

Cross Street Corridor Non-Motorized Enhancement Project

Project Description

A cooperative study of the Cross Street neighborhood was completed in May 2002 by the City of Ypsilanti, the Depot Town Downtown Development Authority (DTDDA), Eastern Michigan University (EMU), and the Washtenaw Area Transportation Study (WATS). The study identified many potential improvements, including the addition of parking and a bike lane on West Cross Street, completed in 2005, as well as those improvements proposed here in this non-motorized enhancement project. The proposed improvements will continue to strengthen the links between the City of Ypsilanti, Depot Town, and EMU through non-motorized streetscape improvements along Cross Street.

The Cross Street Corridor Non-Motorized Enhancement Project is twofold, with improvements planned for both West and East Cross streets. West Cross runs adjacent to EMU and heads west toward Ann Arbor; on the other side of the Huron River, East Cross is in the midst of Depot Town and heads east toward the townships. A bike trail incorporating Cross Street is also planned for the future. Tied into Washtenaw County's Border-to-Border Trail (i.e., a contiguous, 35-mile-long non-motorized path along the Huron River), this bike trail will connect the existing bike lane on West Cross to the existing one on Huron River Drive.

The Michigan Department of Transportation (MDOT) and the City of Ypsilanti are proposing improvements adjacent to EMU, moving east along West Cross Street (BR-12) toward the Depot Town area. More specifically, the improvements will progress east from Normal Street to Huron River Drive, with the majority of the proposed work to be completed east from Normal to Adams Street. Proposed work will consist of 11 bump-outs on the south side of the roadway from Normal to Adams, stamped bituminous crosswalks, tree installation (non-participating), and the improvement of street lighting throughout the project limits. These proposed improvements will help promote safer movement of pedestrians crossing the street as well as ingress/egress from parked vehicles. In particular, the improvements to street lighting will benefit all users of the corridor and will ensure a safer and more visible right of way.

In Depot Town, the proposed East Cross Street improvements include key components of the Depot Town and West Cross Comprehensive Streetscape Improvement Plan adopted by the DTDDA in August 2004. These key components include the addition of streetscape design improvements to the eastern gateway entrance to Depot Town, at the intersection of East Cross and River Street, along with streetscape improvements on East Cross between Rice and River streets. Other proposed improvements are sidewalk areas and pedestrian crossings with delineated crosswalks; decorative-stamped pigmented concrete; and better lighting for pedestrian safety and convenience. Curb bump-outs with pass-through rain gardens will be installed to aid pedestrian safety, slow automotive traffic, and filter storm water run-off as it drains downhill to the Huron River. The existing clock tower median is also proposed to be extended eastward with a rain garden to assist with traffic-calming and storm water treatment. Trees needing to be removed in the current streetscape will be relocated within the district as feasible. A pedestrian crossing gate will also be installed at the sidewalk railroad crossing for improved pedestrian safety.

Via Washtenaw County's Border-to-Border Trail, the proposed bike trail will connect the north and south side of the EMU campus to the cities of Ann Arbor and Ypsilanti. Presently the Border-to-Border Trail runs east from Gallup Park in Ann Arbor, to Huron River Drive across from the campus of Washtenaw Community College, and then through the campus of St. Joseph Mercy Hospital, before passing alongside EMU's football stadium and rejoining with Huron River Drive. The proposed trail will connect the existing path on Cross Street to the one on Huron River Drive, thereby sealing a gap in the Border-to-Border Trail, which runs from one end of Washtenaw County to the other, alongside the Huron River.

While locally strengthening the link from EMU (i.e., West Cross) to Depot Town (East Cross), these improvements to Cross Street also serve the greater community, including City of Ypsilanti residents, St. Joseph Mercy Hospital, Washtenaw Community College, and also aspects of the City of Ann Arbor. Plus, in addition to these improvements, a future commuter rail system from Ann Arbor to Detroit is currently proposed to tie directly to Depot Town. This rail system will further improve connectivity of the community to the regions of Washtenaw County and greater Southeast Michigan.

The Cross Street Corridor Non-Motorized Enhancement Project was developed as the result of extensive partnerships between the City of Ypsilanti, the DTDDA, EMU, and the WATS with participation from the public. The Depot Town Merchant Organization, through its major fundraising event, the Michigan ElvisFest, is also participating by providing financial support for the Depot Town portion of the project.

Cross Street Corridor Non-Motorized Enhancement Project Relationship to Category Goals

The Cross Street Corridor Non-Motorized Enhancement Project will encompass functional, aesthetic, and safety goals. The twofold project, with improvements planned for both West and East Cross streets, will enhance the communities of Eastern Michigan University (EMU), Depot Town, and the surrounding City of Ypsilanti, and it will also positively affect the City of Ann Arbor, Washtenaw County, and even greater Southeast Michigan.

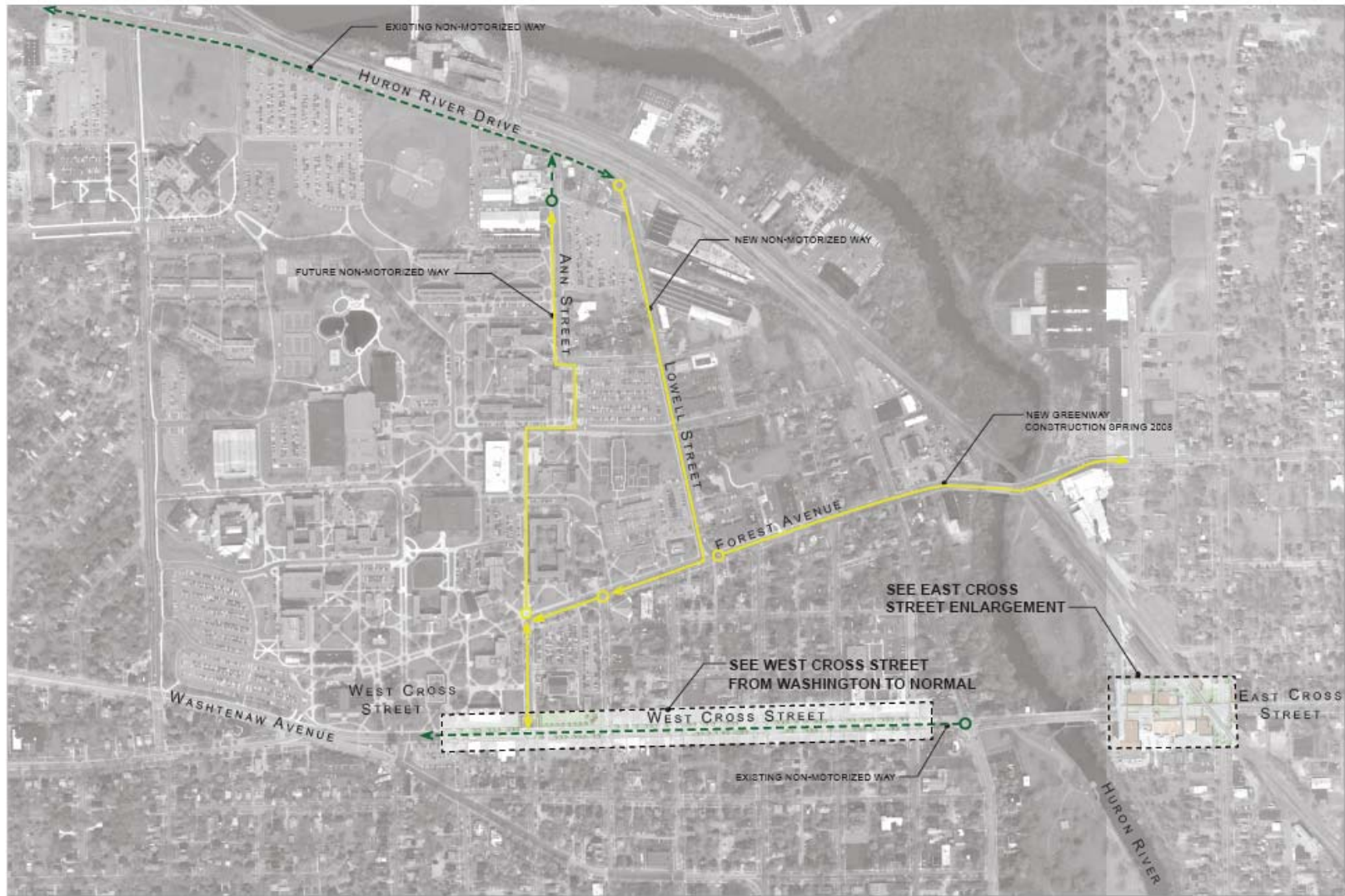
In terms of functional goals, the proposed improvements will encourage increased pedestrian traffic along West and East Cross streets. The campus of EMU will be affected by the increased pedestrian traffic along West Cross; similarly, the shops, restaurants, and recreation areas of Depot Town will be positively affected. In particular, simplified improvements to traffic flow in the Depot Town parking area will have a functional result, as will the reduction and quality improvements to storm watershed because of rain gardens.

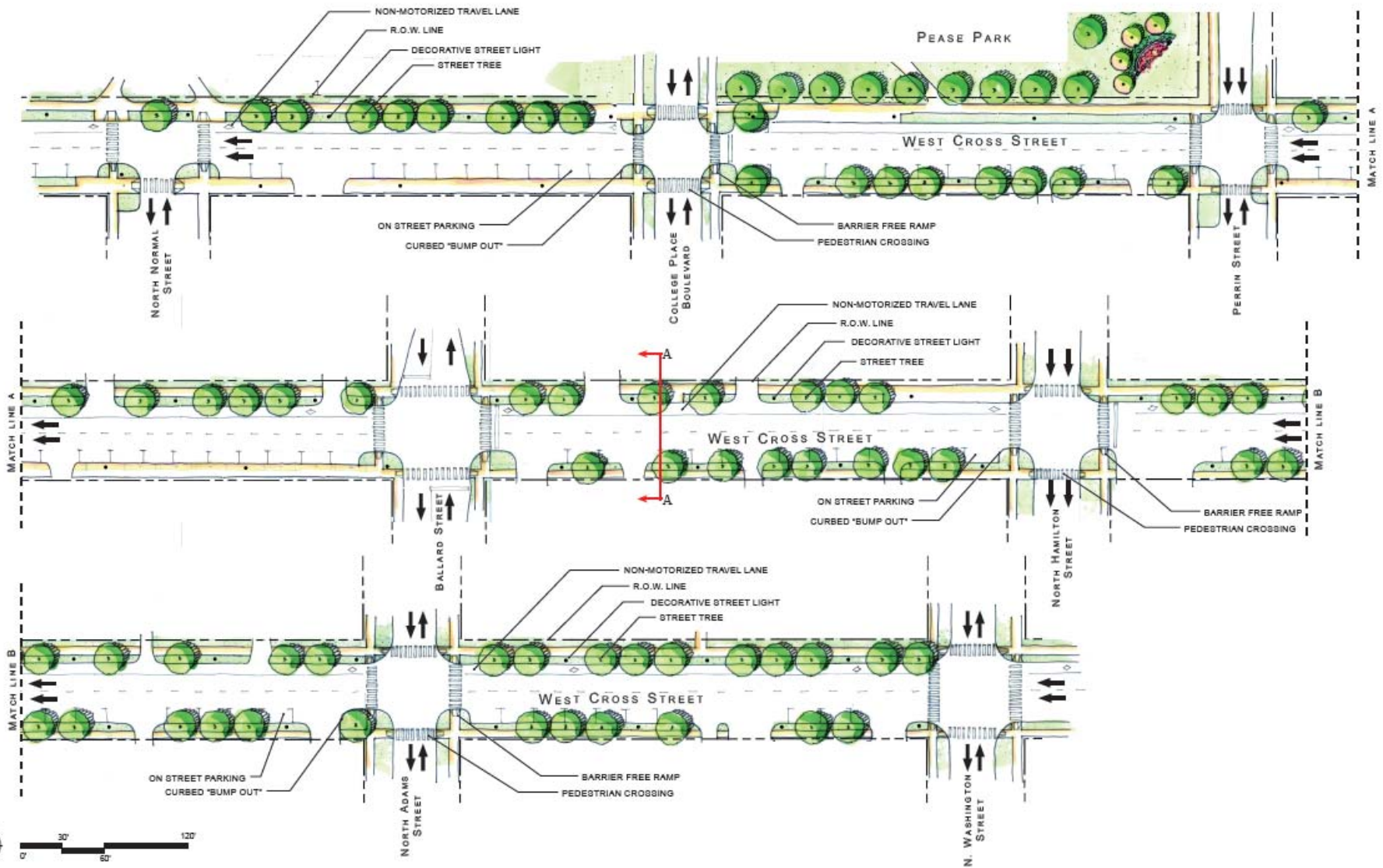
Aesthetic goals to be met include significant landscaping improvements, which will likewise contribute toward a pedestrian-friendly environment. Crosswalk bump-outs and decorative lighting will enhance West Cross, for example, while the East Cross area of Depot Town will be enhanced by new landscaping, decorative lighting, a pedestrian seat-wall and benches, and the removal of the visual clutter of vending machines.

Also critical to the project are safety goals. Cross Street will benefit from new pedestrian-scale lighting, in addition to new crosswalk bump-outs, which will calm traffic and provide physically defined pedestrian-crossing locations. A pedestrian safety gate is proposed at the railroad crossing on East Cross in Depot Town. A reconfiguration of the public parking area of Depot Town to accommodate one-way traffic flow is also proposed, to minimize conflicts between vehicles and pedestrians. In addition, barrier-free accessible accommodations have been incorporated into the designs, including proper crosswalks, sidewalk slopes, and parking lot access.

The Cross Street Corridor Non-Motorized Enhancement Project overall proposes to enrich the pedestrian experience along Cross Street, from EMU to Depot Town, by creating a safe, non-motorized, appealing environment. These many proposed improvements will connect pedestrian foot traffic between EMU and prime business districts on West and East Cross; and the proposed bike trail will extend access of the Cross Street area to the greater community.

Depot Town is a particularly vital business district, serving the City of Ypsilanti, EMU, and the surrounding townships via Cross Street, which is itself a destination. Pedestrian-friendly improvements to Cross Street therefore would benefit university students and staff; residents of the City of Ypsilanti; and also businesses and their patrons. A greater sense of cooperation within the community will be fostered in turn. Plus, the proposed bike trail will connect the north and south side of the EMU campus to the cities of Ann Arbor and Ypsilanti via Washtenaw County's Border-to-Border Trail. In doing so, it will connect the existing path on Cross Street to the one on Huron River Drive, thereby sealing a gap in the Border-to-Border Trail.







- 1 Crosswalk enhanced with stamped concrete. Crosswalk to be saw cut approximately 12 feet wide and replaced with stamped concrete designed for heavy vehicular traffic.
- 2 Corner enhanced with stamped concrete. Street corner sidewalk to be saw cut at tangents and replaced with stamped concrete. Curbs and accessible ramps to be replaced where necessary.
- 3 New masonry seatwall. Seat wall constructed in front of existing "signal tower". Wall to be approximately 2.3 feet high constructed of brick with cast stone cap. Center of wall to contain Welcome signage. (Refer to sketch 1. for illustration)
- 4 Enhanced "signal tower" and landscaping. Existing replica of historic signal tower to be faced with clapboard to reinforce it's historic character. Tower to be surrounded with new landscaping, lighting and irrigation to accent the entrance to the district. (Refer to sketch 1. for illustration)
- 5 New masonry seatwall and landscaping. Seatwall constructed at sidewalk edge to screen existing parking. Wall to be approximately 30" high constructed of brick with cast stone cap and notched to provide seating for existing bus stop. Plant tall shrubs behind wall to provide additional screening.
- 6 Revised curb cut and parking. Driveway entrance re-configured to allow for one-way in movement only reducing congestion on Cross Street. Adjacent parking lot re-configured to accommodate one-way traffic.
- 7 Expansion of clock tower boulevard. New boulevard created by expanding existing median in various locations along Cross Street. Boulevard expansion to include new concrete curbing designed to collect stormwater and serve as a modified rain garden.
- 8 Revised bumpouts. Remove existing concrete planters and replace with concrete and/or decorative paving. Bumpouts will serve as biofiltration basins as they collect, filter and release stormwater as it travels along the curbline on Cross Street.
- 9 New consolidated periodical vending machine. Replace 5-6 free standing publication vending boxes with one consolidated fixture to reduce obstacles on the pedestrian pathway. (Refer to sketch 2. for illustration)
- 10 Pedestrian crossing gate. New gate restricting pedestrian access to pathway during train crossings. Possible retrofit of existing vehicular crossing gate.
- 11 Rain Garden Demonstration Area. A rain garden on the west side of the railroad tracks that collect runoff from adjacent paving and the public parking lot to the north. Interpretive signage will be installed to convey the rain garden process to the public.



DTDDA

East Cross Street from N. River Street to Rice Street Cross Street Corridor Non-Motorized Enhancement Project

October 7, 2007 hamiltonanderson



CITY OF YPSILANTI

Character Sketch
View Looking West Down Cross Street at Perrin
Cross Street Corridor Non-Motorized Enhancement Project
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Character Sketch
East Cross Street

Cross Street Corridor Non-Motorized Enhancement Project

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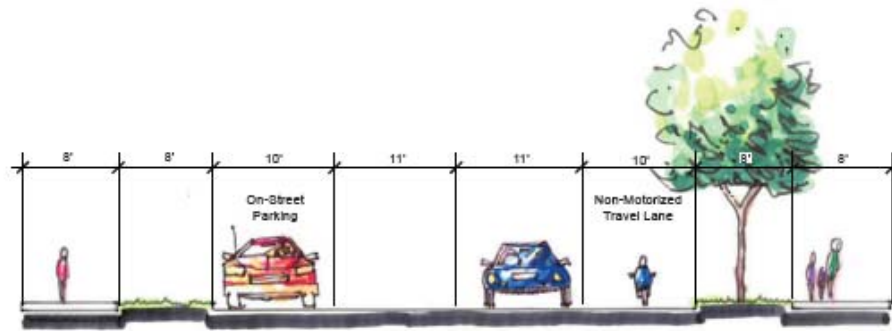
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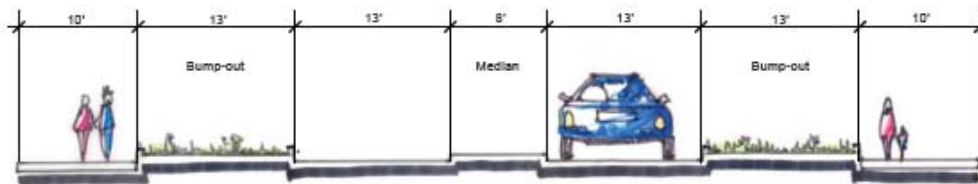
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Character Sketch
East Cross Street
Cross Street Corridor Non-Motorized Enhancement Project

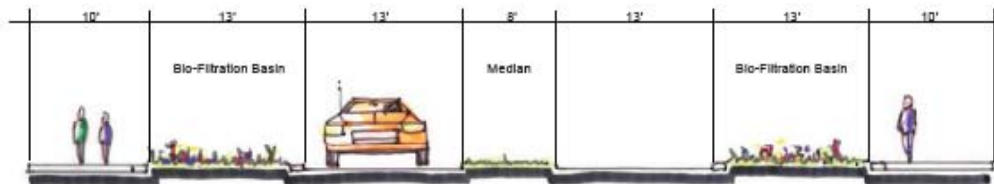
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Proposed West Cross Street - Section A



Existing East Cross Street - Section B



Proposed East Cross Street - Section B

