



INITIAL CONCEPT FOR WASHTENAW/HURON/HAMILTON ROAD DIET

Ypsilanti City Council – Tuesday July 17, 2012

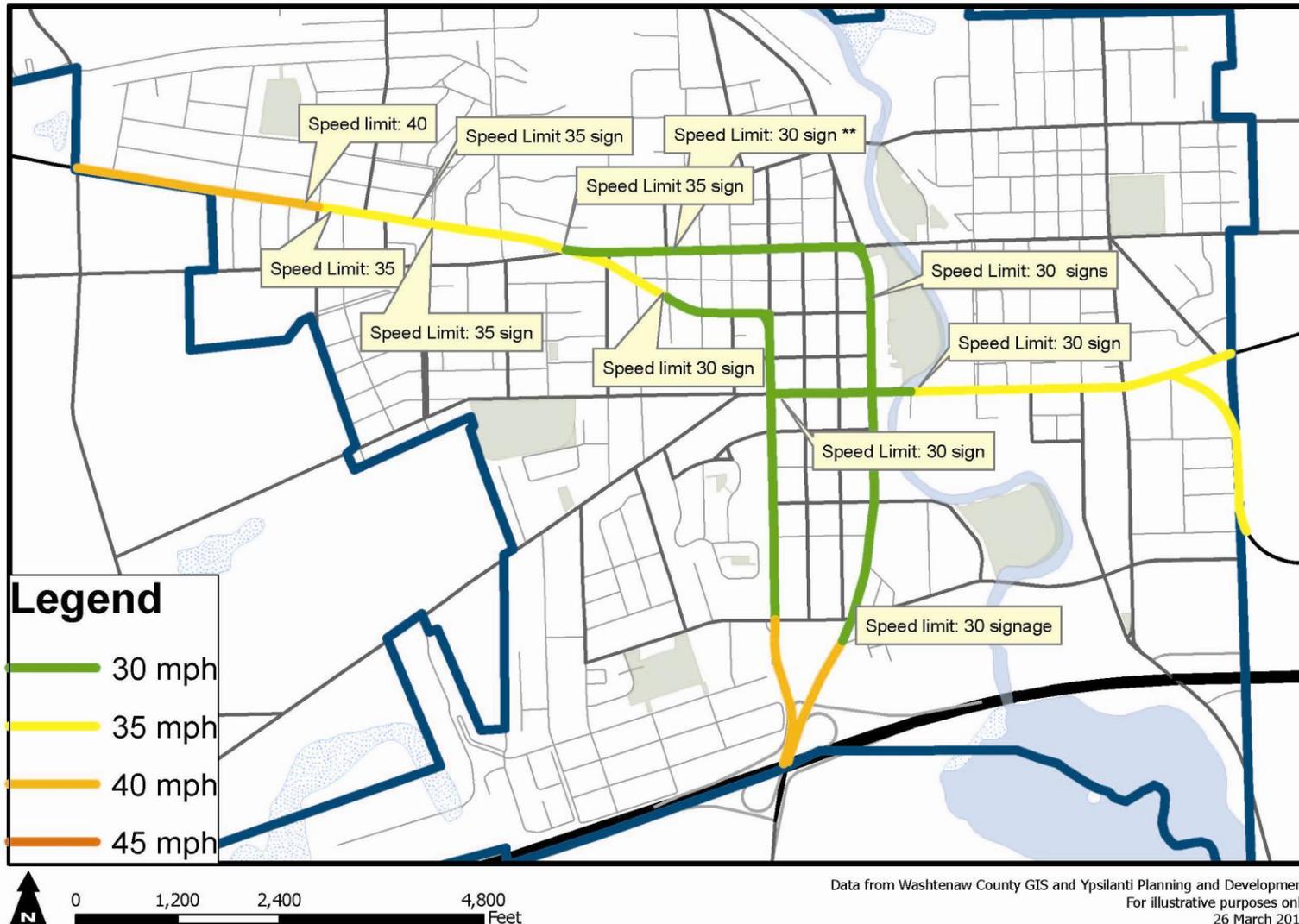


Tonight's Presentation

- Speed Limit Changes per State Police review
- Potential for a road diet to reduce speeds and increase safety
- What type of road diet should Ypsilanti consider?
- Proposals by Section
- Related benefits and costs
- Next Steps

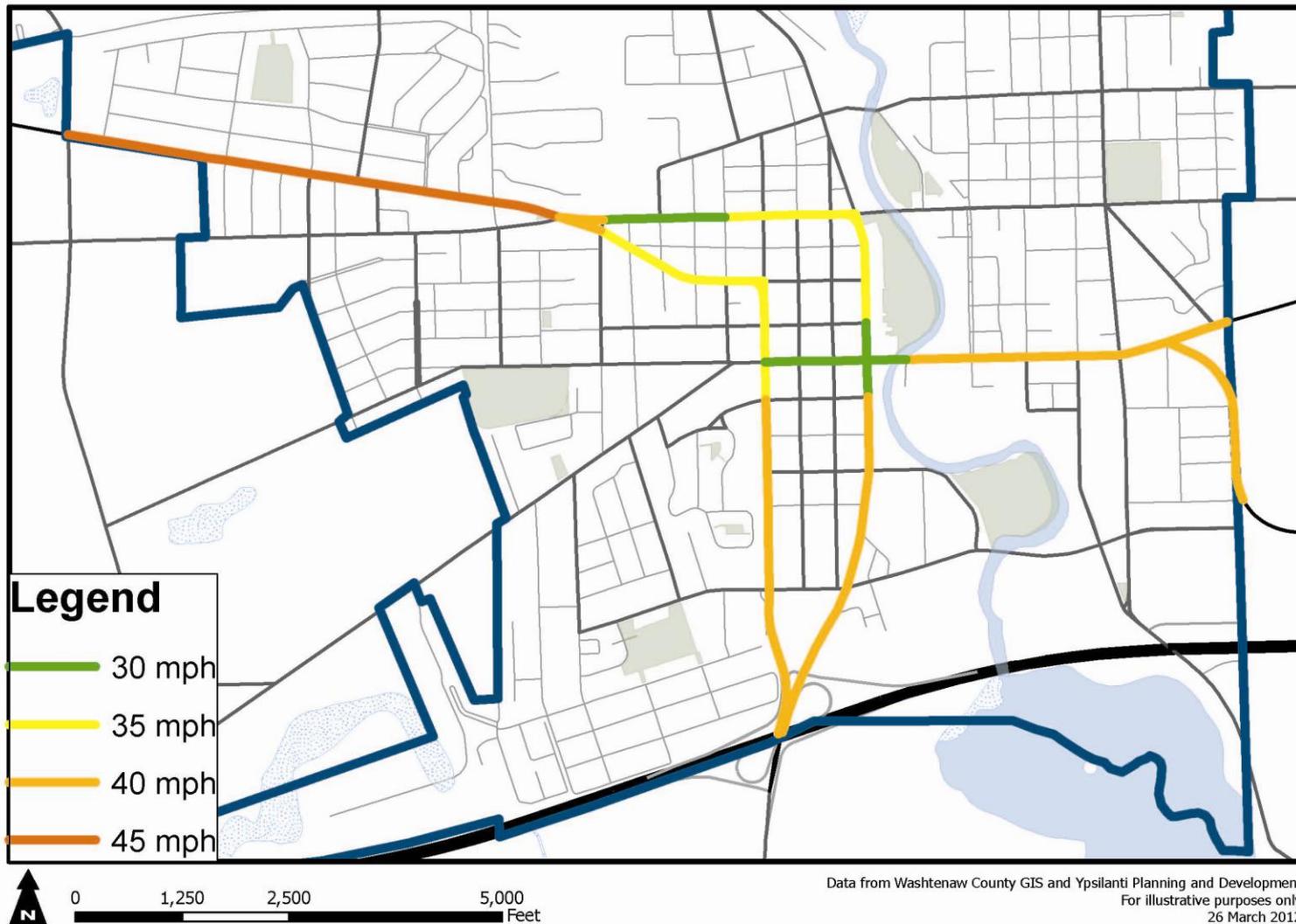
Existing speed limits on trunklines

MDOT Trunkline Speed Limits- Current



Increased speed limits expected on trunklines

MDOT Trunkline Speed Limits- Summer 2012 (future)



Why a road diet? What can be achieved?

Staff pursued options for how to reduce speed limits, felt that change in road design was most viable option

Consulted with MDOT/WATS for procedure as to how to review whether or not trunklines in the city would qualify (WATS modeled 2025 traffic counts based on current Level of Service standards per MDOT requirements).

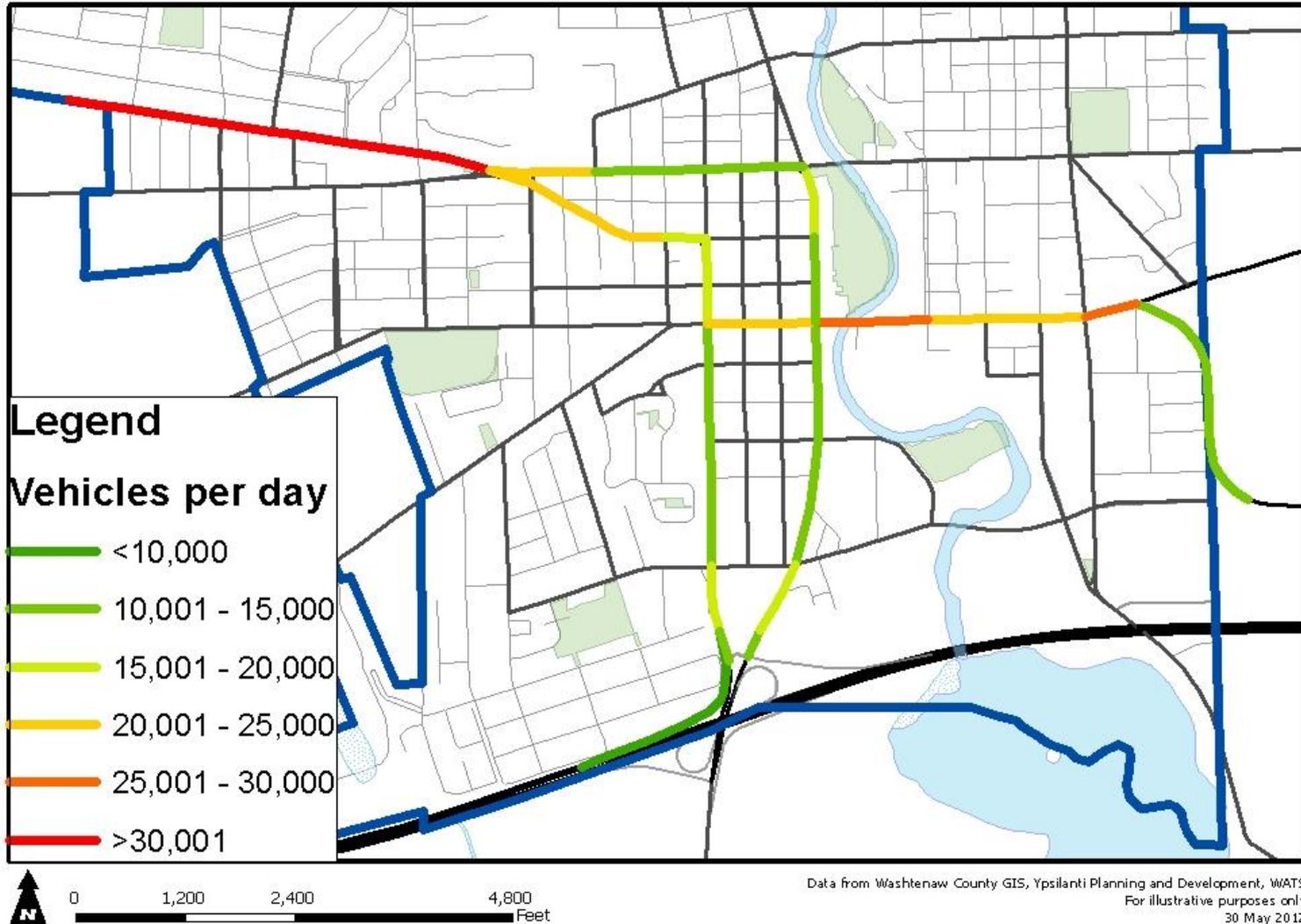
Reviewed existing plans for previous recommendations for road diets based on striping changes (3 to 2 conversions that include bike lanes and/or on-street parking)

Reviewed best practices to use above treatments to achieve the goal of reduced speeds (goal of 30 mph) and provide related benefits including:

- additional links for on-street bike lane networks
- On-street parking for residential (Washtenaw), downtown metered (Huron/Hamilton) and free parking (include near some local churches

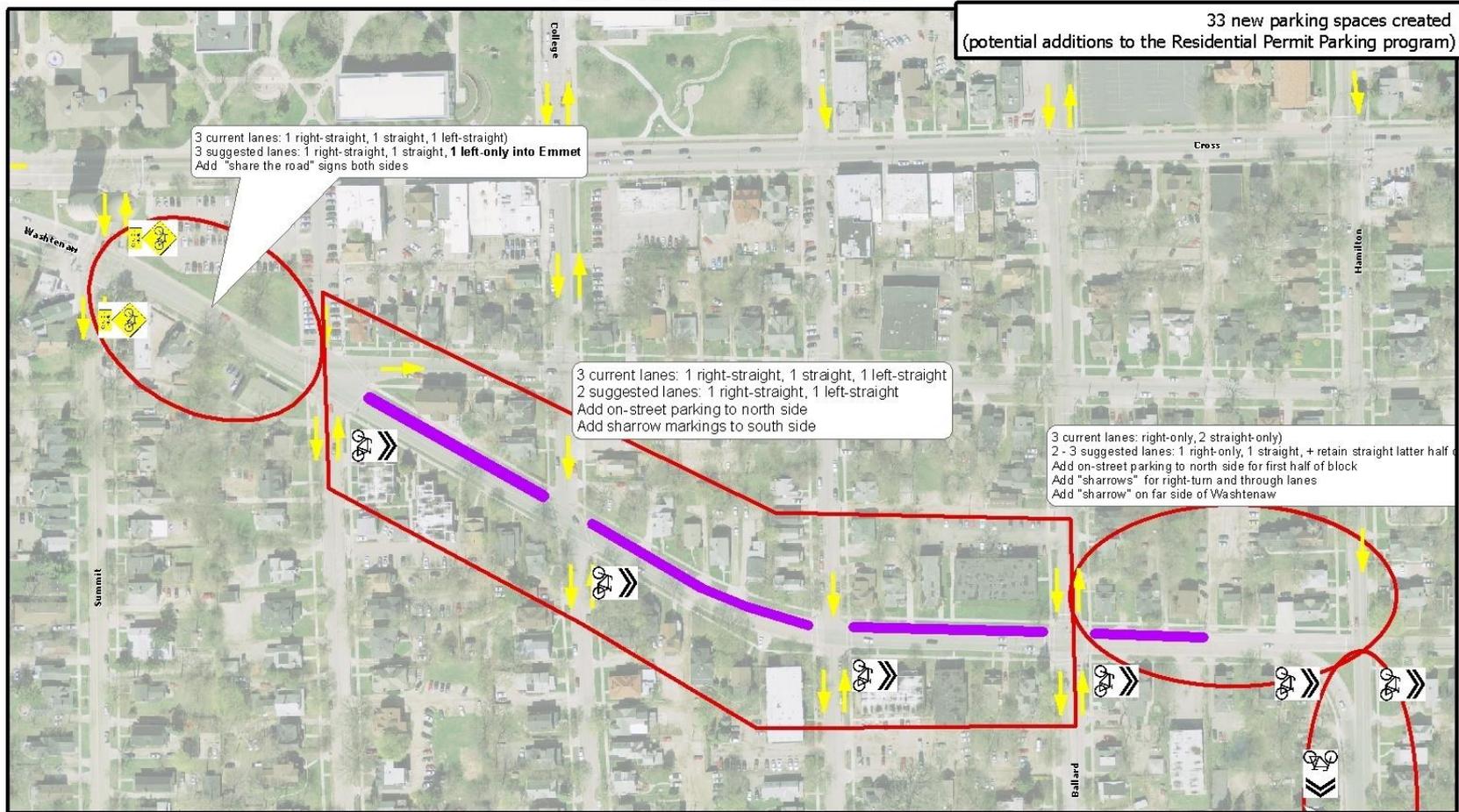
Traffic projectins and opportunity for Road Diets

MDOT Trunkline Projected Traffic Counts 2025 (sum both directions)



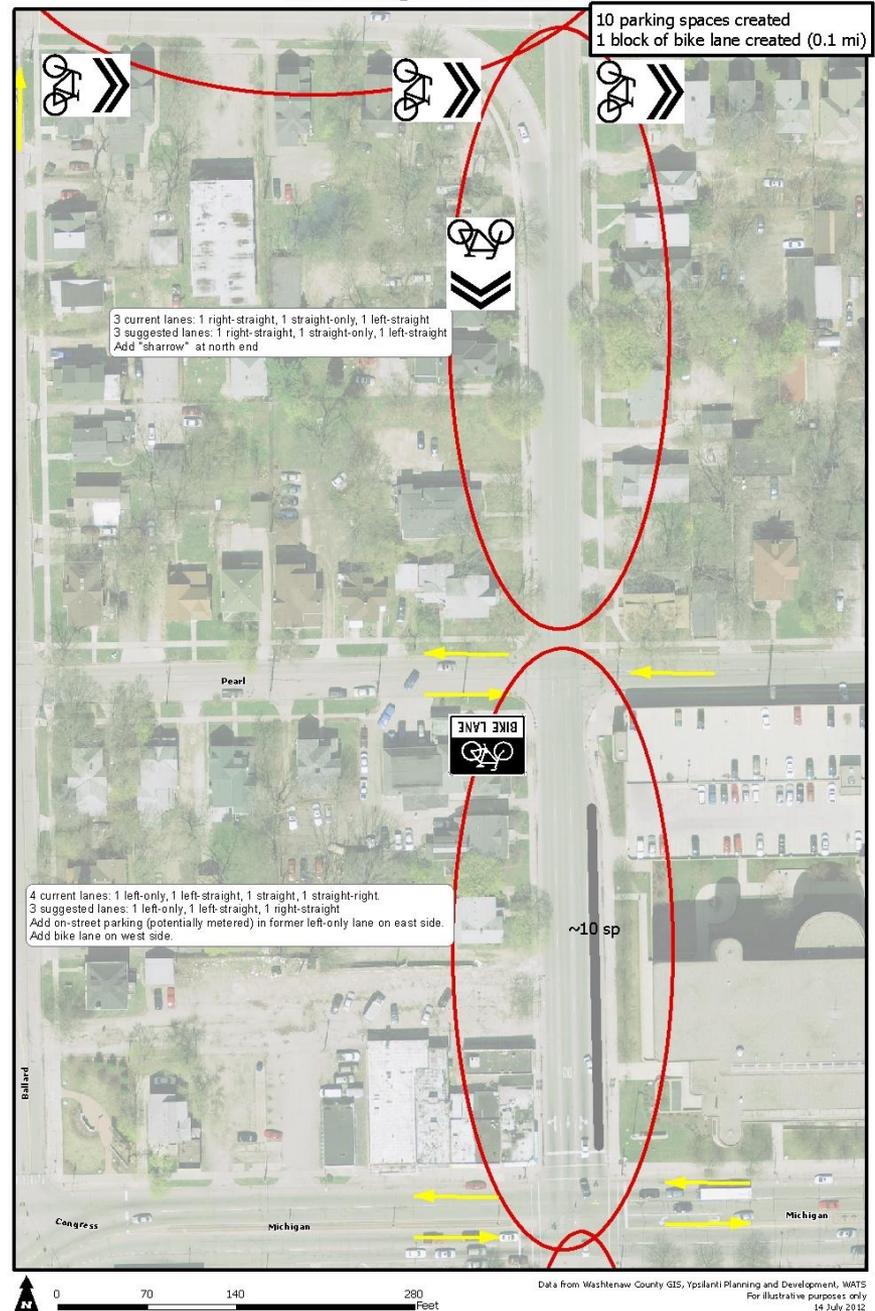
What will it look like – by Section (Washtenaw)

Lane Changes - Washtenaw



What will it look like (N. Hamilton)

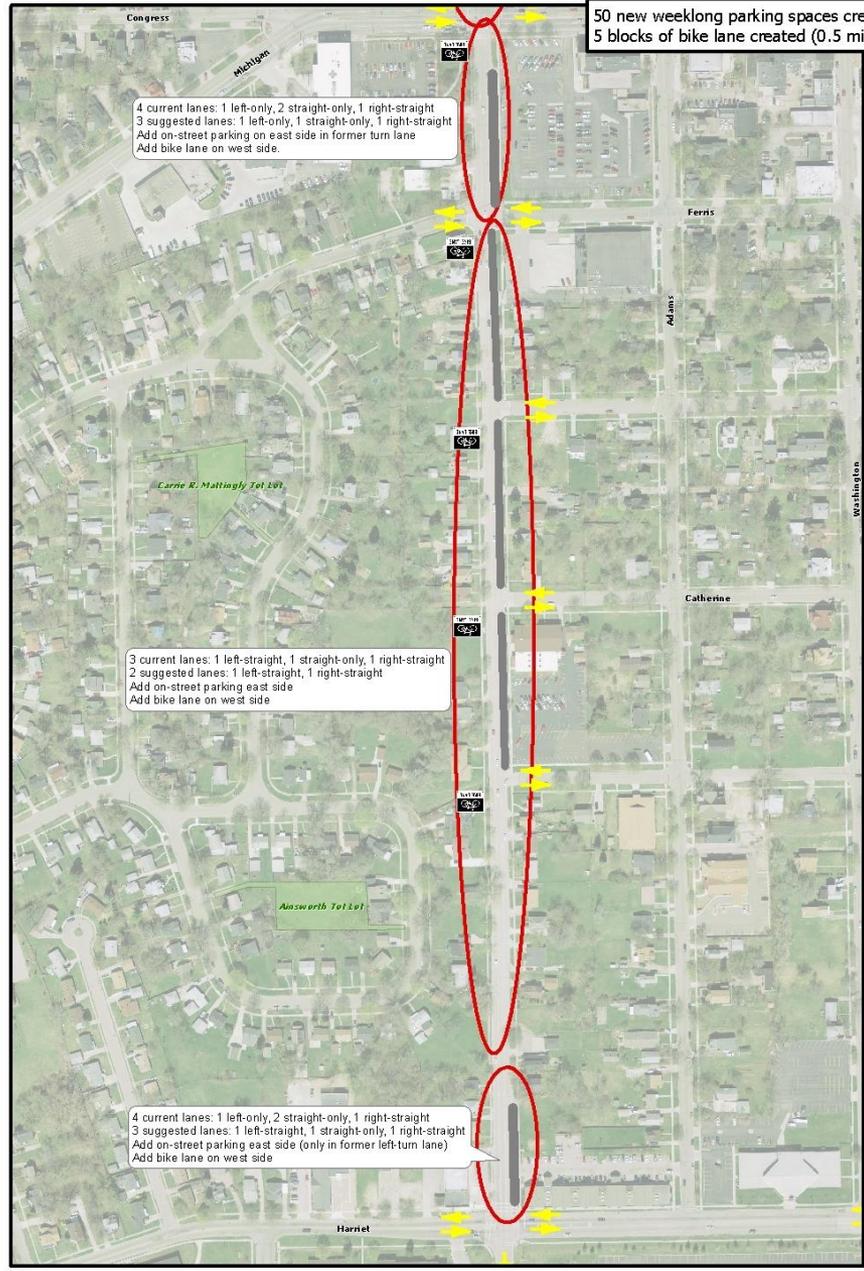
Lane Changes - N Hamilton



What will it look like – (S. Hamilton)

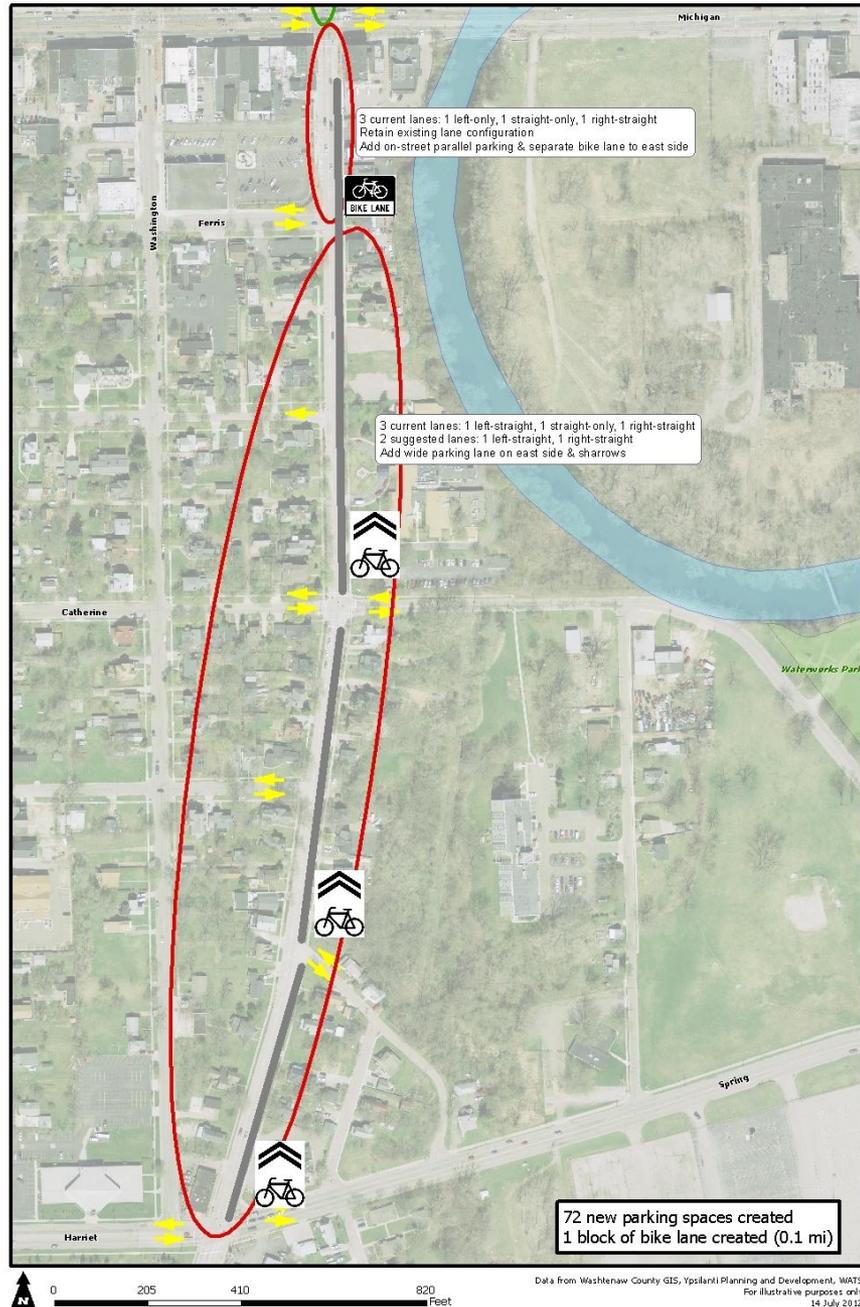
Lane Changes - S Hamilton

50 new weeklong parking spaces created
5 blocks of bike lane created (0.5 mi)



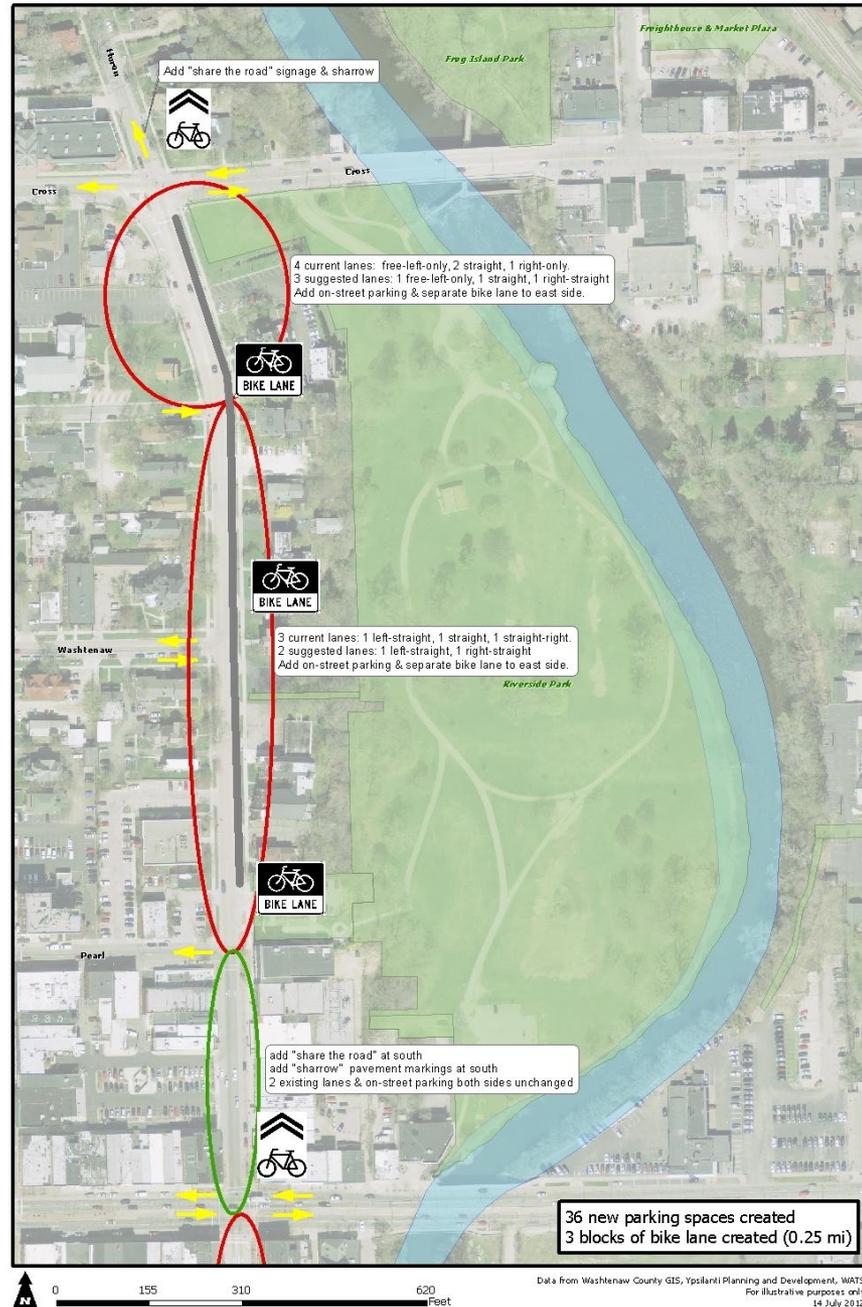
What will it look like – (S. Huron)

Lane Changes - S Huron



What will it look like – (N. Huron)

Lane Changes - N Huron



Benefits - Costs

Potential new on-street parking spaces: 200

Bike lanes miles: approx 1 additional mile

First cut at cost estimate: approx \$60,000 to \$70,000

Relationship with Act 51 funds

- 1% requirement for non-motorized improvements (bicycle lanes/sharrows)

- tentatively changes shouldn't impact funding. Seeking confirmation

Speed limit reduction goal – 30 mph (in most areas)

Next Steps

- Further conversation with MDOT
- Non-motorized Transportation committee meeting Aug. 2
- DDA design/economic restructuring committee (TBD)
- Striping/signage cost estimate finalized
- Consideration of funding partners (MDOT, City, DDA, others)
- If it seems viable – put in formal request to MDOT, and proceed with capital improvements review