



Connecting Communities:

Huron St Bridge Retrofit

Mike Davis Jr

Region Transportation
Planner

MDOT





Agenda

- Community Overview
- Why
- Project Details
- Lessons Learned

Ypsilanti

•Population

- 1970: 29,538
- 2010: 19,435
- 2020: 20,648
- In 2000, Ypsilanti's median household income was 55% of Washtenaw County's
- In 2020, Ypsilanti's median household income was 52% of Washtenaw County's



Ypsilanti's Urban Renewal

Ypsilanti Loses Grove Ramps Battle

Nov. 19, 1971

Motorists in the Ypsilanti area accustomed to using the Grove Rd. traffic ramps to enter the I-94 Expressway had better find a new means of access, starting today.

Following a relatively brief but

same time, open the newly-completed Huron-Whitaker interchange, which connects downtown Ypsilanti with I-94 and is located less than one mile west of Grove Rd.

These plans first became subject to

Henry Ritchie explained to the court yesterday, the hearing before Judge Andrews was for the purpose of determining on proofs presented whether a temporary restraining order should be issued to give the township and city time to prepare for a full trial in the matter.

under any circumstances to pass on the issue of merits . . . if they (the Highway Department) don't give you (the city and township) access . . . then you have a right under your pleadings to go back to court."

"After the hearing, when asked if he

Bulldozers flattened a close community

■ Former residents of urban renewal area fondly recall old haunts.

10.8 acres

□ EDITOR'S NOTE: As the city prepares to make a decision on how to develop the long-vacant 10.8 acres, the Ypsilanti Press edition is taking a three-day look at the property, which was part of south side Ypsilanti's thriving African American business and residential community before urban renewal efforts razed the buildings and then stalled in the 1970s. □

By JOHN A. WOODS
NEWS STAFF REPORTER

In 1961, a close-knit, working-class neighborhood existed in the wedge-shaped property along Harriet, Hamilton and Huron streets on Ypsilanti's south side. It was a unique blend of apartments, family-run businesses and homes.

Ten years later the neighborhood was gone, bulldozed by the controversial federal urban renewal program. Now, only a sprawling field, home to a handful of trees and thousands of memories, remains on the 10.8 acres.

"It was a beautiful area," says Glenna Starks, 96, who in 1918 moved to a home at 522 S. Hamilton St. with her late husband, Harry.

What was once the site of Harry Starks' pool room at 309 Harriet St. is now a grass-covered field, while the location of the Starks' home is now covered by the parking lot of Parkview Apartments.

"You didn't hear any racket or anything like that in the neighborhood," she recalls, "and we never locked our doors."

Although few people knew it at the time, 1961 marked the beginning of the end for the homes and businesses in this section of the city. That's the year Ypsilanti City Council passed a resolution to go forward with the federal government's urban renewal program.

Vigorously opposed by some and welcomed by others, the original 109-acre Parkridge Urban Renewal Project was designed to

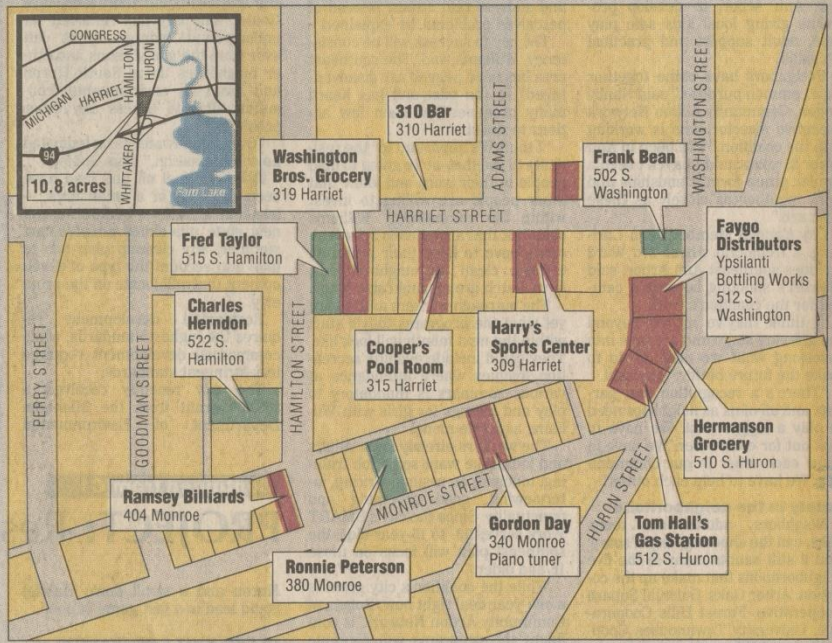
rid the south side of aging, dilapidated structures while creating new, low-cost housing.

The demolition began on the 10.8 acres in 1964 and ended in 1975 with the razing of the home owned by Frank Bean at 502 S. Washington. The 10.8-acre site is now the last undeveloped parcel in the 109-acre project and 35 years since its inception, the project is still incomplete as the city still searches for a buyer.

Today, the wedge-shaped area is bordered by Harriet Street on the north, South Hamilton on the west, South Huron on the east and I-94 on the south and those who lived and worked in what once was a familiar neighborhood now look back with a bit of nostalgia.

No one claims that the neighborhood was trouble-free, or that life along the Harriet corridor was like an "Ozzie and Harriet" episode, but it was a different place then, and certainly a different time.

In 1961 three-bedroom homes were selling for \$17,000. A pound of sirloin could be bought for 89 cents at Washington Brothers Grocery store, a gallon of gas cost 33 cents at Tom Hall's service station around the corner on South



See PROJECT, C2

Some of these neighborhood buildings were in the area in 1961.



URBAN RENEWAL AREA: Outlined in this aerial view City officials said approval of their loan application showed



Ypsilanti 1961



Ypsilanti 1971





Existing Conditions

Speed

- 35 mph – 40 mph

Traffic

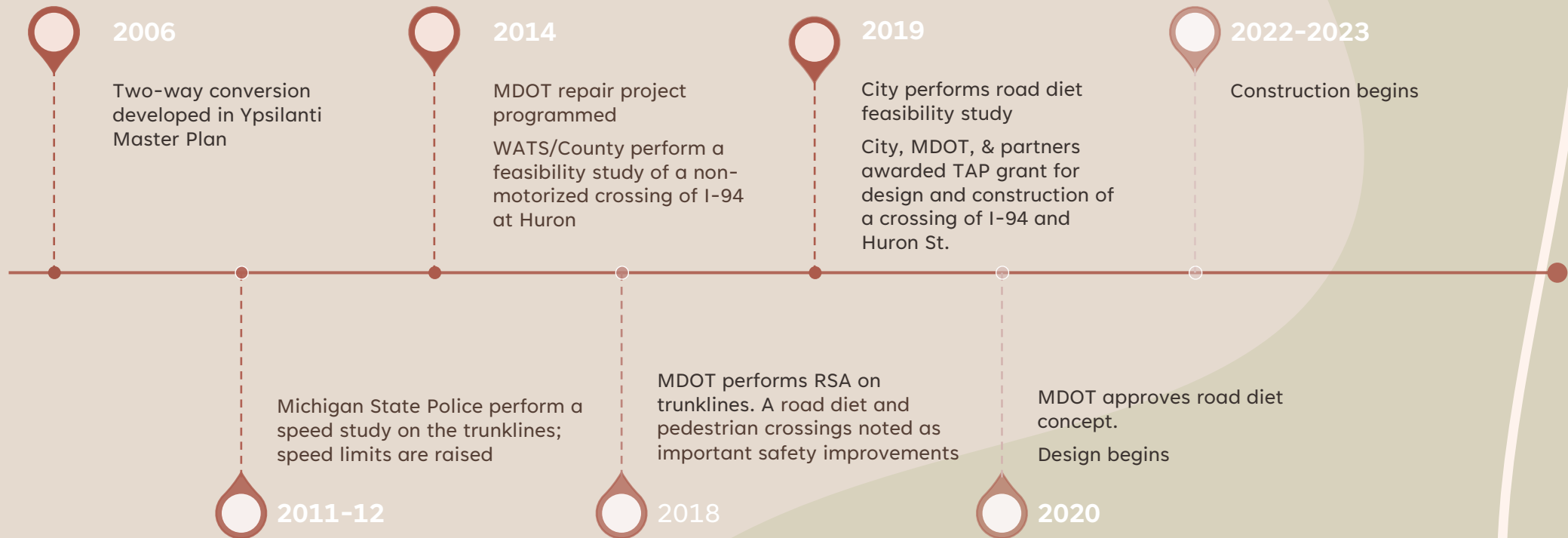
- 13,000 - 16,500 vehicles/day (AADT)

Configuration

- 3 lanes (one-way)
- Sidewalk on both sides
- Missing ADA Ramps
- Infrequent and unpredictable pedestrian crossings
- No bike facilities
- Minimal parking



Timeline

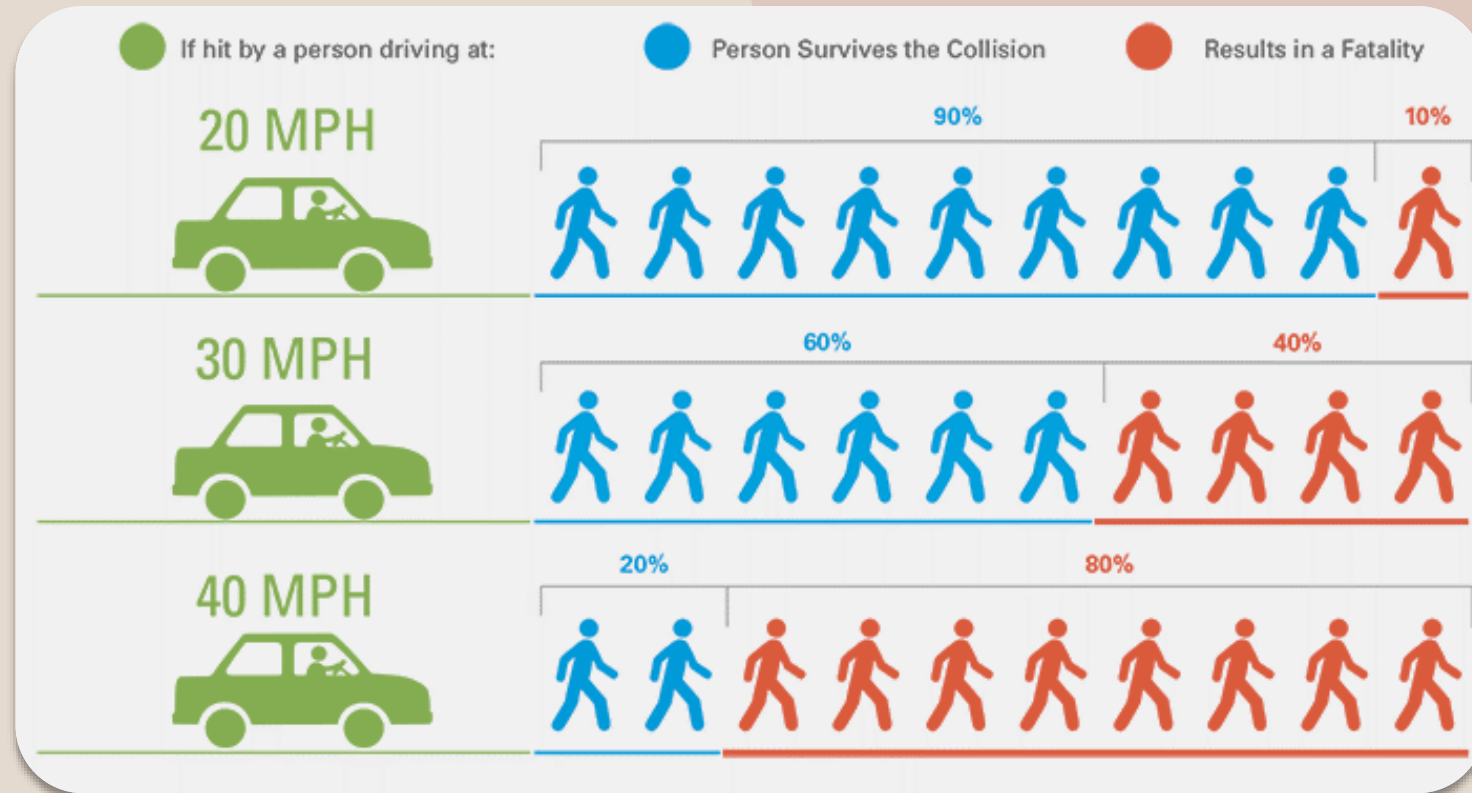




Why

Reasoning – City of Ypsilanti

- The City has long had as part of its Master Plan and various other visioning documents to switch back to two-way traffic to improve safety and legibility
- At current speeds, pedestrian travel, local vehicle travel, and bike travel can be dangerous; the risk of death and serious injury for pedestrians/bicyclists is very likely
- Currently no bicycle facility on these roads; important north-south connectors; dangerous, especially for novice/casual riders, to ride in traffic due to speeds





Reasoning – MDOT

MDOT's updated Multi-Modal Development and Delivery and Context Sensitive Solutions approach is aimed at forming partnerships with local agencies and communities to develop multimodal solutions based on community needs, desires, and values.

MDOT and the City of Ypsilanti formed a partnership approach very early in the project development that allowed adequate time to identify community needs and desires and funding requirements along with opportunities.

MDOT is committed to its Towards Zero Deaths vision that strives to increase safety for all transportation users. Increasing the safety of the system's most vulnerable users is a special emphasis of the University Region.

 Multilane roads can take longer to cross and vehicle speeds may be high.

 Road Diets can decrease the lane crossing distance and reduce vehicle speeds.



Road Diets can reduce total crashes by

19-47%*

*19% in urban areas, 47% in suburban areas.

FEATURES:

- Reduced crossing distance and exposure.
- Reduced vehicle speeds.
- Promote Complete Streets.
- Provide space for installing curb extensions and widening sidewalks.
- Create space for bicycle, transit, and/or parking lanes.

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What We Did

Road Diet

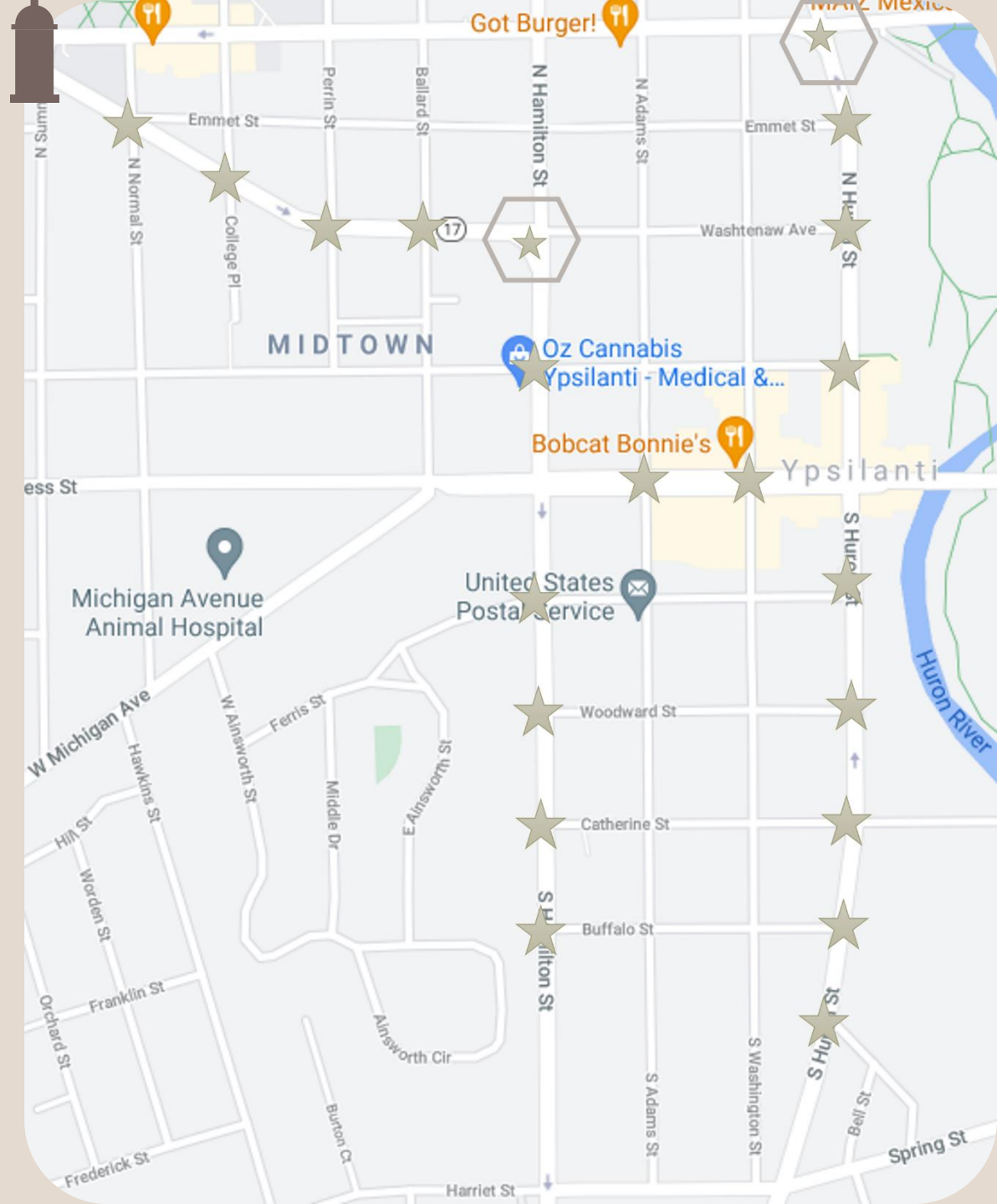
Upgraded Crosswalks



Intersection Modifications



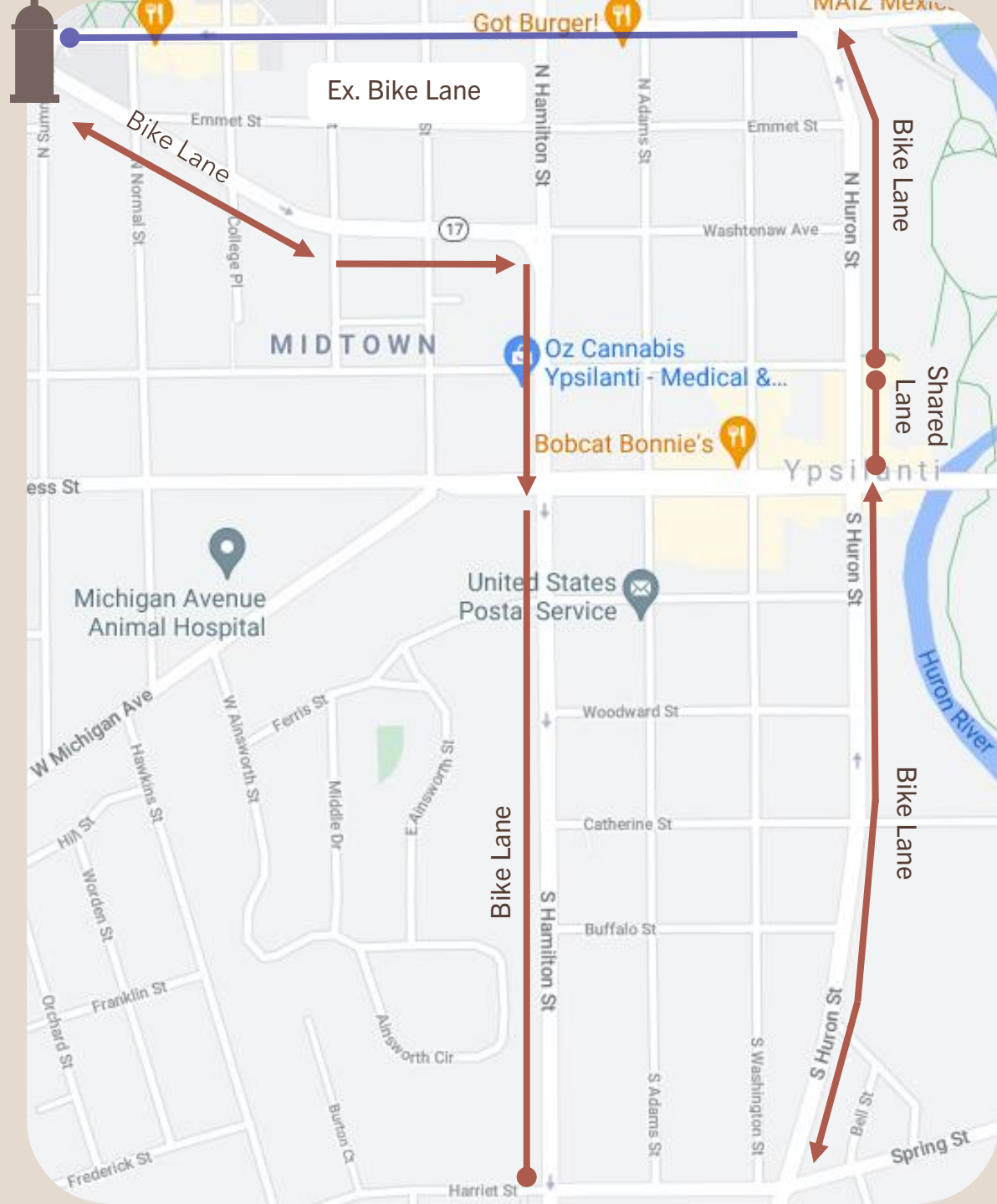
ADA Compliant Curbs and New Crosswalks



New Bike Lanes & Pathway

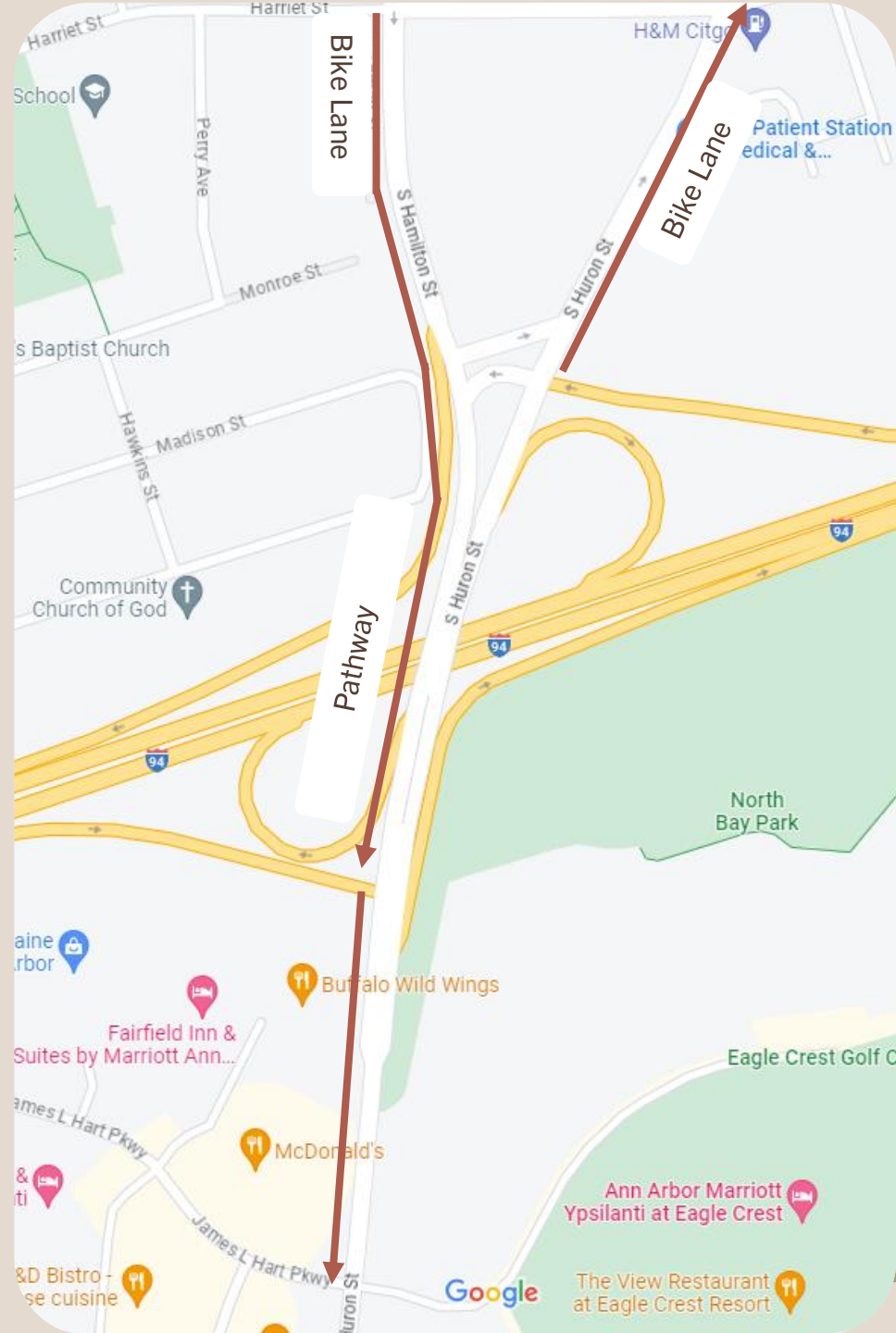
- Over 3 miles of new buffered bike lanes
- Installed intermittent delineator bollards

- Existing Bike Lane
- Bike Lane



New Bike Lanes & Pathway

- Integrated bike lanes and pathway for cyclists
- Reconfigured on-ramp with pedestrian controlled signals



Average Post Conditions

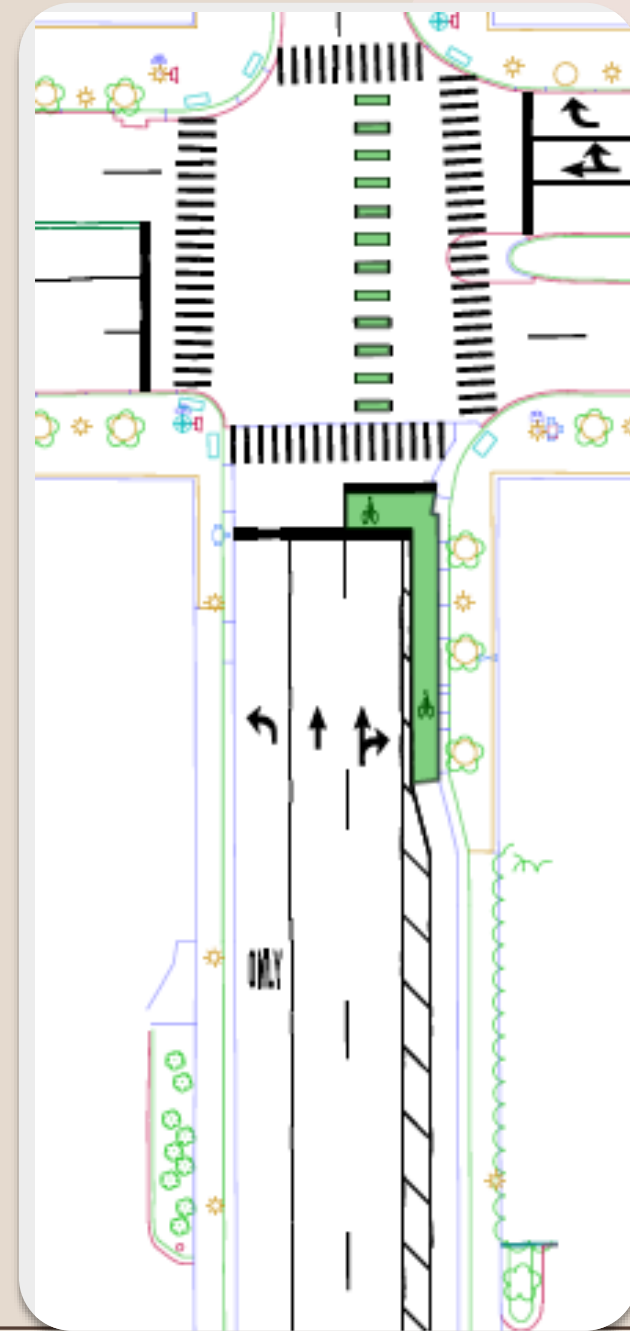




Intersection Improvements

Huron & Michigan: Bicycle Box

- Bike lane ends at Huron and Michigan for one block. To improve cyclist safety, a bicycle box was added to the road design.
- Bike boxes improve intersection safety for everyone by giving people biking a dedicated space to wait in front of cars at a red traffic light.



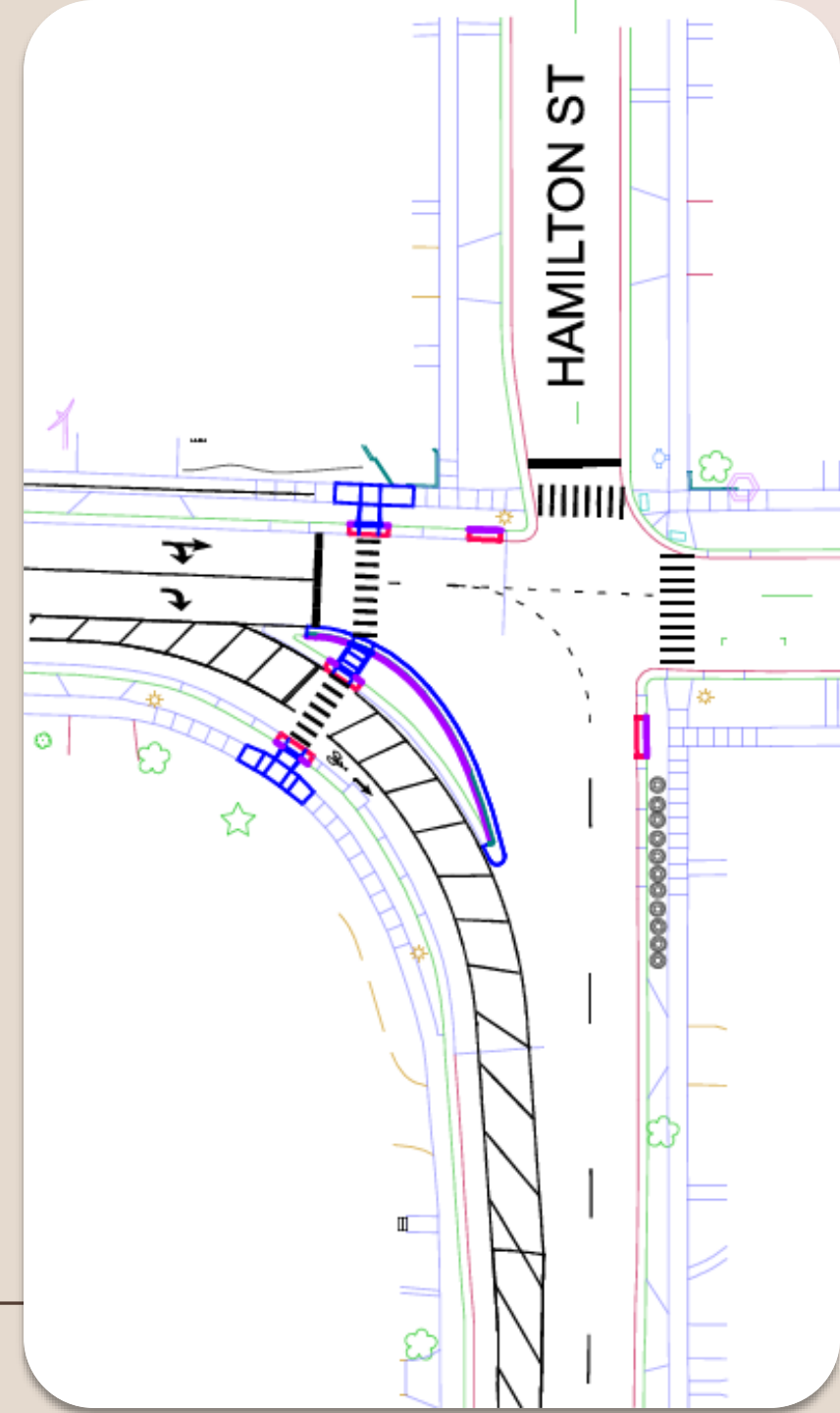


Ypsilanti's Notorious Washtenaw & Hamilton Intersection



Washtenaw & Hamilton Intersection Modification

- Modified to become a fully signalized intersection
- Repurpose the existing slip-lane to a bike lane that continues to south to Michigan Ave
- Pedestrian island will be shrunk to accommodate vehicle turns
- Southern most pedestrian crosswalk will be removed



Washtenaw & Hamilton Intersection Modification

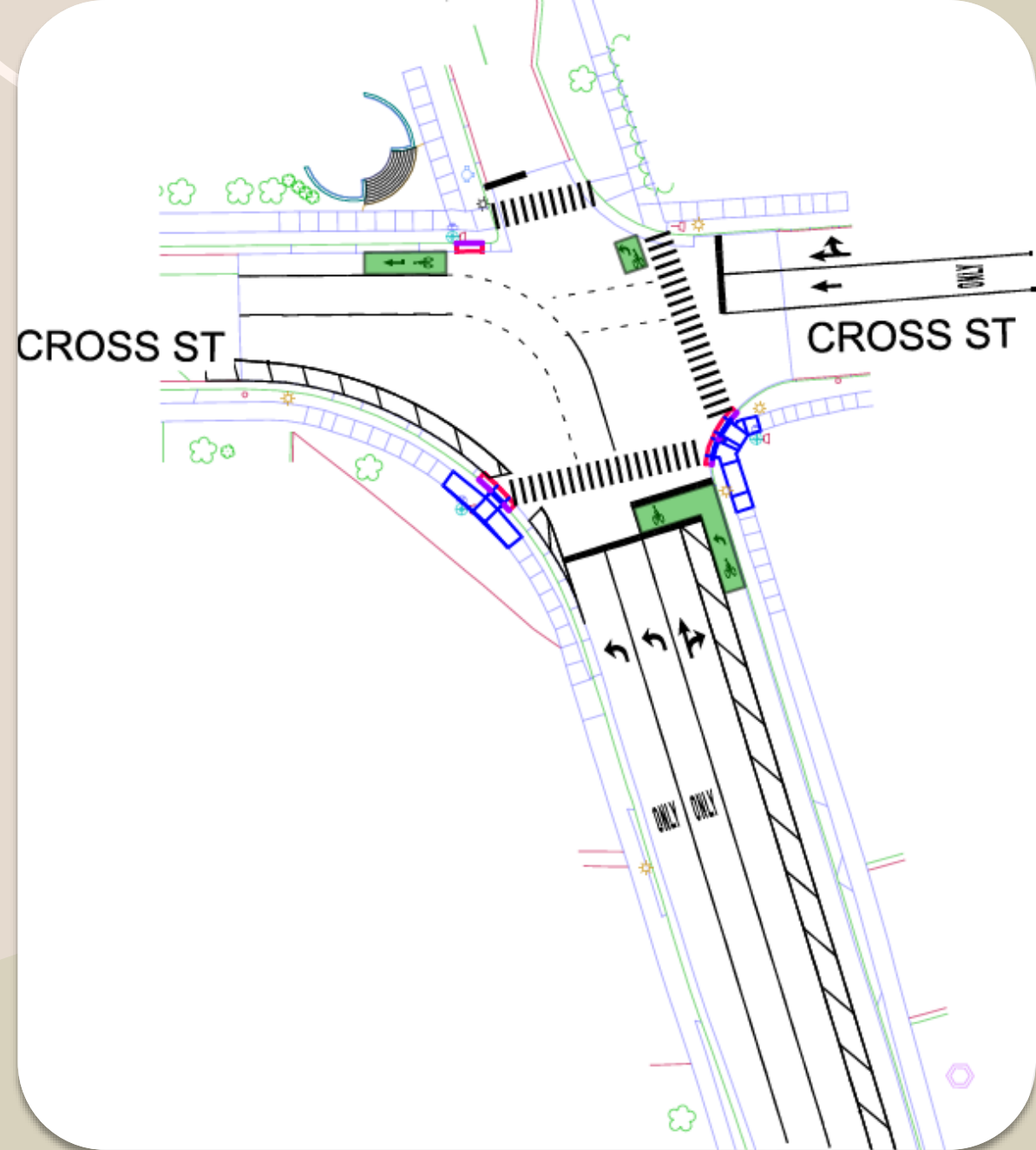


Washtenaw & Hamilton Intersection Modification



Huron & Cross Intersection Modification

- Modified to operate like a “typical” intersection
- Left-turn slip-lane removed and replaced with left turns
- Two-stage left for bikes to make turning left to W Cross bike lane easier for bikes and more predictable for vehicle traffic
- Westbound dual right and thru lane added to accommodate traffic volumes



Huron & Cross Intersection Modification

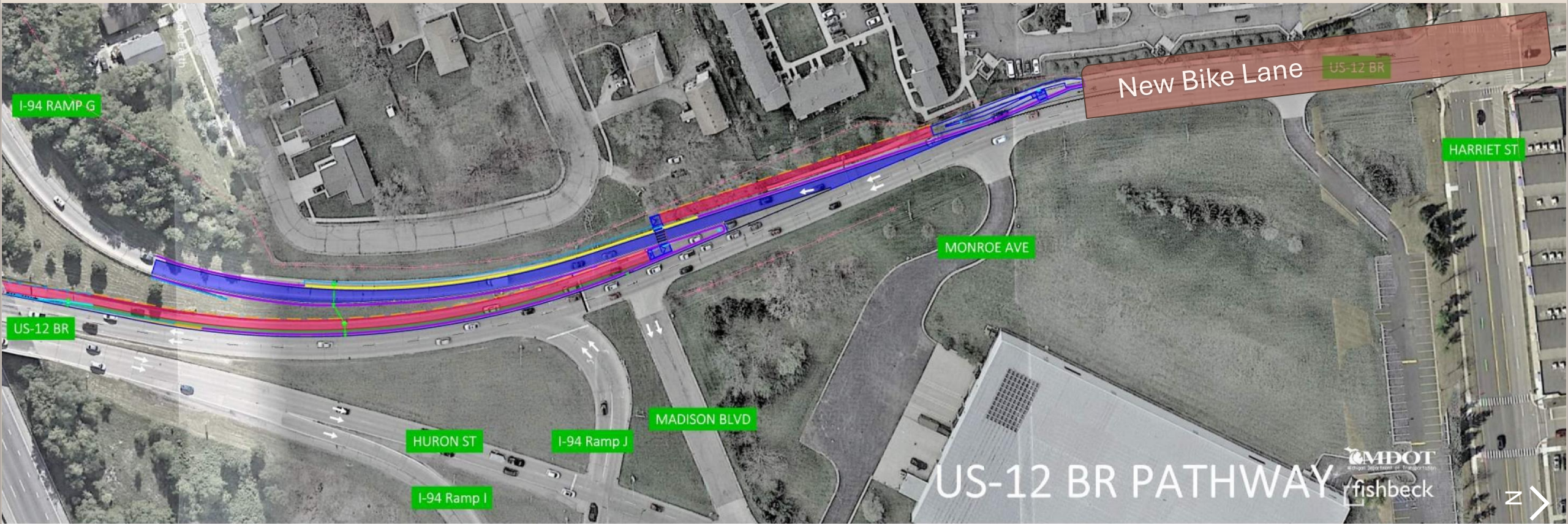


The background features a light gray base with several abstract elements: a large, solid reddish-brown shape on the left side; a large, solid olive-green shape on the right side; and a white outline of a leafy branch in the upper left corner.

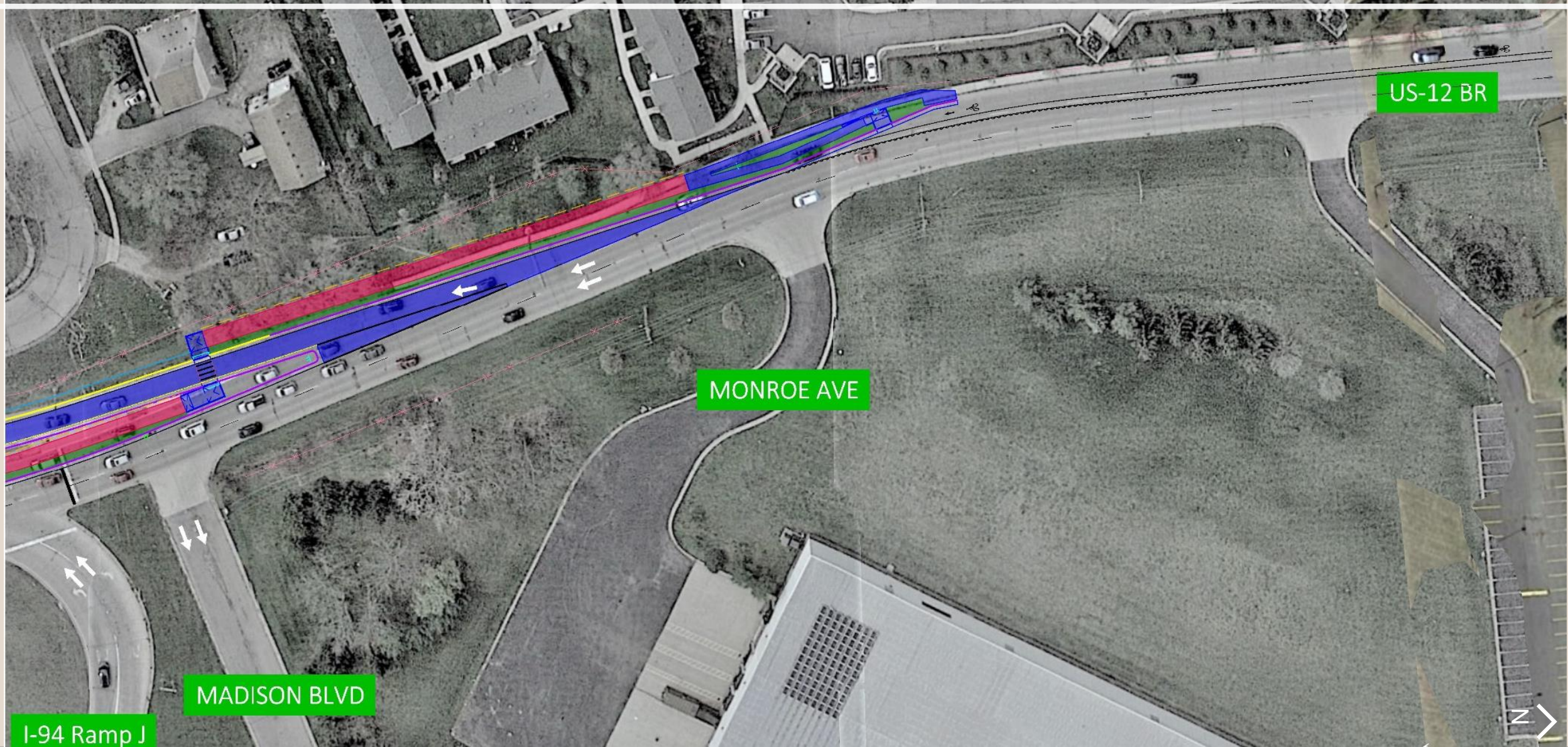
What We Did

Bridge Pathway Retrofit

2021 Stakeholder Selected Design North of Bridge – City of Ypsilanti



2021 Stakeholder Selected Design North of Bridge - City of Ypsilanti



Westbound Ramp- City of Ypsilanti



Westbound Ramp- City of Ypsilanti



Bridge over I-94



1969 - 2022 Bridge over I-94



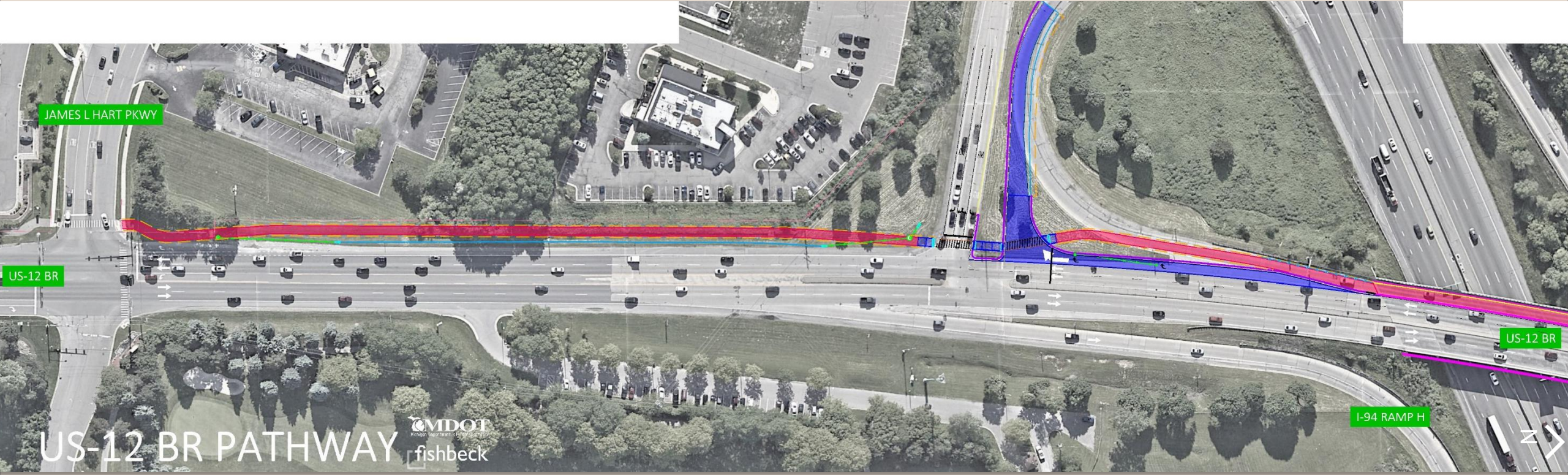
Bridge over I-94



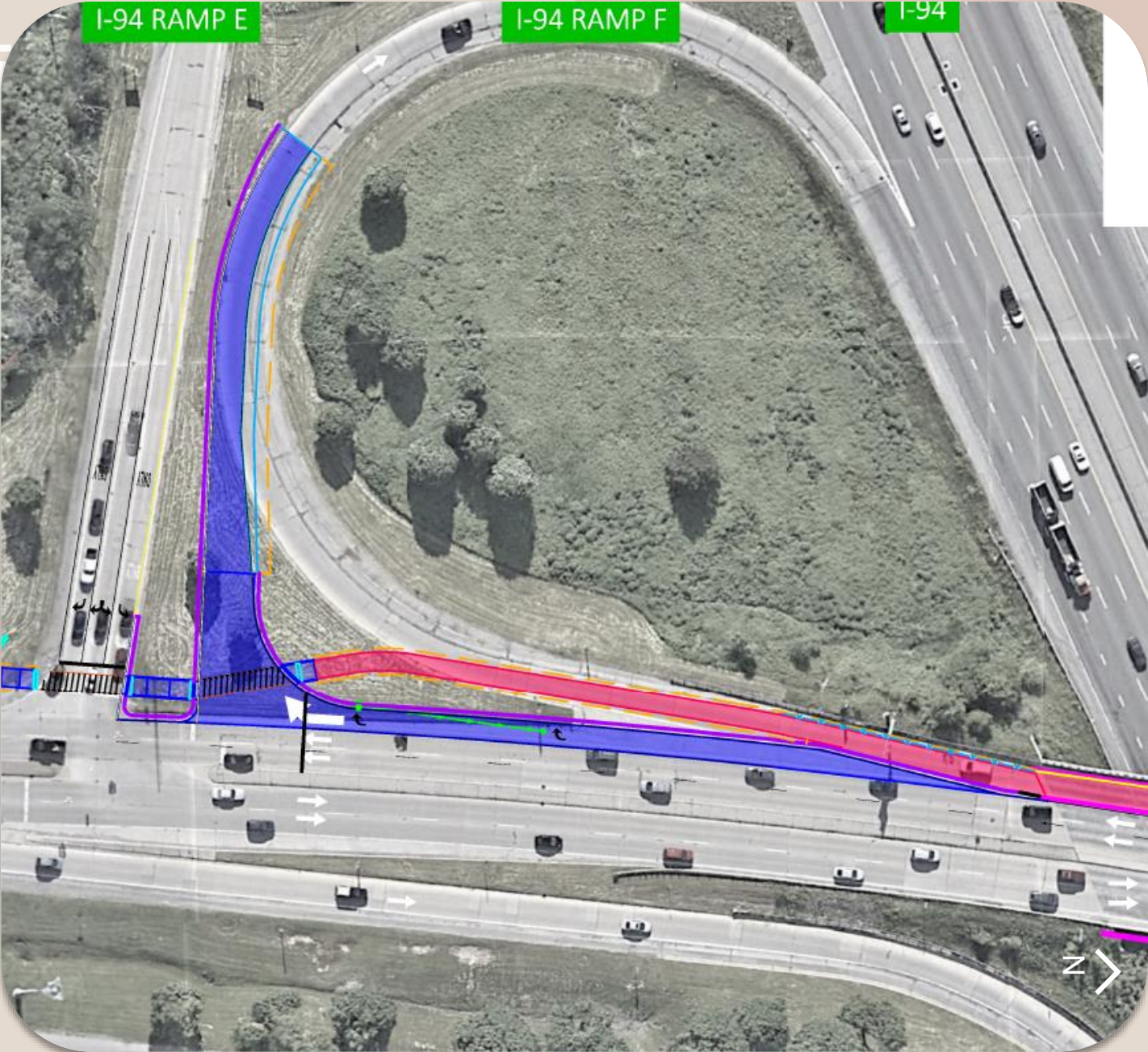




South of Bridge -Ypsilanti Township



Eastbound Ramps - Ypsilanti Twp



EB Ramp- Ypsilanti Township



EB Ramp- Ypsilanti Township





How to do it again

Partnership



Partnership



Michigan Dep

Preferred Alternative

Shared Use Path on West Side

Grant Type

Grant Num

Key Improvements

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

Section

01

02

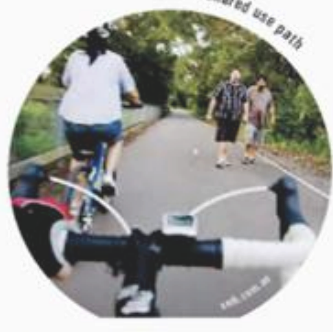
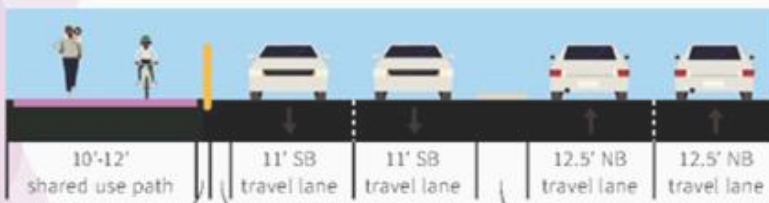
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Section

01

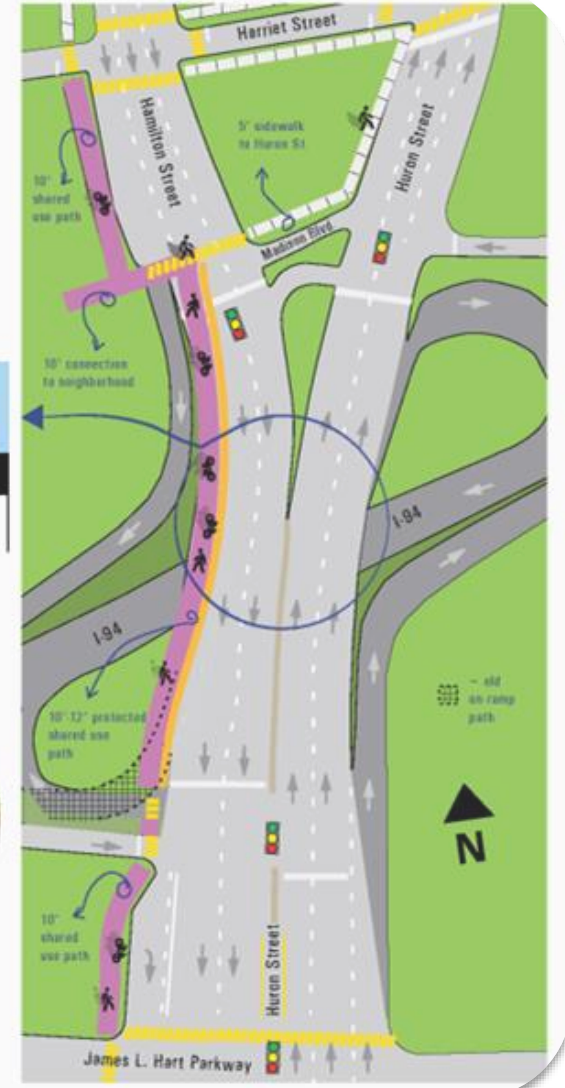
02

Cross section at center of bridge



Washtenaw Area
Transportation Study
mwats.org

OFFICE OF COMMUNITY &
ECONOMIC DEVELOPMENT



Grant
Year

2022

2020

Project Champions



WATS



BONNIE WESSLER
City Planner



RONNIE PETERSON
State Representative



WASHTENAW COUNTY



KARI MARTIN
Fmr. Region Planner



MIKE DAVIS JR
Region Planner

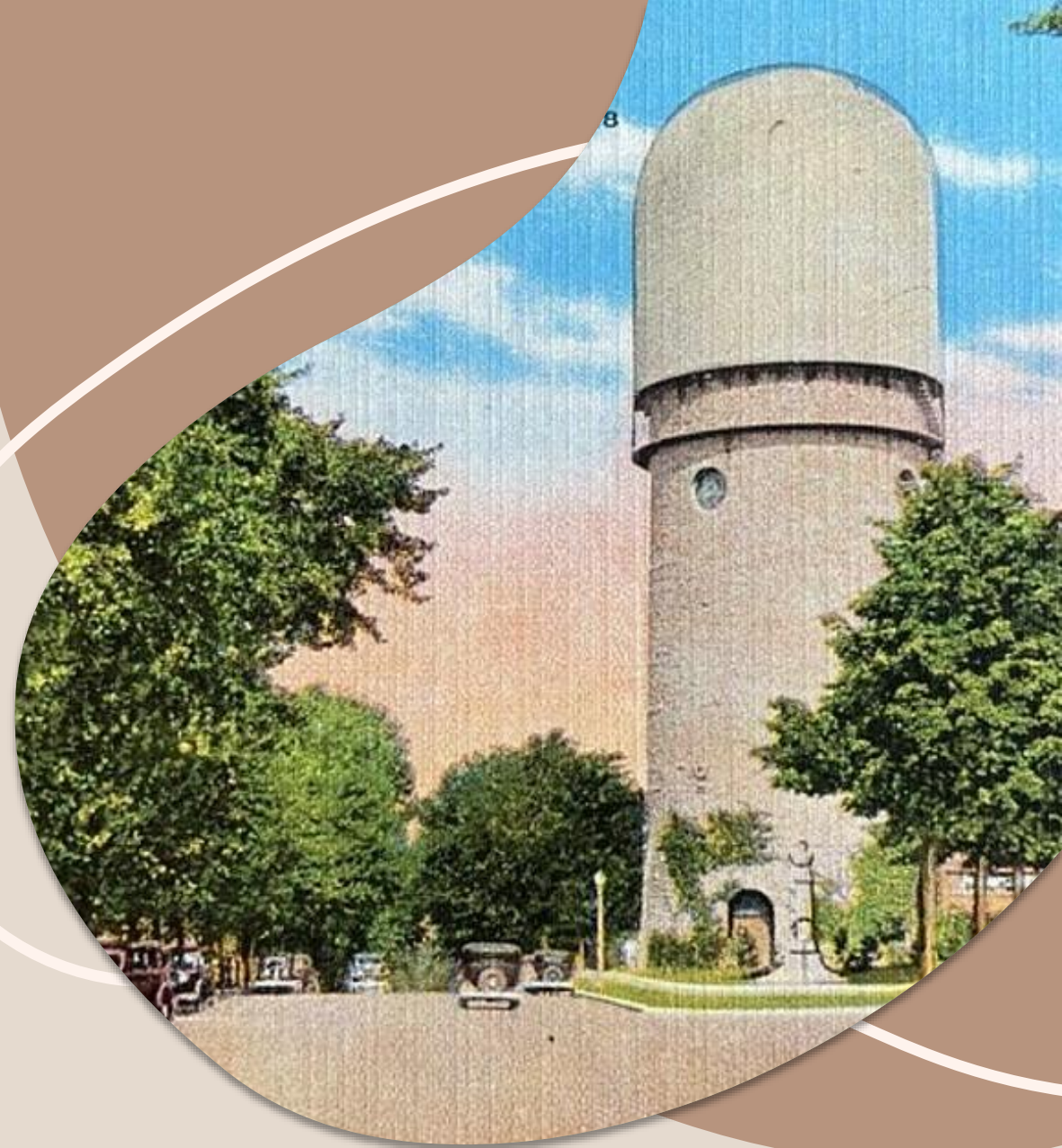


DEE PARKER
Fmr. Region Engineer



MDOT STAFF

Know Your Community



Resiliency



Be Visionary





THANK YOU

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