



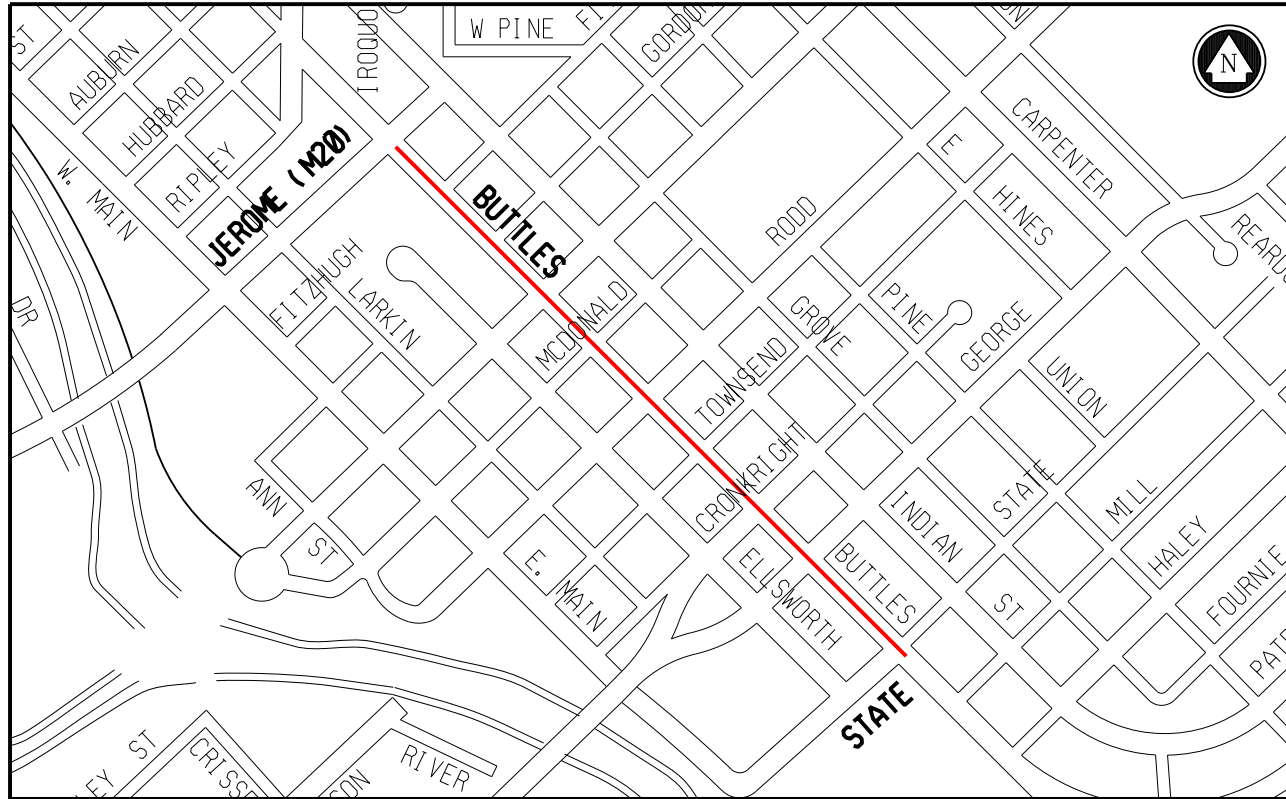
Buttles Street Road Diet Project Objectives

October 8, 2018

Background

- 2015 MDOT Corridor Study commences
- 2017 MDOT Corridor Study concludes
- March 2017 Presentation to City Council
- August 2017 3 Day Trial Completed
- November 2017 1 Week Trial Completed
- December 2017 Results to City Council
Road Diet Resolution Adopted
- Spring 2018 MDOT 1 Year Trial commences
Extended due to M-20 Bridge

US-10 Business Route Buttles Street Road Diet



BUTTLES STREET ROAD DIET
JEROME TO STATE

US-10 Business Route

Buttles Street Road Diet

MDOT Stated Objectives/Directives

Developed based on Stakeholder input

1. Accommodate the design year (2040) traffic volumes
2. Alleviate current and anticipated traffic congestion at intersections and along road segments
3. Enhance safety and reduce crashes for all modes of transportation
4. Increase connectivity to Downtown Midland & Discovery Square
5. Improve non-motorized mobility and eliminate barriers for bicyclist/pedestrians with minimal impacts to traffic flow
6. Context Sensitive Design
7. Support economic development within the corridor

US-10 Business Route Buttles Street Road Diet Alternative 1 - Objectives/Directives

Alternative 1 – Road Diet

- Provide acceptable levels of traffic operations
- Traffic calming
- Low cost
- Promote future development in the corridor
- Increase the connection between the downtown area and surrounding neighborhoods
- Improve pedestrian experience by reducing the number of lanes required to cross Buttles
- Provide a non-motorized zone, with various options

US-10 Business Route Buttles Street Road Diet December 2017

- If City Council elects to pursue the preferred alternative, or road diet, MDOT has proposed to set up a long-term trial period.
- Long-term trial period, or pilot project includes delineation reducing the number of lanes to 2 between Jerome (M-20) and State Street
- Implementation of the road diet with monitoring of delay, backups and congestion
- Trial period to last approximately three years. Duration of the trial period is due to anticipated traffic pattern changes during the M-20 bridge reconstruction.

US-10 Business Route Buttles Street Road Diet December 2017

- Resolution put before you supported the concept of converting the three-lane section of US-10BR, Buttles Street, to a two-lane section, with the additional lane area being used for future improvements to the non-motorized network.
- Resolution approved December 18, 2017

US-10 Business Route Buttles Street Road Diet

- August-September 2018 – Council discussions
- September 17, 2018
Resolution adopted directing staff to bring back a report on the purposed and objectives of the road diet

US-10 Business Route Buttles Street Road Diet

- Traffic Objectives
 - Appropriately resize the road from 3 lanes to 2
 - Positively impact traffic speeds
 - Do not negatively impact vehicular safety
- Planning Objectives
 - Improve pedestrian experience
 - Better connect neighborhoods to downtown
 - Improve walkability of the downtown
 - Balance needs of all users of the road corridor
 - Provide for and encourage a mix of land uses

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- Draft resolution would adopt these objectives and thereby clarify the purpose of the road diet

US-10 Business Route Buttles Street Road Diet

- REMINDER:

MDOT will be reporting back on the conditions of the corridor during the road diet trial in late October or early November