

## **NOTICE OF MEETING**

### TECHNICAL COMMITTEE

DATE: January 6, 2020

TIME: 9:30 am

PLACE: [VIRTUAL Public Meeting via Zoom](#) Meeting ID: 943 6154 0950 - Passcode: 886324

### **AGENDA:**

1. Call to Order/Introductions
2. Approval of the Agenda
3. Approval of Minutes – October 7, 2020 Meeting Minutes (attached) – Action
4. Public Participation
5. Communications and Announcements
6. Old Business
7. New Business
  - A. 2021 State of Good Repair for Rural Transit Targets - Action
  - B. Bridge Performance Measures - Action
  - C. Urban-Federal Aid Program Updates - Action
  - D. Chelsea POP-Tactical Urbanism - Presentation

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8. Agency Reports

Ann Arbor DDA  
City of Ypsilanti  
Ypsilanti Township  
City of Ann Arbor  
City of Saline  
Dexter Township  
WCRC  
Non-motorized

Pittsfield Township  
The Ride  
MDOT Planning  
MDOT Region/TSC  
City of Dexter  
U of M  
Environmental  
People with Disabilities

City of Milan  
Washtenaw County  
City of Chelsea  
SEMCOG  
EMU  
FHWA  
Equity  
Senior

9. Adjournment

The Washtenaw Area Transportation Study (WATS) financed the preparation of this document through grants from the U.S. Department of Transportation in cooperation with the Michigan Department of Transportation and contributions from local government, public transit, and educational unit members of the Washtenaw Area Transportation Study. The views and opinions expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.



## MEETING MINUTES

### TECHNICAL COMMITTEE

DATE: October 7, 2020

TIME: 9:30 am

PLACE: This meeting was held virtually via Zoom in accordance with [Executive Order 2020-154](#) during the COVID-19 pandemic.

Members Present: Eastern Michigan University – Dieter Otto, Chair  
Washtenaw County – Nathan Voght, Vice-Chair  
City of Ypsilanti - Bonnie Wessler, Second Vice-Chair  
MDOT Statewide Planning - Richard Bayus  
City of Chelsea - John Hanifan  
City of Dexter – Courtney Nicholls  
Disability Representative - John Waterman  
Washtenaw County Road Commission - Matt MacDonell  
City of Saline – Jeff Fordice  
City of Ann Arbor - Eli Cooper (for Raymond Hess)  
Environmental Representative - Evan Pratt  
MDOT University Region - Mike Davis  
City of Milan - Stanley Kirton  
TheRide – John Metzinger  
Non-motorized Representative - Sarah Walsh

Members Absent: Ann Arbor DDA – Amber Miller  
Dexter Township - Vacant  
Pittsfield Township - Vacant  
University of Michigan – Steve Dolen  
Equity Representative - Weneshia Brand  
Ypsilanti Township - Jason Iacoangeli  
Senior Representative - Ruth Ann Jamnick

Others Present: WATS – Ryan Buck, Suzann Flowers, Emily Lake  
SEMCOG - Christina Ignasiak

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Washtenaw County Road Commission - Brent Schlack  
Citizen - Jim Mogensen  
MDOT Statewide Planning - Anita Boughner  
City of Ypsilanti - Ronald Akers  
TheRide - Bryan Smith  
People's Express - Doug Anderson  
MDOT - Max Gierman  
MDOT University Region - Kari Martin  
OHM Advisors - Kent Early

1. Call to Order/Introductions

Chair Otto called the meeting to order at 9:35 am and led the group in introductions.

2. Approval of the Agenda

**Ms. Wessler made a motion to approve the meeting agenda, Mr. Waterman supported the motion, motion approved.**

3. Approval of Minutes

**Ms. Wessler made a motion to approve the June 3, 2020 minutes, Ms. Walsh supported the motion, motion approved.**

4. Public Participation

Mr. Mogensen reminded the Committee that transportation funding can be complicated for members of the public. He cited the possible impacts of 5311 funding for W.A.V.E. bus services as a potential topic of confusion. and thanked the Committee for their work.

5. Communications and Announcements

Mr. Buck provided the following updates:

- WATS staff continue to work remotely. The offices at 200 N. Main are open by appointments only and an open date has not yet been set.
- In August, staff participated in SEMCOG's federal certification review process which provides an opportunity for outside agencies to review local processes. This certification focused on the Federal Aid Committees for each county and the City of Detroit as well as WATS and the St. Clair County Transportation Study, which are both separate entities that work with SEMCOG to perform transportation planning in Washtenaw and St. Clair counties respectively. We expect a final certification report at the end of October.
- In collaboration with the City of Chelsea and with the support of St. Joseph Mercy, WATS has developed a tactical urbanism project in the City of Chelsea. WATS staff are looking forward to replicating this type of project with more of our member agencies. Be sure to check out the [project website](#) and follow the hashtag #ChelseaPOP.
- The non-motorized freeway retrofit study is now available on the WATS website at [miwats.org/freeway-retrofit](http://miwats.org/freeway-retrofit). This report includes recommendations and cost estimates for safer non-motorized travel across freeway bridges throughout the county.

6. Old Business  
No Old Business.

7. New Business

**A. 1st Call 2021 Amendments to the FY 2020-2023 TIP**

Ms. Flowers explained that WATS initiated the 1st call for FY 2021 TIP amendments on August 10, 2020. The following amendments were received from MDOT and the City of Ann Arbor for the Committee's approval:

- City of Ann Arbor:
  - Delete S. Main St. project and advance FY 2023 Plymouth Rd. project,
  - Delete FY 2022 project Plymouth Rd and allocate funds to Platt and Earhart, and
  - Add new FY 2023 job to replace Plymouth Rd which was advanced to FY 2021.
- MDOT:
  - Decrease cost for FY 2021 I-94 - Freer to Parker Rd. project,
  - Consolidate job numbers related to work along US 12 and US 23 (Job number: 200202),
  - Add FY 2022 pavement marking phase for Washtenaw County,
  - Add design phase FY 2023 M-14 at Barton Dr., and
  - Add design phase FY 2023 for I-94/US 23 interchange.

Total new investments for the 1st Call 2021 TIP Amendment is \$7,142,748 and the total new TIP is valued at \$512,267,942. Ms. Flowers discussed the Environmental Justice review process, which measures investment within a half mile of the 80th and 90th percentile EJ areas. A total of \$80,426,104 is being invested in 80th and 90th percentile EJ areas. WATS also evaluates investment in Low and Very-Low Opportunity areas, totaling \$82,467,081 for this 1st Call. Projects without a specific location (areawide, transit capital/operations), totaling an investment of \$185,131,970, are not included in this analysis. Transit investments total \$179,253,188 and are considered to be a benefit to these areas by improving access and mobility. WATS does not anticipate the TIP amendments will have a disproportionately negative impact on these EJ and Opportunity areas.

Ms. Walsh asked if the Committee has a specific target for funding in EJ and low opportunity areas. Mr. Buck explained to the Committee that a baseline value was determined during the development of the WATS 2045 Long Range Plan. The goal set at that time was to increase investment in those areas over time. Tracking investment throughout each TIP cycle is complicated by the fact that metrics used to do the evaluation have changed slightly over the past year. In addition, a new Opportunity Index is anticipated to be released in the coming months, which will again change our evaluation process.

Mr. Waterman asked if non-motorized facilities would be included in the consolidated US 12 and US 23 job. Ms. Martin explained that the project includes a bridge replacement and widening of Michigan Ave. While width for future non-motorized facilities is likely to be

included as part of the bridge widening, non-motorized facilities are not currently planned as part of this project.

**Mr. Cooper made a motion to approve the 2021 1st Call for Amendments, supported by Mr. MacDonell, motion approved.**

**B. 1st Call 2021 Modifications to the FY 2020-2023 TIP**

Ms. Flowers reminded the Committee that administrative modifications are small changes to the TIP provided as information. WATS and SEMCOG use administrative modifications to quickly process small changes without delaying projects. The 1st Call Modifications were provided to the Committee as information.

**C. Safety Performance Measures**

Ms. Flowers presented MDOT’s federally mandated state safety targets for 2021 and explained that MPOs have 180 days after publication to take formal action. MDOT’s methodology for target setting has been provided in the handouts. Based on predictions of current trends in the data, MDOT uses a model supported by research from the University of Michigan Transportation Institute (UMTRI) and takes into consideration the economy, safety and capital expenditures, vehicle safety, and safety regulations.

<b>Safety Performance Measures</b>	<b>Baseline Through Calendar Year 2015-2019</b>	<b>MDOT Safety Targets for 2019</b>	<b>MDOT Safety Targets for 2020</b>	<b>MDOT Safety Targets for 2021</b>
Fatalities	1004.9	1,023.2	999.4	968.6
Fatality Rate per 100 million Vehicle Miles Traveled (VMT)	0.998	1.02	0.97	0.982
Serious Injuries	5,596.6	5,406.8	5,520.4	5,533.6
Serious Injury rate per 100 million VMT	5.518	5.41	5.34	5.609
Non-motorized fatalities and serious injuries	768.8	759.8	735.8	771.2

For the 2019 Safety Targets, the WATS Policy Committee requested that the WATS Director

provide a letter to Mr. Todd White, MDOT Statewide Planning Director, that recommends setting state safety targets based on policy rather than current trends. Many Committee members expressed concern again this year with supporting safety targets that are purely data-driven and not aspirational, and noted the increase in the target number of fatalities year over year. A brief discussion ensued about potentially including aspirational targets along with local performance measures in the next WATS Long Range Plan.

Ms. Flowers will send the Committee's comments and questions to the MDOT Safety Team, which includes Mr. John Lanum and Mr. Mark Bott, and forward their answers along to the Committee.

Mr. Pratt made a motion to approve supporting the MDOT State Safety Targets for 2021. Mr. Waterman supported the motion. Ms. Wessler made a friendly amendment to the motion adding that the Technical Committee recommends the Policy Committee approve sending a second letter of concerns to Mr. Todd White, MDOT Statewide Planning Director and to also send the letter to Mr. Andy Pickard, FHWA Senior Transportation Planner. Mr. Waterman and Mr. Pratt supported the friendly amendment to support MDOT 2021 Safety Targets with a recommendation that the Policy Committee approve a second letter of concerns to MDOT, and to also send the letter to FHWA. Motion passed with Ms. Walsh dissenting.

#### **D. TheRide Service Updates**

Bryan Smith, Deputy CEO of Operations at TheRide, provided a presentation on temporary fixed-route transit service changes that went into effect on August 30, 2020. The presentation is available at <https://bit.ly/3jGczyd>.

Mr. Waterman asked Mr. Smith how paratransit and demand service routes will be affected by these changes. Mr. Smith explained that although TheRide has reduced their fixed-route service area footprint, they have not reduced their ADA service area footprint. The largest change with paratransit has been the suspension of same day services for A-Ride and the senior service Gold-Ride.

### **8. Agency Reports**

#### **A. City of Ypsilanti**

Ms. Wessler reported:

- W. Cross construction project is almost complete,
- MDOT has installed pedestrian gateway signage along trunklines and they have been holding up well,
- B2B trail work in progress - kicked off construction of ADA ramp,
- E. Cross project has wrapped up,
- Beginning design of the Huron River Dr. 2023 project, and
- The City is continuing to work with MDOT on road diet and I-94 crossing project.

#### **B. City of Ann Arbor**

Mr. Cooper reported:

- Transportation plan update - Will be scheduling a technical advisory and public meetings later this month and will likely go before the planning commission this fall. The City looks forward to receiving feedback on this emerging vision zero plan.
- Allen Creek Berm opening work is progressing well and should be complete and open to traffic again at the end of this month.
- Ann Arbor's Healthy Streets initiative - Council voted on to terminate some of the arterial based healthy streets by October 15 and the neighborhood based slow street program (includes about 26 local streets signed for no through traffic) will remain in effect through the end of the month.

C. City of Saline

Mr. Fordice reported:

- Completed Riveroaks repaving project, which included sidewalk gap infill.
- Completed Woodland Dr. reconstruction project with the County. Bike lanes were extended on that section of Woodland as part of that project.
- Some extensive patching was done on Maple Rd.
- Mills - completed some small utility work for future water main, sanitary and storm work
- Some local street projects in progress that involve a fair amount of water main replacement and repaving.

D. Washtenaw County Road Commission (WCRC)

Mr. MacDonell reported:

- Highlighted the [projects page](#) on the WCRC website. Projects are mapped in GIS, and photo updates are included.
- Thank you to everyone who supported the renew and restore millage
- The TAP grant application deadline is approaching. If you are a community working with the WCRC, they will need to get resolution support from the WCRC Board to apply for those grants.

E. Non-Motorized Representative

Ms. Walsh reported:

- Pleased to see the outcomes of many of the summer construction projects and to hear about the non-motorized components of these projects.

F. TheRide (AAATA)

Mr. Metzinger reported:

- The service recovery plan has continued into TheRide's new budget year, which started on October 1, 2020.
- Currently operating at 60% of pre-pandemic service level. The budget anticipates restoration of the full service level by August 2021 if able. More information to come.

G. MDOT University Region



Mr. Davis reported:

- Currently in the detailed design phase of the Huron St. over I-94 TAP project
- Pedestrian gateway signs were delivered throughout the City of Ypsilanti trunk lines
- Working with SEMCOG on the development of a multi-modal tool, anticipated to be functional by the end of the year.

Ms. Martin reported:

- There will be a virtual public meeting for the US 12 project from Platt to Carpenter (2022 construction project) on November 12th. More information will be forthcoming.
- I-94 Operations Study - MDOT will be submitting a flex shoulder for I-94 between State St. and US 23 for the 2026-2027 call for operational improvement projects. There will be a powerpoint presentation on the website after the next stakeholder team meeting in early December to showcase the planned improvements.
- The I-94 study looked at specific operational improvements that would improve safety. Three areas of importance emerged from the study: US23 interchange NB and SB weave motions, and US23 and State St. interchange flex shoulder/auxiliary lane. If selected, MDOT will move forward with the environmental clearance process. The study was also used to collect virtual public input in Fall 2019 to identify priorities for the project. Funding was secured for the I-94 WB / US23 NB interchange and is included in this round of the TIP for the design phase. More information will be forthcoming once programmed and if selected for the 2026-2027 program.

#### H. MDOT Statewide Planning

Mr. Bayus reported:

- MDOT employees continue to work remotely until at least the remainder of the year.
- There was a recent update to JobNet, which now includes functionality to show non-participating local costs. This change will require a change request for each project and MDOT will be working with WATS to make those changes.
- MDOT has noticed an increase in traffic crashes and fatalities from 2019 to 2020, even with the approximately 20 percent decrease in vehicles on the roads.
- Introduced Maxwell Gierman, the new MDOT Flint MPO program manager, who will also be the backup representative for WATS and SEMCOG.

#### I. Disability Representative

Mr. Waterman reported:

- Reminded the Committee to watch for non-motorized travelers as it starts to get dark earlier.

#### J. City of Chelsea

Mr. Hanifan reported:

- Chelsea POP tactical urbanism project has been a success. The project is

currently In the survey phase but City Staff and Council have discussed making the changes permanent and expanding to other parts of the city.

- Freer sidewalk small urban project, which connects to the B2B trail is complete
- Cross islands on Wilkinson are complete and have helped to calm traffic.

K. SEMCOG

Ms. Ignasiak reported:

- The Fall TIP Amendment will be included in the SEMCOG TCC meeting on November 19th. Performance measures will also be discussed at that meeting
- General Assembly meeting is next week - two half days on October 15th and 16th. Registration is available on the SEMCOG website.
- Recently completed a flood risk tool for transportation planning. There will be a webinar on October 22 to showcase the new tool and how it relates to project selection.

L. City of Milan

Mr. Kirton reported:

- Pavement maintenance program is almost ready to execute.

9. Adjournment

Mr. Otto adjourned the meeting at 10:55am.

# MEMORANDUM

To: Technical Committee  
From: Suzann Flowers  
Date: December 18, 2020  
Re: 2021 State of Good Repair for Rural Transit Agencies

## Background

As part of the FAST Act’s performance-based planning process, MDOT sets the State of Good Repair Targets for rural transit providers across the state of Michigan. These targets are for section 5311 and 5310 federal funding sub-recipients. In Washtenaw County, this includes People’s Express and Western Washtenaw Area Value Express.

Asset Class	Current Condition	2021 Targets	Goals
Revenue vehicles –Autos/SUV	17% past ULB	Not more than 10% will exceed ULB of 7 years	Not more than 20% of each agency’s fleet will exceed ULB
Revenue vehicles –Vans	19% past ULB	Not more than 10% will exceed ULB of 7 years	Not more than 20% of each agency’s fleet will exceed ULB
Revenue vehicles –Cutaways	6% past ULB	Not more than 10% will exceed ULB of 10 years	Not more than 20% of each agency’s fleet will exceed ULB
Revenue vehicles –bus Med Duty	13% past ULB	Not more than 15% will exceed ULB of 10 years	Not more than 20% of each agency’s fleet will exceed ULB

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Revenue vehicles –bus Med Hvy Duty and Large	5% past ULB	Not more than 15% will exceed ULB of 14 years	Not more than 20% of each agency’s fleet will exceed ULB
Revenue vehicles –Ferry Boat	20% past ULB	Not more than 40% will exceed ULB of 42 years	Not more than 50% of each agency’s fleet will exceed ULB
Non-Revenue Service vehicles	62% past ULB	50% may exceed ULB of 7 years	Not more than 50% of each agency’s fleet will exceed ULB
Non-Revenue Admin vehicles	44% past ULB	100% may exceed ULB of 7 years	Local decision, MDOT does not set a goal or provide funding
Equipment over \$50,000	29% past ULB	Not more than 50% will exceed ULB (varies)	Not more than 50% of each agency’s equipment inventory will exceed ULB
Facilities	3% past ULB	Not more than 5% will exceed ULB (assessment rating less than 3)	Not more than 50% will receive a rating of 3 or lower

\*ULB means Useful Life Benchmark

Approximate funds available for asset investment in 2021:

- Section 5339 formula: \$3.75 million allocated to MDOT
- Section 5310: \$2.0 million (55% of the rural and small urban funds allocated to MDOT, incl carryover)
- CARES Act, for COVID related expenses: \$10 million – 100% federal (Transit agencies may choose to use this for operating or capital)
- Section 5311 Flex: \$2,000,000
- Federal Ferry Boat Program: \$2,140,000
- State match to the above: \$2,472,500
- Total: Up to \$22,362,500

Funds will be focused first on revenue vehicle replacement until targets/goals are met, then on facility upgrades/replacement and equipment.

**Action**

Staff request the Technical Committee review the MDOT State of Good Repair targets and make a recommendation to the Policy Committee.

# MEMORANDUM

To: Technical Committee  
From: Suzann Flowers  
Date: December 10, 2020  
Re: Bridge Mid-Performance Measures - Action

## **Background**

In January 2019 members reviewed and supported MDOT's Bridge two and four-year performance measures targets. The federal bridge performance measure targets are only applied to those bridges carrying routes on the National Highway System (NHS) including bridge on and off-ramps connected to the NHS. The evaluation of the bridges uses the National Bridge Inspection Standards (NBIS). Bridge elements evaluated include substructure, superstructure, deck, and culverts, and are rated on a 0-9 scale and recorded in the National Bridge Inventory (NBI) database. The NBI Condition ratings are broken up into three categories below:

1. Good Condition: Rating of 7-9
2. Fair Condition: Rating of 5-6
3. Poor Condition: Rating of 0-4

MDOT reviewed their investment strategy and recently provided actual performance during the mid-year reporting period. MDOT provided a report that outlines the methods and evaluation that is prompting the updating of the 4-year Bridge national performance measures. The background material MDOT used to calculate this new target can be found [here](#).

The bridge targets have to show the percentage of NHS bridges in Good Condition (ratings of 7 and above) and the percentage of NHS bridges in Poor Condition (ratings of 4 and below). The 4-year targets have been adjusted to reflect the inventory changes statewide and are provided below.

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**MDOT's Mid-Performance Period Bridge Targets**

<b>Performance Area</b>	<b>Measure</b>	<b>Baseline Condition (CY 2017)</b>	<b>2-year target</b>	<b>4-year target</b>
Bridge	Percent of National Highway System Deck Area in Good Condition	32.7%	27.0%	23.0%
Bridge	Percent of National Highway System Deck Area in Poor Condition	9.8%	7.0%	8.0%

**Action**

Staff requests the Technical Committee review the 4-year bridge performance measure target and make a recommendation to the Policy Committee.

# MEMORANDUM

To: Technical Committee  
From: Suzann Flowers  
Date: December 18, 2020  
Re: FY 2021 Target Reductions, FY 2020 HIPU Allocation, and City of Ypsilanti Project Requests

## **Background**

At the November 6, 2020 FAC Urban meeting WATS staff presented information on FY 2021 target reductions in the amount of \$57,996 (\$16,906-National Highway Preservation Program (NHPP) and \$41,060-Surface Transportation Block Grant Urban (STPBG U). A motion was made and supported by the FAC-U members to reduce two projects in FY 2021, 1). WCRC Wiard Rd project by \$20,530 STPBG and \$16,906 NHPP and 2). Ann Arbor's Plymouth Rd project by \$20,530.

The second item discussed was the allocation of FY 2020 Highway Improvement Program Urban (HIPU) funds in the amount of \$355,825. No specific action was taken on the HIPU funds at the meeting.

Lastly, funding requests were made from the City of Ypsilanti and MDOT for three specific projects requesting funds come from the FY 2020 HIPU allocation:

1. FY 2022 - \$125,000 for the Huron Pathway project
2. FY 2022 - \$100,000 for the Hamilton/Huron/Washtenaw Road Diet project
3. FY 2023 - \$120,000 for the Huron River Drive project

At the FAC-U meeting there was discussion regarding how the HIPU funds should be allocated and there was a motion supported by the FAC-U members to table the topic of allocating HIPU funds to seek guidance from the WATS Policy Committee.

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### **Policy Committee Guidance - November 2020**

At the November 18, 2020 Policy Committee, the members discussed the three requests from the City of Ypsilanti along with the existing WATS Policy of not spending more than \$100,000 worth of STPBG-U funds on MDOT trunkline projects. The following recommendation was made at the meeting:

*Mr. Morgan made a motion to recommend the WATS FAC and the WATS Technical Committee provide a funding method that will allocate \$125,000 to the Huron/I-94 project, \$100,000 to the Huron/Hamilton project, and additional federal funding to the Huron River Drive project as requested by the City of Ypsilanti, supported by Ms. Grewal, motion approved.*

### **December 17, 2020 FAC -U Meeting**

Following the November Policy Committee meeting, WATS reconvened the FAC-U committee to recommend action on: 1. Target reductions; 2. Allocating funds to the City of Ypsilanti project requests; 3. Programming FY 2020 HIPU funds. At this meeting the following recommendations were made based upon the Policy Committee guidance:

1. Wiard Rd. would receive \$37,436 and Plymouth Rd. would receive \$20,530 of the FY 2020 HIPU funds to account for the FY 2021 targets reductions applied to these projects
2. City of Ypsilanti would receive \$125,000 of FY 2020 HIPU funds to be applied to the Huron/I-94 non-motorized crossing project
3. City of Ypsilanti would receive \$120,000 of FY 2020 HIPU funds to be applied to the FY 2023 Huron River Dr. project
4. TheRide would reduce their FY 2022 sidewalk infill project by \$100,000 and the City of Ypsilanti/MDOT would use the \$100,000 for the non-motorized improvements associated with the Hamilton/Huron/Washtenaw Rd. diet project
5. The City of Saline would receive \$15,000 of FY 2020 HIPU funds to be applied to the FY 2023 Clark St. project
6. The City of Ann Arbor would receive \$37,859 of FY 2020 HIPU funds to be applied to the FY 2022 Platt Rd. project

### **Action**

Staff requests the Technical Committee review the recommendations from the FAC-U Committee.

# MEMORANDUM

To: Policy Committee  
From: Emily Lake and Suzann Flowers  
Date: November 12, 2020  
Re: Chelsea POP Tactical Urbanism Project

## **Background**

The Chelsea POP project was developed as a 30-day tactical urbanism, or “pop-up” project, designed to demonstrate low-cost pedestrian and bicycle treatments in the City of Chelsea. The goal of this demonstration project is to install short-term improvements that focus on the safety of non-motorized travelers. From concept to post-installation, WATS has worked with the City to collect critical feedback from local residents and system users.

## **Project Development**

WATS staff became involved in the Chelsea POP project through participation in the Chelsea Transportation Working Group, a group of City officials and transportation professionals interested in improving transportation. WATS agreed to provide coordination and technical planning assistance for a tactical urbanism project. Through targeted discussions, WATS and the City of Chelsea developed a preliminary list of locations and strategies and outlined a public involvement process.

## **Project Details**

The Chelsea POP [project corridor](#) is a 1.5 mile stretch of N. Freer Road, Railroad Street, McKinley Street and Dewey Street, identified in the City’s [master plan](#) for traffic calming and non-motorized improvements. Known challenges along this corridor include:

- constrained road widths with relatively no shoulder,
- gaps in relatively high volume non-motorized network connectivity,
- dangerous traveler behaviors (rolling stops, vehicle encroachment on crosswalks, speeding, truck traffic where restricted),
- vulnerable non-motorized users due to surrounding schools and senior center, and
- a potential conflict zone at the N. Freer Rd Border-to-Border trail entrance.

Results from the pre-project survey and meeting polls can be viewed [here](#). This feedback was used to inform the chosen Chelsea POP project treatments listed below:

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Chelsea POP Project Treatments		
Treatment	Potential Benefit	Location(s)
4-Foot conventional bike lanes and “Bike Lane” signage	This treatment narrowed the travel lanes to 10 feet (recommended to have a positive impact on speed and safety without impacting traffic operations). The separation created between bicyclists and motor vehicles enables bicyclists to ride at their preferred speed, and increases comfort and confidence for many bicyclists.	N Freer Road in both directions (portion from Dexter-Chelsea Road to Washington St.)
Share lane markings, or “sharrows” every 200-250 feet and “Share the Road” signage	Reinforces bicyclists right to the road, helps bicyclists properly position within the roadway, which can help bicyclists avoid “dooring” conflicts when on-street parking is present.	Railroad Street (portion from Taylor Ln to McKinley Street)
		McKinley Street (portion from Railroad St to North Creek Elementary School)
		N Freer Road (portion from Trinkle Rd to Washington St where road width is constrained)
Painted gateway curb extensions	Marks the transition to a slower speed street, shortens the crossing distance for pedestrian crosswalks, and helps position bicyclists away from on-street parking.	Dewey St. at McKinley St. intersection
		McKinley St. and Railroad St. intersection
Crosswalks painted with Chelsea School District colors	Reinforces the pedestrian right-of-way at crosswalks and helps increase visibility for motor vehicles.	19 existing crosswalks throughout the Chelsea POP corridor
Striped existing on-street parking	Helps to calm traffic (slow speeds) by visually narrowing travel lanes.	Dewey Street
Wayfinding Signs	Guides pedestrians and bicycles to popular destinations along preferred walking and bicycling routes.	24 locations throughout the Chelsea POP corridor
Painted stop bar and “Look” marking	Reinforces the potential conflict zone between motor vehicles and bicyclists.	Border-to-Border trail entrance at N. Freer Rd. and Dexter-Chelsea Rd.
Crosshatch paint treatment	Reinforces the potential conflict zone between motor vehicles and bicyclists.	N. Freer Rd. at the Border-to-Border trail entrance

Photos of the completed project treatments can be found on the project website at [miwats.org/chelseapop](http://miwats.org/chelseapop).

**Project Cost and Funding Sources**

The total costs for the Chelsea POP project can be broken down as follows:

Chelsea POP Project Expenses			
Funding Source	Description of Expenses	Total Amount (\$)	Percent of Total Costs (%)
City of Chelsea	Contracted bike lane striping, DPW staff time, equipment, supplies/paint, promotional material, wayfinding signs, and yard signs	Approx. \$10,000	78%
WATS	*Staff time, promotional materials (printing packets, T-Shirts), marking spray paint, and zip ties	Approx. \$800 + Staff Time	6% + Staff Time
St. Joseph Mercy Health System	Printing for promotional mailers	In-kind donation of approx. \$1,500	12%
WCRC	10-days of dynamic message board	In-kind donation of \$550	4%
	Total	\$12,850	100%

\* WATS Staff time was used to provide support and planning to the City of Chelsea in the following ways:

- Data collection and analysis including field observations and measurements, non-motorized counts, and review of planning documents.
- Public engagement initiative including the creation of all promotional and educational materials, hosting a series of virtual public input meetings, maintaining the project website and social media, participating in press interviews and news releases, and hosting online public surveys.
- Research and design concepts of project treatment options / materials, cost estimates and measurements for chosen project treatments.
- Participation in the implementation of off-road project treatments including posting yard signs, hanging wayfinding signs, hanging safety signs, and painting temporary safety markings on the B2B trail.

Staff time and project capital costs are expected to vary depending on the scope of the project. WATS staff will work with member communities to determine the appropriate amount of staff support necessary and to provide an estimate of the potential capital costs of the project.

**Preliminary Feedback**

Results from the post-project survey can be viewed [here](#). With 101 responses, results show support for the project treatments.

**Next Steps**

A final report for the Chelsea POP project will be made available through the WATS website. With the ongoing success of the Chelsea POP project, a task has been added to the WATS FY 2021 Unified Planning Work Program to assist local communities interested in deploying innovative techniques toward transportation and livability, such as tactical urbanism or “pop-up” projects. Contact Ryan Buck at [buckr@miwats.org](mailto:buckr@miwats.org) if your community is interested in partnering with WATS on potential tactical urbanism projects.