



# PEOPLE- FRIENDLY STREETS

## STATE STREET

Transportation  
Commission  
2022-0119



# PROJECT SCOPE

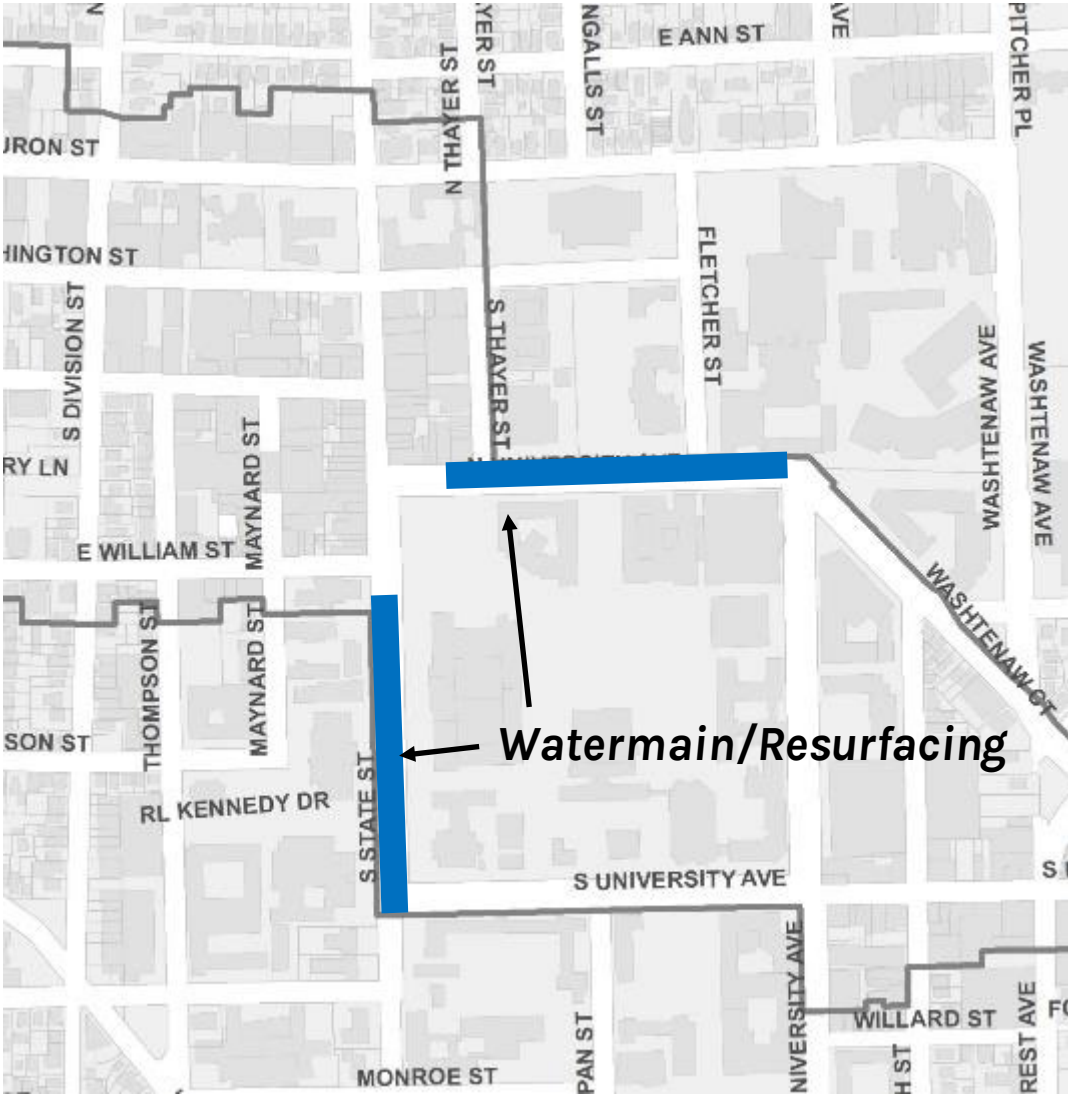
## STATE STREET

- **2022:**
  - **DDA: Streetscape** (sidewalk repair, street lighting, curbside lanes, bikeway connections, drainage improvements)
  - **City: Watermain and road resurfacing**
- **2024:**
  - **City: Watermain and road resurfacing**

Construction 2022



Construction 2024





# VALUES → STATE STREET PROJECT GOALS

## PEOPLE-FRIENDLY STREETS



- Improve **safety, accessibility**, and ease of navigation for all users
- **Prioritize for pedestrians** given the high-volume of pedestrian activity
- Enhance street **lighting**
- Accommodate bus and service truck **access**
- Support **special events** and street closures
- Reflect State Street's distinct **character and context**
- Improve drainage and better manage **stormwater**.
- Create more space for **business** activities (café dining, outdoor retailing)
- Provide **more flexible curbside zones**
- Repair critical **infrastructure** and utilities
- Complete **bikeway link** to North University

# STAKEHOLDER ENGAGEMENT

## STATE STREET

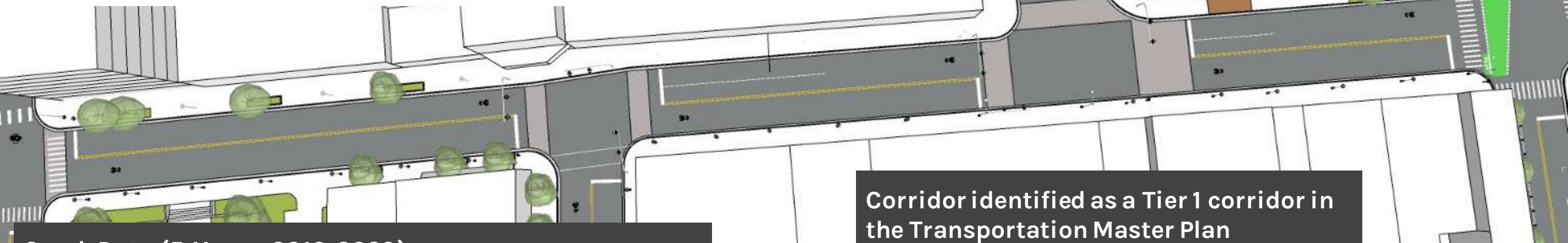
- Community Engagement (March 9 – 11<sup>th</sup>)
- AAATA / The Ride (multiple meetings)
- On-site meeting with Art Fair organizers and Fire Department officials (during Art Fair)
- State Street District (multiple meetings)
- Coordination & Review with UM (multiple meetings)
- Active Transportation Community:
  - Common Cycle, Washtenaw County Walking & Biking Coalition
- Disability Community:
  - Disability Commission, Center for Independent Living, Washtenaw Intermediate School District Vision Impairment Specialists/Educators





# EXISTING LAYOUT + CRASH PATTERNS

STATE STREET – PHASE 1 AREAS FROM WASHINGTON TO LIBERTY



## Crash Data (5-Years, 2016-2020)

### WASHINGTON INTERSECTION

- 29 total crashes
- 5 total injuries
- 2 crashes with bikes (2 injuries)
- 2 crashes with peds (1 injury)

### LIBERTY INTERSECTION

- 36 total crashes
- 1 total injury
- 0 crashes with bikes
- 0 crashes with pedestrians

### WILLIAM INTERSECTION

- 26 total crashes
- 2 total injuries
- 2 crashes with bikes (1 injury)
- 1 crash with peds (1 injury)

### WILLIAM INTERSECTION

- 24 total crashes
- 3 total injuries
- 0 crashes with bikes
- 1 crash with peds

## OVERALL CORRISOR

- 33.8% of total crashes are sideswipe (same direction)
- No fatalities
- 115 total crashes and 11 total injurious crashes
- 8 total bike/ped crashes. 5 of these caused injuries
- *(bike/peds crashes show a higher rate of injury)*

## Pedestrians are the predominate user!

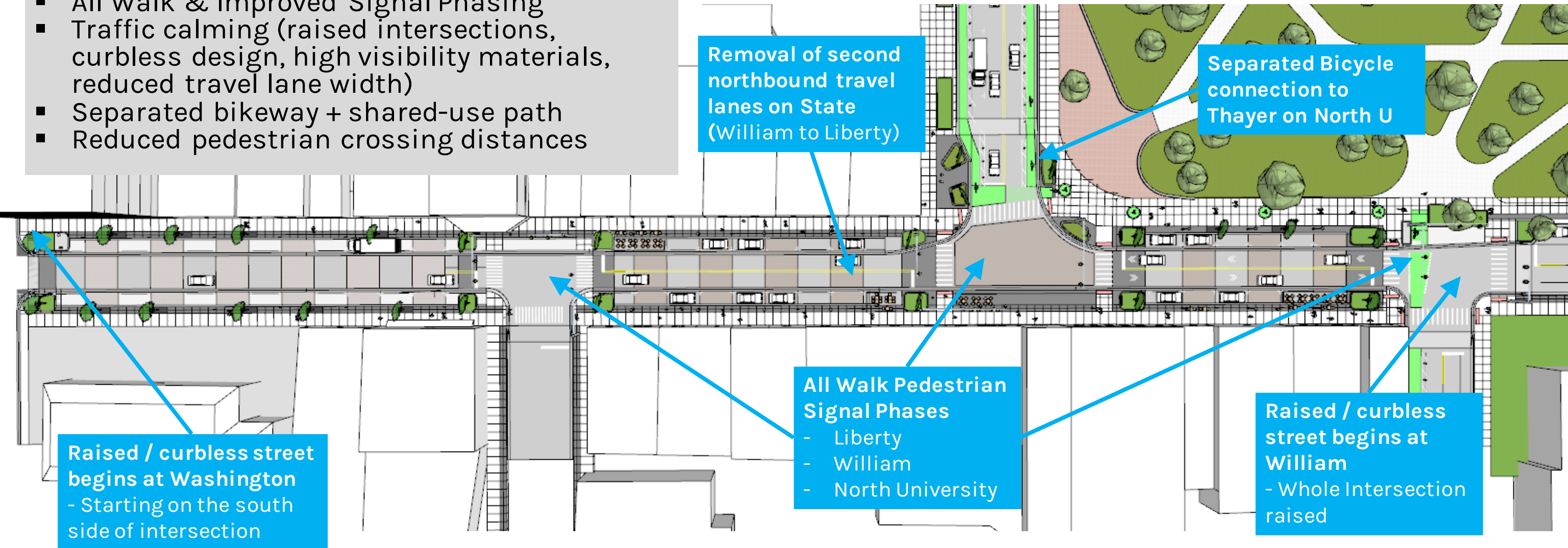
- ~8,000 pedestrian crossings during AM+PM Peak Hour
- ~6,600 vehicle movements during AM+PM Peak Hour
- ~100 bicycle movements during AM+PM Peak Hour

# KEY CHANGES TO THE STREET CONFIGURATION

## FOCUSED ON SAFETY FOR ALL STREET USERS

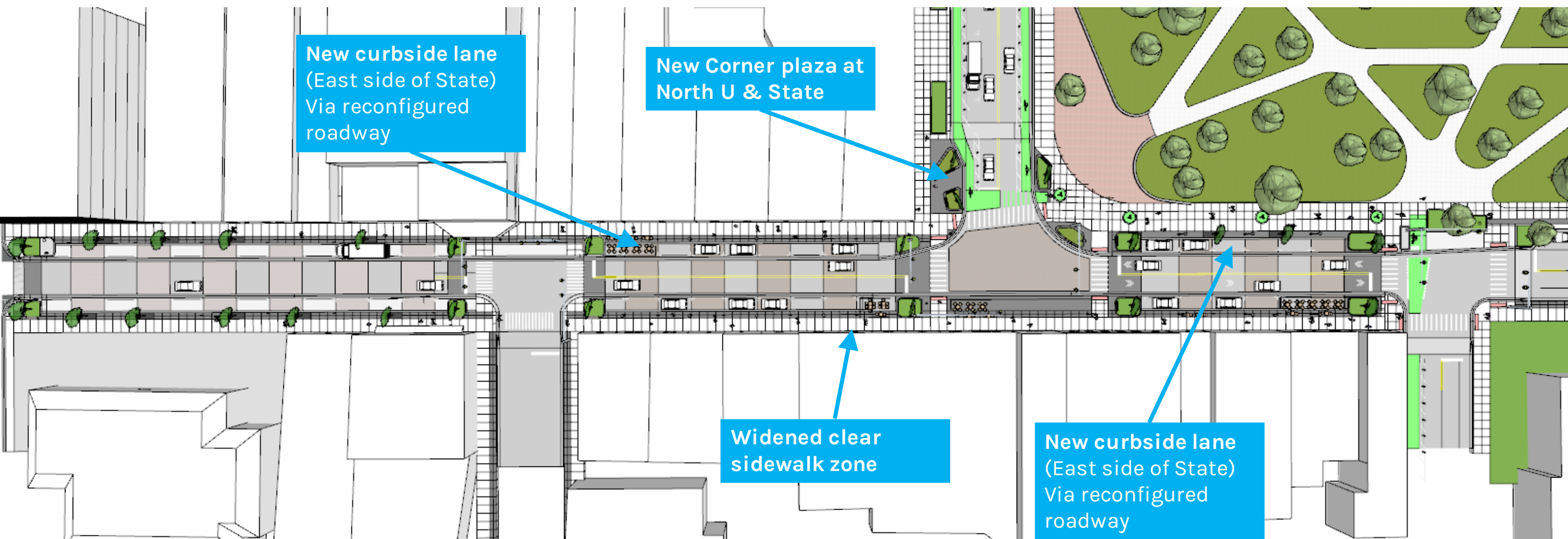
### PLANNED SAFETY IMPROVEMENTS:

- Pedestrian countdown timers *Note: Leading Pedestrian Interval Signals (LPIs) installed in 2020.*
- All Walk & Improved Signal Phasing
- Traffic calming (raised intersections, curbless design, high visibility materials, reduced travel lane width)
- Separated bikeway + shared-use path
- Reduced pedestrian crossing distances



# KEY CHANGES TO THE STREET CONFIGURATION

## ADDITIONAL BENEFITS





# STATE STREET DESIGN





# STATE STREET DESIGN – TYPICAL CROSS-SECTION





# BICYCLE CONNECTIVITY





# BICYCLE CONNECTIVITY

**North University  
Single-direction  
separated bike  
lanes**

- Shared-use pavement symbols
- Floating parking lane on west side

**Intersections use  
an “Exclusive  
Pedestrian Phase”  
which bikes will  
also use to make  
turns.**

**16-foot wide  
Shared-use pathway**

- Shared-use pavement symbols

**Bikeway transition onto  
shared-use pathway**

- Bikes yield to peds
- Signage + markings

**Bike Box**

- Used to enter the shared-use path
- Also used for turning onto State Street directly

**Supplemental share-the-road  
(sharrow) markings on State Street**

**William Street  
Bikeway**



# BICYCLE CONNECTIVITY

## NORTH U INTERSECTION DETAIL



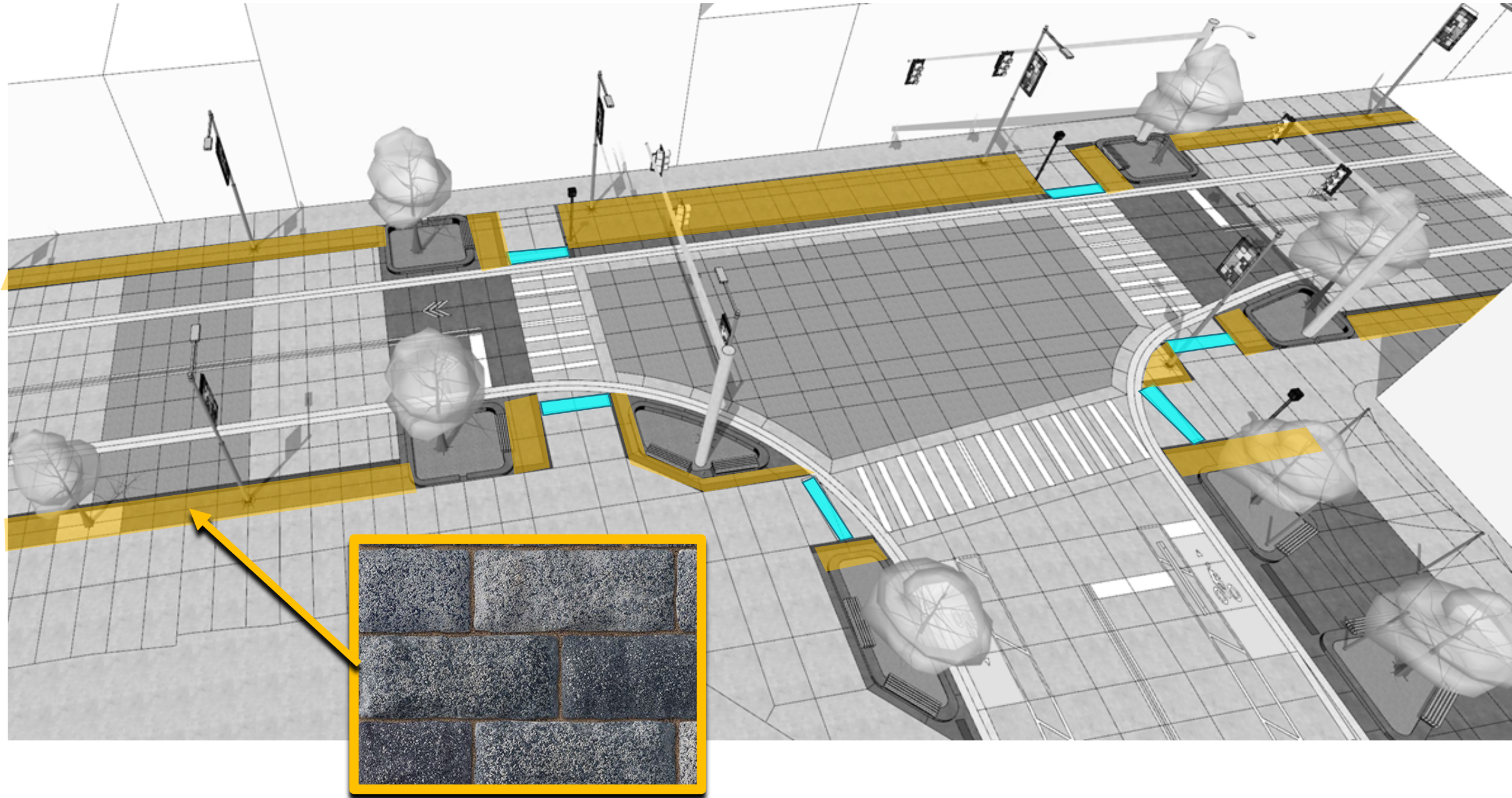


# STATE STREET – ACCESSIBILITY ON CURBLESS STREETS

## INCORPORATING FEEDBACK FROM VISION DISABILITY COMMUNITY

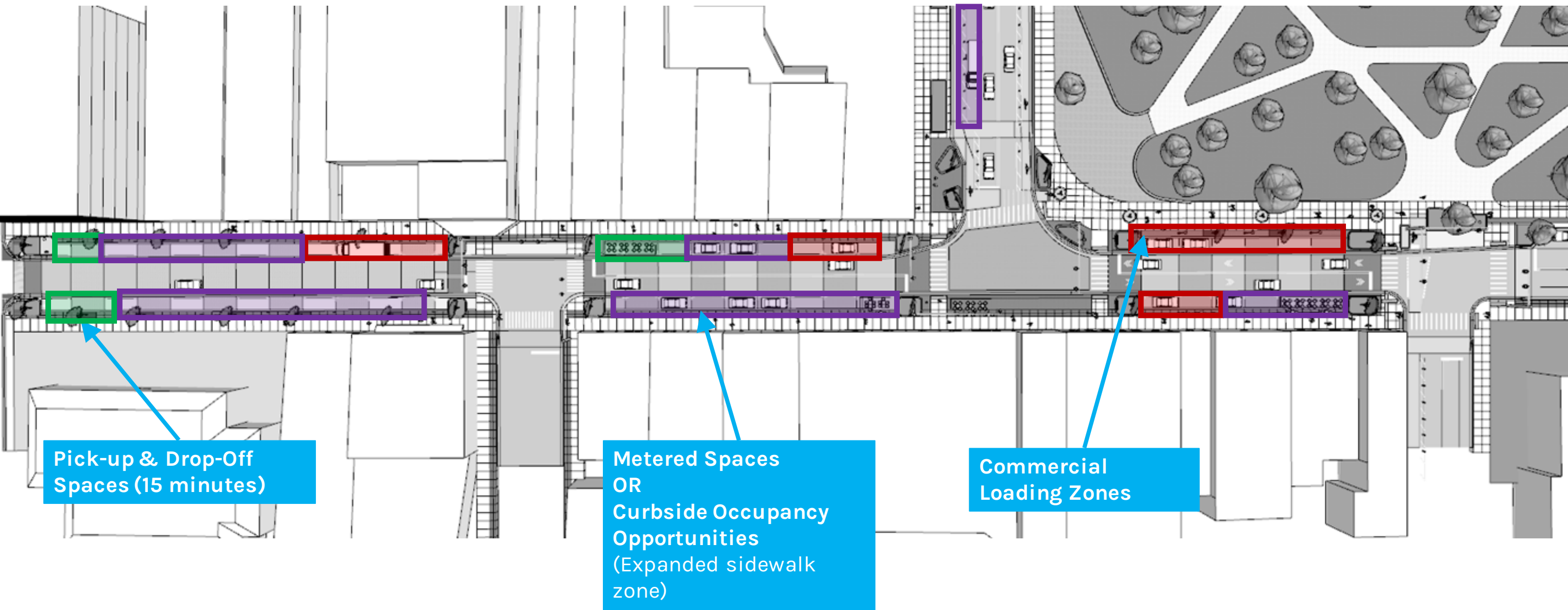
### DESIGN ELEMENTS:

- Combination of curbed planters at corners and pavers in a contrasting color and detectable underfoot and with walking canes to be used as a “detectable edge” treatment.
- Valley gutter provides second layer of detection before entering travel way.
- Pursuing installation of accessible pedestrian signals (APS)



# CURBSIDE ZONE MANAGEMENT + FLEXIBILITY

EXISTING = 27 PARKING AND TWO LOADING ZONES  
DESIGN = 36 “FLEXIBLE” CURBSIDE SPACES, 3-4 LOADING ZONES, 3 PASSENGER PICKUP/DROP-OFF ZONES





**THANK YOU!**