



## City of Ypsilanti

Community & Economic Development Department

### Memo

To: Mayor & City Council  
From: Bonnie Wessler, City Planner  
Subject: Huron, Hamilton, & Washtenaw: Road Diet Checklist Progress

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#### SUMMARY & BACKGROUND

In mid-2012, as a result of speed limit increases on Michigan Department of Transportation (MDOT) trunklines through the City enacted by the Michigan State Police (MSP), Council and Planning Commission directed staff to investigate potential options to increase safety on those roadways. In Michigan, speed limits on trunklines may only be set by the MSP following a speed study, and must be set at the 80<sup>th</sup> percentile speed. Thus, to decrease speed limits, the actual travel speed must be lowered. To lower the actual travel speed, the design of the road would need to change. Staff worked with MDOT and WATS to propose several lane-reduction scenarios, as the travel speed on these streets is correlated with the amount of "open space" available to drivers, and travel speed through dense residential/commercial areas is directly related to safety.

In 2014, design checklists were provided by MDOT, preliminary studies were completed and tweaked, and next steps were discussed. In March of 2015, Council held two public hearings at which they expressed unanimous support of the project (full presentations and packet available here: <http://cityofypsilanti.com/AgendaCenter/ViewFile/Item/515?fileID=764>. WATS' presentation of a nonmotorized crossing over I-94 begins on page 31; staff's of the road diet on page 45). In mid-2015, however, the project stalled.

In February of 2018, Council reaffirmed their support of the project, and approved release of an RFP for a traffic study, the next step in the road diet checklist provided by MDOT. Work began in late 2018 with Hubbell, Roth, and Clark, including collecting new vehicle counts; a draft of the feasibility study is complete and has been submitted to MDOT for comment. We have received those comments, and HRC is working with staff to see those addressed.

#### DRAFT FEASIBILITY STUDY RESULTS

The current proposal is essentially to remove a lane on each of the three-lane portions of Hamilton, Huron, and Washtenaw within the project bounds. On Hamilton and Huron, those lanes would be replaced with a buffered bike lane; on Washtenaw, with parking. There are exceptions at certain intersections and in certain areas in order to maintain an acceptable level of service (LOS), to handle turning traffic, and/or due to space constraints. These are detailed further in the accompanying presentation.

**NEXT STEPS**

The most important next step is a public meeting regarding the potential road diet. In particular, MDOT wishes to see that not only residents/businesses have been engaged at this meeting, but also those who commute to and through the area affected. We will plan this meeting in coordination with MDOT, and hope to have it mid-to-late October/early November. It will likely be late afternoon/early evening, midweek, not at City Hall, and be an open house format with scheduled presentations; we would also have a fifteen day public comment period after the meeting.

Following the public meeting, the next step would be to bring the road diet back to Council for a determination of support. If Council wishes to move forward with the project, staff would then work with MDOT on final approvals, geometric design, maintenance agreements for on-street parking and potentially other items, and scheduling. If all goes smoothly and positively with this project, and MDOT's current Transportation Improvement Program (TIP) stays on schedule, the road diet could be implemented in 2022 in conjunction with MDOT's scheduled maintenance project.



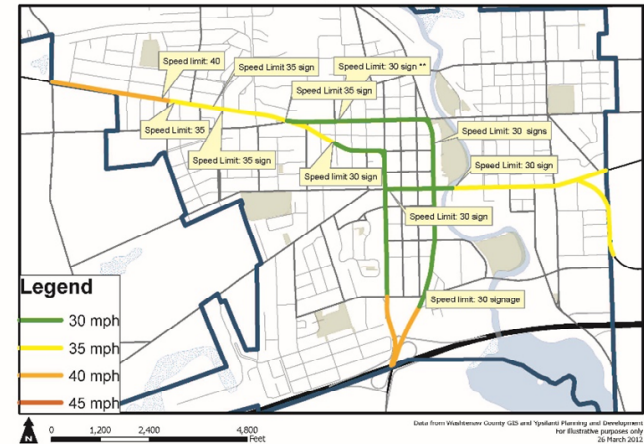
# Huron, Hamilton, & Washtenaw Road Diet Progress

CITY OF YPSILANTI, MI  
SEPTEMBER 2019

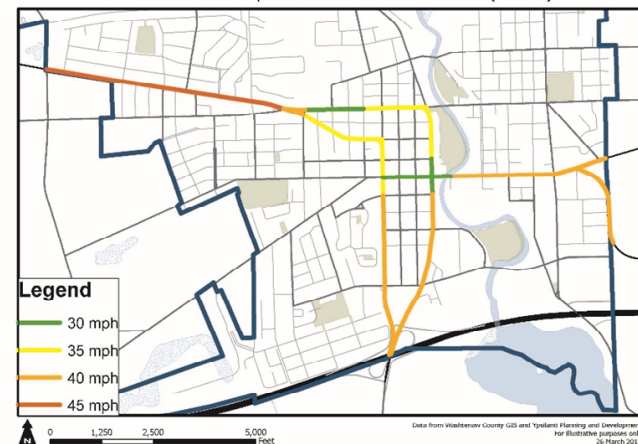
# Background

- 2011-12: Michigan State Police perform a speed study on the trunklines; speed limits are raised significantly.
- 2012: Staff work with stakeholders on a proposal to reduce the number of lanes on Hamilton/Huron/Washtenaw; shelved due to budget considerations
- 2013: WATS/County use grant money for a feasibility study of a nonmotorized crossing of I-94 at Huron; would tie in to lane reduction well
- 2014: Progress made on lane reduction concepts
- 2015: Project stalls
- 2018: Council reaffirms support of project and moves forward with technical feasibility study
- 2019: Feasibility study completed.

MDOT Trunkline Speed Limits- Current



MDOT Trunkline Speed Limits- Summer 2012 (future)



## *Reasoning*

- The City has long had as part of its Master Plan and various other visioning documents to switch back to two-way traffic to improve safety and legibility
  - Due to the volume of traffic currently borne on the one-way pairs, it would be essentially impossible that the City could switch and be able to maintain road widths, or things like on-street parking on West Cross and on Huron, or the bike lane on West Cross, so other solutions to improve safety and legibility were explored
- At current speeds, pedestrian travel, local vehicle travel (to/from driveways and parking lots/alleys/side streets), and bike travel can be dangerous; at current speeds, risk of death and serious injury for pedestrians/bicyclists is very likely
  - Thus, need to improve safety by lowering speeds was established
- Currently no bicycle facility on these roads; important north-south connectors; dangerous, especially for novice/casual riders, to ride in traffic due to speeds
  - Thus, need to provide safe bike facilities was established

# *Proposal - Overall*

## **Washtenaw, Emmet/Normal to Hamilton**

- Due to curve and intersection with Hamilton, no good place for bike lane
- Normal to Ballard: Parking proposed north side
- Ballard to Hamilton: return to 3-lane

## **Hamilton, Washtenaw to Harriet**

- Washtenaw-Pearl: Maintain current configuration; rightmost lane becomes right-only to Pearl
- Pearl-Harriet: rightmost lane (west side) becomes bike lane

## **Huron, Harriet to Cross**

- South of Harriet: current right-only lane is removed (replace with streetscaping); rightmost lane becomes right-only
- Harriet – Ferris: rightmost lane (east side) becomes bike lane
- Ferris-Michigan: current no-parking area becomes bike lane
- Michigan-Pearl: “share the road” signage and pavement markings
- Pearl-Cross: rightmost lane (east side) becomes bike lane

# Washtenaw

Due to curve and intersection with Hamilton, no good location for bike lane

- Normal to Ballard: Parking proposed north side
- Ballard to Hamilton: return to 3-lane

Levels of Service (AM Peak Hour)

- Washtenaw/Summit: B (current), B (2038 unchanged), B (2038 Road Diet Mitigated)
- Washtenaw/Ballard: A (current), A (2038 unchanged), A (2038 Road Diet Mitigated)



Figure 8: Proposed Condition along Washtenaw Avenue at Perrin Street

# Hamilton

- Washtenaw-Pearl: Maintain current configuration; rightmost lane becomes right-only to Pearl
- Pearl-Harriet: rightmost lane (west side) becomes bike lane

## Levels of Service (AM Peak Hour)

- Hamilton/Michigan: B (current), B (2038 unchanged), B (2038 Road Diet Mitigated)
  - PM Peak Hour: C (current), D (2038 unchanged), D (2038 Road Diet Mitigated)

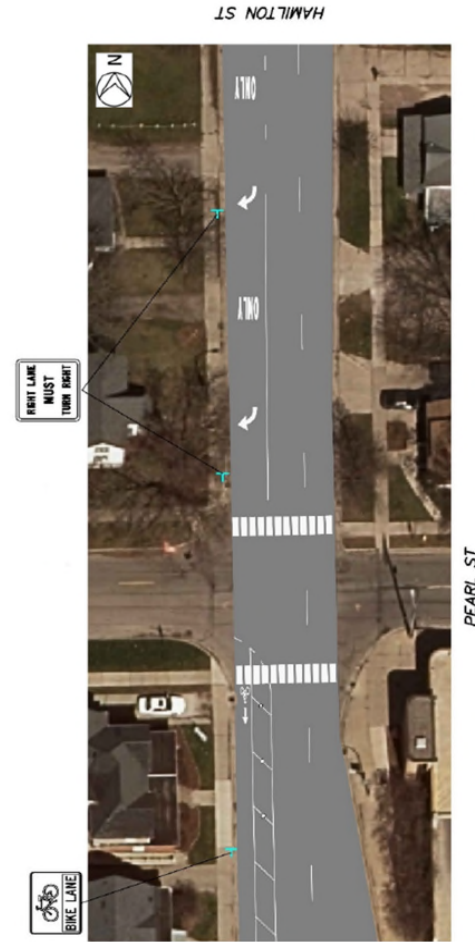


Figure 9: Proposed Condition along Hamilton Street at Pearl Street



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## Huron (2/4)

- Ferris-Michigan: current no-parking area becomes bike lane
- Michigan-Pearl: “share the road” signage and pavement markings
- *No vehicle lanes removed*

### Levels of Service (AM Peak Hour)

- Huron/Michigan: C (current), C (2038 unchanged), D (2038 Road Diet Mitigated)
  - PM Peak Hour: C (current), D (2038 unchanged), D (2038 Road Diet Mitigated)



Figure 12: Proposed Condition along Huron Street at Michigan Avenue

## *Huron (3/4)*

Pearl-Cross: rightmost lane (east side) becomes bike lane



Figure 13: Proposed Condition along Huron Street at Pearl Street

## Huron (4/4)

At Cross: 2-stage left for bikes (not shown)

Levels of Service (AM Peak Hour)

- Huron/Cross: C (current), C (2038 unchanged), B (2038 Road Diet Mitigated)

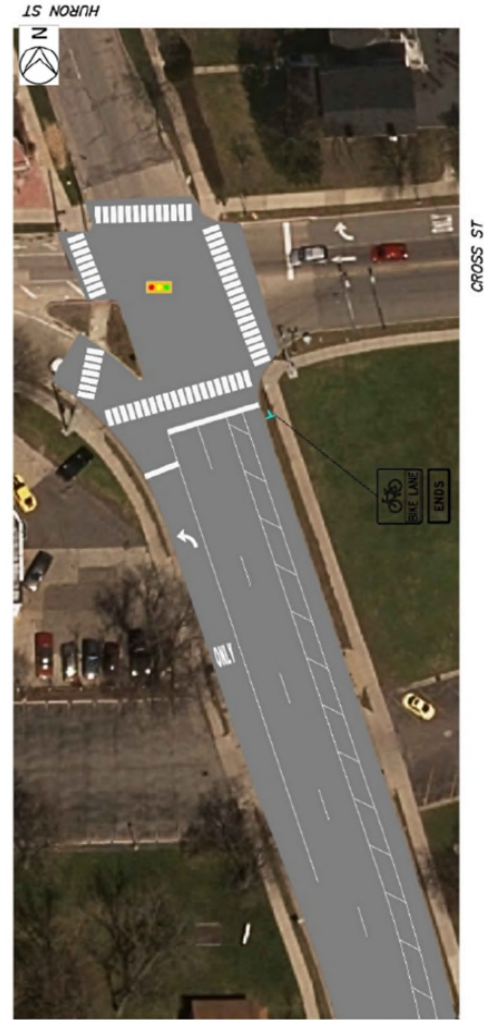


Figure 14: Proposed Condition along Huron Street at Cross Street

## *Other Intersections: “Downstream” Effects*

### Levels of Service (AM Peak Hour)

- Michigan/Congress/Ballard:
  - C (current)
  - C (2038 unchanged)
  - C (2038 Road Diet Mitigated)
- Michigan/Adams:
  - A (current)
  - A (2038 unchanged)
  - A (2038 Road Diet Mitigated)
- Michigan/Washington:
  - B (current)
  - B (2038 unchanged)
  - A (2038 Road Diet Mitigated)
- Huron/Harriet:
  - B (current)
  - B (2038 unchanged)
  - C (2038 Road Diet Mitigated)
- Hamilton/Harriet:
  - B (current)
  - B (2038 unchanged)
  - B (2038 Road Diet Mitigated)
- Huron/Catherine:
  - A (current)
  - A (2038 unchanged)
  - A (2038 Road Diet Mitigated)

## *Summary & Next Steps*

The project would:

- Add a significant amount of buffered bike lanes to the community, enabling more people who cannot or choose not to drive (and park) to bike instead.
- Improve pedestrian and bicyclist safety.
- Slow vehicular traffic speeds.
- Cause a greater level of congestion at certain intersections.
- Tie in to the planned pedestrian/bike crossing of I-94.

Next Steps:

- HRC to respond to MDOT memo
- Public meeting
- Council determination