

# Washtenaw Avenue Corridor Non-motorized Transportation Study

## Recommendations

September 30, 2010

### Prioritization

The proposed improvements fall into two general categories, near-term opportunities and long-term improvements. Near-term opportunities include improvements that may be accomplished by relatively modest changes to the existing road system and the addition of relatively short off-road trail segments. Long-term improvements are projects that will be implemented with new development or the reconstruction of existing improvements.

#### Near Term Opportunities

The sum of the near-term opportunities constitute a significant undertaking that will likely take 10 to 15 years to completely implement depending on available funds. Thus, the near-term opportunities have been grouped into first and second priorities to help guide implementation. In general, near-term opportunities:

- May generally be done within the existing infrastructure and for the most part curbs and drainage structures are not changed.
- May be implemented as soon as funding is available and design work completed.
- Include both relatively inexpensive road modifications such as restriping roadways and moderately expensive improvements such as crossing islands.
- Are in some cases design compromises, where the widths of bike lanes, motor vehicle lanes, buffers, and sidewalks are less than the ideal desired widths in order to fit within the existing curb lines and right-of-ways.
- May in many cases be the same as the ultimate long-term solution as existing development and right-of-way restrictions limit the design options.
- May be done independently or as a part of resurfacing, restoration, rehabilitation or minor widening projects. In general, if a road is to be resurfaced within the next few years, any road restriping should be incorporated in the resurfacing project. Where lane reallocation is considered for concrete roads, it may be desirable to wait until the road is resurfaced with asphalt or reconstructed in concrete as the concrete joints may not work well with the proposed lane configuration.

#### Long Term Improvements

The costs to undertake these non-motorized projects independently of a road reconstruction project would be significant. Thus, in order to maximize the impact of finite resources, the long-term improvements are expected to be implemented as a road is completely reconstructed (not just resurfaced). In general, long-term improvements:

- Are generally implemented when a new road is built or an existing road is completely reconstructed. Reconstruction projects typically include new curb and gutter as well as storm water systems.

- Generally require that a road be widened to accommodate the desired lane widths and may require additional rights-of-way.
- Strive to meet the desired widths for bike lanes, motor vehicle lanes, buffers, and sidewalks to the extent that it is practical given the project's context.

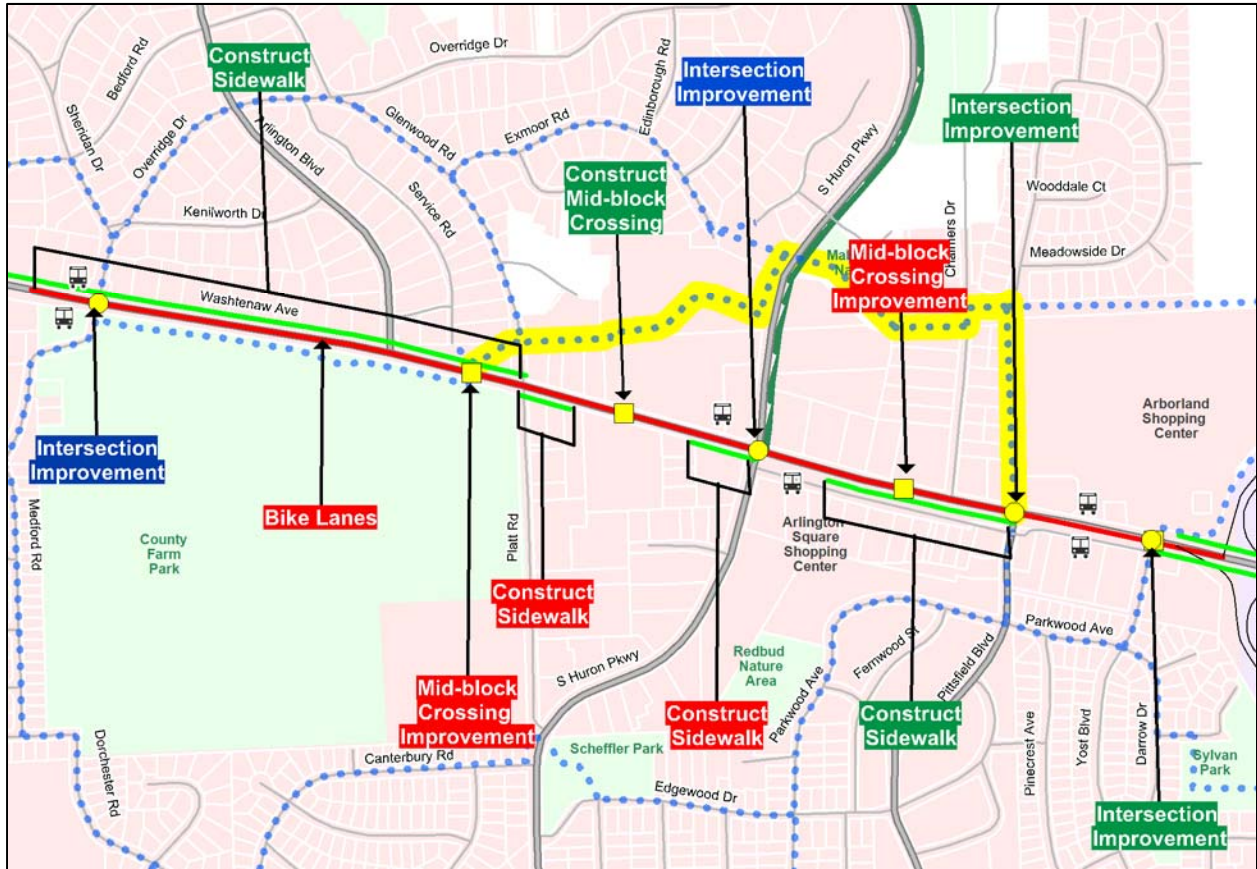
The distinction between the near-term opportunities and the long-term improvements can sometimes be obscure. In some cases, the near-term opportunities and long-term improvements will be the same. The difference will be primarily qualitative (width of sidewalks, buffers, bike lanes and motor vehicle lanes).

### **Recommendations**

The following recommendations for Washtenaw Avenue have been divided into four sections based on jurisdiction, they include; The City of Ann Arbor, Pittsfield Township, Ypsilanti Township and the City of Ypsilanti. The recommendations in each section are categorized into groups based on priority, they include; First Priority (Near-Term Improvement), Second Priority (Near-Term Improvement) and Long Term Improvements.

The recommendations represent a corridor level evaluation of the suitability of the proposed facilities for the existing conditions. Prior to proceeding with any of the recommendations, a case-by-case level assessment should be done in order to fully evaluate the feasibility and appropriateness of any roadway modification and/or proposed bicycle or pedestrian facility.

# City of Ann Arbor Non-motorized Improvements



**Legend:**

- Interstate
- Arterial and Collector Roads
- Local and Private Roads
- Active Railroad
- Existing Bike Lanes/Paved Shoulder
- Existing Pathways and Trails
- Potential Bike Lanes
- Potential Neighborhood Connector Routes
- Potential Sidewalk Improvements
- Crossing Improvements at Signalized Intersections
- Crossing Improvements at Unsignalized Locations
- Potential AATA Super Stops
- City of Ann Arbor
- City of Ypsilanti
- Pittsfield Township
- Ypsilanti Township
- Parks and Recreation
- Water

**First Priority, Near-Term Improvements**

**Sidewalk Improvements**

- Fill sidewalk gaps on south side of Washtenaw Ave between Platt and Huron Parkway.

**Bicycle Accommodations**

- Add 5' wide Bike Lanes to Washtenaw Ave between Manchester Road and Yost Blvd by narrowing the travel lanes to 10.5' and the center turn lane to 10'. See Appendix for more detailed cross-sections.

**Mid-block Crossing Improvements**

- Construct Crossing Island at the existing mid-block crossing on Washtenaw Ave at County Recreation Center.
- Create new mid-block crossing with crossing island between S Huron Pkwy and Pittsfield Blvd.

### First Priority Continued...

#### Neighborhood Connectors

- Obtain easements and construct Pathways necessary to link existing roadways.

### Second Priority, Near-Term Improvements

#### Sidewalk Improvements

- Complete sidewalks along the north and south side of Washtenaw Avenue.
- Add street trees approximately 30' on center in buffer area between sidewalk and roadway.

#### Transit Improvements

- Construct super stops.
- Provide wayfinding signage to super stops.

#### Mid-block Crossing Improvements

- Construct mid-block crossing with crossing island on Washtenaw Ave between Platt Rd and S Huron Pkwy, coordinate with access to new development on south side of Washtenaw Ave.

#### Intersection Improvements

- Add pedestrian crossing the west side of the intersection at Washtenaw Ave at Pittsfield Blvd so that transit users need to cross only one intersection rather than three.
- Add pedestrian crossing to the intersection of Washtenaw Ave at Yost Blvd.

#### Neighborhood Connectors

- Add mid-block crossings where necessary.
- Sign Routes.

### Long Term Improvements

#### Sidewalk Improvements

- Add pedestrian scale lighting in buffer between sidewalk and roadway.
- Repair all damaged existing sidewalks.
- Add pedestrian amenities including benches, enhanced plantings and drinking fountains.

#### Intersection Improvements

- Improve crosswalks at all intersections to be ADA accessible. See Intersection Crossing Deficiency Analysis in the appendix for details.

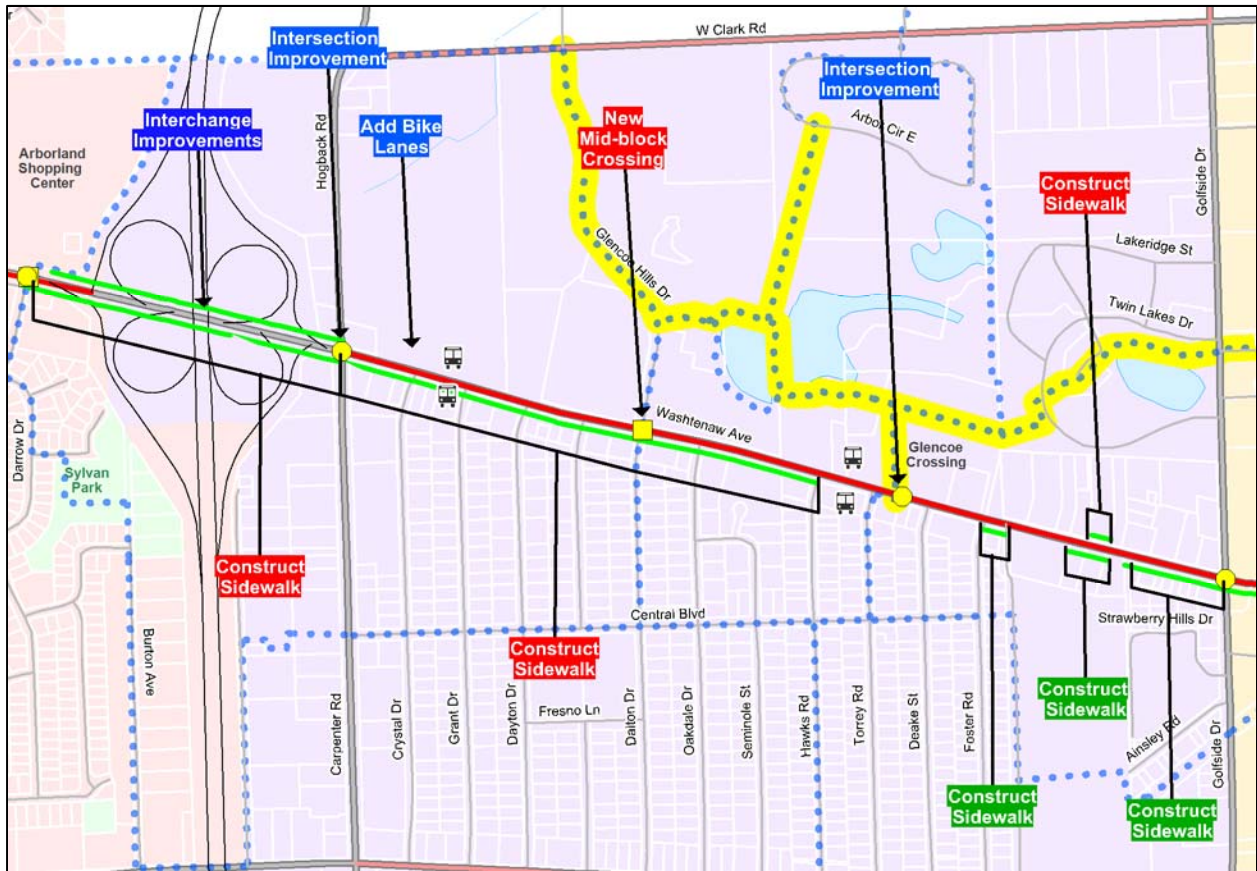
#### Neighborhood Connectors

- Implement traffic calming measures.

#### Other

- Add median where left turn is not needed, see Appendix for more detailed recommendations.
- Incorporate green street technologies such as permeable pavements in the bike lanes and bio-swales in the median and buffer areas.

# Pittsfield Township Non-motorized Improvements



Legend:	
	Interstate
	Arterial and Collector Roads
	Local and Private Roads
	Active Railroad
	Existing Bike Lanes/Paved Shoulder
	Existing Pathways and Trails
	Potential Bike Lanes
	Potential Neighborhood Connector Routes
	Potential Sidewalk Improvements
	Crossing Improvements at Signalized Intersections
	Crossing Improvements at Unsignalized Locations
	Potential AATA Super Stops
	City of Ann Arbor
	City of Ypsilanti
	Pittsfield Township
	Ypsilanti Township
	Parks and Recreation
	Water

First Priority, Near-Term Improvements
<p><b>Sidewalk Improvements</b></p> <ul style="list-style-type: none"> <li>Complete sidewalk along the south side of Washtenaw Ave between Carpenter Rd and Hawks Ave.</li> <li>Construct sidewalk on both sides of Washtenaw Avenue through the US-23 Interchange.</li> <li>Construct short segment of sidewalk on the north side of Washtenaw Ave.</li> </ul> <p><b>Mid-block Crossing Improvements</b></p> <ul style="list-style-type: none"> <li>Create new mid-block crossing with crossing island at Washtenaw Ave and Dalton Drive.</li> </ul> <p><b>Neighborhood Connectors</b></p> <ul style="list-style-type: none"> <li>Obtain easement and construct pathway necessary to link existing roadways.</li> </ul>

## Second Priority, Near-Term Improvements

### Sidewalk Improvements

- Construct the missing Sidewalks segments along the south side of Washtenaw Avenue between Foster Rd and Golfside Dr.
- Add street trees approximately 30' on center in the buffer area between the sidewalk and roadway.
- Construct pathway along north and south side of Washtenaw Ave through the US-23 interchange providing appropriate crossings with advance warning at free-flowing ramps.

### Transit Improvements

- Construct super stops.
- Provide wayfinding signage to super stops.

### Neighborhood Connectors

- Sign Routes

## Long Term Improvements

### Sidewalk Improvements

- Add pedestrian scale lighting in buffer between sidewalk and roadway.
- Repair all damaged existing sidewalks.
- Add pedestrian amenities including benches, enhanced plantings and drinking fountains.

### Bicycle Accommodations

- Add 6' wide Bike Lanes to Washtenaw Ave between Carpenter Rd and Golfside Dr by narrowing the travel lanes to 10.5' and the center turn lane to 10' when the road is resurfaced.

### Transit Improvements

- Incorporate public art projects adjacent to or as part of super stops.

### Intersection Improvements

- Improve crosswalks at all intersections to be ADA accessible. See Intersection Crossing Deficiency Analysis in the appendix for details.

### Interchange Improvements

- Reconstruct the intersection so the ramps intersect Washtenaw Avenue at a right angle.

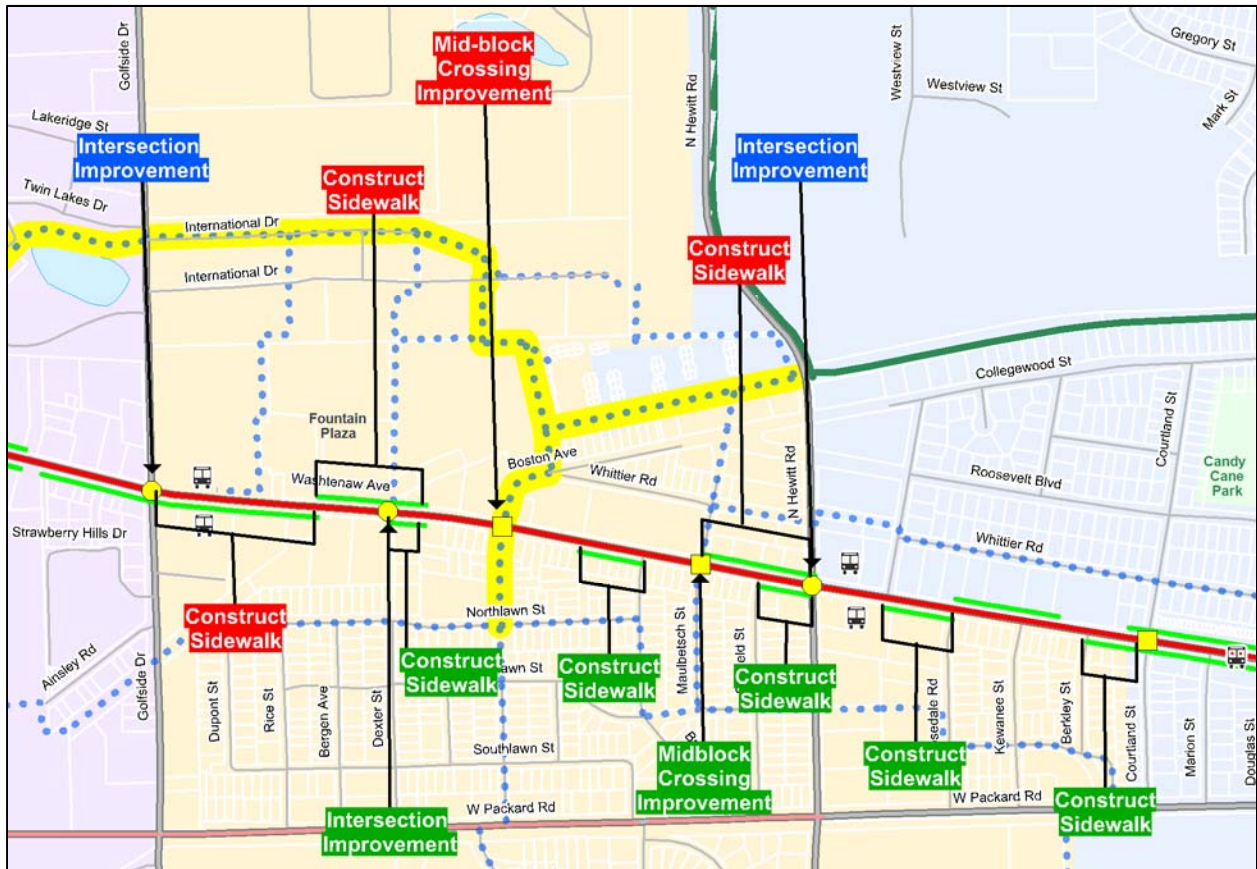
### Neighborhood Connectors

- Implement traffic calming measures

### Other

- Add median where left turn is not needed, see Appendix for more detailed recommendations.
- Incorporate green street technologies such as permeable pavements in the bike lanes and bio-swales in the median and buffer areas.

# Ypsilanti Township Non-motorized Improvements



Legend:	
	Interstate
	Arterial and Collector Roads
	Local and Private Roads
	Active Railroad
	Existing Bike Lanes/Paved Shoulder
	Existing Pathways and Trails
	Potential Bike Lanes
	Potential Neighborhood Connector Routes
	Potential Sidewalk Improvements
	Crossing Improvements at Signalized Intersections
	Crossing Improvements at Unsignalized Locations
	Potential AATA Super Stops
	City of Ann Arbor
	City of Ypsilanti
	Pittsfield Township
	Ypsilanti Township
	Parks and Recreation
	Water

First Priority, Near-Term Improvements
<p><b>Sidewalk Improvements</b></p> <ul style="list-style-type: none"> <li>Complete missing sidewalk gaps along north side of Washtenaw Ave. and between Golfside Dr. and Asia City Restaurant.</li> </ul>
<p><b>Mid-block Crossing Improvements</b></p> <ul style="list-style-type: none"> <li>Create new mid-block crossing at Washtenaw Ave and Boston Ave by implementing a crossing island</li> </ul>
<p><b>Neighborhood Connectors</b></p> <ul style="list-style-type: none"> <li>Construct pathways between Hewitt Rd and Fountain Plaza shopping mall.</li> <li>Construct pathways and remove barriers to improve pedestrian and bike access from apartments north of Washtenaw Ave. to businesses and transit on Washtenaw Ave.</li> <li>Construct path from Washtenaw Ave to Northlawn St. on unused public right-of-way.</li> </ul>

## Second Priority, Near-Term Improvements

### Sidewalk Improvements

- Construct the remaining missing Sidewalks segments along south side of Washtenaw Ave.
- Add street trees approximately 30' on center in buffer area between sidewalk and roadway.

### Transit Improvements

- Construct super stops
- Provide wayfinding signage to super stops.

### Mid-block Crossing Improvements

- Create new mid-block crossing at Washtenaw Ave and Maulbetsch St by implementing a crossing island

### Intersection Improvements

- Add pedestrian crossing to the intersection of Washtenaw Ave at Fountain Plaza

### Neighborhood Connectors

- Sign Route

## Long Term Improvements

### Sidewalk Improvements

- Add pedestrian scale lighting in buffer between sidewalk and roadway.
- Repair all damaged existing sidewalks.
- Add pedestrian amenities including benches, enhanced plantings and drinking fountains.

### Bicycle Accommodations

- Add Bike Lanes to Washtenaw Ave between Golfside Dr and Courtland St by narrowing the travel lanes to 11' and the center turn lane to 10' when road resurfaced. See Appendix for more detailed cross-sections.

### Transit Improvements

- Incorporate public art projects adjacent to or as part of super stops.

### Intersection Improvements

- Improve crosswalks at all intersections to be ADA accessible. See Intersection Crossing Deficiency Analysis in the appendix for details.

### Neighborhood Connectors

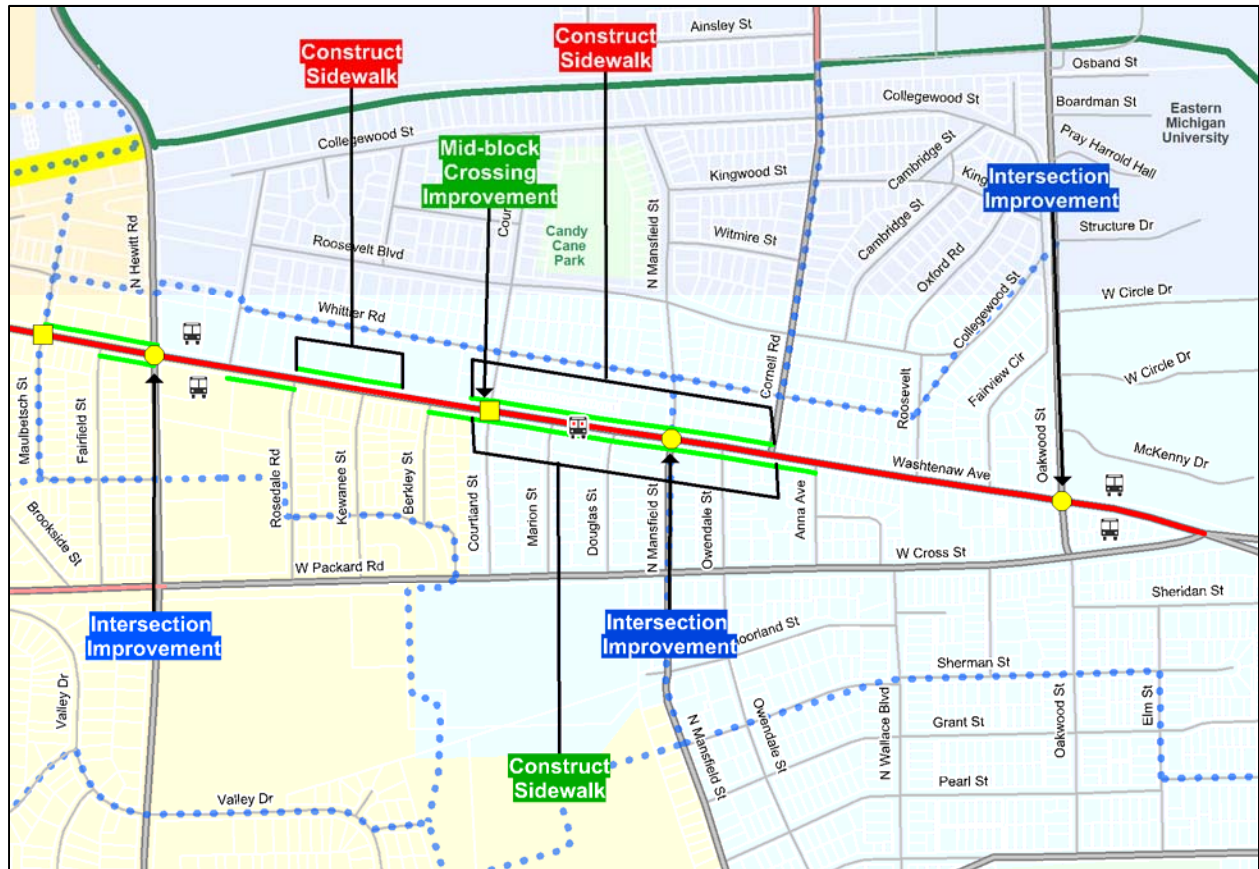
- Implement traffic calming measures

### Other

- Add median where left turn is not needed, see Appendix for more detailed recommendations.
- Incorporate green street technologies such as permeable pavements in the bike lanes and bio-swales in the median and buffer areas.



# City of Ypsilanti Non-motorized Improvements



**Legend:**

	Interstate
	Arterial and Collector Roads
	Local and Private Roads
	Active Railroad
	Existing Bike Lanes/Paved Shoulder
	Existing Pathways and Trails
	Potential Bike Lanes
	Potential Neighborhood Connector Routes
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	Crossing Improvements at Signalized Intersections
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	City of Ann Arbor
	City of Ypsilanti
	Pittsfield Township
	Ypsilanti Township
	Parks and Recreation
	Water

**First Priority, Near-Term Improvements**

Sidewalk Improvements

- Construct missing sidewalk gaps along the north side of Washtenaw Ave.

## Second Priority, Near-Term Improvements

### Sidewalk Improvements

- Construct the remaining missing Sidewalks segments along south side of Washtenaw Ave.
- Add street trees approximately 30' on center in buffer area between sidewalk and roadway.

### Transit Improvements

- Construct super stops.
- Provide wayfinding signage to super stops.

### Mid-block Crossing Improvements

- Create new mid-block crossing at Washtenaw Ave and Courtland St by implementing a crossing island

### Intersection Improvements

- Add pedestrian crossing to the intersection of Washtenaw Ave at Fountain Plaza

## Long Term Improvements

### Sidewalk Improvements

- Add pedestrian scale lighting in buffer between sidewalk and roadway.
- Repair all damaged existing sidewalks.
- Add pedestrian amenities including benches, enhanced plantings and drinking fountains.

### Bicycle Accommodations

- Add Bike Lanes to Washtenaw Ave between Courtland St and W Cross St by narrowing the travel lanes to 11' and the center turn lane to 10'.

### Transit Improvements

- Incorporate public art projects adjacent to or as part of super stops.

### Intersection Improvements

- Improve crosswalks at all intersections to be ADA accessible. See Intersection Crossing Deficiency Analysis in the appendix for details.

### Other

- Add median where left turn is not needed, see Appendix for more detailed recommendations.
- Incorporate green street technologies such as permeable pavements in the bike lanes and bio-swales in the median and buffer areas.