

CIP Recommendations

August 2020

The Transportation Commission Requests that staff incorporate, and Planning Commission approve, the following project modifications and additions for the Capital Improvements Plan (CIP):

- Modify the scope of these existing CIP projects to accelerate the construction of bicycle infrastructure downtown to provide a network of safe, dedicated bicycle infrastructure that interface with arterials like Packard, Main, Huron, etc.:
 - People-Friendly Streets Part 2 (TR-AT-20-06): Focused on downtown (DDA area) and includes active transportation connectivity as a key scope item.
 - Bicycle Network Gap project (TR-AT-20-04): to start addressing gaps identified in the Transportation Plan.
- Modify the scope of Streetlights: Packard (State to Stadium)(TR-OT-20-04) to note that this is viewed as the top priority streetlight project by the Transportation Commission due to midblock crosswalk visibility concerns.
- Implement as soon as fiscally feasible the recommendations from the South State Street Corridor Plan (TR-SC-20-17 through TR-SC-20-19), including the following:
 - Traffic reconfiguration and streetscape improvements around the I-94/Mall area of State St
 - Buffered bike lane, and other bicyclist safety improvements as applicable, north to the University of Michigan central campus area
 - Enhance this major gateway with improved wayfinding/simplification of traffic patterns
 - Aesthetic improvements for this major gateway
- Implement projects from the Healthy Streets Program in a permanent capacity: downtown core closures seasonally/weekly; outside of downtown arterial changes; and neighborhood slow streets

The Transportation Commission also reinstates these prior CIP recommendations that have not yet been implemented:

- [August 2019 Recommendations](#) (final Transportation Commission action: 9/18/19)
 - [October 2017 Recommendations](#) (final Transportation Commission action: 10/18/17)
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