

ReImagine Washtenaw Follow-Up

Prepared September 9, 2019, for the September 18 Transportation Commission meeting, in response to questions raised at the August 21 Transportation Commission meeting.

Q. Are ADA detectable warning pads required to be directional to each crosswalk (rather than continuous curve around the corner)?

Response from Kari Martin (MDOT):

The crosswalk ramps at Glencoe Hills may be designed that way because the intersection with Dalton is somewhat 'offset.' There was some discussion about the cross-section of Dalton needing to be widened and that right-of-way availability was an issue.

Q. Mid-block crosswalk at Yost Blvd.; how to get this on a list?

Response from Kari Martin (MDOT):

The Yost location is difficult with the timing, location and density of the signals, the narrow median and the sheer volume of traffic. I would suggest that the City formally request an analysis of the Yost location. I am hoping that once the Pittsfield signal eastside leg is added that it will assist with the pedestrian mobility in that area.

Q. Graphic of traffic counts on US-23 (was provided to Council in 2015).

Parsons Brinkerhoff Right-of-Way Study US-23 Counts:

Analysis: Intersection Assessment



US-23 & Washtenaw
(Southbound Ramps)



US-23 & Washtenaw
(Northbound Ramps)