



Chelsea



POP



## RE-IMAGINE THE STREETS

Short term change for long term solutions!



WASHTENAW  
AREA  
TRANSPORTATION  
STUDY



SAINT  
JOSEPH  
MERCY  
HEALTH SYSTEM



# What is Tactical Urbanism?

Tactical Urbanism: Low-cost, temporary changes to the built environment intended to improve local neighborhoods and public spaces (also called pop-up projects).



*Lincoln Hub's Generous curb extensions / plazas reduce turn radii and shorten the crossing distance by 20% (Site Design Group).*



*The East Bay Bike Coalition used galvanized steel planters to create a demonstration bike lane on Telegraph Avenue. A manual with details about this project is available at: [bit.ly/EastBay-TelegraphManual](http://bit.ly/EastBay-TelegraphManual) (East Bay Bicycle Coalition).*

This idea has become more popular in recent years as an effective way to test out ideas and get valuable feedback from community members before more permanent changes are made to public spaces. Among the benefits is that community members are able to experience projects on the ground. These short-term street design projects are community-led, evaluated and permitted by city agencies, rooted in city goals, and in accordance with local, state, and national street design guidelines.

# Chelsea Pop Project Details

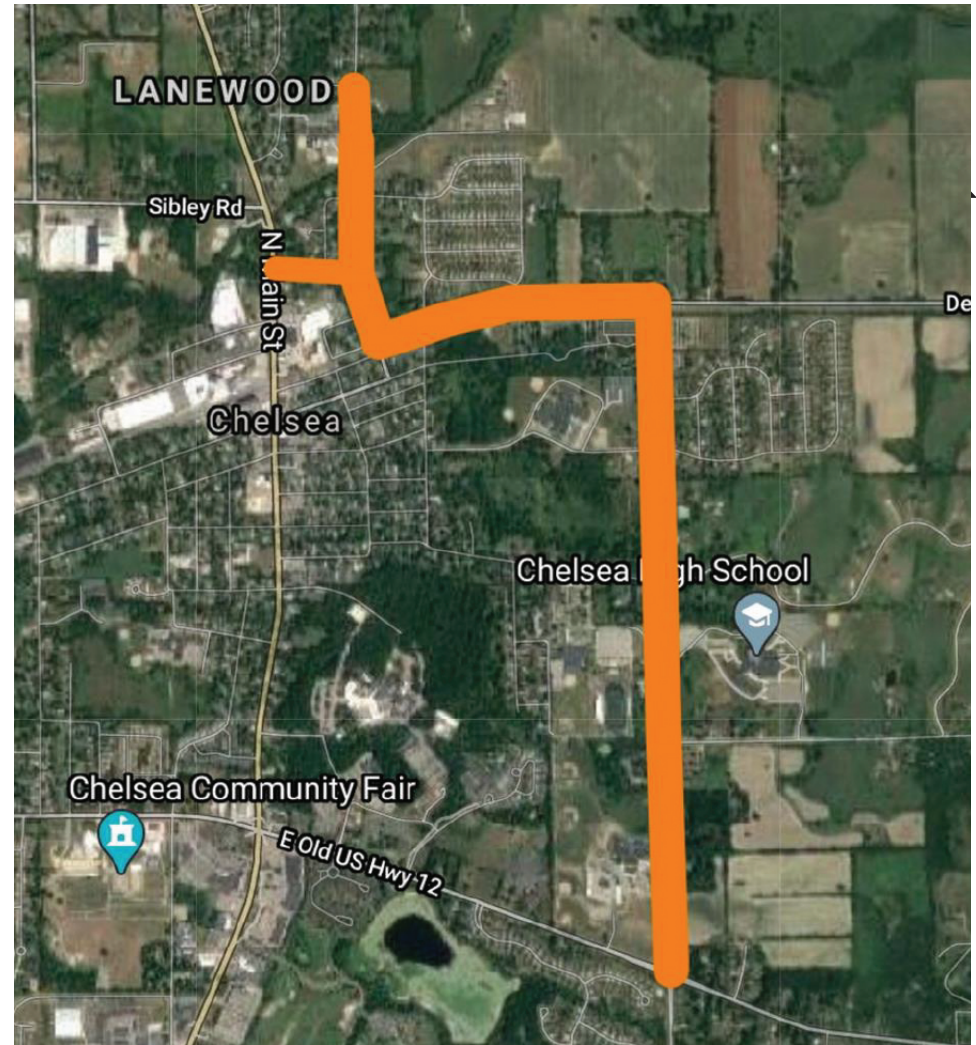
The Chelsea Pop project will be a 30-day pop-up project along the N. Freer Rd, Railroad St, McKinley St and Dewey St corridor designed to test out pedestrian and bicycle street improvements. The City of Chelsea is partnering with Washtenaw Area Transportation Study in the development of this project. Public input will be used to help identify design concepts in order to balance the needs of community members.

Why was this corridor chosen?

- Identified in Chelsea master plan
- Freer safety audit
- WATS observations
- Anecdotal evidence

Treatments chosen will be applied with best practices that follow guidelines from the National Association of City Transportation Officials (NACTO) and the Manual for Uniform Traffic Control Devices (MUTCD).

Chelsea Pop will be on the ground September 2020!



Map of Chelsea Pop Corridor:  
N Freer Rd, Railroad St, McKinley St, and Dewey St.

# Chelsea Pop Corridor - Existing Conditions

## Notable Characteristics:

- Significant school bus traffic
- Pedestrian and bicycle traffic
- Road width is constrained along Railroad St. and portions of N. Freer Rd.
- Most intersections controlled by stop signs, with a few signalized intersections
- Parking allowed along Dewey, McKinley, and N Freer

## Known Issues:

- Cut through traffic
- No bicycle facilities
- Back-ups and delays
- Rolling stops, running stops, and vehicles encroaching in pedestrian crossings
- Safety concerns at the Border-to-Border trail



# Low-Cost Pedestrian & Bicycle Treatments 101



**Conventional Bike Lanes**

Conventional bike lanes use striping, signage, and pavement markings to designate a portion of the roadway for the use of bicycles only. They are located adjacent to motor vehicle travel lanes and flow in the same direction. The desirable rideable surface width is 4 feet and a solid white line marking is used to separate motor vehicle travel lanes from the bike lane.

Benefits of bike lanes:

- Creates separation between bicyclists and automobiles.
- Increases comfort and confidence for cyclists.
- Visually reminds motorists of bicyclists' right to the street.
- Enables bicycles to ride at their preferred speed without interference from traffic.



**Shared Lane Markings “Sharrows”**

Shared Lane Markings (SLM), or “sharrows,” are road markings used to indicate a shared lane environment for bicyclists and automobiles.

Benefits of sharrows:

- Reinforces the legitimacy of bicycle traffic on the street.
- Recommends proper bicycle positioning.

# Low-Cost Pedestrian & Bicycle Treatments 101



**Color Paint Crosswalks**

Crosswalks designate a portion of the roadway where pedestrians have the right of way. Crosswalk distances should be as short as possible using tight corners, curb extensions, and medians.

Benefits of enhanced crosswalks:

- Guides pedestrians and increases safety.
- Reinforces pedestrian right-of-way at intersections.



**Color Paint Spot Treatments**

Color paint can be used as a spot treatment on the roadway to draw attention to a potential conflict area, such as at intersection crossings.

Benefits:

- Increases the visibility of cyclists.
- Increases bicyclists comfort through clearly delineated space.
- Increases motorist yielding behavior.
- Helps reduce bicycle conflicts with turning motorists.

# Low-Cost Pedestrian & Bicycle Treatments 101



**Gateway Curb Extensions**

Gateway curb extensions are intended to mark the transition to a slower speed street at the entrance of a residential or low-speed street. They should be installed whenever on-street parking is present to increase visibility and reduce the crossing distance.

Benefits of curb extensions:

- Decreases the overall width of the roadway.
- Serve as a visual cue to drivers that they are entering a neighborhood street or area.
- Recommends proper positioning for bicyclists to avoid “door-ing” conflicts with parked cars.
- Provides an opportunity for plants and greenery that will help with stormwater runoff.



**Parking Lanes**

Parking lanes designate a portion of the road for parking. Widths of 7-9 feet are recommended. Curb extensions are also recommended where there is on-street parking.

- Indicates to drivers how close they are to parked cars.
- Acts as a traffic calming technique by visually narrowing travel lanes.

# Dewey Street

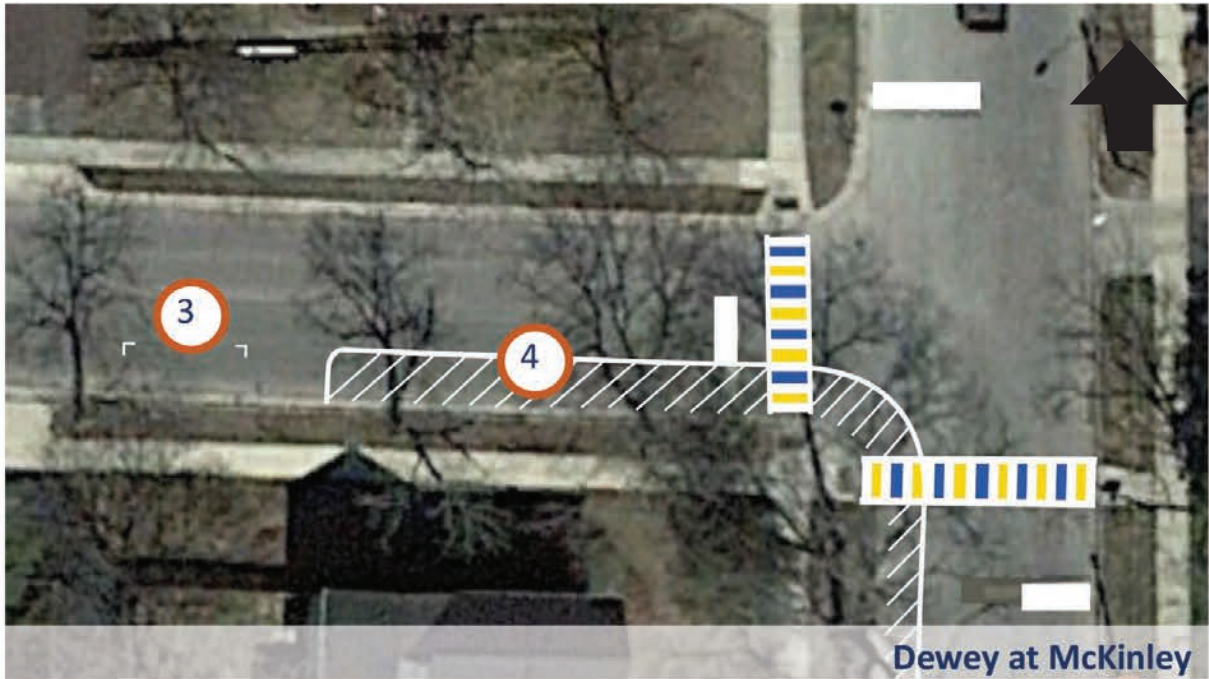
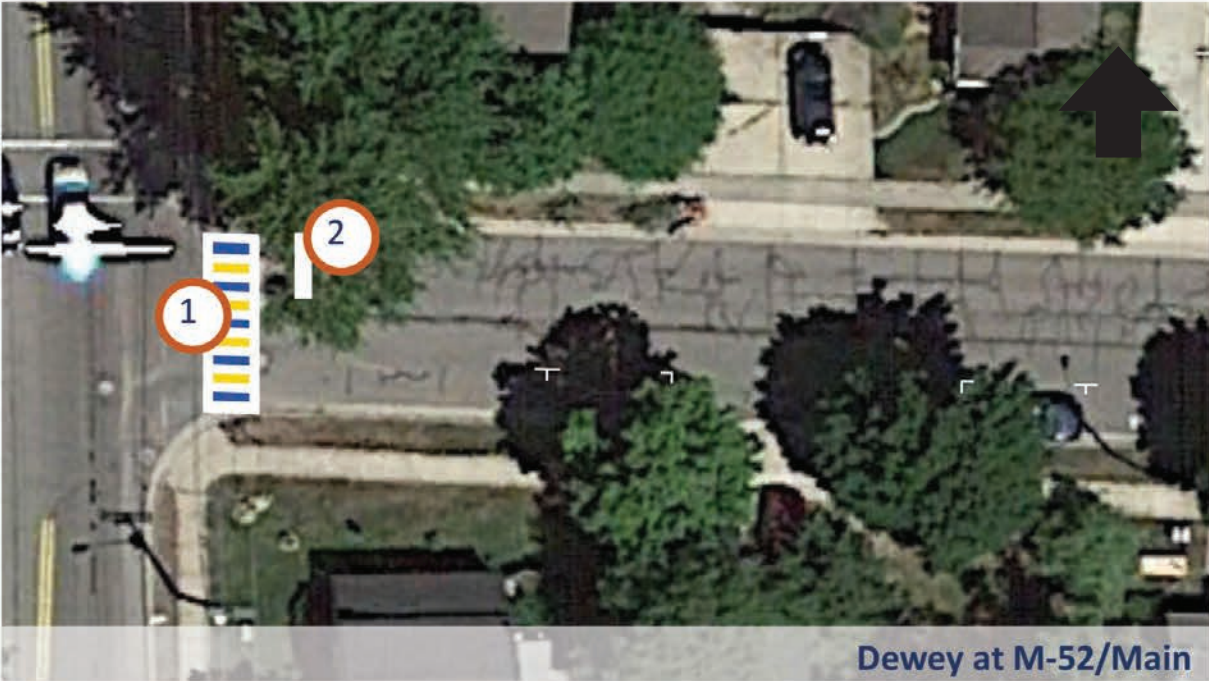
## Proposed Changes

1 Accentuate crosswalks with color

2 Widen stop bars

3 Stripe on-street parking for traffic calming

4 Paint curb extensions

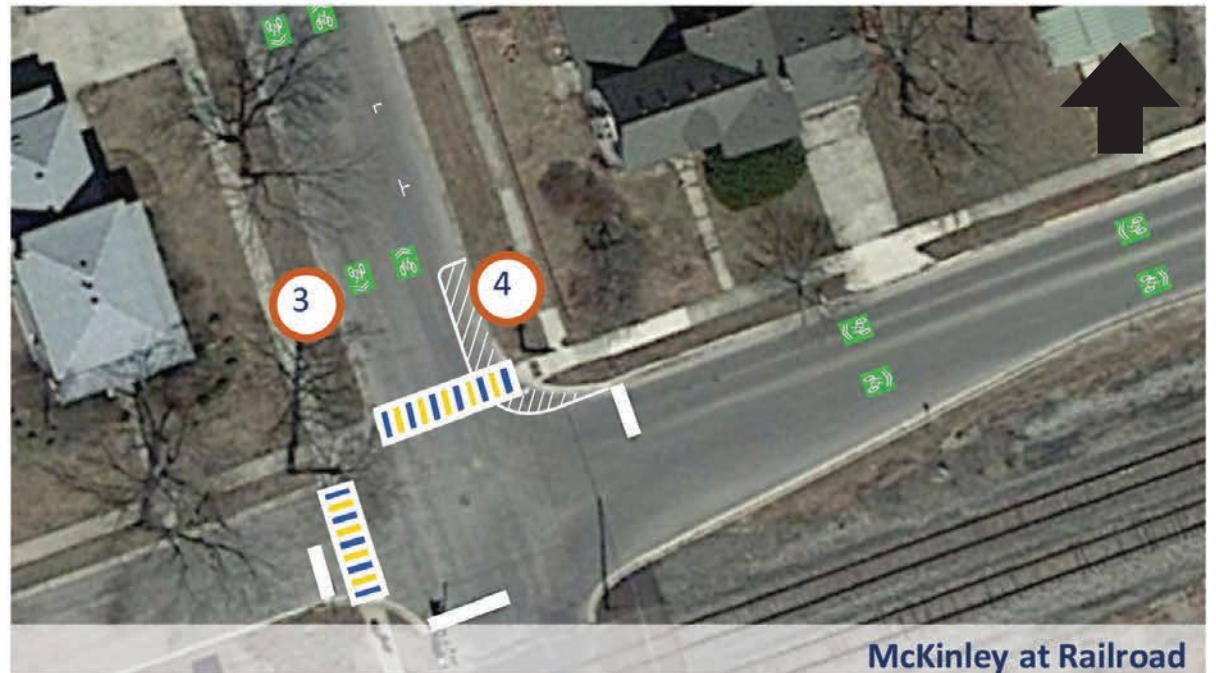
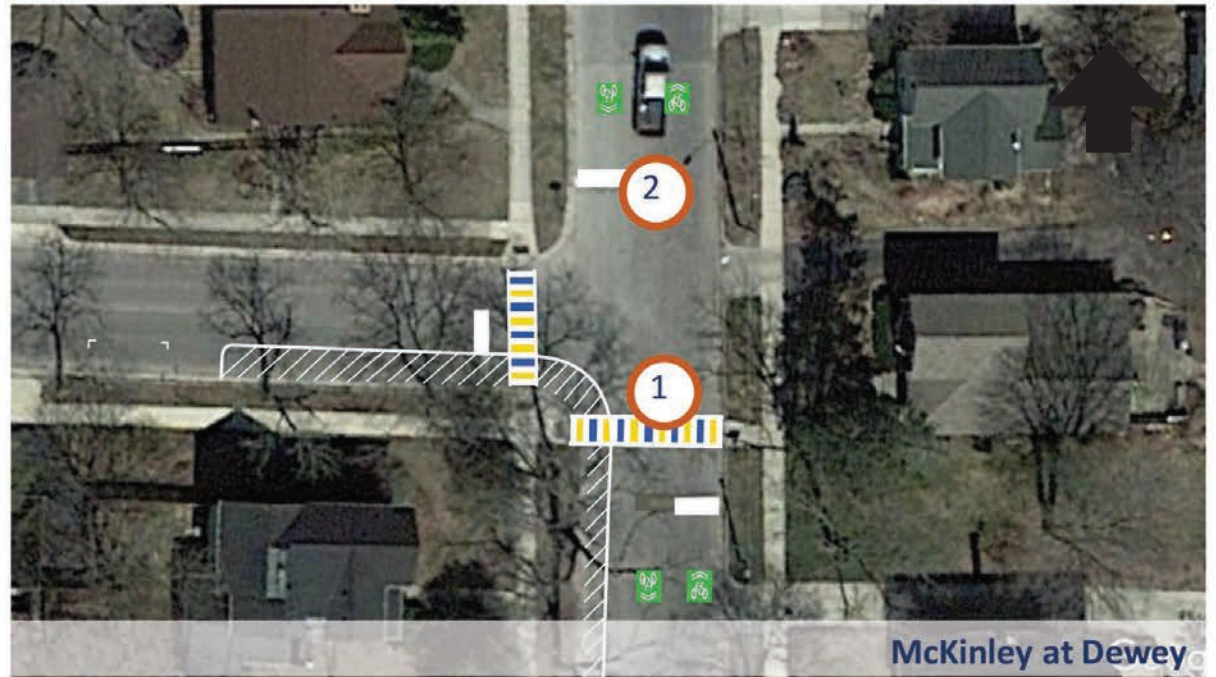




# McKinley Street

## Sharrow Treatment Option

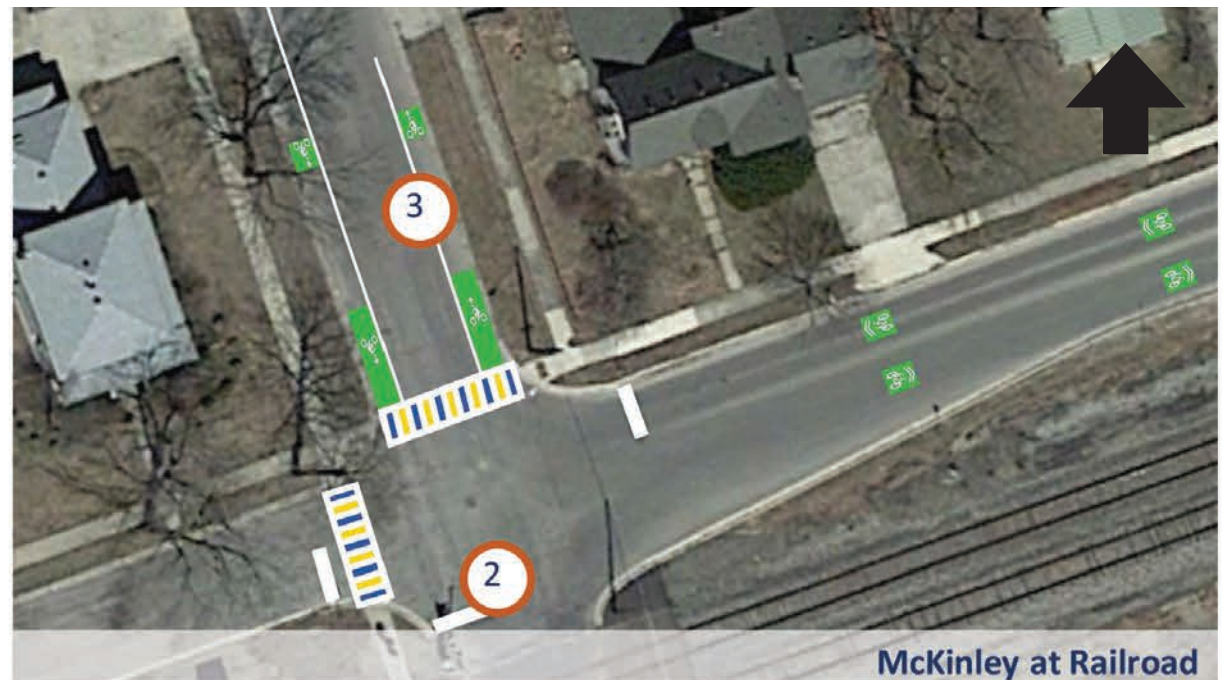
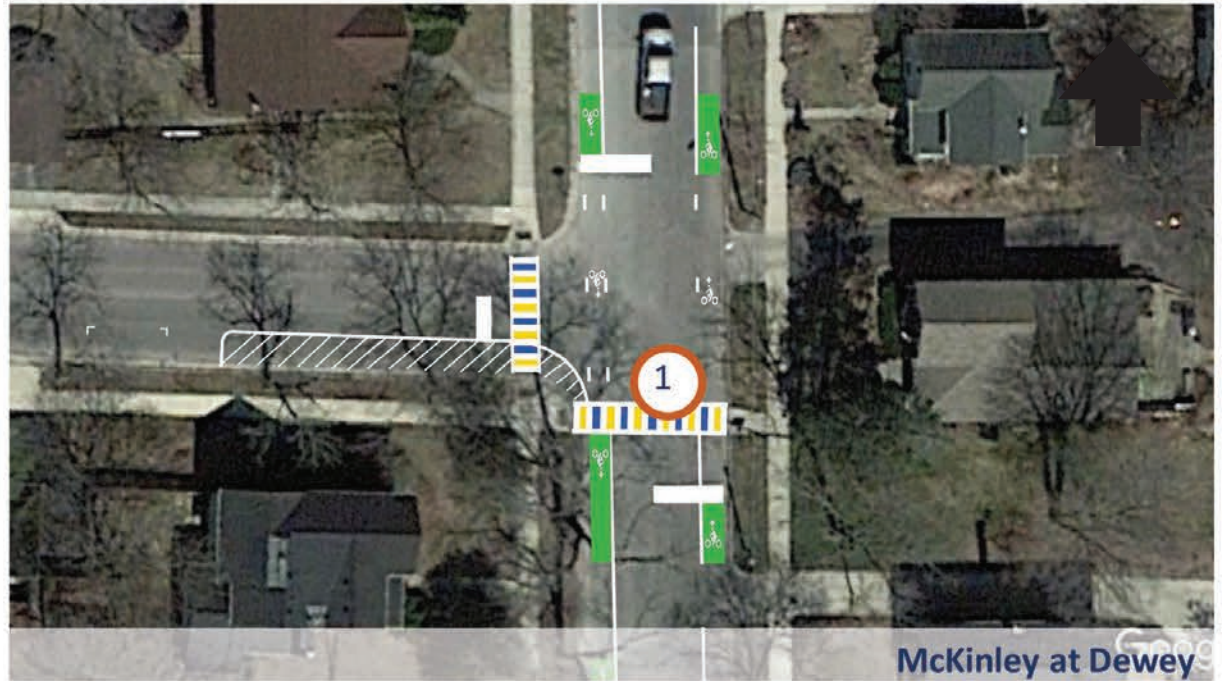
- 1 Accentuate crosswalks with color
- 2 Widen stop bars
- 3 Add "sharrows" with color treatments
- 4 Paint curb extensions



# McKinley Street

## Bike Lanes Treatment Option

- 1 Accentuate crosswalks with color
- 2 Widen stop bars
- 3 Remove on-street parking and add bike lanes in each direction.



# Railroad Street

## Proposed Changes

- 1 Add "sharrows" with color treatments

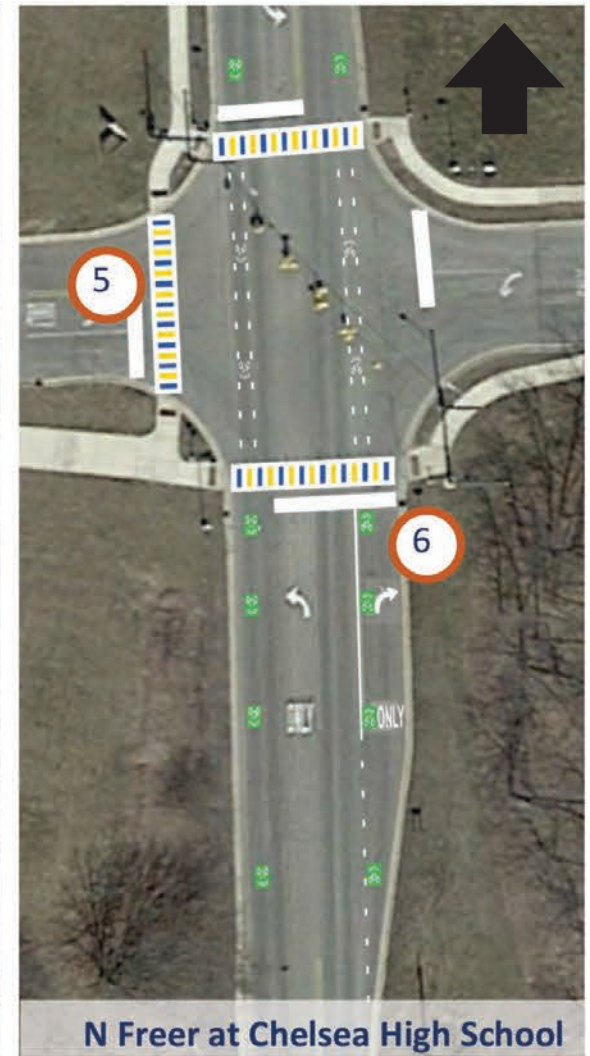
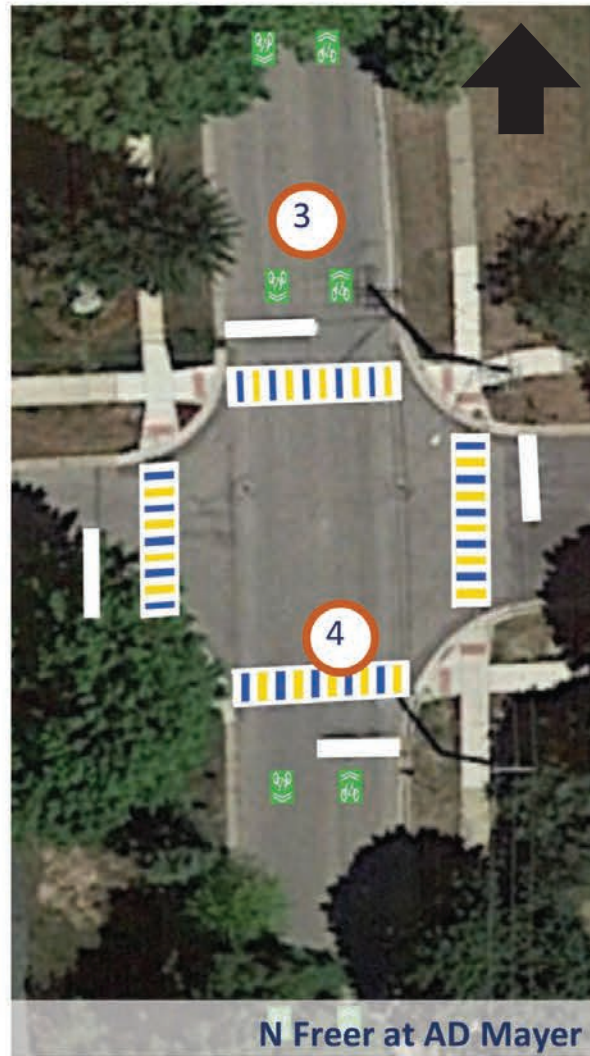


- 2 Accentuate crosswalks with color



# N. Freer Rd

## Sharrow Treatment Option



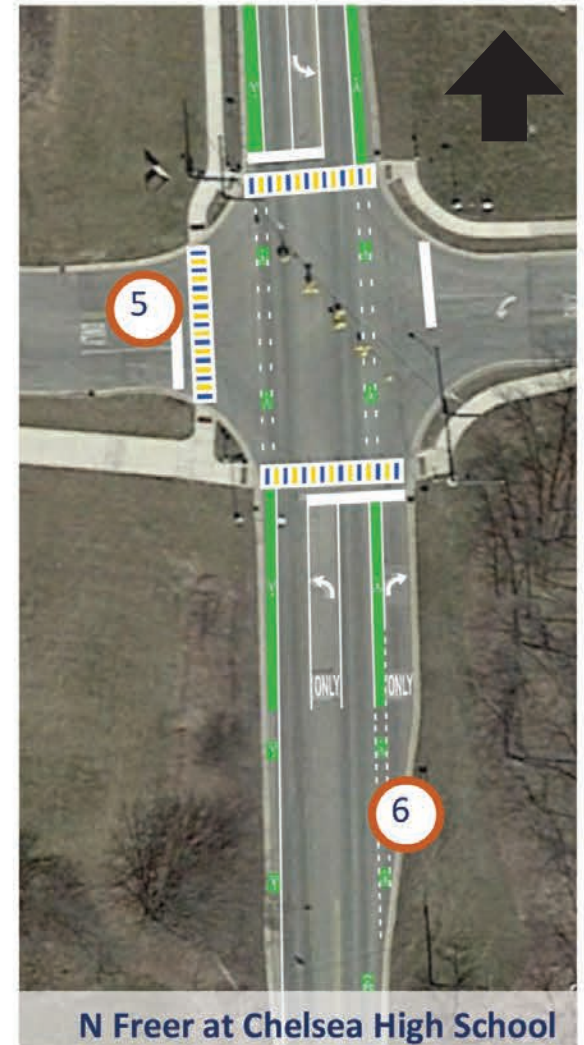
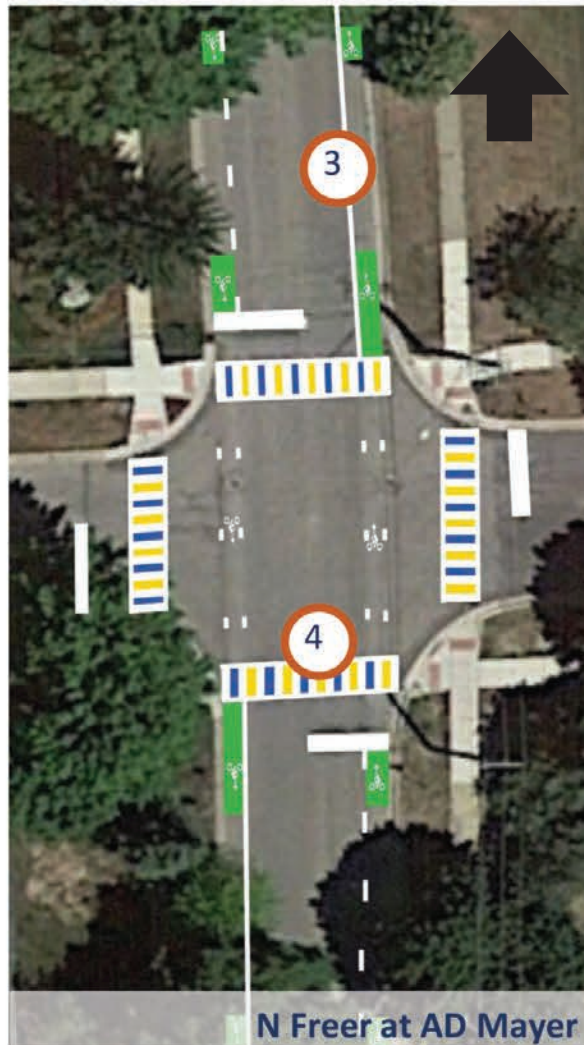
- ① Not included in project scope
- ② Add green paint spot treatment to B2B trail intersection

- ③ Add "sharrows" with color treatments
- ④ Accentuate crosswalks with color

- ⑤ Widen stop bars
- ⑥ Turn existing right turn lane into shared bicycle space

# N. Freer Rd

## Bike Lanes Treatment Option

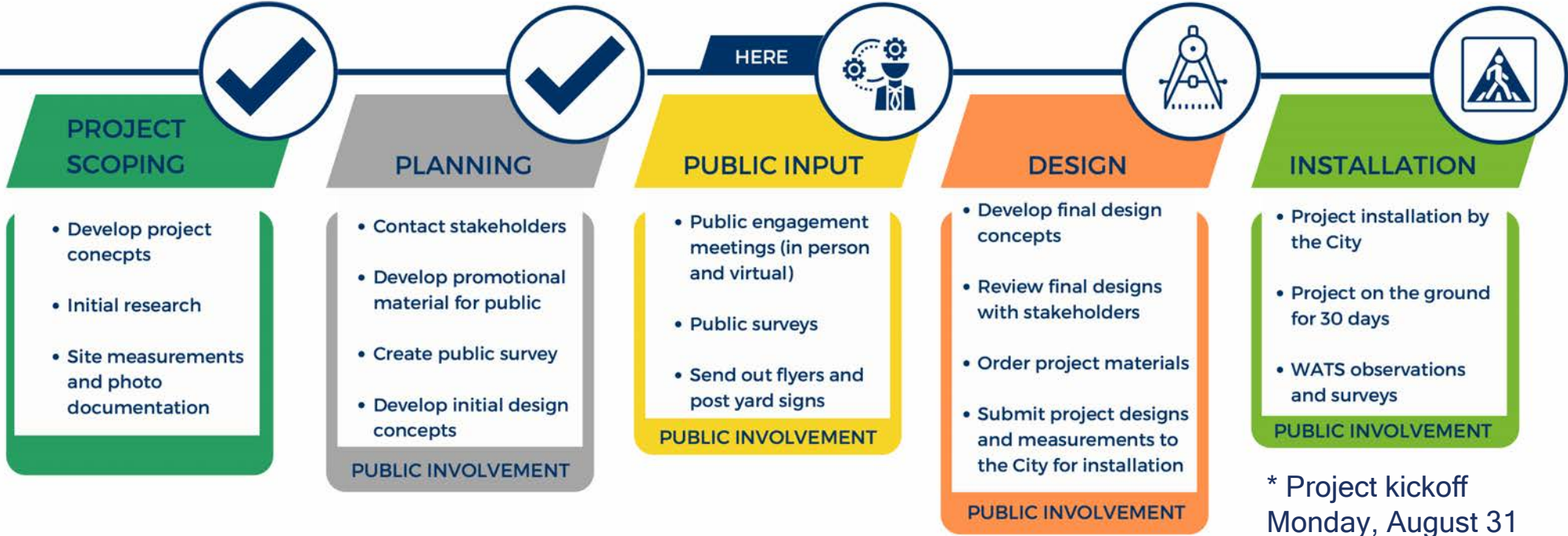


- 1 Not included in project scope
- 2 Add green paint spot treatment to B2B trail intersection

- 3 Remove on-street parking and add bike lanes in each direction
- 4 Accentuate crosswalks with color

- 5 Widen stop bars
- 6 Transition to “sharrow” where road narrows

# Chelsea Pop Project Timeline



Learn more at [miwats.org/chelseapop](http://miwats.org/chelseapop)

#chelseapop

