



Legislation Details (With Text)

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Title: Resolution to Approve the Submittal of a Request to Michigan Department of Transportation for Converting I-94BL (Jackson Road) from 4 to 3 Traffic Lanes from East of Maple Road to S. Revena Blvd.

Sponsors:

Indexes:

Code sections:

Attachments: 1. Summary of Comments for Proposed 4 to 3 Lane Conversion3_5_12.pdf, 2. 875213lanenocap2_16_12 Presentation.log

Date	Ver.	Action By	Action	Result
4/2/2012	1	City Council	Approved	Pass

Resolution to Approve the Submittal of a Request to Michigan Department of Transportation for Converting I-94BL (Jackson Road) from 4 to 3 Traffic Lanes from East of Maple Road to S. Revena Blvd.

At the direction of Michigan Department of Transportation (MDOT) and for MDOT to continue with the process for converting Jackson Ave from 4 to 3 traffic lanes from east of Maple Rd to Revena Blvd, we have prepared the attached resolution for the City Council’s approval. The attached resolution, once approved, will be forwarded to MDOT to share with the Southeast Michigan Council of Governments (SEMCOG) and the Federal Highway Administration (FHWA). With the final approval of the FHWA the proposed lane conversion will be implemented by MDOT with their Jackson Road - Huron Street Resurfacing project (I-94 Interchange to N. Main St.) in 2013 or 2014.

At the present time, Jackson Ave east of N. Maple Road has four (4) narrow traffic vehicular lanes at or about 10 feet wide each. There is a standard 5 foot sidewalk on each side of the street with no bicycle lanes or a safe and convenient pedestrian street crossing point between the two signalized intersections at Maple Road and at Revena Blvd. The following are some of the advantages and impacts of converting a 4-lane major street to a 3-lane street:

Benefits of converting 4-lane major streets to 3-lane streets

- The new center left turn lane provides for safe deceleration when making left turns
- 3-lane streets eliminates lane weaving/unsafe driving
- Uniform speeds at 3-lane streets have traffic calming effect
- Research has shown 4 to 3 lanes reduce the total number of crashes and their severity for:
 - Rear end left turn
 - Head on left turn
 - Angle
 - Rear end

- Sideswipe
- The extra pavement width that is saved by eliminating the 4th traffic lane can be converted to bike lanes
- The new center left turn lane may create new opportunities for addition of marked and safe pedestrian street crossing locations

Other impacts of converting a 4-lane major street to a 3-lane street

- Possible additional wait at un-signalized intersections, and added vehicle stacking at the signalized intersections
- Slower traffic and loss of passing opportunities for the faster traffic

It is understood by the industry experts that the 4 to 3 lane conversions with Average Daily Traffic (ADT) of less than 15,000 vehicles per day can be very successful. In the City of Ann Arbor we have successfully completed the following 4 to 3 lane conversions:

- South Main, Ann-Arbor Saline to Eisenhower (13,300 ADT)
- Platt, Packard to Ellsworth(13,800 ADT)
- Packard, Stadium to Jewett (12,000 ADT)
- Huron Parkway, Nixon to Plymouth (6,100 ADT)
- West Stadium Blvd, Seventh to Pauline (14,900 ADT)
- Green, Plymouth to Glazier Way (9,200 ADT)

Roadway segments with ADT between 15,000-20,000 need more detailed traffic analysis & public involvement. Jackson road from Maple Road to Dexter Ave has 15,500 ADT.

On February 2, 2012 MDOT held a public meeting at Slauson Middle School in Ann Arbor and presented the proposed 4 to 3 Lane conversion. At the public meeting, MDOT Staff ran a traffic simulation model to show participants the difference between the 4 lane and 3 lane configurations. This was done for 2013 projected traffic as well as 2029. Thirty three (33) participants signed the attendance sheet for the meeting, of which twenty one (21) completed written comments. Several people chose to email MDOT at a later date with their comments. From the written comments and the emails, twenty (20) members of the public were in favor of the 4 to 3 lane conversion and 5 were opposed. The MDOT's PowerPoint presentation and the summary of the public's comments to MDOT from February 2, 2012 are attached.

Prepared by: Homayoon Pirooz, P.E., Project Management Manager

Reviewed by: Craig Hupy, P.E., Interim Public Services Administrator

Approved by: Steven D. Powers, City Administrator

Whereas, The Michigan Department of Transportation (MDOT) is preparing for the street resurfacing at I-94BL (Jackson Road-Huron Street) from the I-94 Interchange to Main Street,

Whereas, Jackson Road from N. Maple Road to Revena Blvd has four (4) narrow vehicular lanes and no bike lanes or marked pedestrian crossing locations between N. Maple Rd and Revena Blvd,

Whereas, On February 2, 2012 MDOT held a public meeting at Slauson Middle School in Ann Arbor and presented a proposal for 4 to 3 Lane conversion of the traffic lanes at Jackson Road from east of N. Maple Road to Revena Blvd,

Whereas, MDOT has received written comments from the public with twenty (20) in favor of the 4 to 3

lane conversion and five (5) against,

Whereas, For the lane conversion, Michigan Department of Transportation requires a City Council resolution requesting the 4 to 3 lane conversion at Jackson Road,

RESOLVED, That with this resolution the City Council states its support for the 4 to 3 traffic lane conversion at Jackson Road from east of N. Maple Road to Revena Blvd, and

RESOLVED, That the City Council authorizes the staff to forward this resolution to Michigan Department of Transportation (MDOT) as the City's formal request for the above lane conversion at Jackson Road.