

Healthy Streets Committee Meeting
3/18/21 @ 9:00am

Attendees: Areli Balderrama, CM Erica Briggs, Kayla Coleman, Rachel Francisco, Bret Hautamaki, Raymond Hess, Molly Kleinman, Cyrus Naheedy.

Updates on bigger picture

Online engagement tool launched March 5th. Closes April 2nd. Similar to last year, made changes to allow opposition to projects. Up to a little over 500 responses.

Reviewed map with survey results to date: [Results Map](#)

As a result of previous committee feedback, staff will look for networks of streets for neighborhood slow streets, mostly parallel streets, to help address spillover effects.

Presentation from Transportation Engineer Cyrus Naheedy

These are streets outside of neighborhood slow streets.

Consultants helped create these plans. Still early draft form.

Packard/Hill/State triangle, on Packard

Design in general – looking for ways to support vertical separation and protection as much as possible.

Common feedback they receive is about consistency, so they do aim to maintain consistent treatments throughout a corridor rather than changing treatments every block.

Some of the changes currently being designed will be proposed as permanent, those w/ minimal vehicular travel impact. The design process for these is more intensive.

Question: How is success measured when considering permanent treatments?

A: Known gap in the network, e.g. Packard at Hill.

Changes are on the scale of other permanent changes in other locations.

Do they improve consistency? Vertical elements are challenging because of all the drive cuts.

Transportation Plan calls for retrofitting existing bike facilities w/ vertical elements

Considerations include driveways, snow clearance, ability to perform other city functions e.g. trash pickup

S. Main

Last year just closed outside lanes, to minimize pavement markings. Narrow windows of time w/ negative impacts on travel time, delay, and operations.

4>3 conversion mitigates a lot of the concerns, and is still enough space for dedicated bike lanes.

Looking at vertical treatments.

Open discussion about permanent changes

Both current transportation plan and draft transportation plan call for some kind of road diet on this section.

Question: Signage – any discussion of putting signs on the side streets to improve understanding when people turn onto these streets. Other ways to improve signage?

A: Improvements to the design should send the signal that cars can't drive there, won't fit in the smaller bike lanes.

2 kinds of signage – required due to regulations, and advisory. Don't want to over burden or over rely on signage, because users can miss them. Design has to be there.

Another thing is that this year we'll be able to use pavement markings and paint, which were not used last year.

Feedback: Signs w/ too much information on them, too many words to read from a car. Or no signage at all. What about things like the orange flags that go on a new stop sign, to signal people just need to pay more attention.

Transition points are especially important.

This should be an opportunity to improve pedestrian crossings here as well.

S. Packard

City staff discussed several different design options w/ the consultant.

Modeled on Plymouth reconfiguration

Looking at keeping all 5 car lanes, making them narrower and adding unprotected bike lanes on the sides.

Pedestrian islands take up width and add challenges, wouldn't be room for all the lanes.

Packard/Eisenhower intersection does have extra width, figuring out what can be done to continue bike facility there. If there's extra road width, what can we do to signal to drivers to slow down.

Question: Are there plans to adjust signal timing, pedestrian only or right turn only light cycles, are these being integrated into the road diet plans? Ways to optimize traffic flow for commuters, many don't have a choice except driving from Ypsi to A2.

A: Yes. A lot of these sections don't have a lot of signals.

Peak time is outbound in the afternoon, we do have signal shifts.

Data from last year, amount of delay was less than 90 seconds. Is that 90 seconds of delay in the safety and comfort of a car worth 24 hours of protection for cyclists?

Slowing car speeds is actually a good thing through here.

Feedback: Middle turn lanes should be really justified when that space could be used for buffered/protected bike lanes.

Concern about the advisory bike lanes around pedestrian crossings

Neighborhood slow streets

Looking at sign revisions and signage on feeder streets.