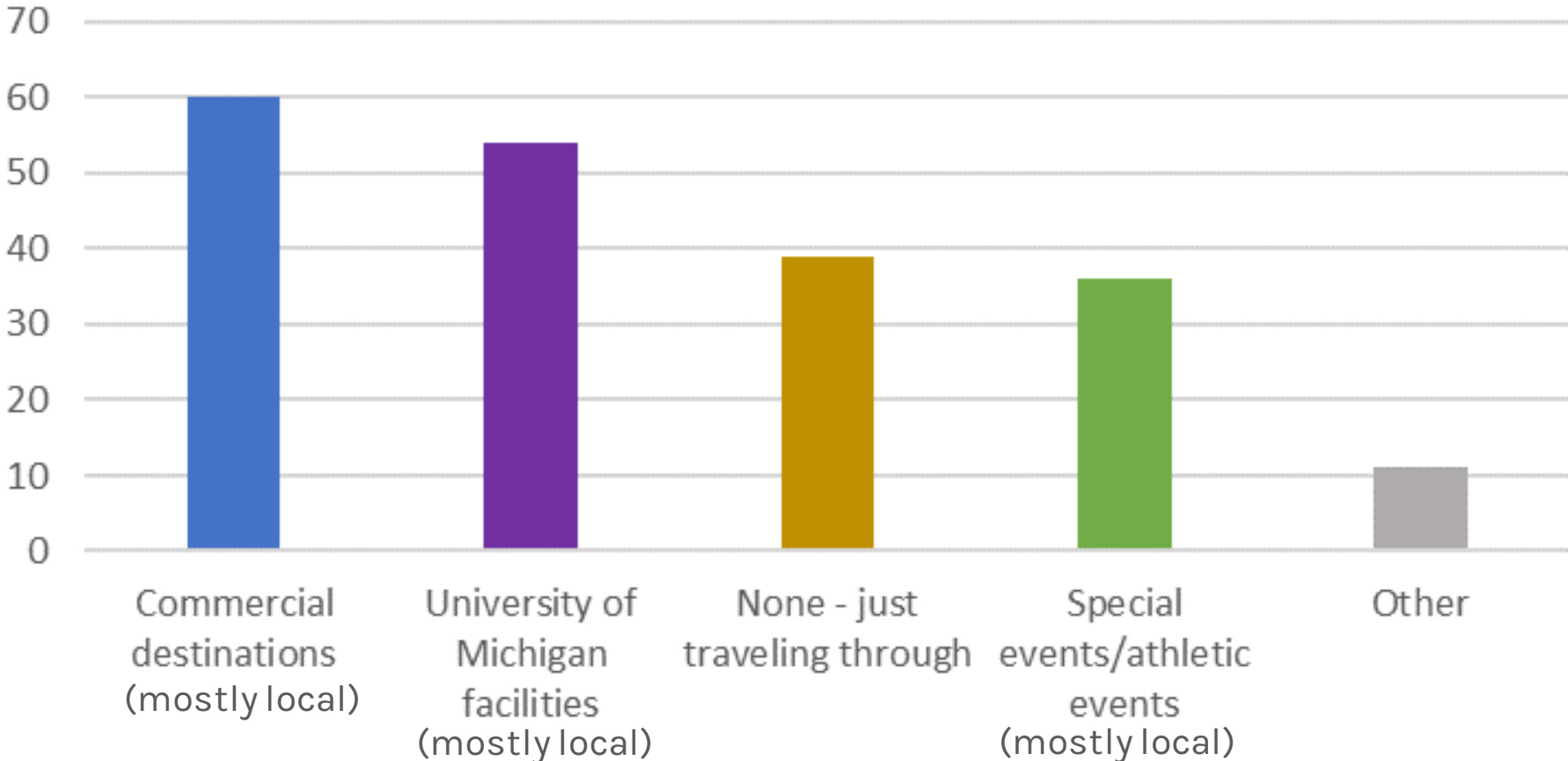
TOP 3

- Walking
- Biking
- Transit

PUBLIC ENGAGEMENT – SURVEY

86 RESPONSES

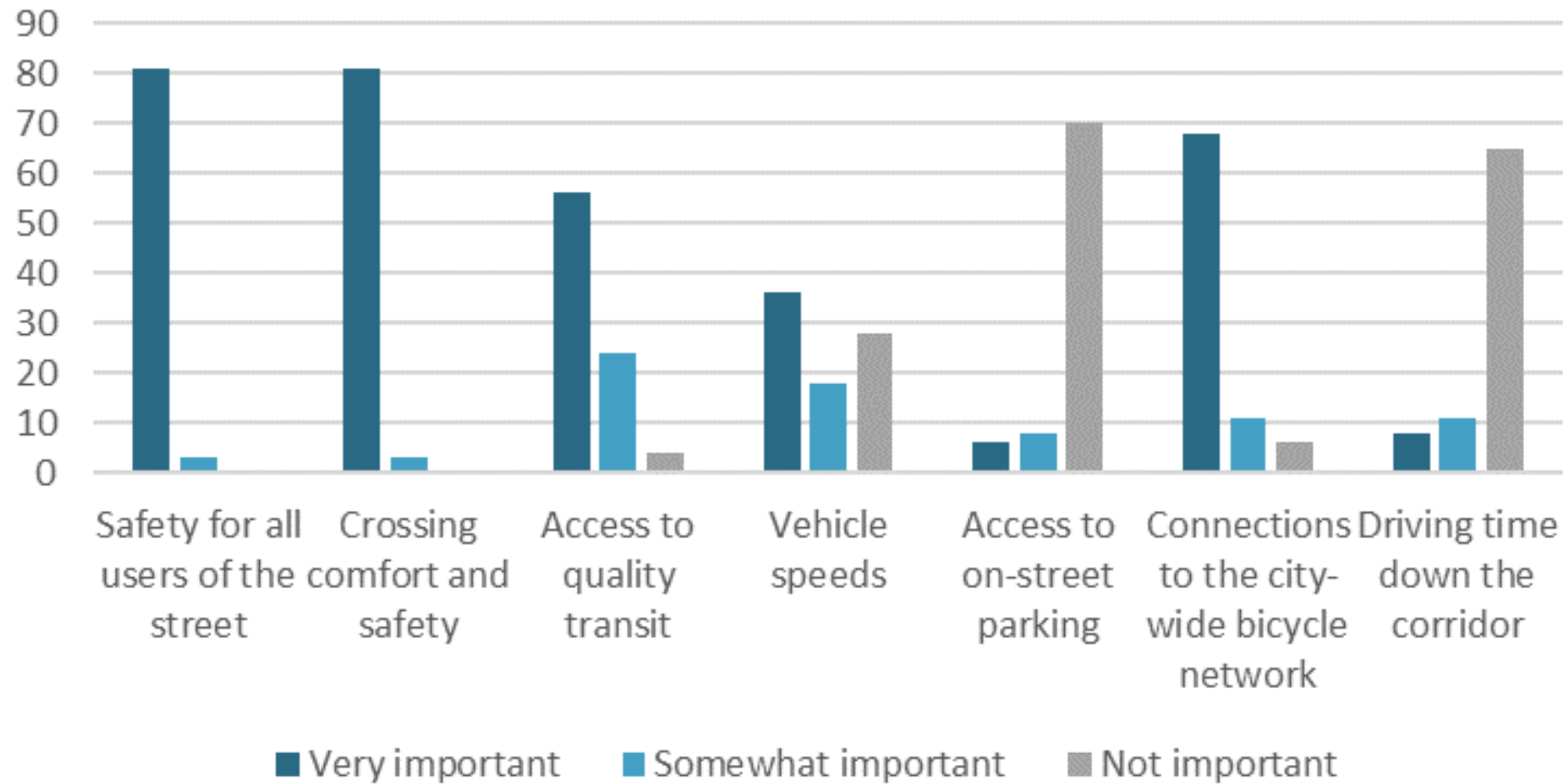
Which destinations do you primarily access on these corridors?



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

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)

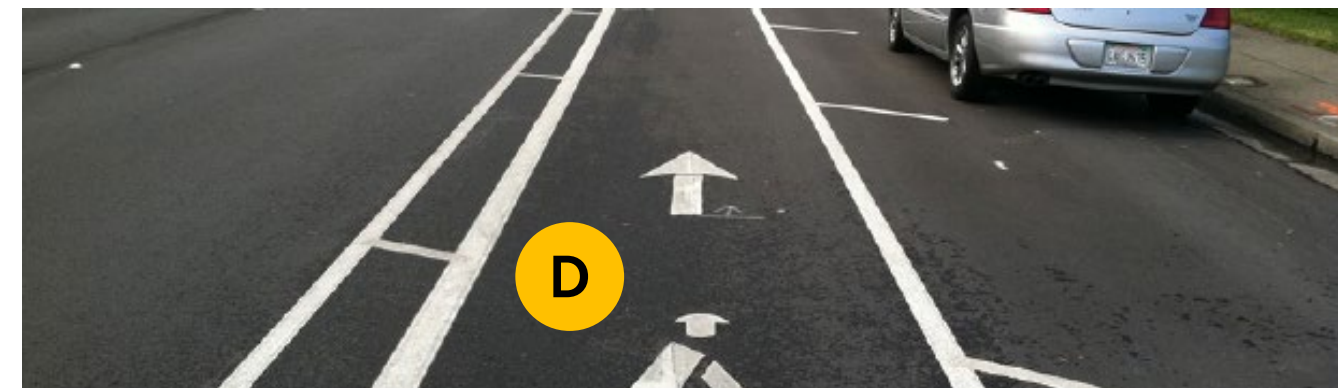
DESIGN DIRECTION

STATE + HILL PROJECT

SAFETY FOCUSED DESIGN APPROACH FOR STATE + HILL

IMPROVEMENTS WITHIN SCOPE OF THE PROJECT

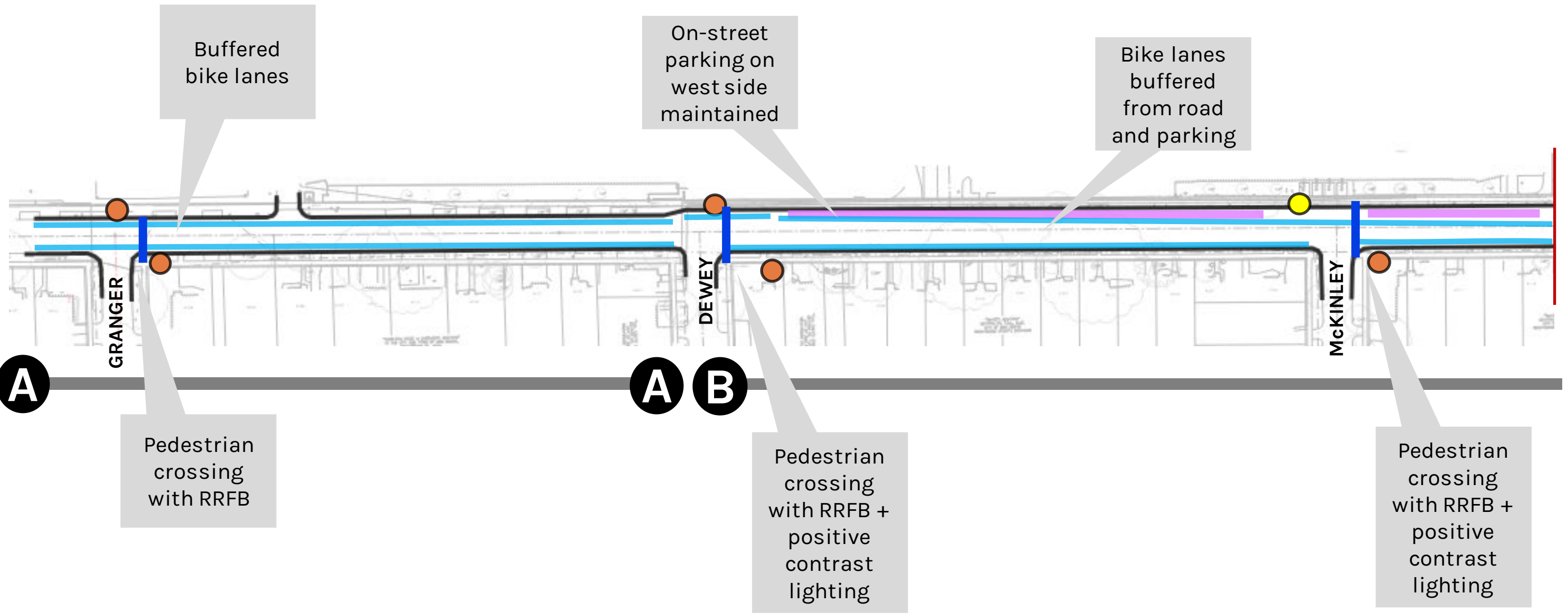
- A** Crossing improvements with use of RRFBs (flashing beacons) and/or in-road pedestrian markers. Positive contrast lighting
- B** Replaced sidewalk curb ramps for ADA compliance
- C** Plan to install bumpouts at key corners to reduce crossing distances and/or provide additional pedestrian space.
- 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

	SHARED LANE (ENHANCED)		CURBSIDE LANE (PARKING)	
	CONVENTIONAL BIKE LANE		CENTER TURN LANE	
	BUFFERED BIKE LANE	BUS STOPS		IN BIKE LANE
	CROSSING IMPROVEMENT			IN PARKING LANE
				IN TRAVEL LANE

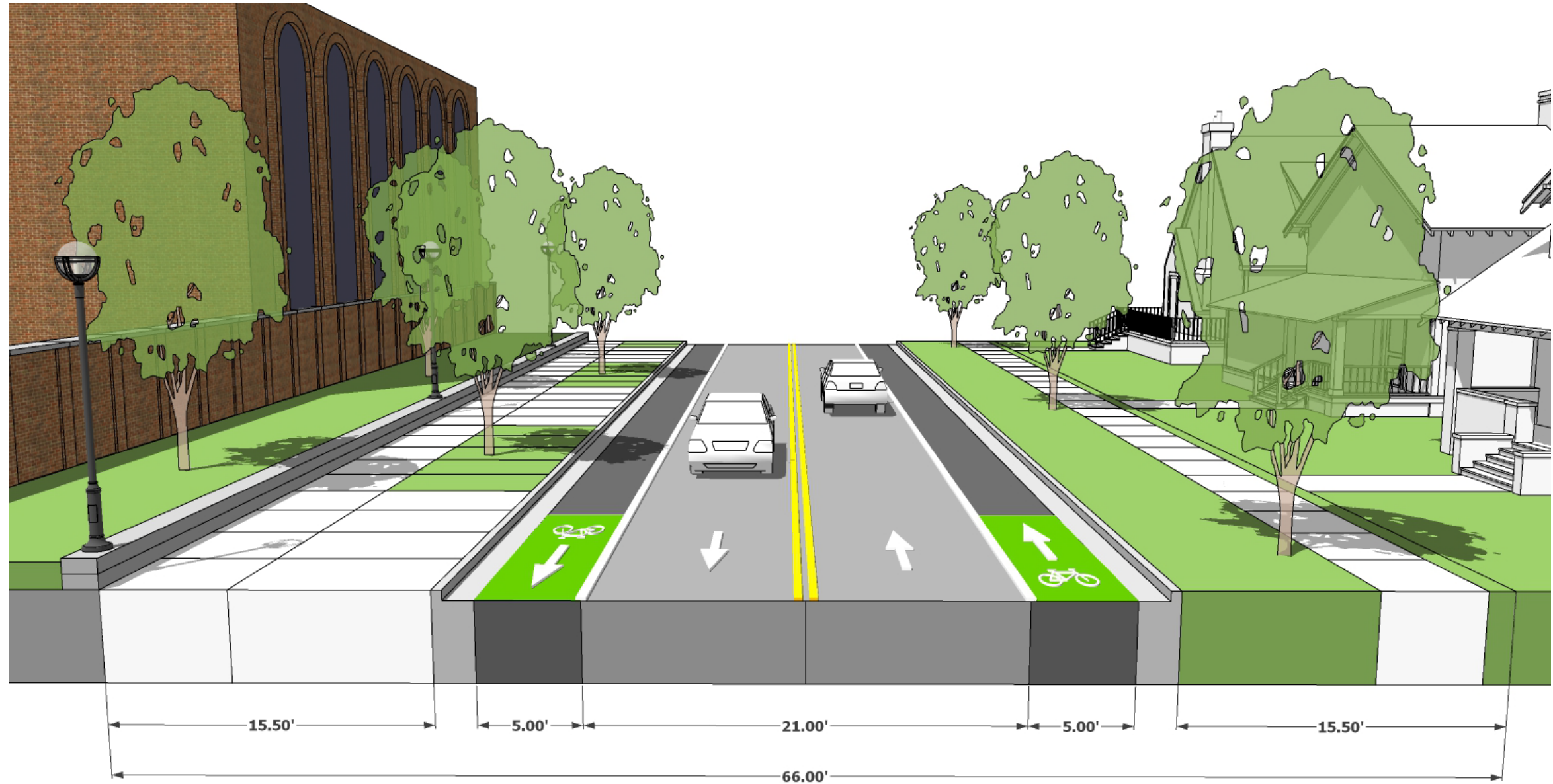


STATE STREET: GRANGER TO DEWEY

EXISTING CONFIGURATION

A

- 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

A

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

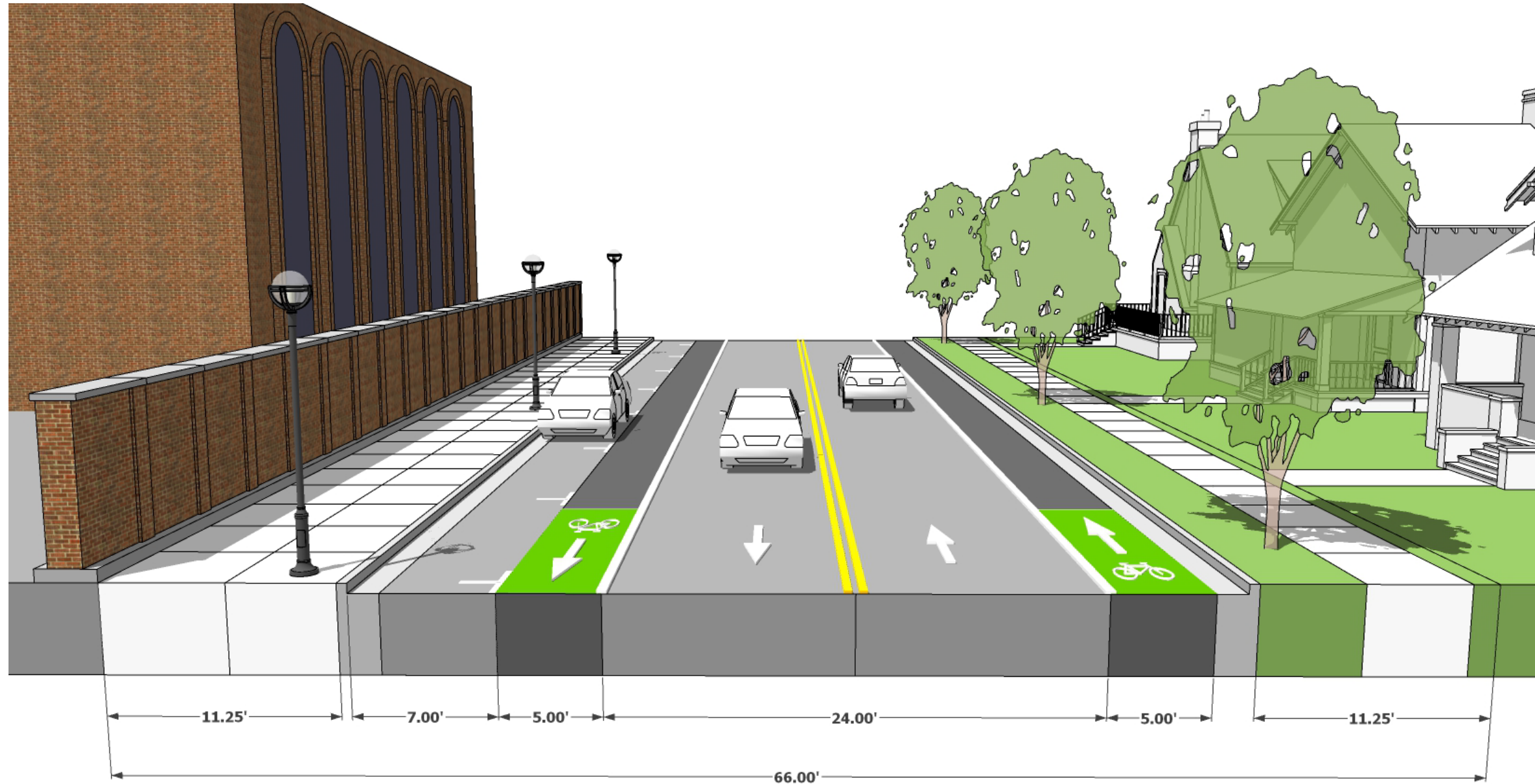


STATE STREET: DEWEY TO ARCH

EXISTING CONFIGURATION

B

- 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

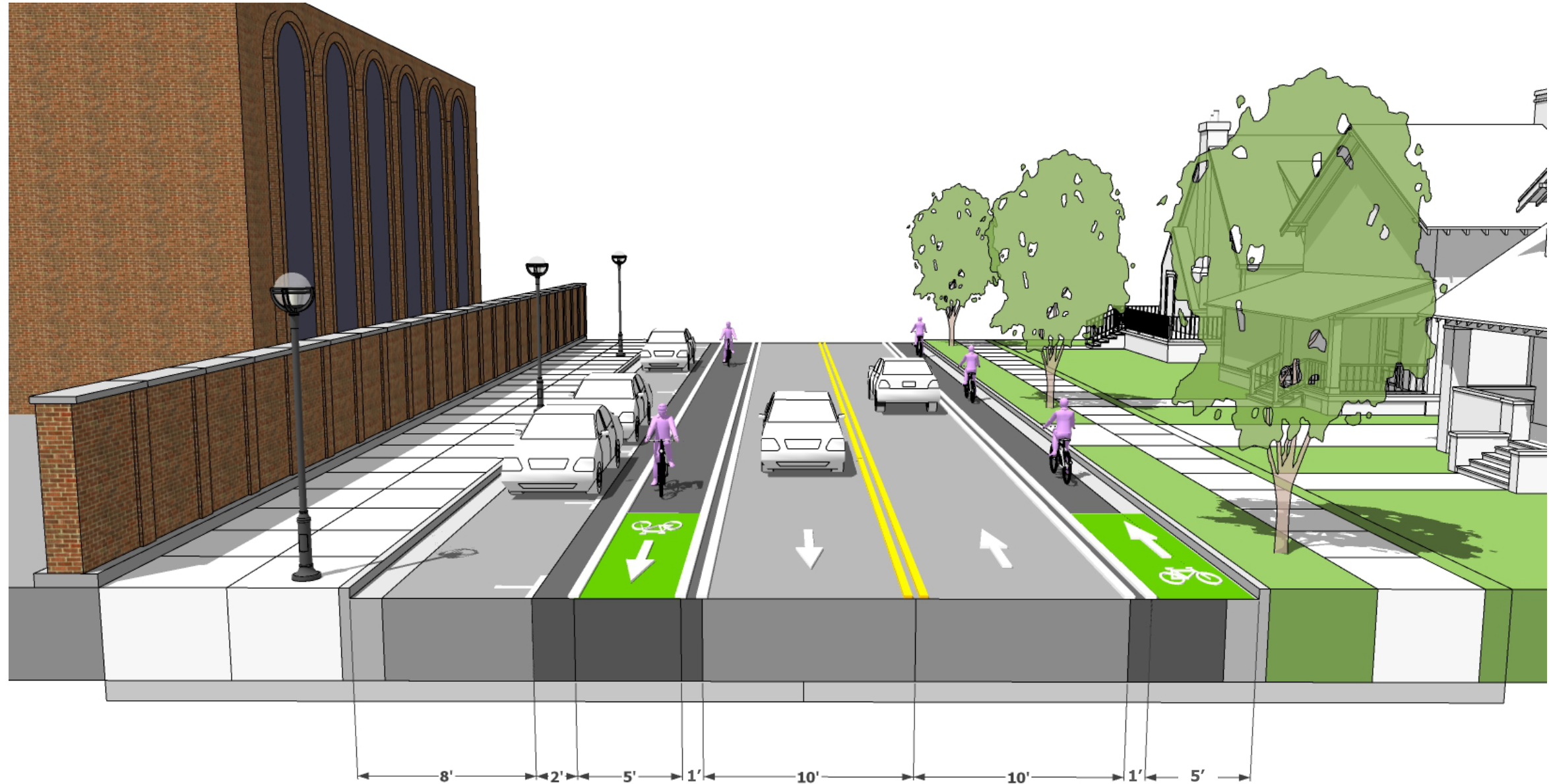


STATE STREET: DEWEY TO ARCH

PROPOSED CONFIGURATION

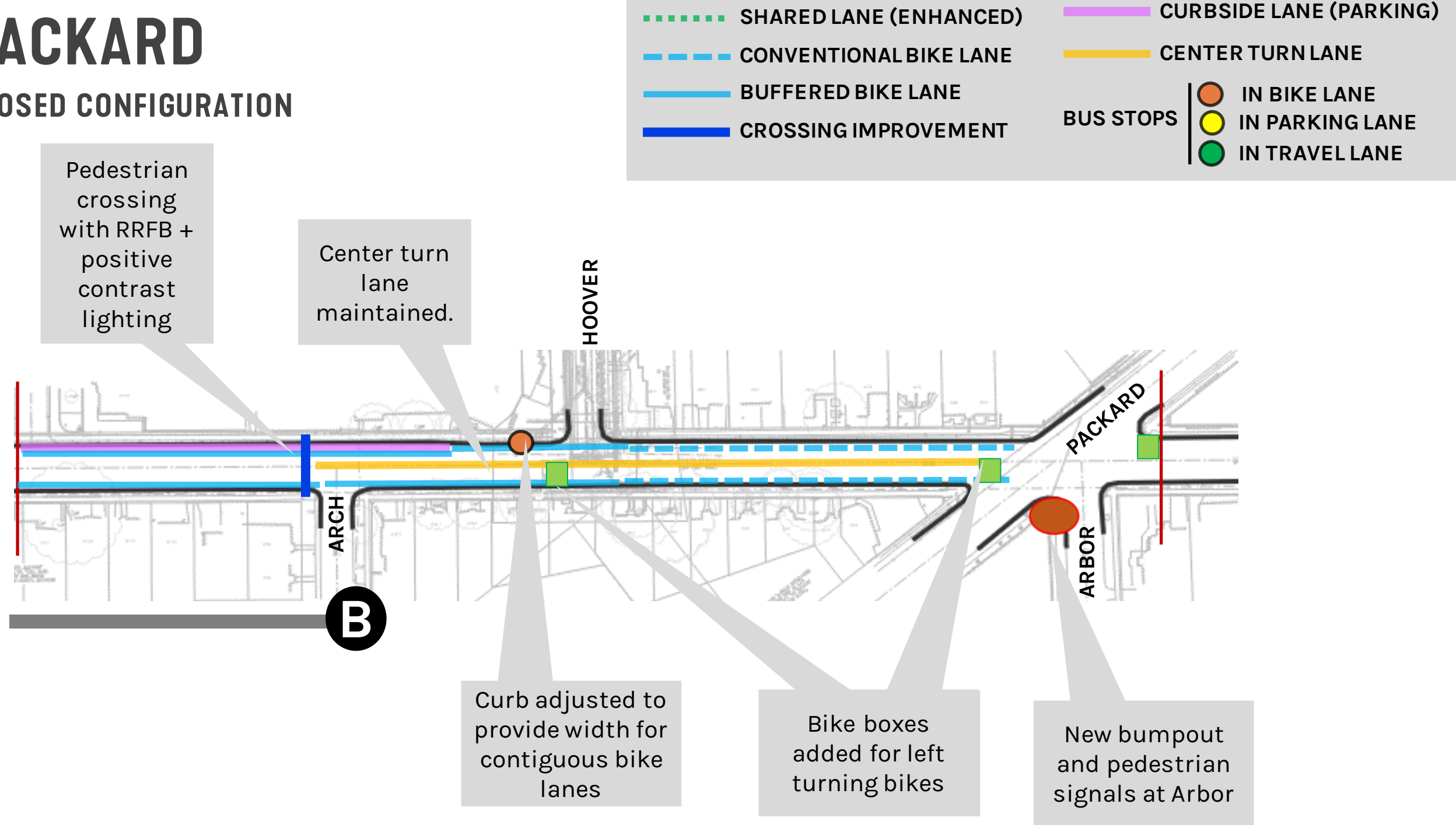
B

- 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

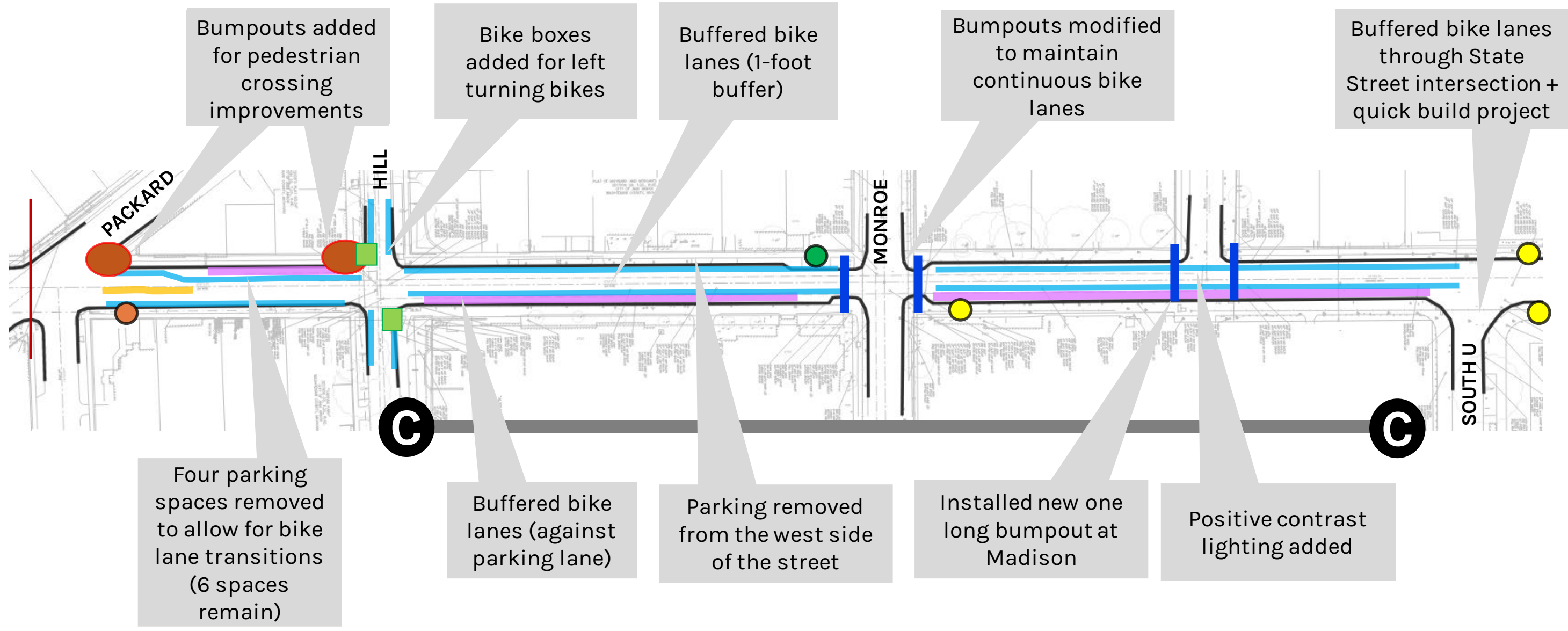
STATE STREET PROPOSED CONFIGURATION



PACKARD TO SOUTH UNIVERSITY

STATE STREET PROPOSED CONFIGURATION

	SHARED LANE (ENHANCED)		CURBSIDE LANE (PARKING)
	CONVENTIONAL BIKE LANE		CENTER TURN LANE
	BUFFERED BIKE LANE	BUS STOPS <ul style="list-style-type: none"> IN BIKE LANE IN PARKING LANE IN TRAVEL LANE 	
	CROSSING IMPROVEMENT		

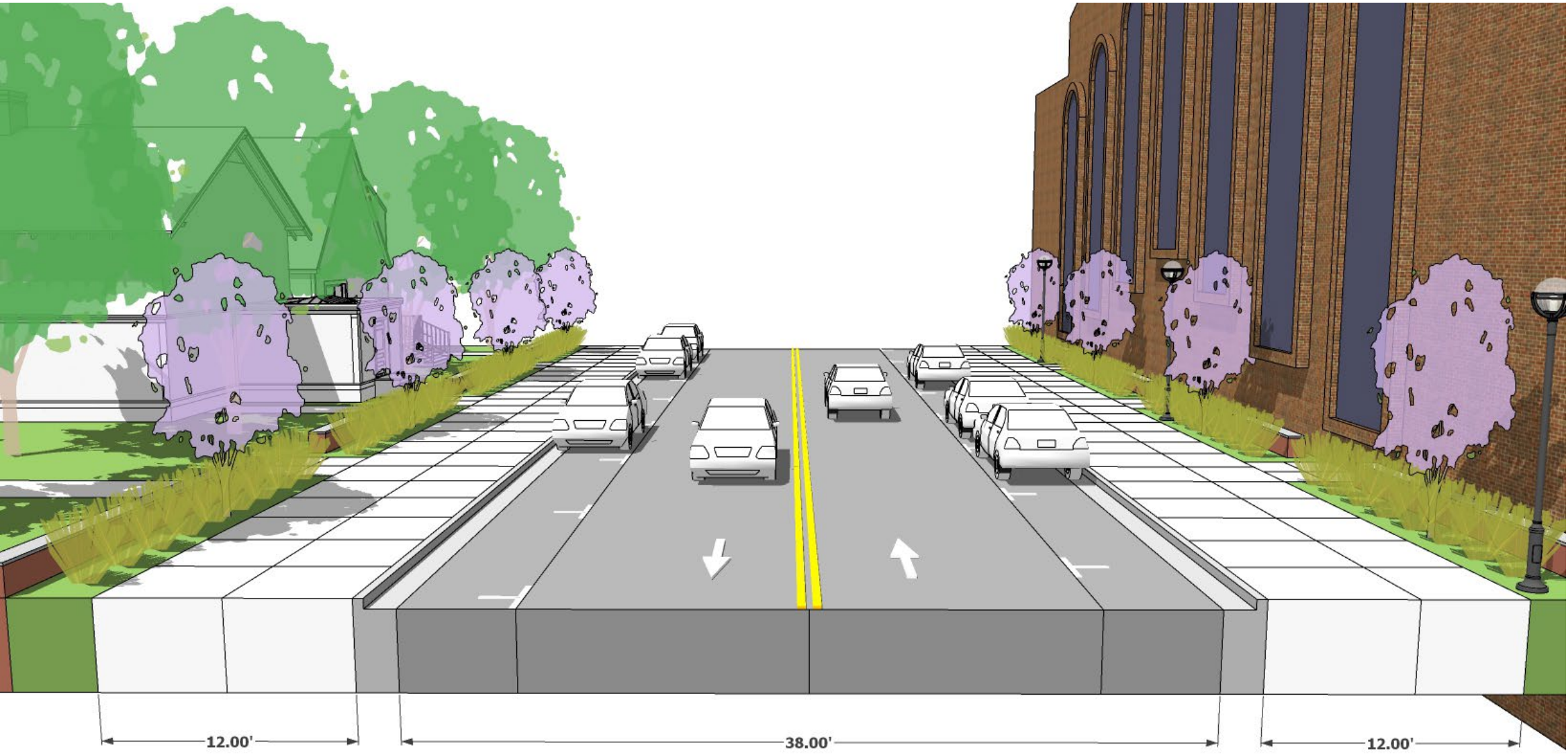


STATE STREET: HILL TO SOUTH UNIVERSITY

EXISTING CONFIGURATION



- Existing curbside lane on both sides of the street
- Overly wide vehicle lanes

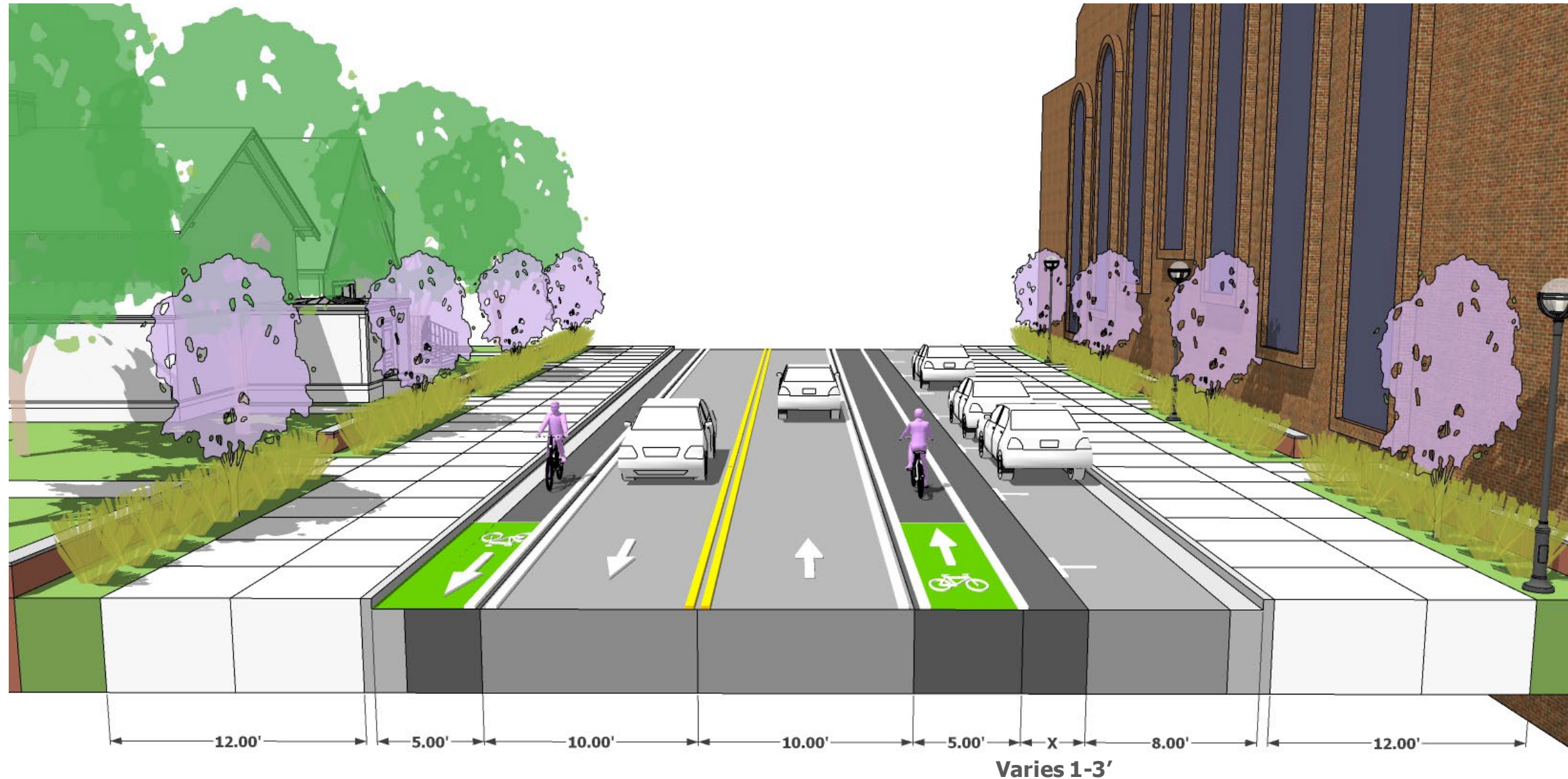


STATE STREET: HILL TO SOUTH UNIVERSITY

PROPOSED CONFIGURATION

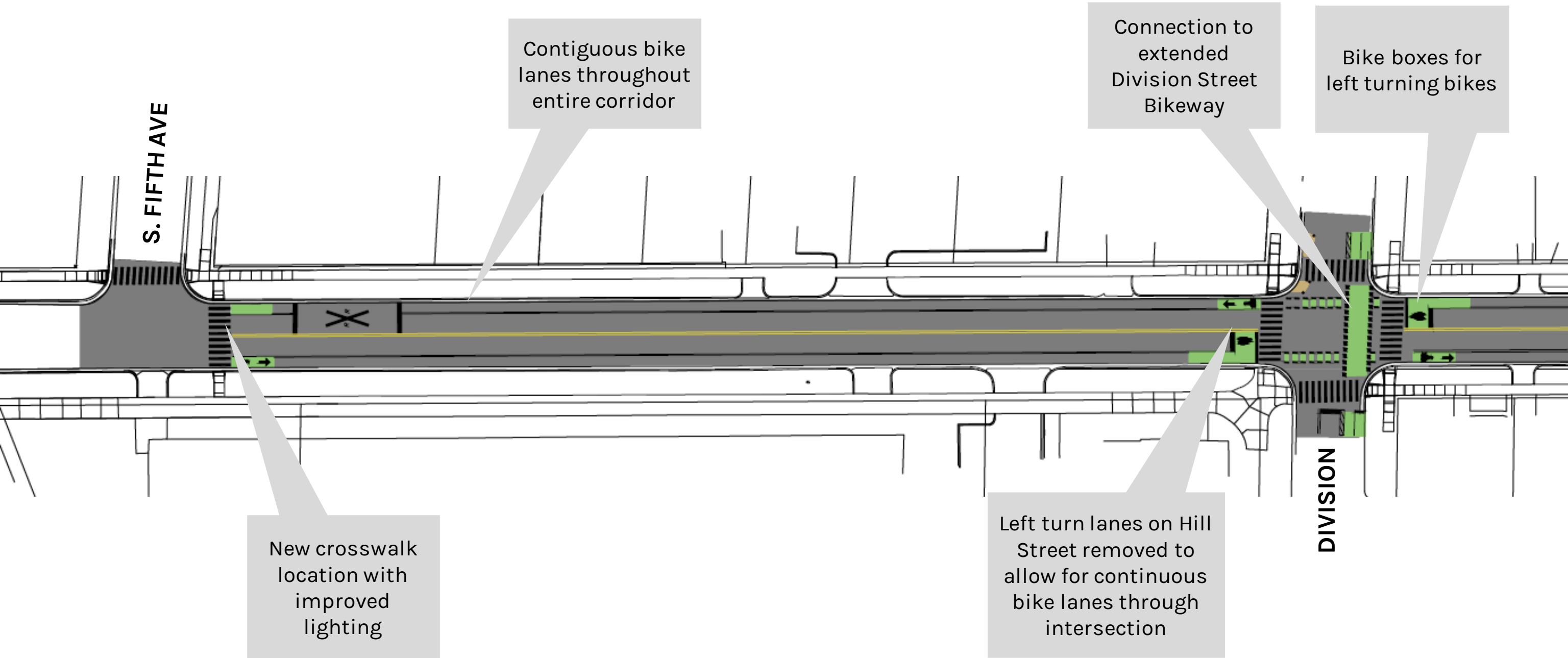


- **West side** uses double-white lines for bike lane and buffer.
- **East side** provides bike lane with buffer against parking lane
- Travel lanes reduced to 10-feet in width.
- 21 parking spaces removed from the west side. Potential to add up to 9 spaces back to the eastside.



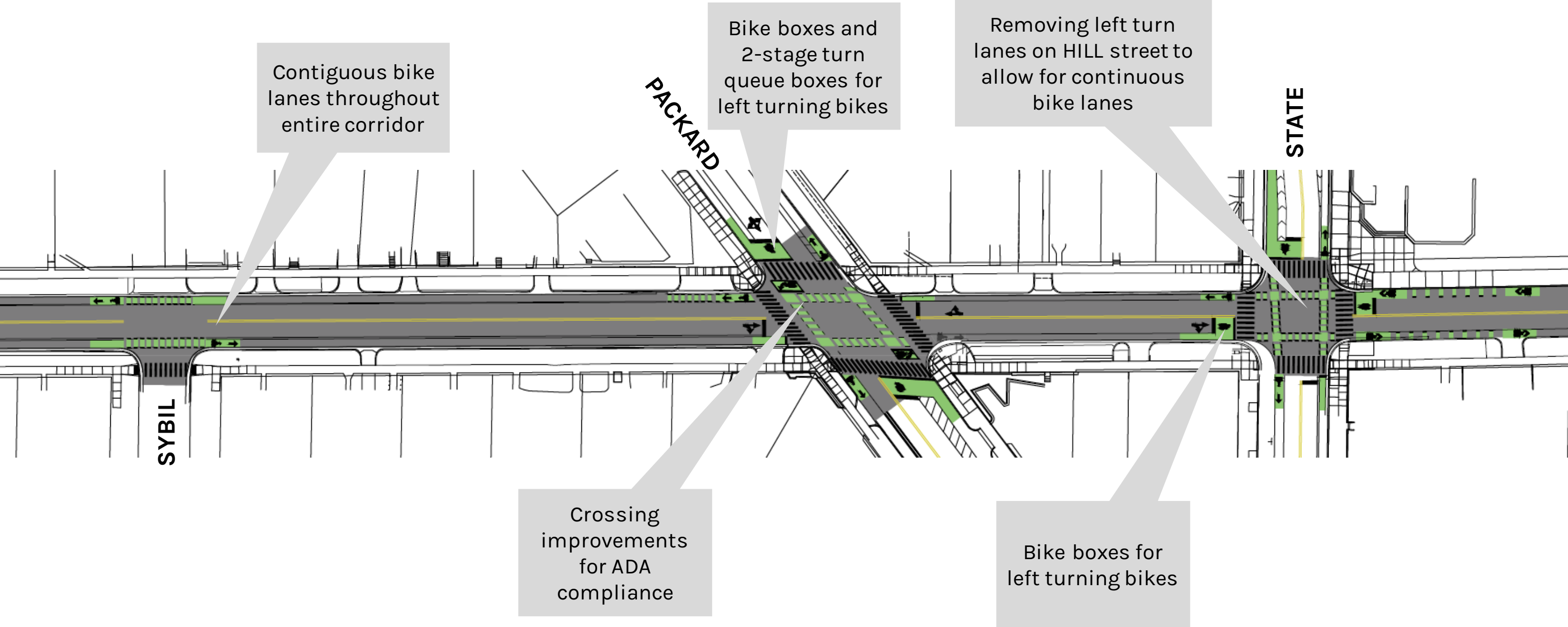
HILL STREET – FIFTH AVE TO DIVISION

PROPOSED CONFIGURATION



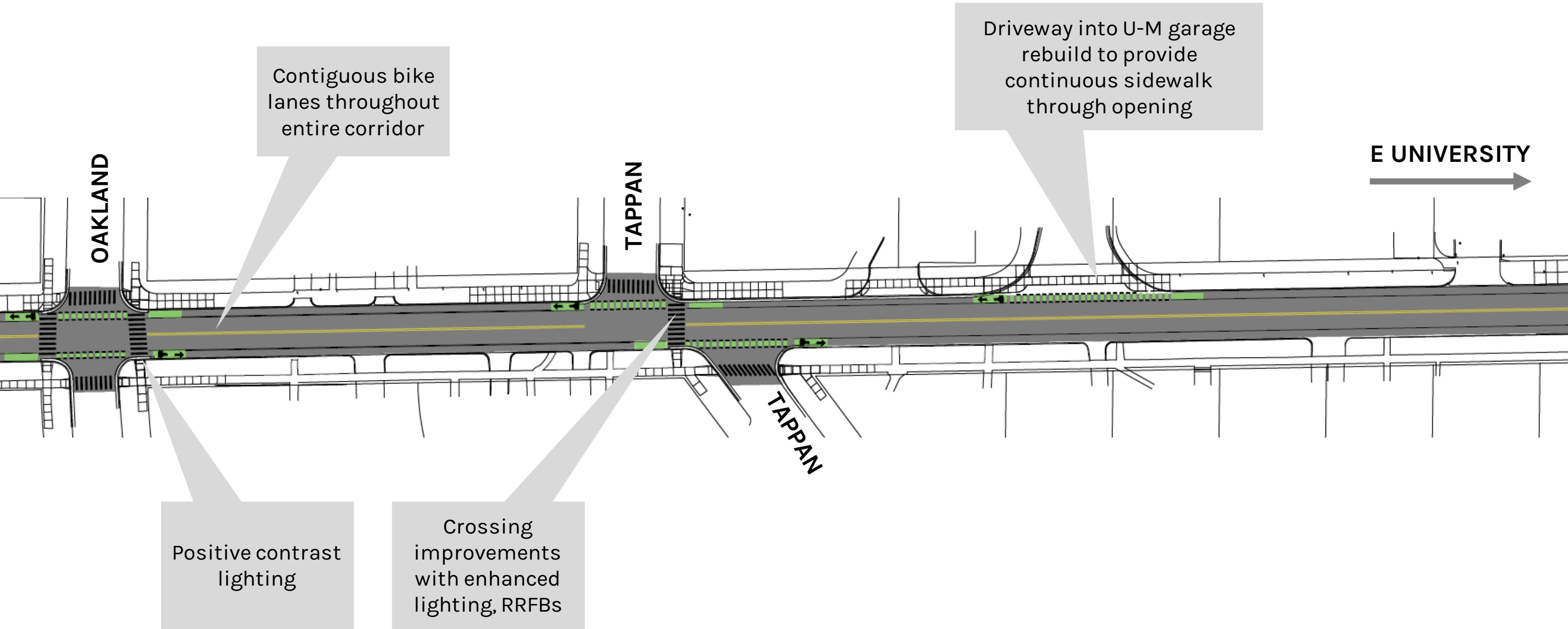
HILL STREET – SYBIL TO STATE

PROPOSED CONFIGURATION



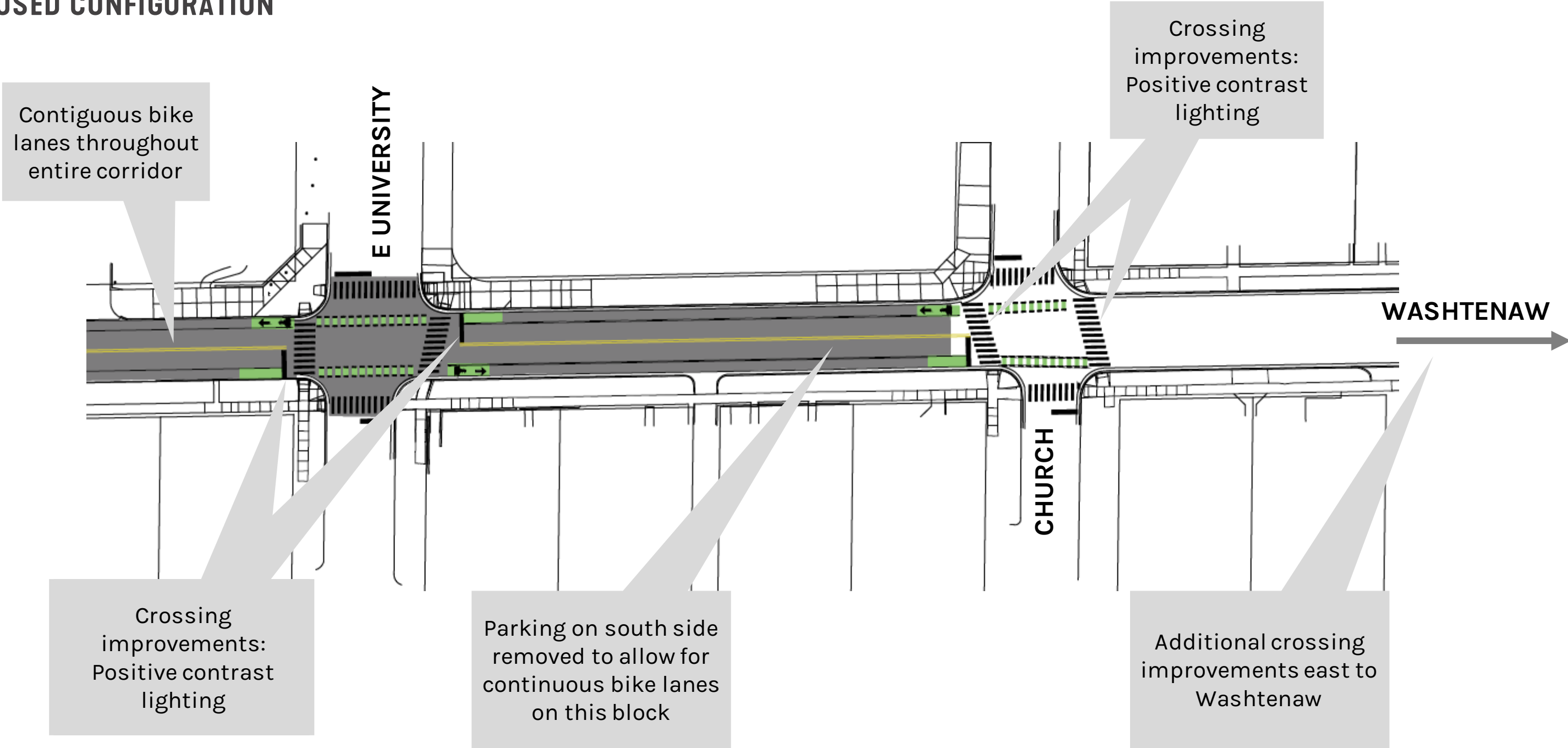
HILL STREET – OAKLAND TO E. UNIVERSITY

PROPOSED CONFIGURATION



HILL STREET – E. UNIVERSITY TO WASHTENAW

PROPOSED CONFIGURATION

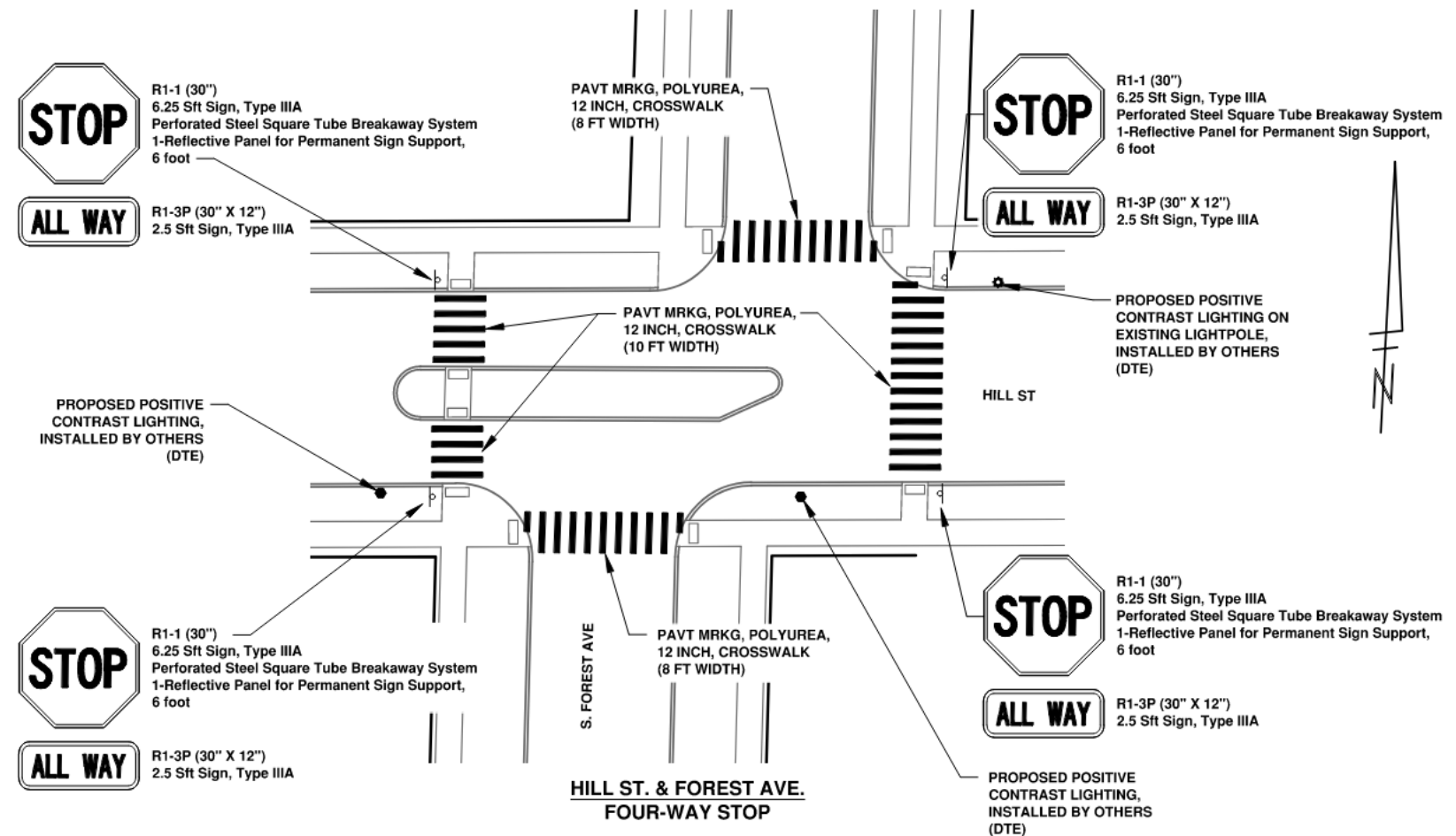


HILL STREET SAFETY SUMMARY

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