

Complete your Street

VISION TO ACTION

PORTAGE STREET CASE STUDY



VISION

Working with community members and business owners to discuss trade offs and street design.



PLAN

Working with KATS, city engineering, and traffic operations staff - We discussed the community's vision and the best way to achieve it.



ACTION

Executing the design, studying the result, and determining the final outcome.



VISION

What is your city's policy or vision on Complete Streets?

Do you have one?

Do you need one?

What do you value?





WHAT ENGINEERS LOVE

A good problem to solve (and saving money on paving maintenance)

A road diet was suggested for 1 mile of Portage Street (Walnut/Stockbridge)

- Traffic volume decrease of 10,000 cars per day (from 24,000 to 14,000)
- Varied right of way, lane widths, and high rate of side swipe crashes
- Average traffic speed of 42mph (30 mph signed speed limit)



CHANGING THE STORY

Portage Street was historically industrial.

Meant to be a gateway to the city - easily connects to Downtown.

Has a great neighborhood center - Washington Square

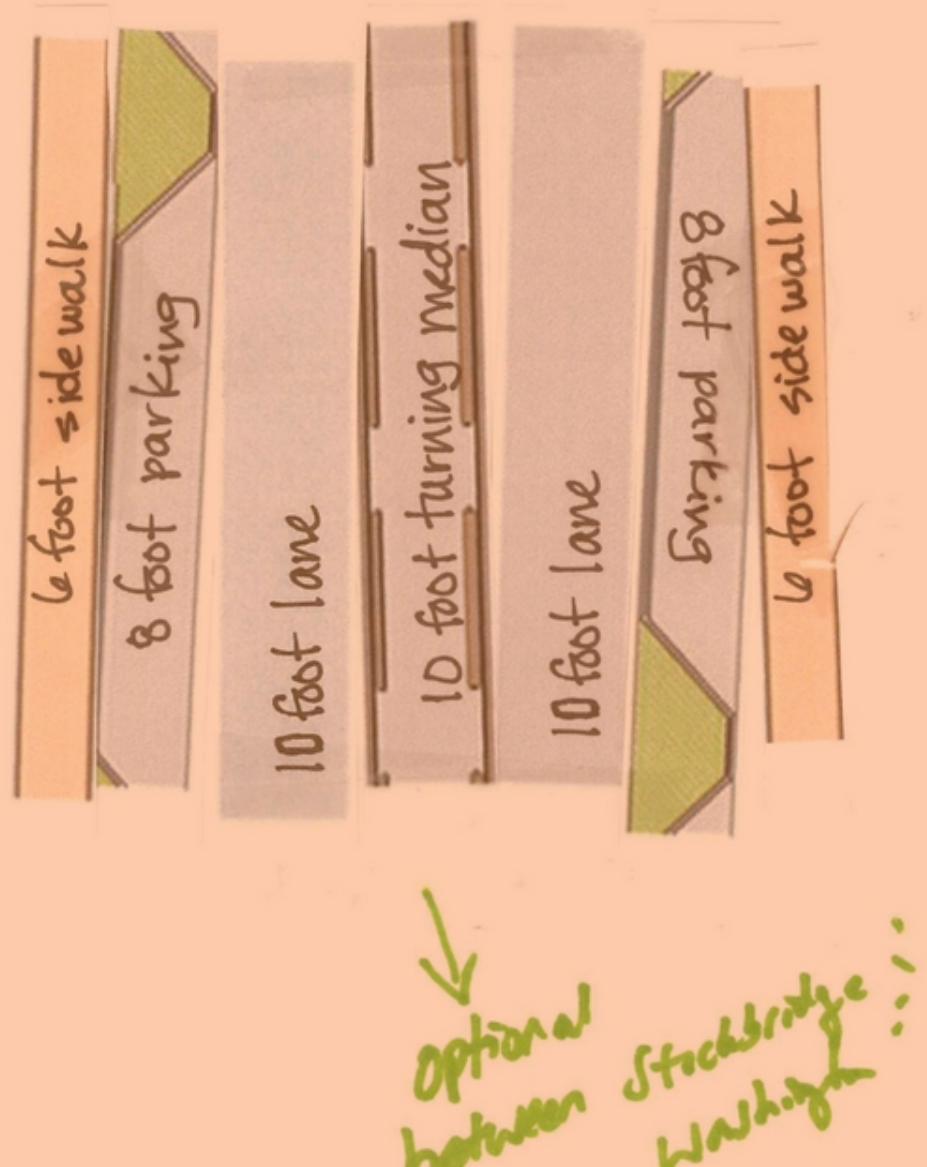
Farmers' Market is 2nd largest in Michigan - just a block away.

PLAN

There were 2 days of workshops held in a storefront on Portage Street.

Presentations were given each evening with results from the first day comments and recommendations.

Meetings were held with KATS, city engineers, and business owners.



DRIVER	SIGNAL UPON APPROACH	DELAY	LEVEL OF SERVICE (LOS) FOR THAT DRIVER
DRIVER #1	Beginning of GREEN phase	0 seconds	A
DRIVER #2	Middle of GREEN phase	0 seconds	A
DRIVER #3	Beginning of RED phase	60 seconds	E
DRIVER #4	Middle of RED phase	30 seconds	C
DRIVER #5	3/4 through RED phase	15 seconds	B
AVERAGE DELAY		21 seconds	C

LEVEL OF SERVICE

You'll hear about it every time you try to do work on a street.

I ask you to form the question: **Level of service for who?**





BIKE LANES OR PARKING?

The community was split 50/50 on bike lanes or parking.

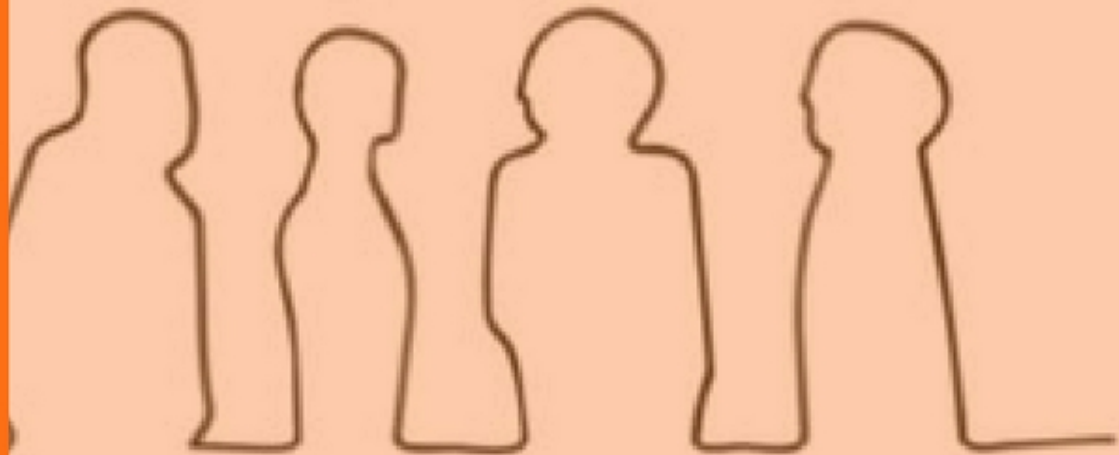
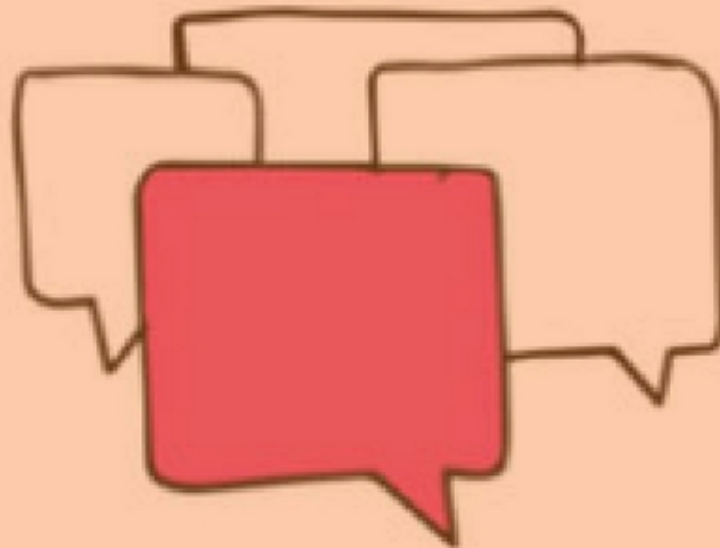
For this reason it was decided that we would do a pilot striping project. In 2018, we would revisit the bike lanes and see what the community would like to do.

ACTIONS

Partnering with engineering, we agreed to let the "LOS" go down a whole letter!

The plan became reality in a one mile mil and fill - restriping project in 2015.

There are other challenges to overcome, but the speed of traffic, bicycling, and one giant step toward reclaiming the street has been won.





WHAT CITY OFFICIALS LOVE

Bringing a project to the finish line with a beautiful document of what the world ought to look like. Place Plans was the house for the vision and documentation.

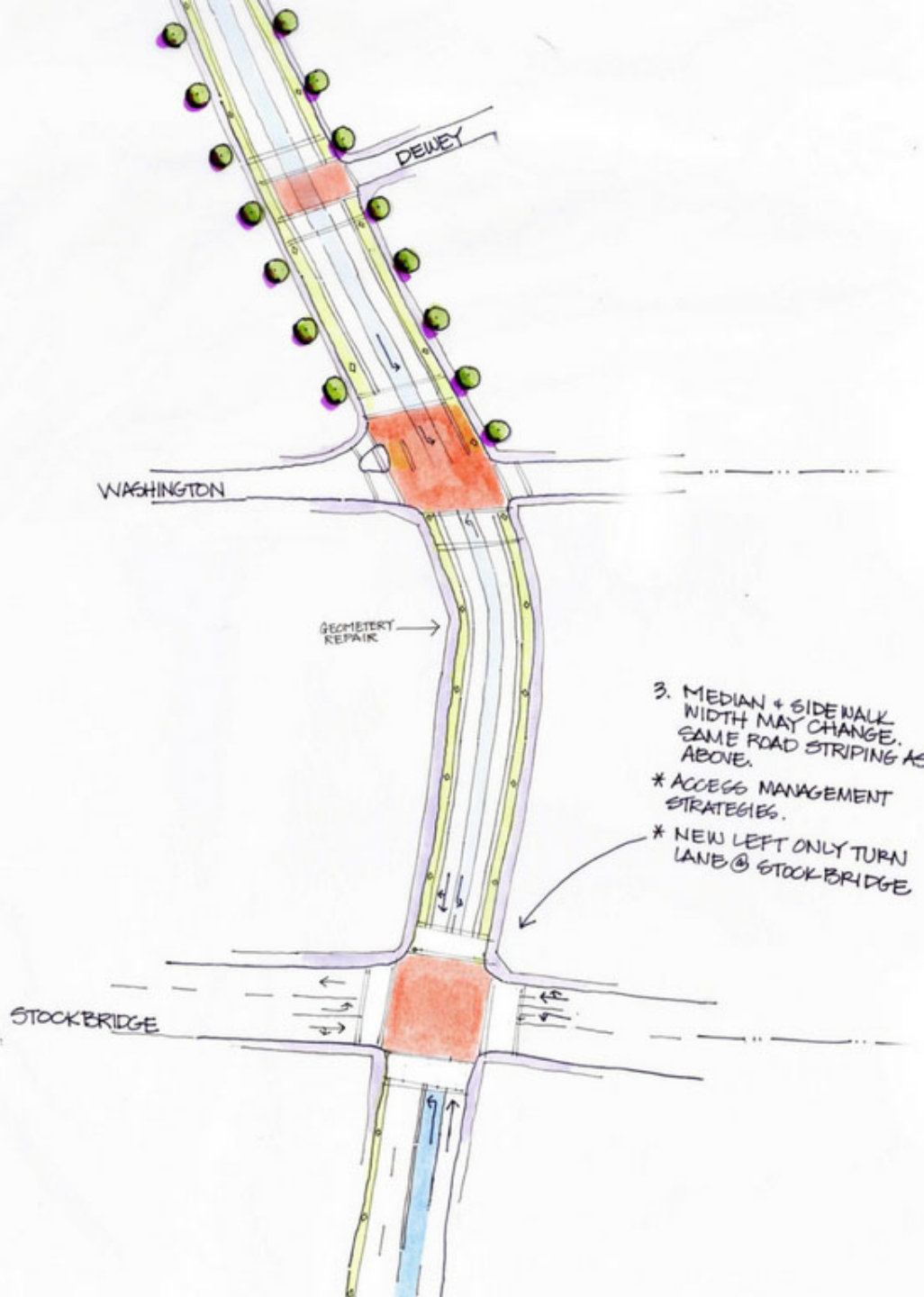
* What the City Planner Loves... IMPLEMENTATION!



public realm

The redesign of this section added 9 1/2 feet to existing sidewalk of 6 feet.

The pavement lines will become a new curb.



FOUR

The number of modes accommodated in a complete street design: peds, bikes, cars and transit.

30

Design of the street now better represents the speed of the street
* Ave. 42 MPH

47%

Average crash reduction with 3 lane section providing a left turn lane.



WHAT THE COMMUNITY LOVES

Seeing their ideas translated into a project. Planning fatigue was rampant in this over planned area and this project really changed the landscape quickly. This lower cost striping project will become solidified in 2019.

Next year we will go back to the community and discuss: wider sidewalks, landscaping, furniture zones, and some on street parking options.



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CELEBRATE YOUR WINS

THANK YOU

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