

1. Agenda

Documents: [01- PC AGENDA SEPT .PDF](#)

2. Packet

Documents: [PC SEPT 10 2014 .PDF](#)

**Agenda
Planning Commission
Council Chambers
Wednesday, September 17, 2014 - 7:00 P.M.**

I. Call to Order

II. Roll Call

Roderick Johnson, Chair	P	A
Cheryl Zuellig, Vice Chair	P	A
Anthony Bedogne	P	A
Phil Hollifield	P	A
Heidi Jugenitz	P	A
Nicki Sandberg	P	A
Scott Straley	P	A

III. Approval of Minutes

- September 10, 2014
- September 17, 2014

IV. Audience Participation

Open for general public comment to Planning Commission on items for which a public hearing is not scheduled.

V. Public Hearing Items

- *Zoning Ordinance revision – 10-10-2014 (Gillotti, Wessler, Minock)*

VI. New Business

None

VII. Old Business

VIII. Future Business Discussion / Updates

- Adoption of past minutes – Aug
- Oct. 22 meeting – alley and street vacations + site plan for 311 S. Grove

IX. Adjournment

Agenda
Planning Commission Special Meeting
Council Chambers
Wednesday, September 10, 2014 - 7:00 P.M.

I. Call to Order

II. Roll Call

Roderick Johnson, Chair	P	A
Cheryl Zuellig, Vice Chair	P	A
Anthony Bedogne	P	A
Phil Hollifield	P	A
Heidi Jugenitz	P	A
Nicki Sandberg	P	A
Scott Straley	P	A

III. Audience Participation

Open for general public comment to Planning Commission on items for which a public hearing is not scheduled.

IV. Old Business

- o I-94 pedestrian crossing options – looking for recommended option

V. Future Business Discussion / Updates

- Zoning Ordinance public meeting schedule

VI. Adjournment



WASHTENAW AREA TRANSPORTATION STUDY (WATS)

705 N. Zeeb Road
Ann Arbor, MI 48103
phone: 734.994.3127
website: miwats.org
email: wats@miwats.org

MEMORANDUM

To: Huron I-94 Steering Committee
From: Nick Sapkiewicz, Transportation Planner
Date: September 4, 2014
Re: Huron I-94 Non-motorized Crossing Preferred Alternative

Background

As part of Washtenaw County's HUD Sustainable Communities grant, \$90,000 was awarded to design a non-motorized crossing on Huron Street over I-94 between Ypsilanti and Ypsilanti Township. In fall 2013 a Steering Committee comprised of local elected officials and stakeholders (*participants attached*) were invited to participate in guiding the project and have since seen it through coordination with MDOT (facility owner), initial public involvement, in depth RFP development and consultant selection, feasible alternative refinement, public participation and final alternative review and selection. With local acceptance of a preferred alternative the consultant will conclude traffic modeling work (required per MDOT) begin design/engineering work, and hand the project off to MDOT to consider implementation. The HUD grant closes out December, 2014.

MDOT was consulted throughout the process to insure crossing concepts developed for public participation remain feasible within the Department. MDOT have also been considering aligning implementation of a preferred alternative crossing with other Department projects and provided guidance regarding potential funding sources. MDOT plans to resurface portions of Hamilton Street in 2016. MDOT currently have no funds available to include non-motorized improvements on Huron I-94 as part of the Hamilton project and have no current plans for improvements to the bridge. When the Huron I-94 bridge reaches the end of its useful life (20-30 years out) and MDOT plans for improvements, non-motorized amenities would be provided by the Department at that time. The Transportation Alternatives Program (TAP) competitive funding source was pointed to as the most likely source of funding for implementation of improved non-motorized facilities across I-94 and with local acceptance of a preferred alternative, MDOT are able to begin planning for Huron I-94 TAP grant applications.

POLICY COMMITTEE MEMBERS

• City of Ann Arbor • Ann Arbor DDA • Ann Arbor Township • City of Chelsea • Village of Dexter • Dexter Township • Eastern Michigan University • Michigan Department of Transportation • City of Milan • Northfield Township • Pittsfield Township • City of Saline • Scio Township • Southwest Washtenaw Council of Governments • Superior Township • The Ride University of Michigan • Washtenaw County Board of Commissioners • Washtenaw County Road Commission • City of Ypsilanti • Ypsilanti Township • Ex Officio: Federal Highway Administration • Southeast Michigan Council of Governments •

An Intermunicipality Committee organized under Act 200 of Public Acts of Michigan (1957)
representing Washtenaw County

Several small focus group public meetings were held in November, 2013 to begin understanding public preferences and a more robust public participation process with refined crossing alternatives including evaluation criteria for the public to respond to began in August, 2014. Public participation included public meetings, a survey and sharing via social media, WEMU and Ann Arbor News. There were 380 responses to the survey showing interest in each crossing alternative/concept. *(consultant review of crossing alternatives and survey results attached)*

The Huron I-94 Steering Committee met in September, 2014 to review the crossing alternatives and select a preferred alternative. The Committee included in their consideration of alternatives:

- Likelihood of implementation - (based on plans for the area and limitations of potential funding sources)
- MDOT acceptability and preference - (MDOT is implementing agency)
- Community input - (including public acceptability and desire for a timely implementation)
- Criteria for safety and security - (including visibility and barrier separation from traffic)
- Consultant recommendation

The Steering Committee selected a preferred alternative with the following motion:

“The Huron I-94 Steering Committee, based on input from the community, the recommendation of the project consulting team and cost implications affecting the likelihood of implementation, select Alternative 4 (median pedestrian path and two-way cycle track) as the locally preferred alternative. Should issues arise with the preferred alternative, Alternative 1 (shared use path on west side of bridge) is the second local preference.” (graphics of the preferred alternative and second preference are attached)

The next steps for non-motorized improvements at Huron I-94 to advance are for the Ypsilanti City Council and Ypsilanti Township Board to support the preferred alternative. This action will allow the consultant to begin design work and MDOT to begin the TAP grant application process.

Huron I-94 Steering Committee Participants

John	Waterman	Programs to Educate All Cyclists
Brenda	Stumbo	Ypsilanti Township Supervisor
Kari	Martin	MDOT
Lynne	Kirby	MDOT
Teresa	Gillotte	City of Ypsilanti
Joe	Lawson	Ypsilanti Township
Karen	Lovejoy Roe	Ypsilanti Township
Julia	Roberts	TheRide
Stephen	Wade	Washtenaw County Office of Community and Economic Development
Pete	Murdock	City of Ypsilanti
Bonnie	Wessler	City of Ypsilanti
Ruth Ann	Jamnick	Ypsilanti Township Citizen
Marquan	Jackson	Hamilton Crossing - EMU
Allison	Neal	Arts Alliance
Coy	Vaughn	County Parks
Laura	Shiltz	Ypsilanti Non-motorized Committee
Sheryl	Siddall	Washtenaw County Road Commission
Roland	Sizemore	Washtenaw County Board of Commissioners
Bob	Krzewinski	Ypsilanti Non-motorized Committee
Amanda	Ng	County Public Health
Paul	Montagno	Washtenaw County Office of Community and Economic Development
Chris	Gulock	MDOT

Considerations for choosing a preferred option

		Best for pedestrians	Best for bicycles	MDOT preferred	Public acceptability	
					% saying ok/like	% rating as best
Higher-cost / longer timeline	Alternative 5	x		x	72%	27%
	Alternative 2		x		75%	24%
Lower-cost / shorter timeline	Alternative 4	x	x	x	61%	17%
	Alternative 3	x	x		60%	19%
	Alternative 1	x		x	82%	13%

- Key consideration: *importance of implementation cost and timeline?*
 - Both Alternatives 2 and 5 are rated highly by the public, but come with significant implementation and cost hurdles.
 - Alternative 3 and 4 are low-cost center options, and garner lots of support if considered as combined
 - Alternative 1 is low-cost option that was the lowest option “preferred” by respondents, but also had the highest-proportion of acceptability
- Key consideration: *who is this project for?*
 - Strong divergence in input by user type: on-road bikers vs. pedestrians and casual users
 - Potential position: The project is “geared” toward pedestrians and casual bikers that wish to segregate from traffic. The project will tie into a local system made up of sidewalks to the north. Therefore, this particular project is NOT intended to be part of a larger on-road system. This project is NOT intended to completely satisfy serious bikers.
 - At the same time, attempts should be made to choose an option that responds to their preferences if possible:
 - Serious bikers do NOT want to share a path with pedestrians
 - Serious bikers want to travel in straight lines.
 - Serious bikers are serious about their status as a vehicle under the Michigan Vehicle Code.
 - Alternatives 1 and 5 are not preferred by these users
- All options are viable, but recommended options for selection by the committee:
 - Option #4
 - Center-running option is viable overall based on public input
 - Low-cost option would lead to potentially quickest implementation
 - #4 is preferred over #3 as it provides more space for bicycles in combined two-way facility and also conforms to MDOT preferences
 - Option #5
 - High cost option but most preferred by respondents
 - Preferred by peds and auto users as most separation of peds from traffic
 - Will not be the preferred option for bike users

Huron/I-94 Bridge Crossing Study

Public Involvement Memo

Meeting Flyers

- Created in English and Spanish
- Distributed to libraries, stores, restaurants, public buildings, apartment complexes

Press Release

Sent to local media (including bloggers and Spanish media)

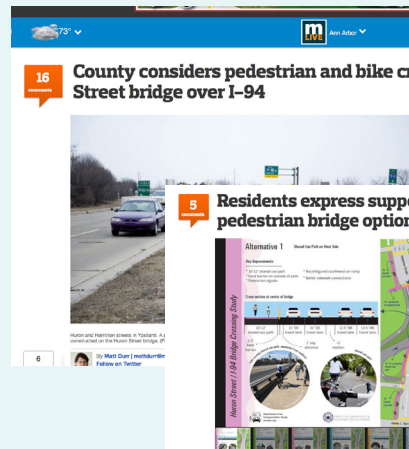
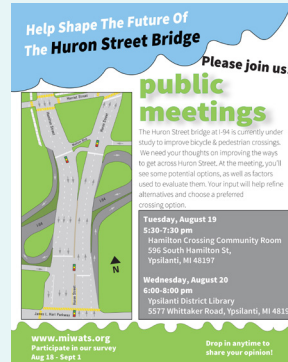
- Interviews for WEMU and The Ann Arbor News
- Two project articles
- Radio spot

Two Public Meetings

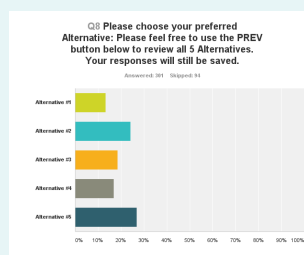
- Tuesday, August 19, 5:30-7:30 pm
Hamilton Crossing Community Room (7 attendees)
- Wednesday, August 20, 6:00-8:00 pm
Ypsilanti District Library (Whittaker Road) (14 attendees)

Online Survey

- August 19-September 1
- 380 respondents
- Top Evaluation Criteria
 - Bike Safety and Comfort (67%)
 - Pedestrian Safety and Comfort (58%)
- Preferred Alternative
 - #5 (27%), #2 (24%)
 - #3 (19%), #4 (17%), #1 (13%)



Criteria	Description	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	No Change
Cost	Estimated cost of the alternative	Low	Medium	High	Low	High	Low
Public Safety	Improving safety for all users	High	Medium	Low	High	Medium	Low
Public Safety / Comfort	Improving safety and comfort for all users	High	Medium	Low	High	Medium	Low
Public Safety / Comfort	Improving safety and comfort for all users	High	Medium	Low	High	Medium	Low
Public Safety / Comfort	Improving safety and comfort for all users	High	Medium	Low	High	Medium	Low
Public Safety / Comfort	Improving safety and comfort for all users	High	Medium	Low	High	Medium	Low



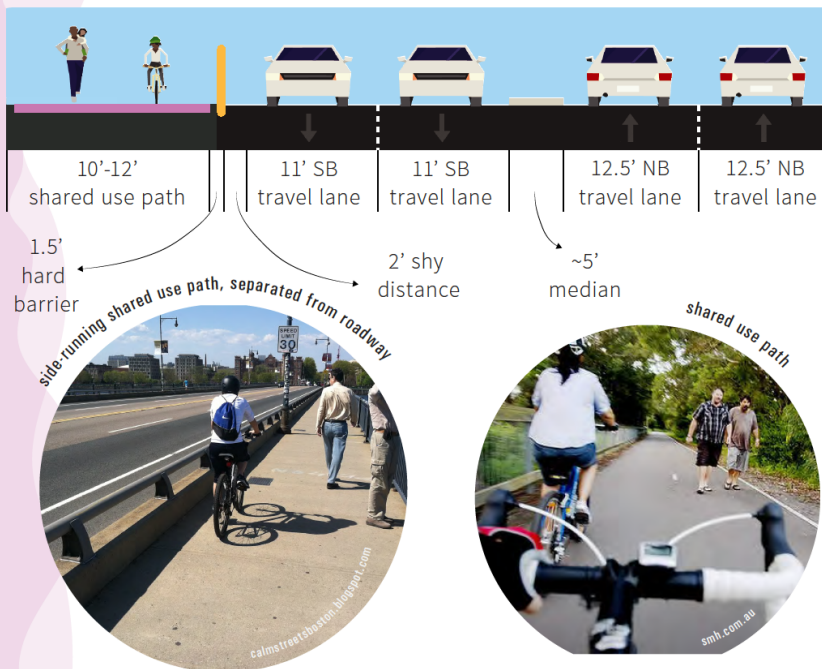
Alternative 1

Shared Use Path on West Side

Key Improvements

- * 10'-12' shared use path
- * Hard barrier on outside of path
- * Pedestrian signals
- * Reconfigured southwest on-ramp
- * Better sidewalk connections

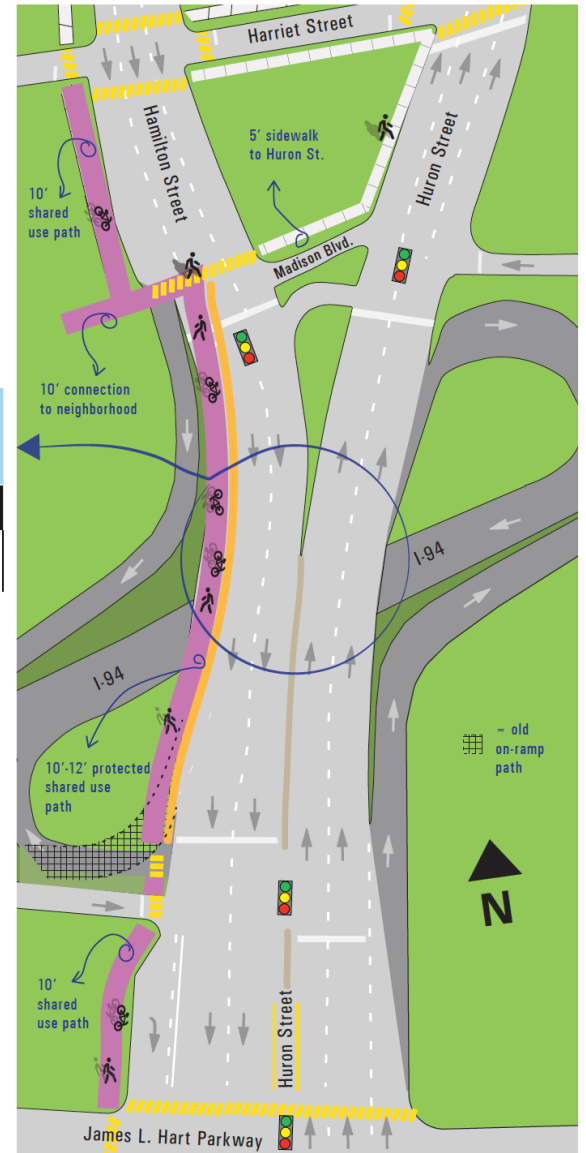
Cross section at center of bridge



Washtenaw Area
Transportation Study
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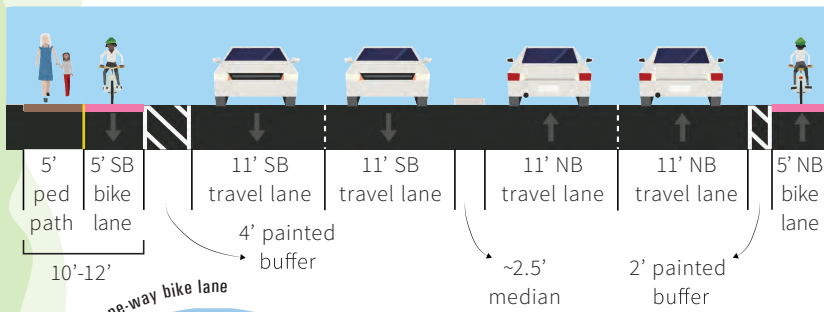
Alternative 2

Pedestrian / SB Bike Lane on West Side and
NB Bike Lane on East Side

Key Improvements

- * 5' pedestrian path with 5' southbound bike lane and 4' painted buffer
- * 5' northbound bike lane with 2' painted buffer
- * Pedestrian signals
- * Reconfiguration of all on-ramps
- * Better sidewalk connections

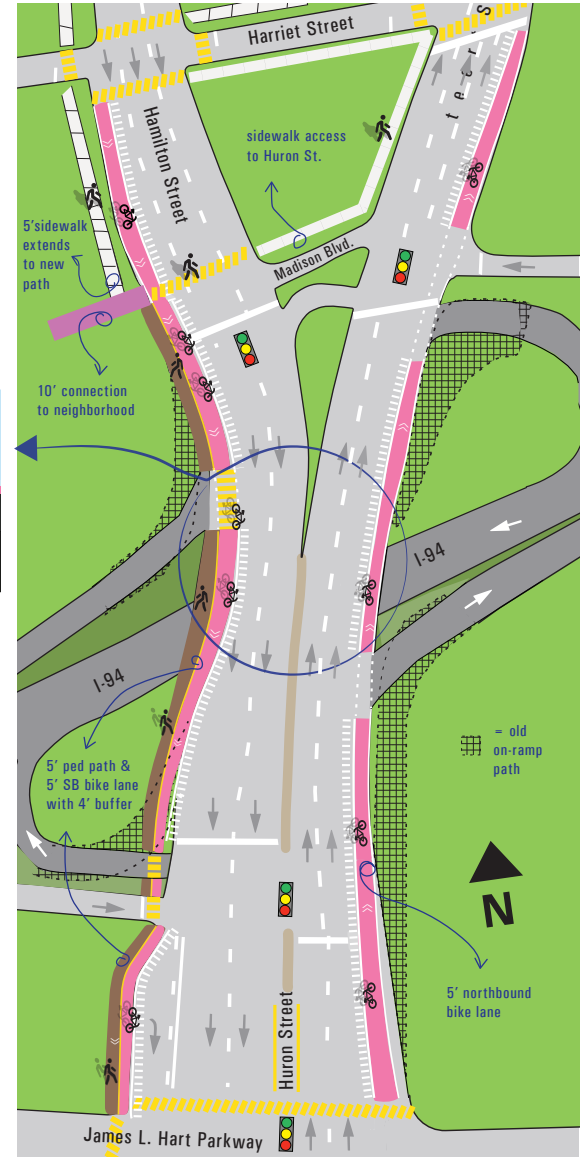
Cross section at center of bridge



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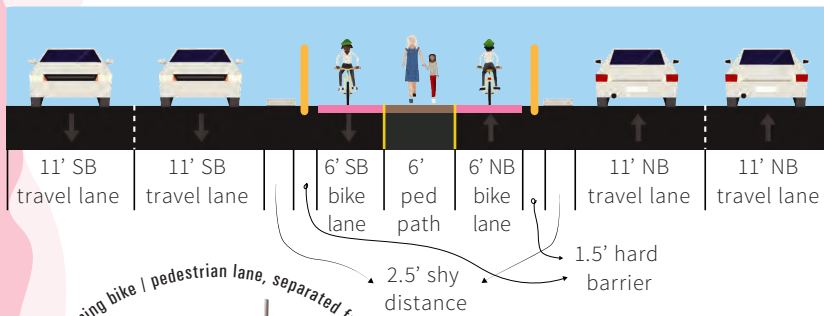
Alternative 3

Median Pedestrian Path and Inside Bike Lanes

Key Improvements

- * Center-running 5'-6' bike lanes in each direction
- * Center-running 5'-6' pedestrian path
- * Hard barrier on outside of bike lanes
- * Pedestrian signals
- * Reconfigured southeast on-ramp
- * Better sidewalk connections

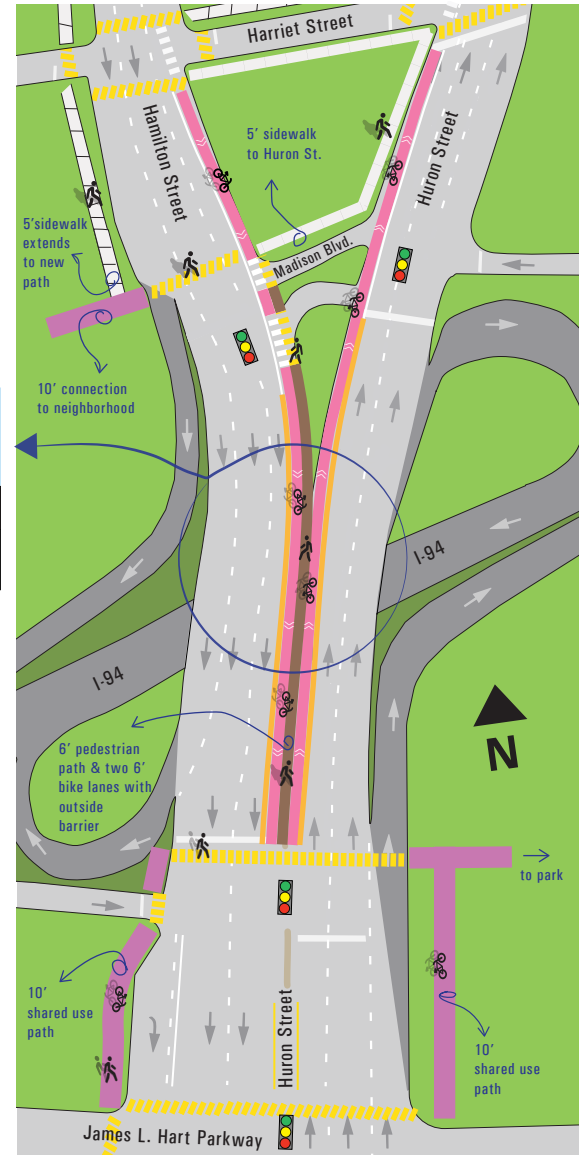
Cross section at center of bridge



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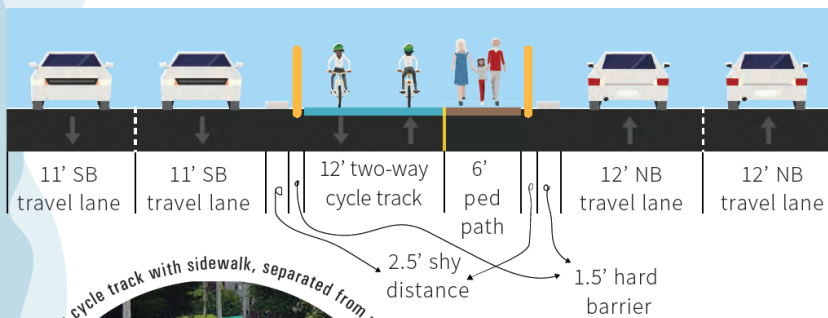
Alternative 4

Median Pedestrian Path and Two-Way Cycle Track

Key Improvements

- * Center-running 12' two-way cycle track
- * Center-running 5'-6' pedestrian path
- * Hard barrier on outside of cycle track
- * Pedestrian signals
- * Better sidewalk connections

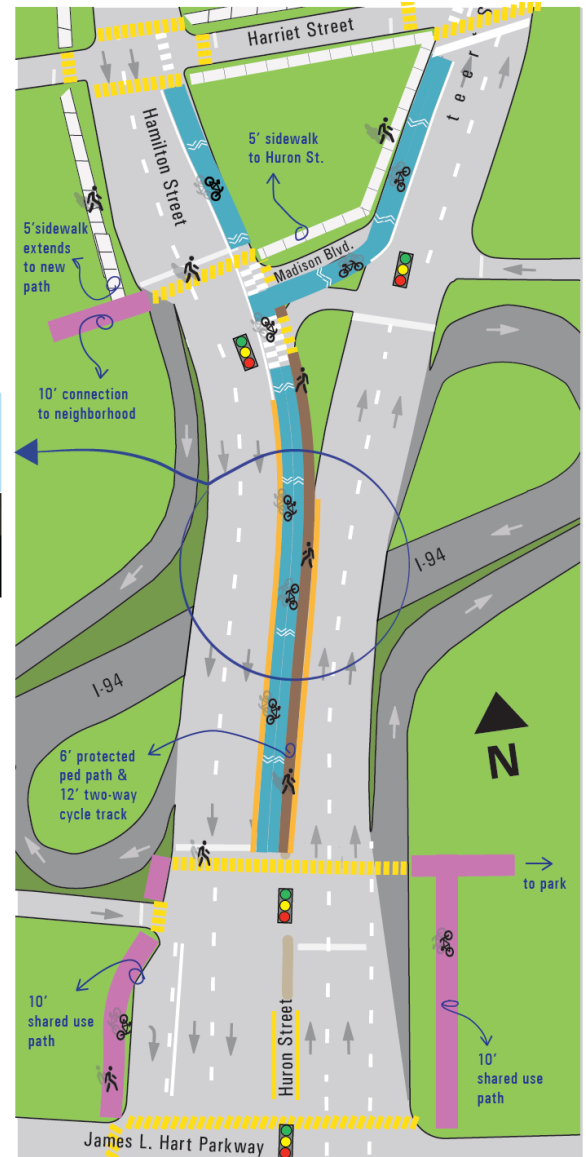
Cross section at center of bridge



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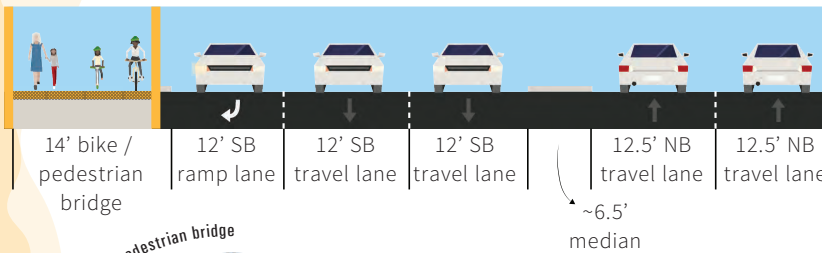
Alternative 5

Free-Standing Bridge

Key Improvements

- * 14' shared bike / pedestrian bridge
- * Pedestrian signals
- * Reconfigured southwest on-ramp
- * Better sidewalk connections

Cross section at center of bridge



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