City of South Haven
Business Loop Road Diet

What is a Road Diet?

- A roadway reconfiguration known as a Road Diet offers several high-value improvements at a low cost when applied to traditional four-lane undivided highways.

- In addition to low cost, the primary benefits of a Road Diet include enhanced safety, mobility and access for all road users and a "complete streets" environment to accommodate a variety of transportation modes.

- An ever-increasing number of transportation agencies are implementing Road Diets. MDOT is undertaking road diets on several state trunk lines throughout West Michigan with more planned in the future.

Road Diet Safety Benefits

- Road Diet implementation can translate to more lives saved. An FHWA study found that converting a road from four to two though lanes with a center turn lane can reduce overall crashes by 19 to 47 percent.

- Road Diets can be of particular benefit to non-motorized road users. They reallocate space from travel lanes– space that is often converted to bike lanes or in some cases sidewalks, where these facilities were lacking previously. These new facilities have a tremendous impact on the mobility and safety of bicyclists and pedestrians as they fill in a gap in the existing network.

- Road Diets improve safety by reducing the speed differential. On a four-lane undivided road, vehicle speeds can vary between travel lanes, and drivers frequently slow or change lanes due to slower or stopped vehicles (e.g., vehicles stopped in the left lane waiting to turn left).

Road Diet Economic and Public Safety Benefits

- Road Diets have serviced many communities nationwide and research shows they can positively impact business sales and property values.
- A Road Diet can improve economic vitality by changing the corridor from a place that people "drive-through" to one that they "drive-to."
- Road Diets are a powerful traffic calming tool for urbanized areas that can help communities improve safety, nurture lively neighborhoods, and increase local business sales. For more examples, FHWA Office of Safety developed a series of 24 case studies about Road Diets throughout the United States, illustrating that Road Diets can positively impact communities.
- Recent studies have shown that roadway modifications, which increase pedestrian volumes, can result in a decline in a neighborhood's crime rate.

Michigan Road Diets

Several cities in Michigan have already undertaken or about to undertake road diets on comparable corridors with similar to higher annual average daily traffic counts (AADT) as the Broadway corridor (6,810 - 8,558 AADT depending on the section). Examples of areas where road diets have been implemented successfully include:

- Benton Harbor Main Street (9,727 AADT)
- East Lansing M-43 (13,581 AADT)
- Frankenmuth Main Street (9,335 AADT)

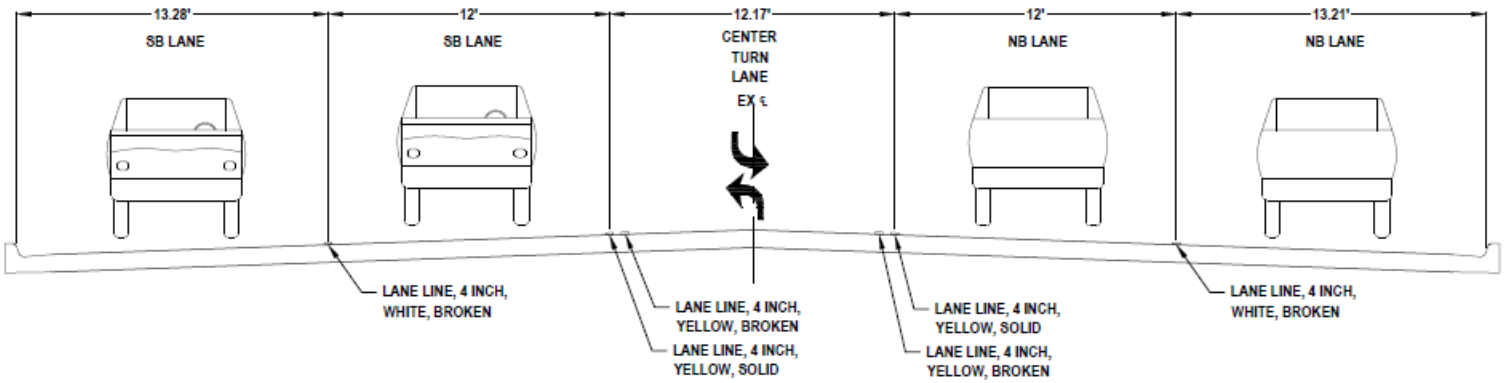
Background

- In 2012, Progressive AE was hired to complete a review of pedestrian crossings and draft conceptual improvement alternatives for BL-196 through South Haven, Michigan.

- The study area was the I-196 Business Loop within the City Limits from Aylworth Avenue on the south end to Blue Star Highway on the north/east end. The roads in the study area include portions of La Grange Street, Phillips Street, Broadway Street, and Phoenix Street.

Project Area

Existing Layout



EXISTNG ROADWAY LAYOUT

NOT TO SCALE

Background

- Progressive AE gathered on-site roadway and intersection parameters (lane widths, speeds, pedestrian controls, etc.) and traffic signal operation data from MDOT.

- Peak-hour turning movement traffic counts were completed at major intersections in the study area. Due to the seasonal peak characteristics of South Haven, the counts were completed during a July when the highest traffic volumes are generally experienced.

Study Results

- There appears on the surface to be a fair amount of latent capacity within the city portions of the corridor (except at Phoenix/Broadway) even during summer peak periods; and

- The mid-July weekend peak hour is likely the very highest level of traffic the corridor will experience all year, indicating that designing strictly to that level could mean that a street is over-designed 95%+ of the time over a year.

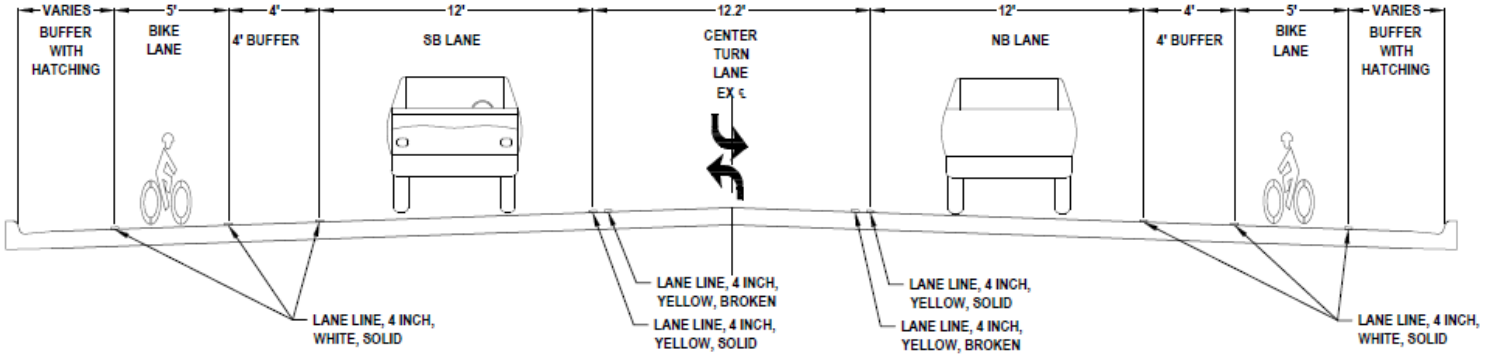
- The study then proceeded to calculate the projected 2035 peak-hour volumes and calculate the Level of Service at signalized and un-signalized intersections. Even projecting almost 20 years into the future, waits are expected to only increase by 10 – 15 seconds if a road diet were implemented

Moving Forward

- The City of South Haven is at the point of trying a road diet for a two year period to see how it functions
- At this point, the road will not be rebuilt but restriped to see how the planned road diet will work.
- This will allow for the road to returned to the current configuration should the road diet not function as intended.
- In 2016, the City of South Haven engaged Abonmarche to develop a road diet design that followed the Progressive A/E study and conduct additional public outreach

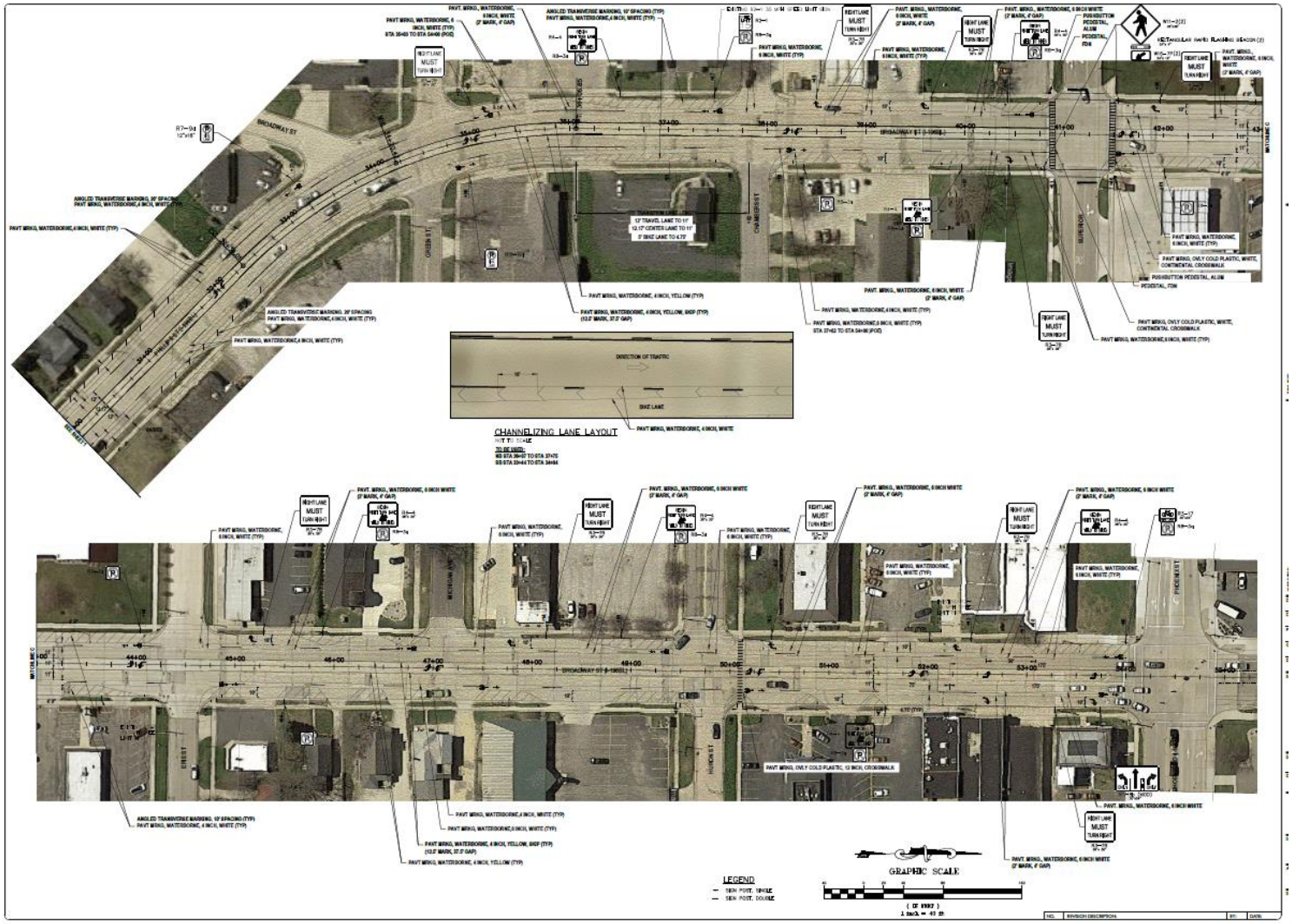
Moving Forward - Design

- Based on the study, the following road layout was developed for the restriping of the business loop.

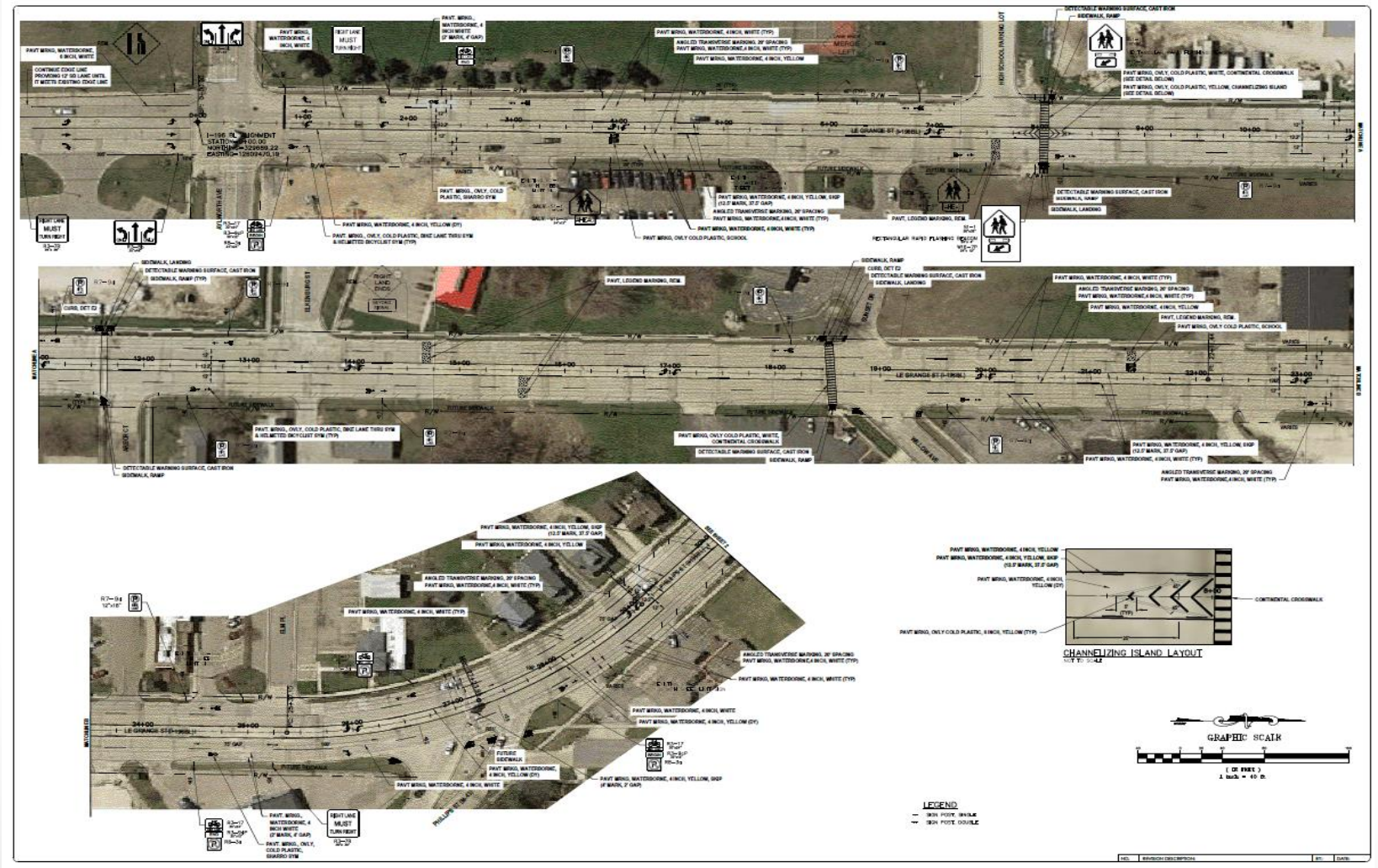


ROADWAY DIET
STA 0+00 (POB) TO STA 34+15
NOT TO SCALE

Moving Forward - Design



Moving Forward - Design



Moving Forward

- Abonmarche staff met with property owners, business owners in the project area as well as South Haven Public Schools in the fall of 2016 to review the plans and solicit input.

- Overall, people were supportive of the idea given the safety implications and resulting development of a complete street.

- The few people against the idea generally understood that this would be a test phase that could be undone if the anticipated result was not realized

Moving Forward

- As stated earlier, the planned road diet is not going to be a rebuild of the road but a restriping to see how the roadway performs with less lanes but as a complete street. The planned timing of the project is a follows:

- If all of the necessary approvals and permits are granted, the intent is to implement the road diet in the Spring of 2019.

QUESTIONS