

DRAFT REPORT  
PHASE TWO  
TRAFFIC AND  
PARKING  
FACILITY PLAN

FOR DEVELOPMENT  
ZONE NO. 1

YPSILANTI, MICHIGAN

Janury, 1976

RALPH L. WOOLPERT COMPANY

CONSULTING ENGINEERS, PLANNERS AND PHOTOGRAMMETRISTS

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January 26, 1975

The Ypsilanti Building Authority  
304 North Huron Street  
Ypsilanti, Michigan

Gentlemen:

Attached please find the draft Phase Two Report for the Traffic and Parking Facility Plan for Development Zone Number 1 which encompasses Ypsilanti's Central Business District. We have submitted this draft in twenty-five (25) copies for review and comment by the Building Authority, City Staff, and other interested organizations. This Phase Two Report outlines the Traffic and Parking Facility Improvement Program. The previously submitted Phase One Report explains the methodology utilized in our data collection endeavors and analyzes the base data to develop a definitive evaluation of the existing and future supply and demand for traffic and parking facilities in Ypsilanti's Central Business District.

The results of the Phase One analysis have provided the basis for the recommendations presented in this Phase Two Report. Chapter One of this report provides an introduction and summary of the needs for traffic and parking facilities in the Central Business District. Chapter Two indicates the roadway needs and a program for roadway improvements. Chapter Three details the parking needs and provides a program for parking facility improvement. Chapter Four completes the report with an outline of the improvement projects in each phase and a preliminary cost estimate for each improvement phase.

We appreciate this opportunity to serve you in this endeavor and look forward to receipt of your review comments on this Phase Two Report. Upon our receipt of those comments, we will finalize this document and present it to you in twenty (20) copies as per our agreement.

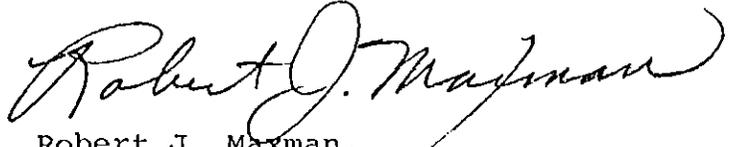
Our agreement provides for the possibility of a Phase Three analysis of Traffic and Parking Facilities in Development Zone Number 1. The Phase Three analysis would provide a detailed financial analysis of the required capital facilities for bonding purposes. Since the major capital expenditures in the Traffic and Parking Facility improvement program will not be required for approximately five years, we recommend not proceeding to Phase Three at this time.

The Ypsilanti Building Authority  
Page Two  
January 26, 1976

We strongly recommend proceeding with the improvements recommended herein and also urge the Building Authority to proceed with development of Traffic and Parking Facility Improvement programs for each Development Zone within the City. Subsequent Improvement Programs will not be as complex as the program for Development Zone Number 1 which represents Ypsilanti's most densely developed area. Undertaking these improvement programs on a development zone basis and addressing each zone based upon its priority will provide for a logical series of roadway and parking improvements within the City of Ypsilanti.

Very truly yours,

RALPH L. WOOLPERT COMPANY

A handwritten signature in cursive script that reads "Robert J. Maxman". The signature is written in dark ink and is positioned above the typed name and title.

Robert J. Maxman,  
Director of Transportation Planning  
and Traffic Engineering

RJM:bq

Enclosures

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PHASE TWO  
Traffic and Parking Facility Plan  
for Development Zone No. 1  
Ypsilanti, Michigan

CHAPTER I - Introduction

This Phase Two report presents the recommendations for improvement to the traffic and parking system for downtown Ypsilanti, as defined by Development Zone No. 1 (See Figure 1). The recommendations presented in this report are based upon the findings of Phase One of this planning endeavor, which addressed the supply and demand analysis for both parking and traffic, in Ypsilanti's Central Business District. The Phase One portion of this study also defined the existing and future deficiencies for both traffic and parking facilities. The specific deficiencies and needs in the traffic and parking areas will be addressed in subsequent sections of this report; in general, however, the traffic and parking needs upon which the recommendations will be based are as follows:

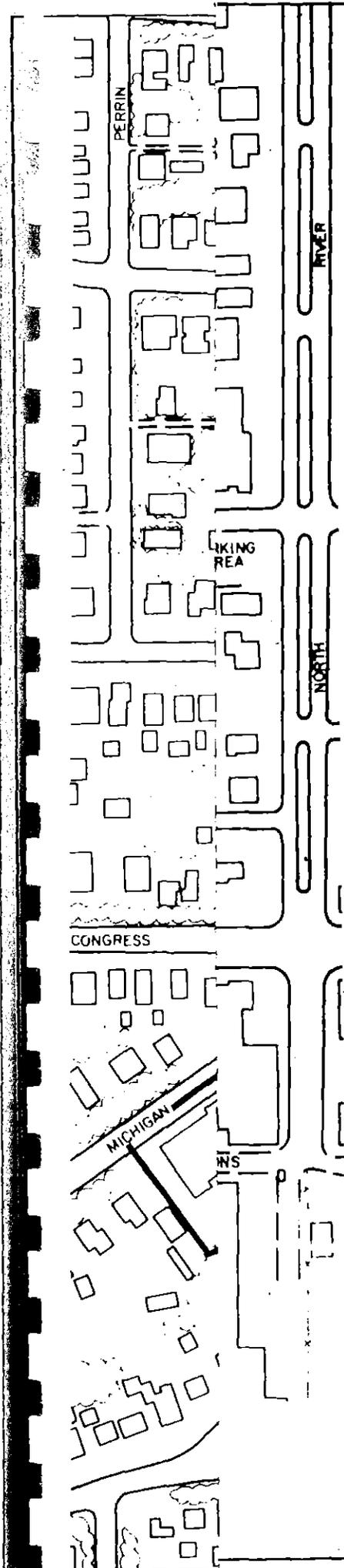
1. Traffic safety at intersections in the downtown area should be improved.
2. Traffic capacity at heavily used intersections should be improved.
3. Convenient traffic access to downtown establishments should be developed.
4. A functional separation of street uses should be instituted.
5. The design of downtown roadways should communicate their desired function to the user.
6. Too many separate parking restrictions exist in the downtown area.
7. Long term parkers are using the short term spaces which should be utilized by retail/business patrons.
8. Future development in the downtown area may eliminate some existing parking spaces from the supply. These must be replaced in the location and type required in order to support existing and planned downtown development.
9. Enforcement of parking restrictions must be improved to increase the availability of short term parking spaces.

The recommendations for parking and traffic improvement, as presented in this report, represent a coordinated program of upgrading accessibility for downtown Ypsilanti. The recommendations, when implemented, will provide the infrastructure for increased utilization of the downtown area. This coordinated program is the result of the realization that traffic and parking are intimately coordinated and that facilities for one function reinforce and serve facilities of the other function. Parking spaces which are not easily accessed are less usable and less effective than those which have easy and convenient access. A roadway system which is not functionally efficient and which does not serve through traffic as well as access to local business, also does not reinforce the type and intensity of development commensurate with a viable downtown area.

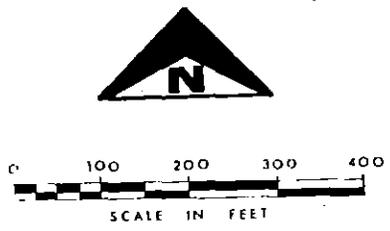
**FIGURE 1**  
**CITY OF YPSILANTI, MICH.**

**STUDY AREA**

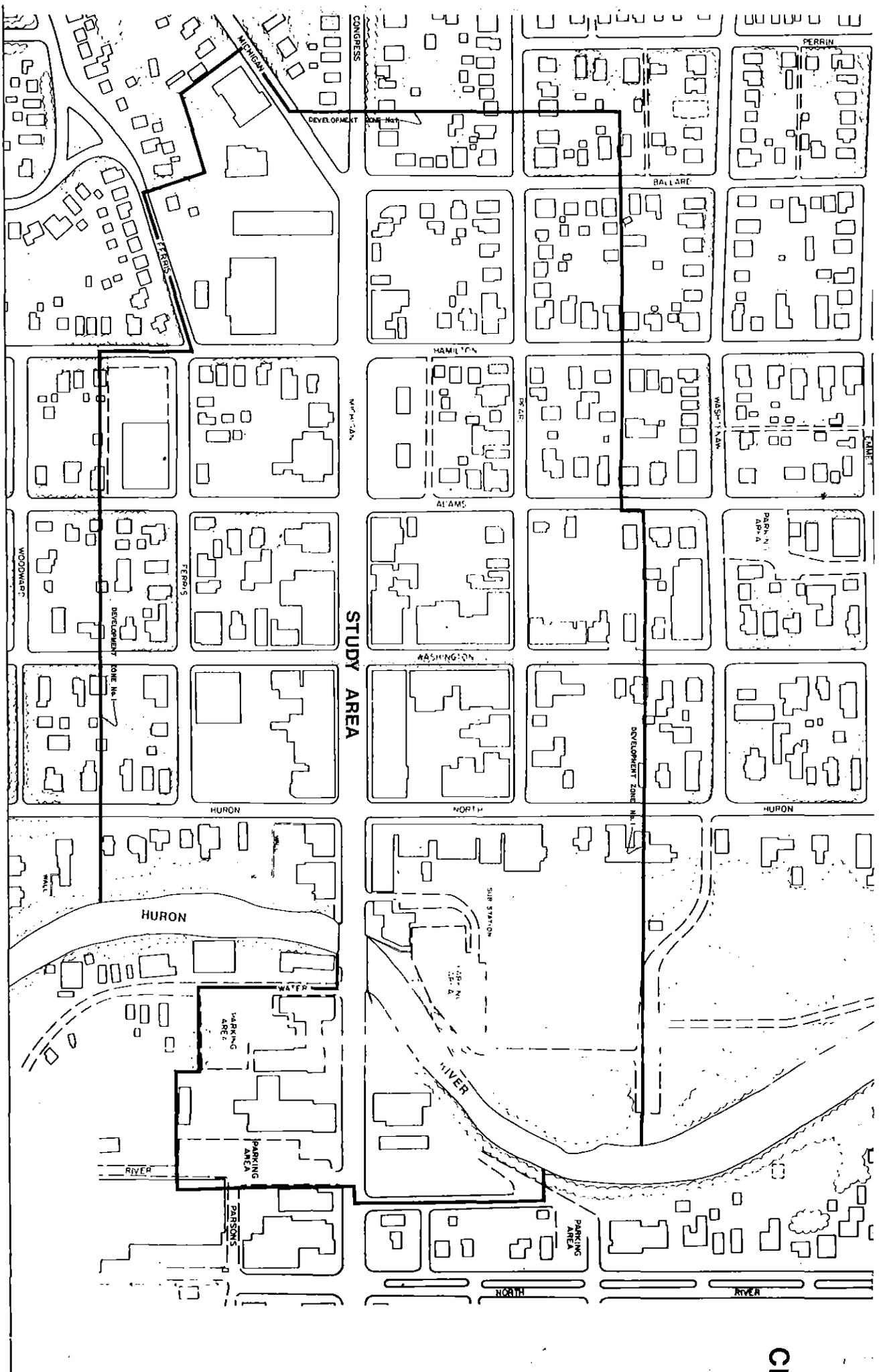
**DEVELOPMENT ZONE No.1**



BASE MAP SOURCE: CITY OF YPSILANTI PLANNING DEPARTMENT.  
SOURCE: CITY OF YPSILANTI PLANNING DEPARTMENT.



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The roadway system in any downtown area, must be "functionally efficient", that is, each unique roadway section must be called upon to perform a limited number of functions well, rather than all functions in an inefficient manner. Each roadway could be called upon to serve:

1. Through traffic
2. Local traffic
3. Parking (on-street spaces)
4. Pedestrians (in the form of crosswalks and sidewalks)
5. Buses (Bus stops and bus movement)
6. Trucks
7. Goods delivery

While each of these functions may be required to some degree, the functionally efficient roadway system separates the incompatible functions and provides separate facilities where individual functions can not be provided in a coordinated and efficient manner. An efficient parking system must provide for the number, type and location of spaces commensurate with the development being served. Short-term parking spaces must be located in close proximity to the organizations and establishments being served. Long-term parking spaces can be farther from the establishments being served, but must be less expensive than short-term spaces and must be easily accessible by the commuter, as well as the pedestrian. Based upon these generalized tenets, the recommendation for Ypsilanti's parking and traffic system in the downtown area have been developed.

## CHAPTER II - Roadway Needs

### DEFICIENCIES

As described in the Phase One report, the main need of the downtown roadway system is the separation of various roadway functions. At the present time, the through movement system consists of Michigan Avenue in an east/west direction and Huron Street/Hamilton Street, in a north/south direction. The Michigan Avenue intersections operate at an acceptable level of service at the present time, with some congestion occurring during the peak travel hours at the heavier used intersections (Michigan Avenue/Hamilton Street, and Michigan Avenue/Huron). The accident experience at Michigan Avenue/Hamilton, and Michigan Avenue/Huron also represents an area of concern. Other roadway needs are safety considerations due to the high number of accidents at the Pearl Street/Ballard Street intersection. The Michigan Avenue/Adams Street and Michigan Avenue/Washington Street intersections also are high accident locations and need to be addressed from the safety point of view. These deficiencies are specifically addressed in the Phase One report and are analyzed in detail with capacity calculations and accident analyses. Not indicated in the numerical analysis of the roadway needs in downtown Ypsilanti is the inconvenience caused by the one-way street system. Prior to the construction of improved Hamilton/Huron, the one-way street system was instituted to better move traffic through downtown Ypsilanti. With the existing situation of high capacity facilities such as Michigan Avenue, Hamilton and Huron, the necessity for moving traffic through downtown Ypsilanti on Pearl Street, Ferris Street, Adams Street and Washington Street, is minimized. The basic needs for roadway improvements in downtown Ypsilanti, then, take the form of functionally categorizing the existing roadways in order to allow them to perform in a more efficient manner.

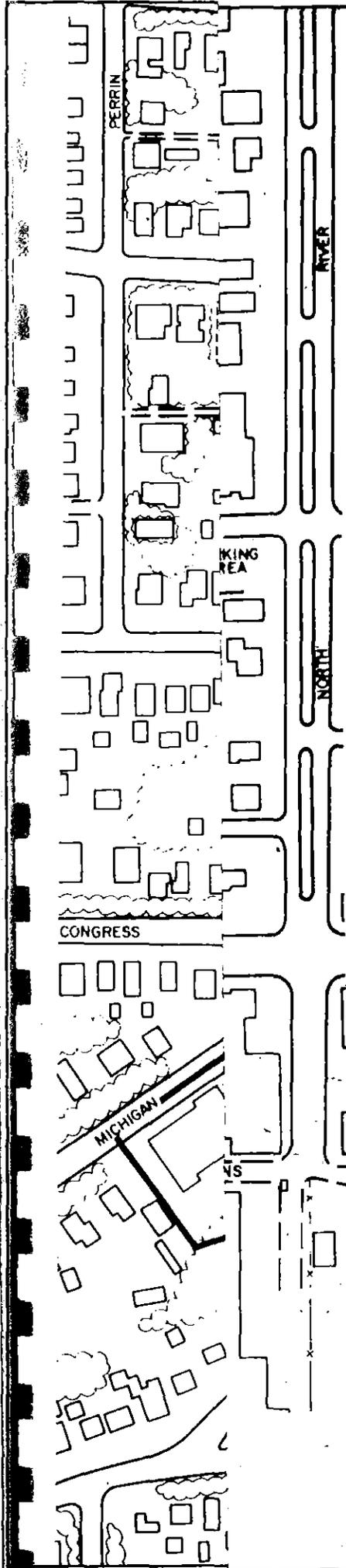
### SOLUTIONS

The plan for roadway improvements in downtown Ypsilanti is developed in a stage-wise fashion with each individual improvement fitting into an overall program. Each phase in the improvement process aids in the overall goal of improving traffic service in the downtown area. Figure 2 indicates the proposed functional classification for roadways in the downtown area. This figure indicates that Michigan Avenue, Hamilton and Huron should continue to function and be reinforced as through movement roadways. All efforts to efficiently move traffic on these facilities should be undertaken. This reinforcement of the through movement character of Michigan, Huron and Hamilton, enables the consideration of Ferris Street, Pearl Street, Washington, Adams and Ballard, as local access streets which are not required nor desirable for through traffic movement. The function of these roadways should be local access, parking, goods delivery where required, and pedestrian movement. The Michigan Avenue situation is unique in that the roadway should serve through traffic in an efficient manner and also should provide service to adjacent business in the form of vehicular access and parking as well as pedestrian amenities.

**FIGURE 2**  
**CITY OF YPSILANTI, MICH.**  
**FUNCTIONAL CLASSIFICATION**  
**OF**  
**DOWNTOWN STREETS**

**LEGEND**

- THROUGH MOVEMENT STREETS
- ■ ■ ■ ■ ■ LOCAL ACCESS STREETS



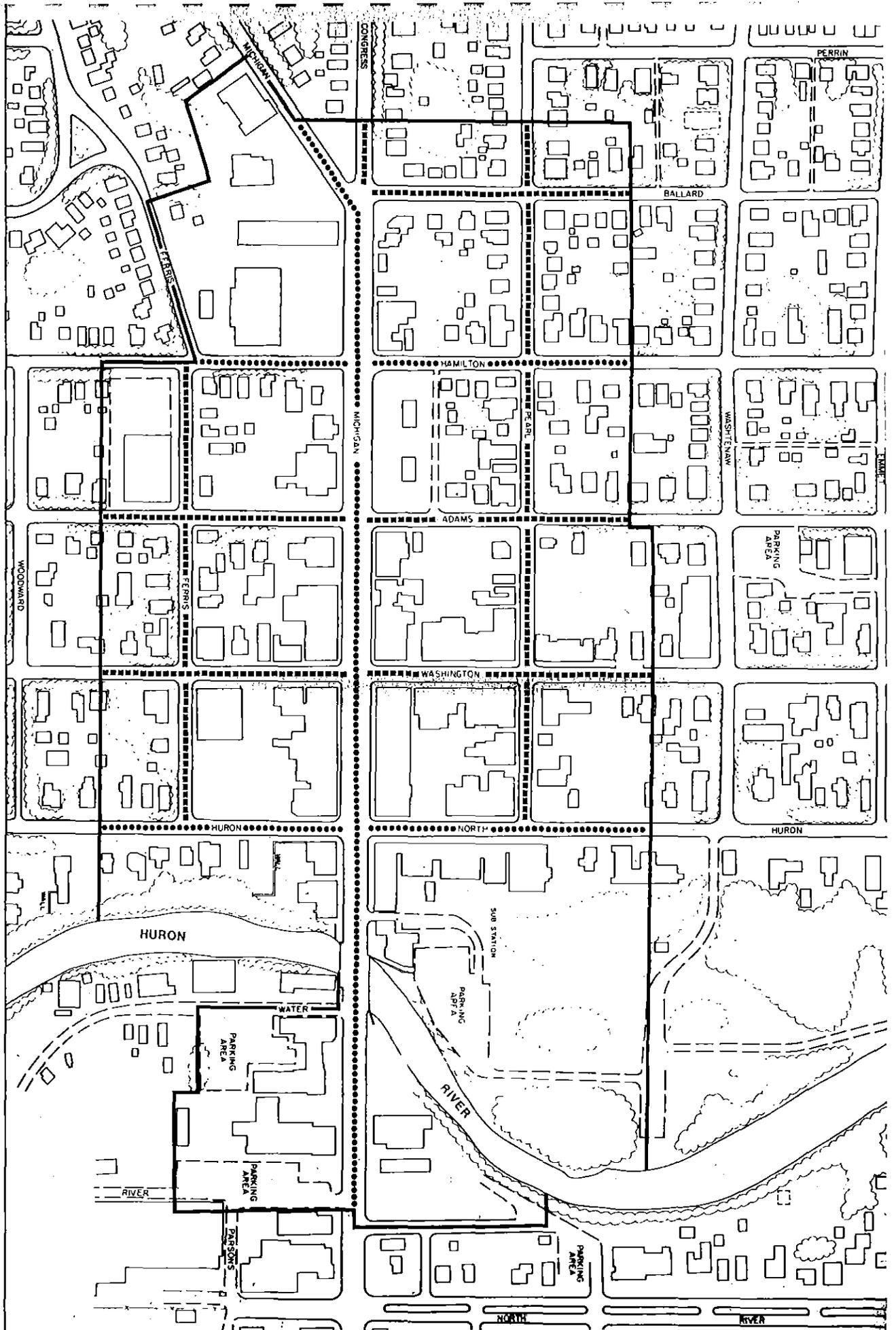
BASE MAP SOURCE: CITY OF YPSILANTI PLANNING DEPARTMENT.

SOURCE: RALPH L. WOOLPERT COMPANY



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## Phase One Roadway Improvements

Based upon the functional classification as presented in Figure 2, the traffic operations plan for downtown roadways has been developed. Figure 3 indicates that Pearl Street, Ferris, Washington, Adams and Woodward, should be changed to two-way operation. This conversion to two-way streets, will require some modifications in the on-street parking. These changes will be addressed in Chapter III of this report. The required parking changes on these roadways are not significant and will not be detrimental to the over all parking situation in downtown Ypsilanti when instituted in coordination with the other parking recommendations as presented in Chapter III. Two-way operations on these roadways will allow for much easier access to and circulation within the downtown area. Figure 4 shows the proposed operation of each intersection within Development Zone No. 1 affected by these operational changes. For the sections of Adams Street and Washington Street outside of Development Zone No. 1, and the intersections affected along these roadways, similar operational modifications should be instituted. Adams and Washington should be converted two two-way operation for their entire length.

No major construction is required due to these operational changes. While a comprehensive public information program must be undertaken when the operational modifications take place, it is felt that the improved accessibility to downtown establishments and ease of circulation within the downtown will dramatically improve the traffic situation in Ypsilanti's Central Business District.

As part of the initial phase of roadway improvements, it is recommended that the bus stop which now exists on the south side of Michigan Avenue, between Hamilton and Adams, be permanently established at this location and that bus shelters and other pedestrian amenities be seriously considered for the convenience of the bus riders.

The Michigan Department of Highways should be requested to survey both the signal timing and the signal visibility at the Michigan/Hamilton and Michigan/Huron intersections. The capacity and safety of these intersections can most probably be improved by a combination of signal timing modifications, signing and pavement marking improvements. The positive effects will be minor but helpful in the operation of these heavily used intersections. The stop sign at Ballard and Pearl should be made more visible through the use of larger signs in easily seen locations-this should help reduce accidents at this location.

## Phase Two Roadway Improvements

Phase Two of the roadway improvements program should include installation of a traffic signal at Ferris and Huron, in order to provide for improved accessibility to and from Ferris Street which will now function as a local access roadway to serve the southern portion of the downtown area. At this traffic signal, pedestrian crosswalks and signal indications should be provided. This will serve the Ferris Street parking lot and tie this parking to the proposed City Hall at the corner of Huron and Michigan, and will also provide for a pedestrian link between the residential

# FIGURE 3

## CITY OF YPSILANTI, MICH.

### PROPOSED TRAFFIC OPERATION OF DOWNTOWN STREETS

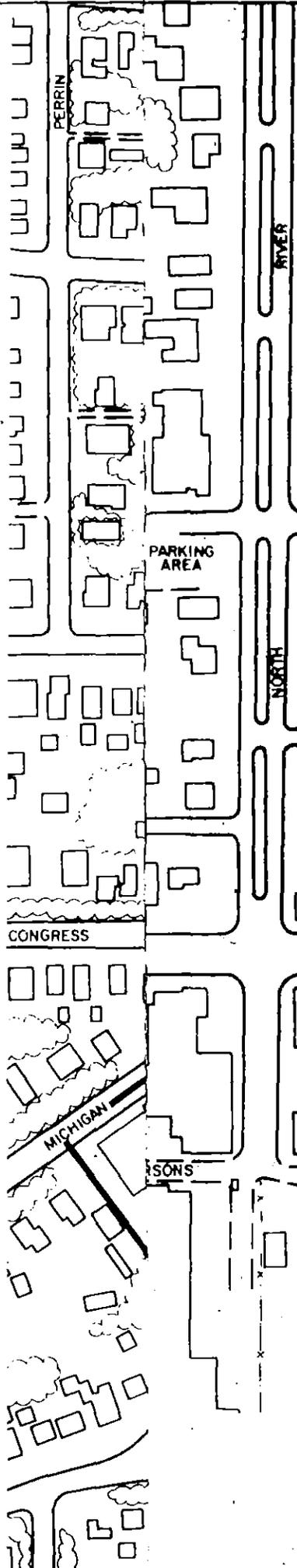
#### LEGEND

⊙ TRAFFIC SIGNAL

⊥ STOP SIGN

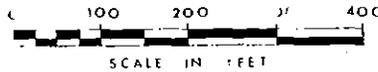
← ONE WAY TRAFFIC

↔ TWO WAY TRAFFIC



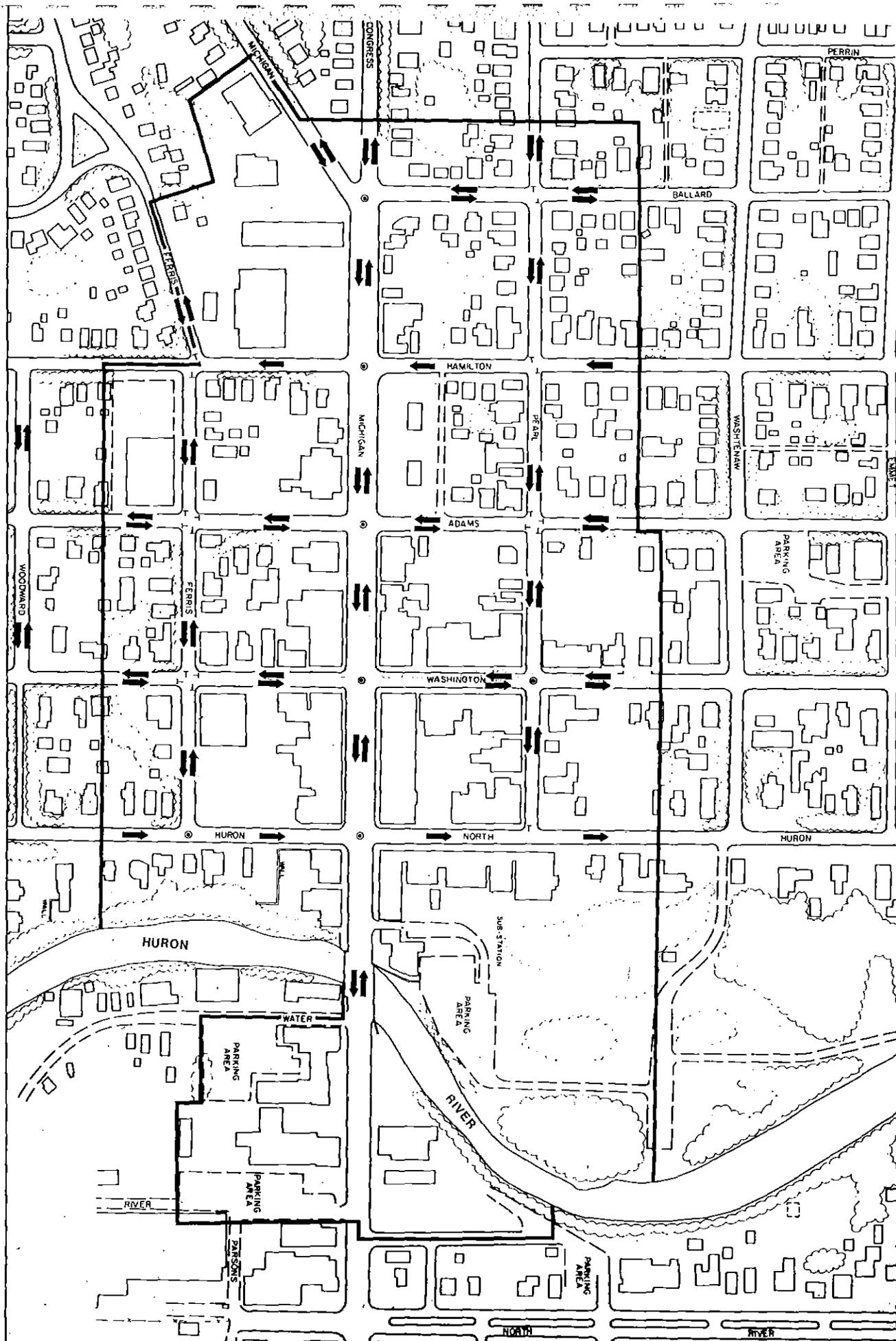
BASE MAP SOURCE: CITY OF YPSILANTI PLANNING DEPARTMENT.

SOURCE: RALPH L. WOOLPERT COMPANY



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**FIGURE 4**  
**CITY OF YPSILANTI, MICH.**  
**INTERSECTION OPERATION**

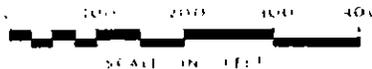
**LEGEND**

⊥ STOP SIGN

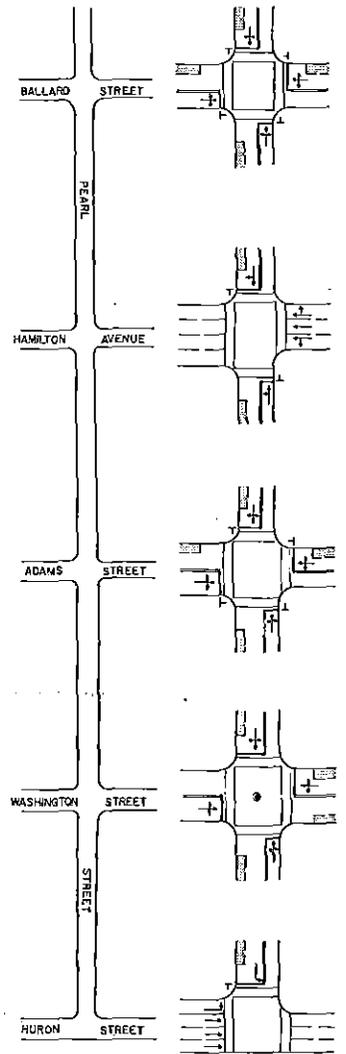
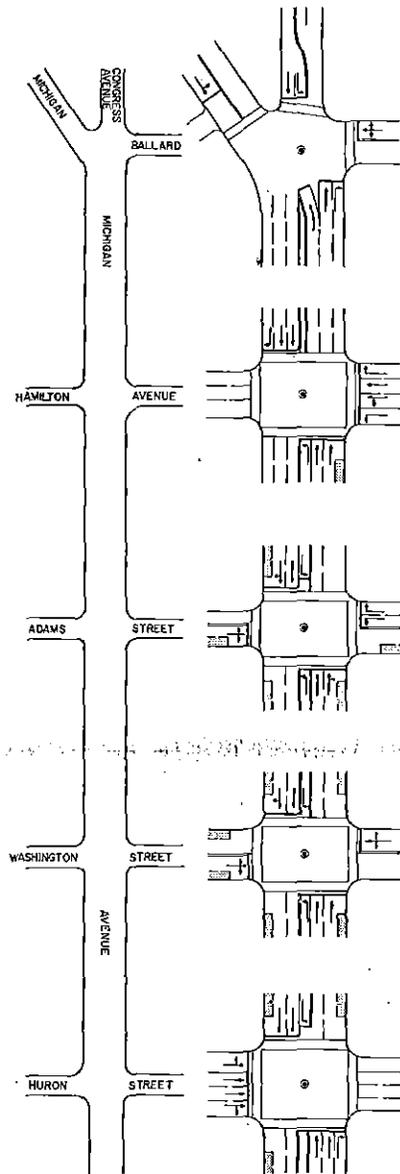
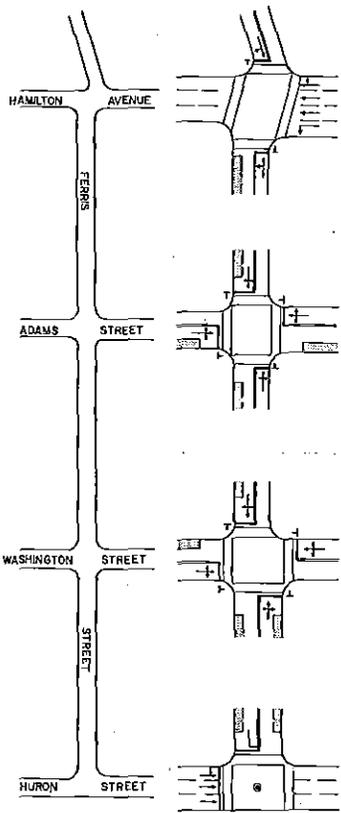
⊙ TRAFFIC SIGNAL

▨ PARKING

BASE MAP SOURCE CITY OF YPSILANTI PLANNING DEPARTMENT.  
SOURCE RALPH L. WOOLPERT COMPANY.



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and office facilities on the east side of Huron and the parking and development to the west of Huron. While this proposed crosswalk will be one and one-half blocks from the senior citizen's center, it is felt that the main use of such a cross walk will be to link the senior citizen's facility with the downtown area, and therefore, will not represent a great inconvenience at this location.

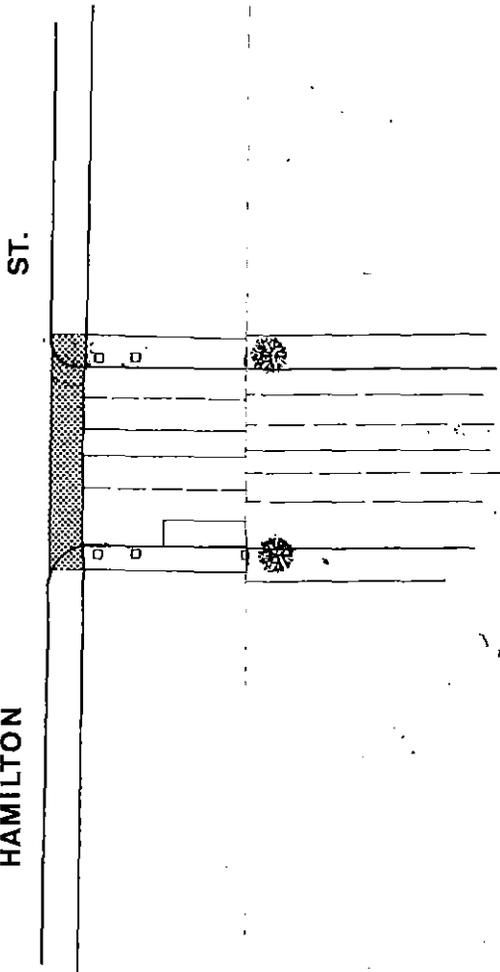
As a part of the second phase of roadway improvements, it is recommended that the pedestrian connections in both the east-west and north-south direction be formalized and improved. The existing pedestrian connection between Huron and Washington Street, north of Michigan Avenue, should be extended across Washington Street to Adams Street with the possibility of extending along the alley to Hamilton Street if required in the future. The improvement of Washington Street between Pearl and Michigan represents a dramatic initial step in providing improved north-south pedestrian facilities. It is recommended that serious consideration be given to providing improved pedestrian facilities along Washington Street from Michigan to Ferris, which will aid in linking the Ferris Street parking lot with downtown business establishments.

#### Phase Three Roadway Improvements

The final stage in the roadway improvement program should encompass improvement of Michigan Avenue from a visual and aesthetic point of view. Figure 5 indicates a conceptual sketch of what such an improvement could entail. It should be noted that the through traffic function of Michigan Avenue is not hampered by this improvement. The main operational change is the elimination of the left turn lane between Washington Street and Adams Street. In keeping with the through traffic movement of Hamilton and Huron Street, left turn lanes are provided at these locations. With the elimination of the left turn lane, between Adams and Washington, additional sidewalk width and pedestrian amenities can be provided without seriously reducing the number of parking spaces provided and without reducing the traffic moving capabilities of Michigan Avenue. This improvement will reinforce the Washington Street promenade and aid in the endeavor to give downtown Ypsilanti the image as a "place".

Tied with this over all improvement program, it is strongly recommended that an identity program be undertaken for downtown Ypsilanti utilizing techniques commonly associated with shopping centers in order to give downtown the image as a viable, lively and dramatic place to be. A name such as "Ypsi-Center" for the downtown area tied with a strong graphics program with appropriate signs and logo can aid in reinforcing the development in the downtown area. The proposed roadway improvements are designed to serve just such a downtown--one that is dramatic and identifiable as a place to be; one that serves well those people who visit and shop.

FIGURE 5  
CITY OF YPSILANTI, MICH.  
MICHIGAN AVENUE IMPROVEMENT  
SCHEMATIC SKETCH



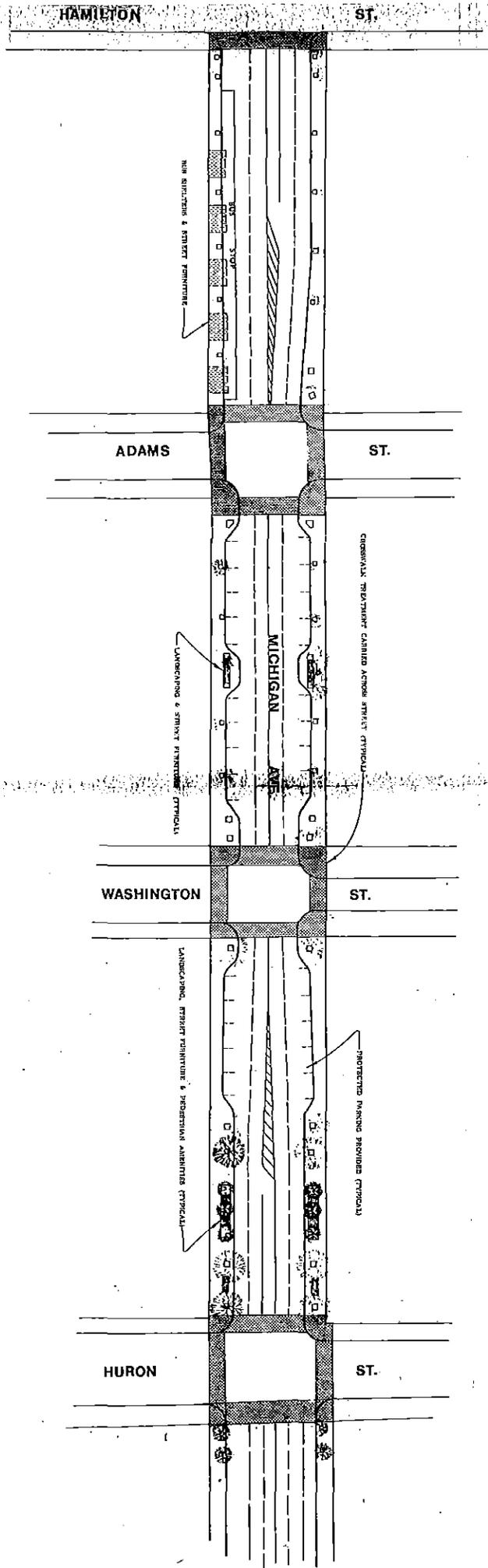
BASE MAP SOURCE: CITY OF YPSILANTI PLANNING DEPARTMENT.

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## CHAPTER III - Parking Needs

### DEFICIENCIES

The Phase One report describes, in detail, the parking deficiencies which now exist in downtown Ypsilanti. The major area of concern is the heavy utilization of short-term parking spaces. The main deficiency is in that not enough short-term spaces exist close to the establishments being served; the solution is to provide more close-in short term parking with better utilization of long-term spaces on the periphery of the downtown area. The Huron Street lot receives the heaviest utilization and is designated to serve short-term parkers. It was found, however, that 20% of the people that utilized the lot, parked for durations over two hours. It was also found that the demand for short term parking spaces in the Adams Street lot and in the Ferris Street lot exceeded the existing number of short-term spaces. Due to this over-utilization of close-in parking spaces, it was found that at the present time there exists an under utilization of the long-term parking spaces at the periphery of the downtown area. This finding has the exception of the Goodwill Lot which is a heavily utilized facility patronized primarily by long-term parkers.

### SOLUTIONS

#### Phase One Parking Improvements

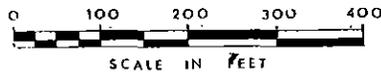
The parking improvement plan which recommends improvements to the off-street and on-street parking facilities is based upon a three phase approach. The initial phase of parking improvement involves modification of on-street and off-street spaces. The on-street spaces should be modified to provide all thirty minute metered spaces in a configuration as described in Figure 6 which is responsive to the two-way operation of Pearl/Ferris/Washington and Adams Streets. By providing all thirty minute meter on-street parking spaces, the shortest term parking needs and the highest turn over will be provided for. The second part of the initial parking improvement phase is shown on Figure 7 which addresses the off-street parking requirements which should be implemented. These initial improvements involve the installation of sixty-eight two hour meters in the Huron Street lot to ensure the utilization of these spaces by the short-term parkers. Also involved in this initial phase of parking improvement is the installation of sixty-eight two hour parking meters in the Adams Street lot in order to better serve the short-term parker in this area. The Goodwill lot and the lot just adjacent to it to the north which is accessed via Adams Street, should be uniformly metered with ten hour meters, representing 104 long-term parking spaces to serve a commuters and long-term parkers. The Ferris Street lot should be provided with eighty-eight two hour meters and forty-seven ten hour meters to serve both the short-term and long-term needs in this area. In addition to these improvements, the area north of Pearl and west of Huron should be developed as long-term permit parking spaces. With the reorganization of the downtown parking spaces, this should become a viable endeavor for a private operator with the encouragement of the City.

**FIGURE 6**  
**CITY OF YPSILANTI, MICH.**  
**ON-STREET PARKING**  
**IMPROVEMENT PLAN**

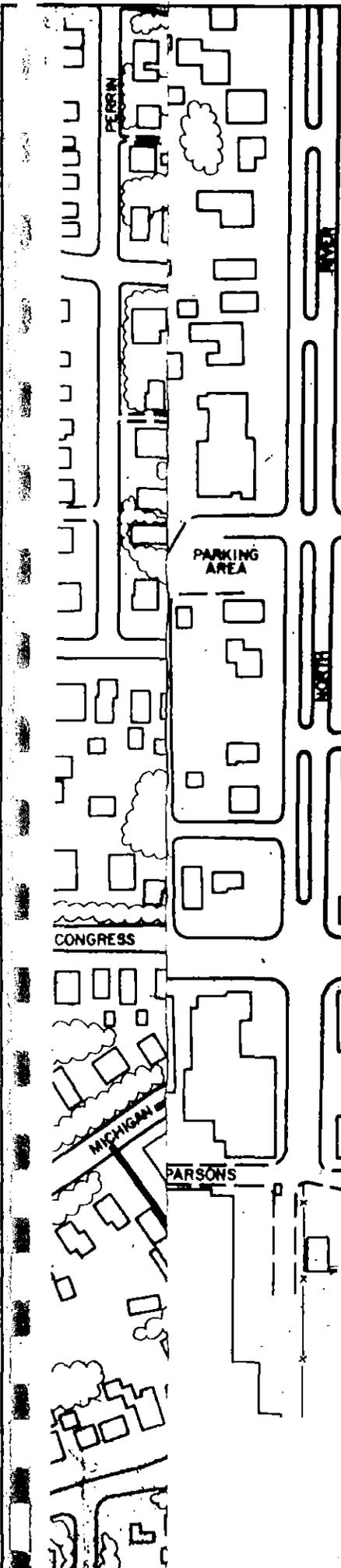
**LEGEND**

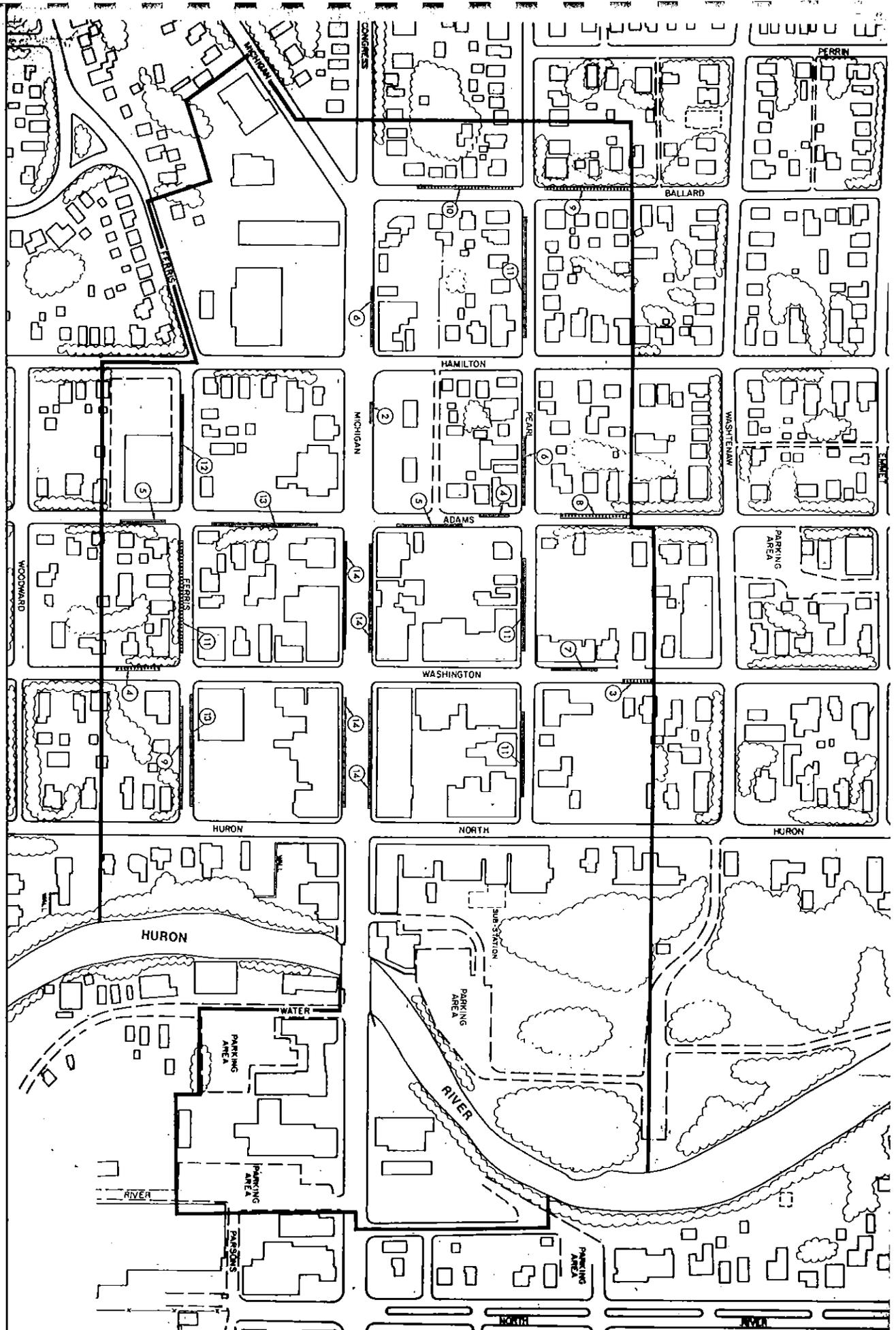
-  30 MINUTE METER PARKING
-  2 HOUR PARKING

BASE MAP SOURCE: CITY OF YPSILANTI PLANNING DEPARTMENT.  
SOURCE: RALPH L. WOOLPERT COMPANY



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# FIGURE 7

## CITY OF YPSILANTI, MICH.

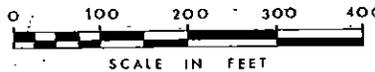
### PHASE ONE

### PARKING IMPROVEMENT PLAN

#### LEGEND

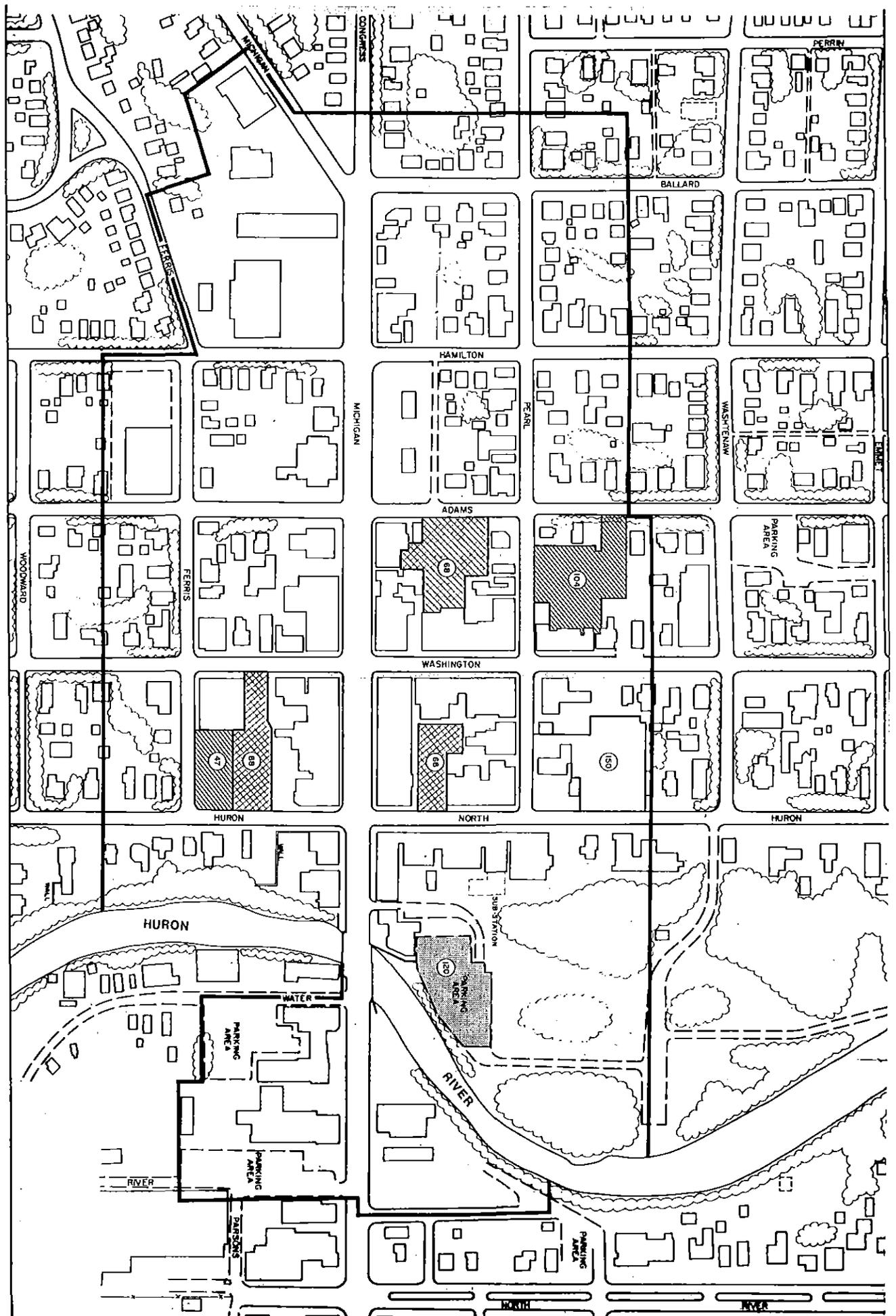
-  10 HOUR METER PARKING
-  2 HOUR METER PARKING
-  FREE UNRESTRICTED
-  PUBLIC MONTHLY PERMIT

BASE MAP SOURCE: CITY OF YPSILANTI PLANNING DEPARTMENT.  
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Also included in this initial phase of this improvement, should be the formalization of 120 parking spaces along the Huron River in the park lot. (See Figure 7)

In order to present the parking improvements to the public and make them aware of the coordinated system, a graphics and identity program which describes the parking system, as "Ypsi-Park" should be undertaken with a unique logo and signing. This will direct people to the type of space they are looking for and make them aware that downtown Ypsilanti is served by a single parking system, just as a regional shopping center is served by a single parking lot. The added amenities of the "Ypsi-Park" system are that short-term spaces are provided much closer to the establishment than is possible in a suburban shopping center. The two hour meters which are installed should be of a type which will take a parking token as well as money. Along with the "Ypsi-Park" identity program, a token system should be instituted whereby downtown businesses can purchase tokens at a discount and pass them out to their customers, thereby, providing free parking for downtown patrons in direct competition with the types of facilities provided at suburban shopping centers. This token system could be extended to the on-street thirty minute parking meters, if so desired, so that all spaces which serve parkers in downtown Ypsilanti will be free. In this initial phase of parking improvement, consolidated control of the construction, financing, operation and enforcement of the parking system should be developed. That is, one agency, department or group should be responsible for the total parking system and can then contract with various city agencies for specific needs. For example, maintenance and enforcement can be provided by the Department of Public Works and the Police Department, respectively, but should be under the administrative control of the group responsible for the parking to ensure that these functions are performed in a manner and degree commensurate with the goals of the overall parking program.

#### Phase Two Parking Improvements

Phase Two of the Parking Improvement Program should involve conversion of eighty long term parking spaces in the Goodwill lot to short-term, two-hour token meters and should also involve the conversion of twenty long-term parking spaces in the Ferris Street lot, to short-term two hour token meters. Also involved in Phase Two should be the construction of a two hundred space parking lot in the Huron River Park, which will replace the existing parking lot adjacent to the river. The location of this facility should be as shown in Figure 8 and should have access to both Huron Street and Michigan Avenue in order to provide the best service for long-term parkers. This lot should function as a long-term facility, either via 10 hour meters or monthly permits. For ease of enforcement, it is recommended that ten-hour meters be seriously considered. The parking system resulting from Phase Two as shown in Figure 8 should provide for the needs of the downtown area for a five year period.

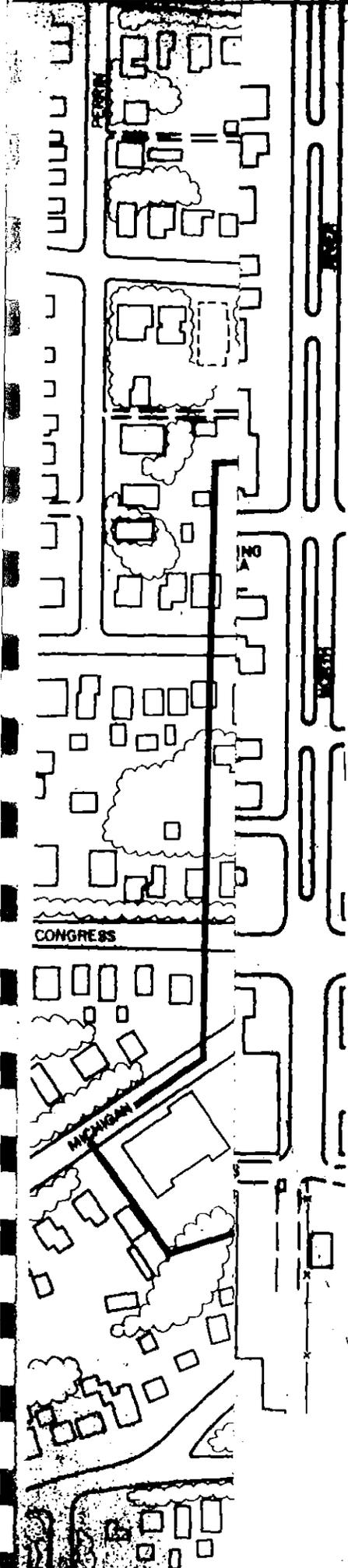
#### Phase Three Parking Improvements

Phase Three of the Parking Improvement Program (for the period after five years), is shown in Figure 9 and indicates that the Ferris Street, Huron Street, Adams Street and Goodwill lots should all function as short

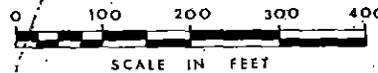
FIGURE 8  
CITY OF YPSILANTI, MICH.  
PHASE TWO  
PARKING IMPROVEMENT PLAN

LEGEND

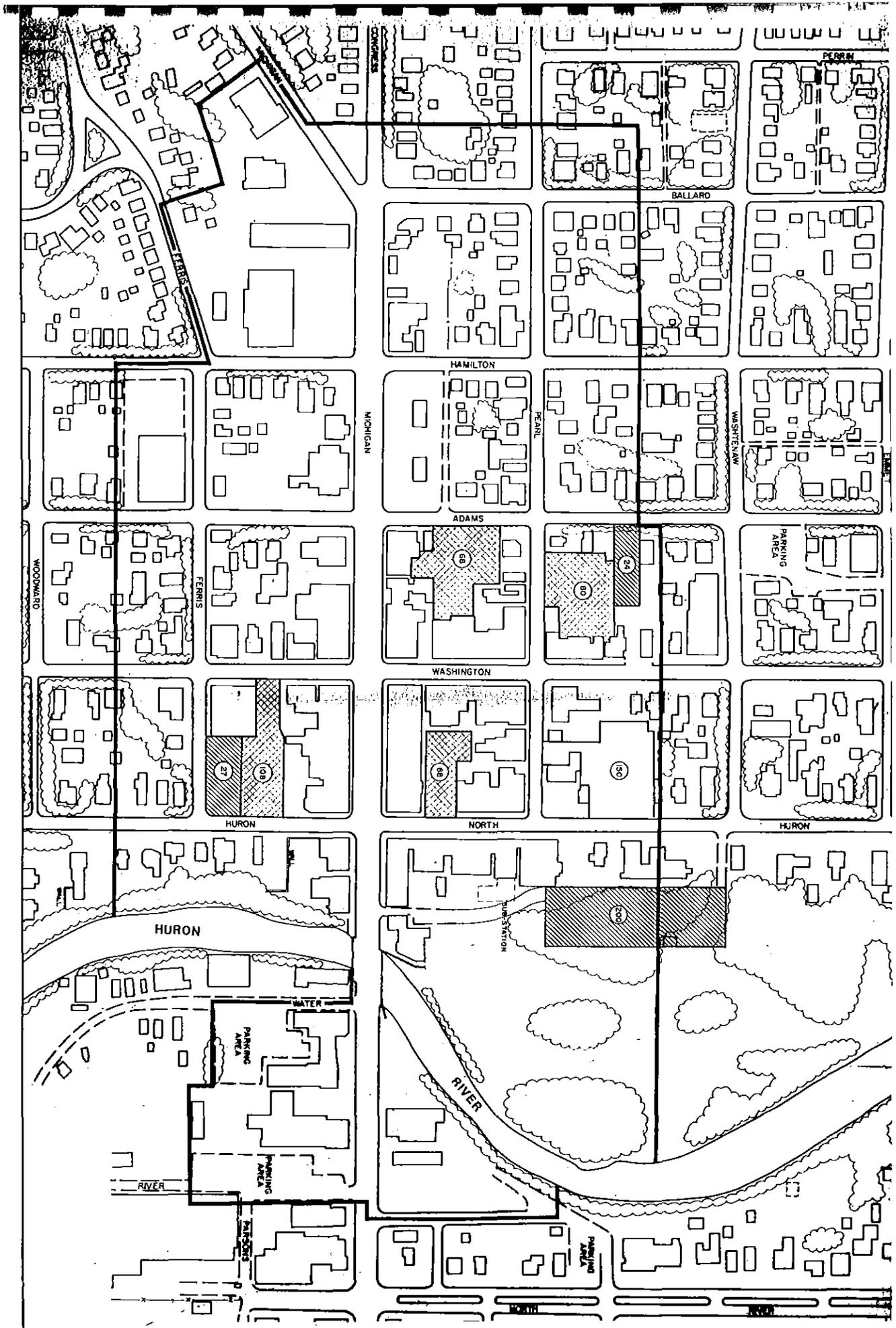
-  10 HOUR METER PARKING
-  2 HOUR METER PARKING
-  PUBLIC MONTHLY PERMIT



BASE MAP SOURCE: CITY OF YPSILANTI PLANNING DEPARTMENT.  
SOURCE: RALPH L. WOOLPERT COMPANY.



**Ralph L. Woolpert Company**  
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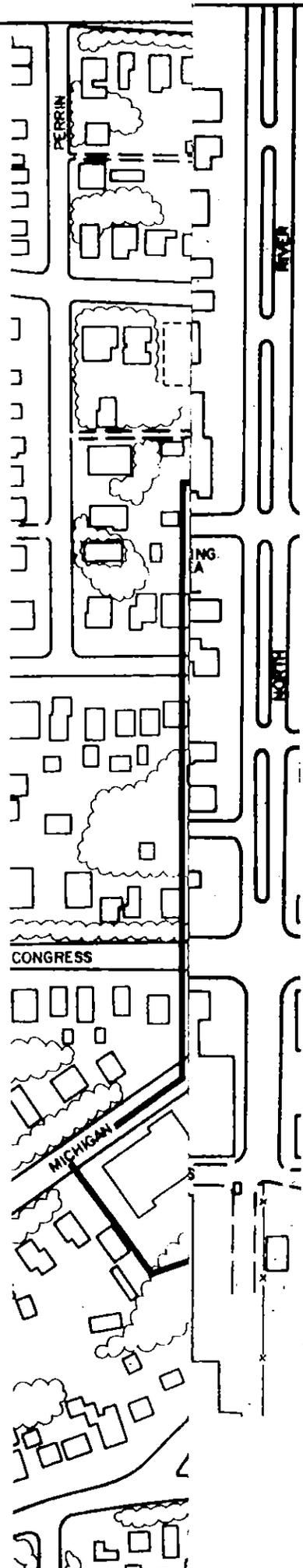


# FIGURE 9

## CITY OF YPSILANTI, MICH.

### PHASE THREE

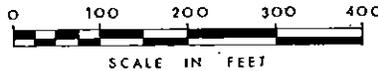
### PARKING IMPROVEMENT PLAN



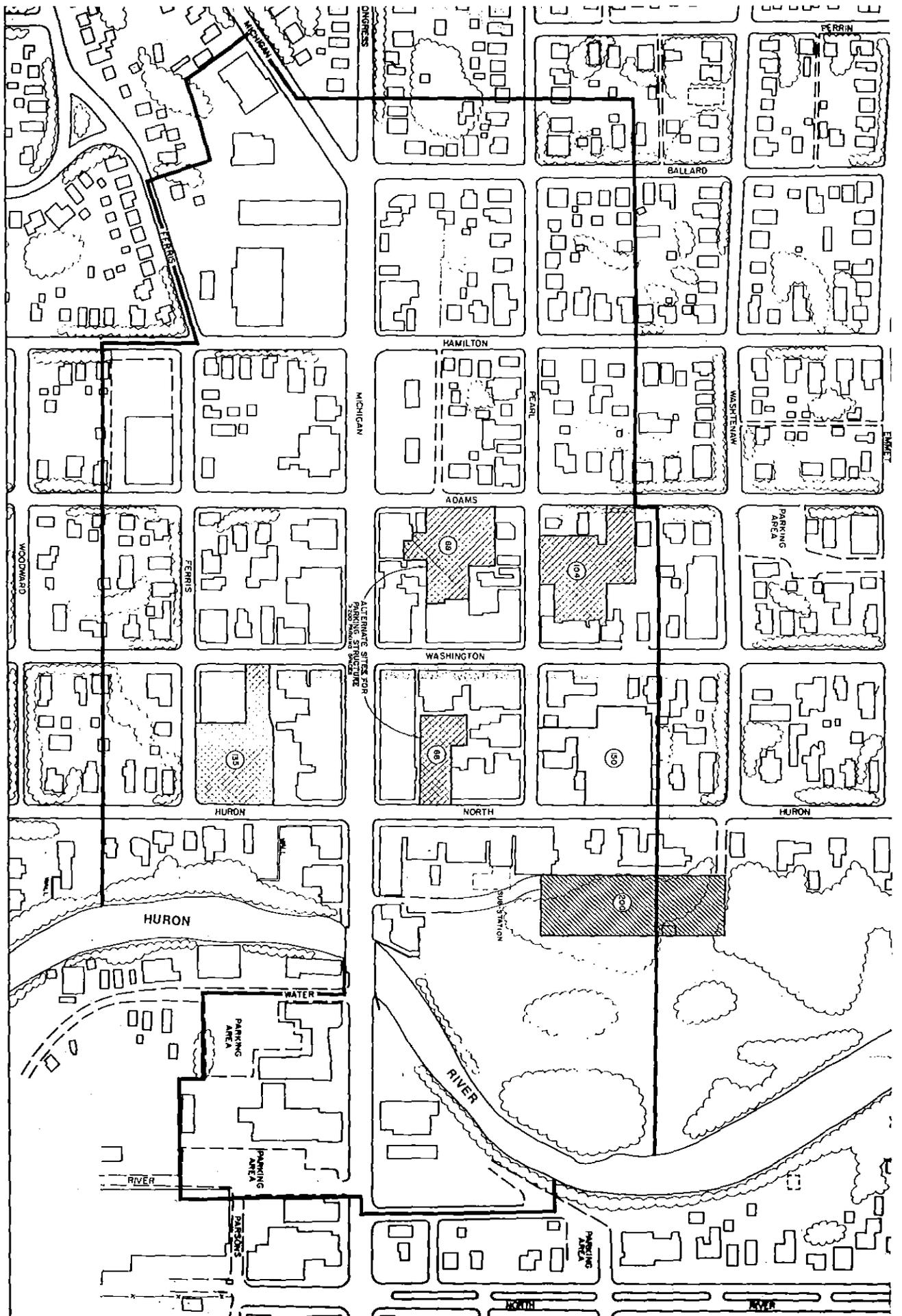
#### LEGEND

-  10 HOUR METER PARKING
-  2 HOUR METER PARKING
-  PUBLIC MONTHLY PERMIT

BASE MAP SOURCE: CITY OF YPSILANTI PLANNING DEPARTMENT.  
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The Ypsilanti Building Authority at their January 19, 1976 meeting passed, by unanimous vote, the following recommendation regarding the Parking Ordinance and the Phase I and II Reports from the Woolpert Company.

The revised proposed Ordinance as now drafted consolidates on-street parking responsibilities under the office of the City Manager and off-street parking responsibilities under an authority to be designated by the City. We feel that all parking, both on-street and off-street should be put under a single jurisdiction. That the Building Authority be given the responsibility for parking and have the designated responsibility for maintenance and operating of all on-street parking spaces, public parking lots, public parking structures and the enforcement function.

The Authority should have the power to designate rates, time limits, method of operation, etc. of all public parking facilities. All revenue and fines should go to the Authority specifically for parking purposes for continued operation, maintenance and capital improvement. The parking ordinance should also consider a regulation which makes it illegal to "feed meters"; that is, no one should be allowed to park longer than two hours in a space metered for two-hour parking, even if they continuously put money in the meter, since the purpose of short-term parking meters is to ensure proper turnover of vehicles to increase the productivity of the parking space.

With the responsibility for maintenance, operation, construction and enforcement, it is felt by the Authority that these duties should be contracted by the Authority with existing city departments. Maintenance should still be performed by the Public Works Department and Enforcement should still be performed by the Police Department, but this should be done under agreement with the Authority with costs for these services paid out of the parking revenues and fines

The Phase I and Phase II Reports as prepared by the Woolpert Company will be taken under advisement. The Building Authority will review and analyze the data and recommendation at the meetings following the presentation on January 27, 1976. After the review by the Authority the public will be given the opportunity for input before any final recommendations are made.

term parking facilities with two-hour token meters. The long-term permit lot at Pearl and Huron and the long term parking facility in the park adjacent to Huron will also be required at that time. With the conversion of the major downtown parking lots to short-term parking lots, the necessity arises for additional long-term parking as development increases. In the period of time after five years, the possibility exists at that intense new development will take place which will eliminate from the parking supply one of the facilities shown on the Phase Three parking program. With this possibility in mind, the necessity for a parking structure would be realized. Dependent upon the location of the new development, two prime locations should be considered for the parking structure when the need arises. The first location is at the existing Adams Street lot, the second is at the existing Huron Street lot. A structure in one of these locations should provide at least two hundred spaces, with the exact size and location dependent upon the intensity and location of the new development. Also included with the construction of a parking structure could be the incorporation of commercial and/or retail space in the structure itself. This multiple use of space provides for an efficient and intense use in downtown area which would greatly reinforce the development in the downtown. With the existing development and the addition of moderate intensity redevelopment, the parking lots as shown on Figure 9, will provide sufficient parking capacity for the downtown needs; the parking structure must be considered however, for the definite possibility of the elimination of one of these lots from the parking supply and the addition of a highly intensive downtown use. Either of these conditions:

1. The loss of one of the lots from the parking supply, and/or
2. The addition of a highly intensive downtown use,

will develop the need for a parking structure in order to supply the downtown area with adequate and convenient parking.

As development proposals take place, the necessity for and location for the parking structure must be considered and the option must be left open for the provision of such a facility to provide the necessary infrastructure for increased development in downtown Ypsilanti.

## Chapter IV - Improvement Program

The phased improvement program for both roadway and parking needs in downtown Ypsilanti is summarized below. An initial estimate of the costs for each of these improvement phases is also shown so that a pre-planned and programmed series of improvement projects can be implemented to serve downtown Ypsilanti.

### PARKING AND ROADWAY IMPROVEMENT PROGRAM

#### Phase One Roadway Improvements

1. Two Way Operation on Ferris, Pearl, Adams and Washington  
Striping, Signs, Median  
and curb work - Pearl &  
Ferris \$10,000
2. Bus Stop and Shelters on  
Michigan Avenue \$10,000
3. Signal Timing and Operational  
Changes at Michigan/Huron and  
Michigan/Hamilton N/A
4. Ypsi-Center Signs and  
Identity Program \$ 5,000

#### Phase Two Roadway Improvements

1. Traffic Signal at Ferris/Huron  
\$15,000
2. Pedestrian Facilities  
East, West, North, South  
Minor Improvements \$ 20,000  
Major Improvements \$300,000

#### Phase Three Roadway Improvements

1. Michigan Avenue Improvements \$250,000

#### Phase One Parking Improvements

1. On-Street Parking:  
Meter removal where required,  
installation of meters and signs where  
required. \$ 23,000

2. Off-Street Parking:

Meter removal where required,  
installation of meters and  
signs where required. \$ 27,000

3. Pavement Striping and  
Parking Tokens \$ 5,000

4. Ypsi-Park Signs and  
Identity Program \$ 5,000

Phase Two Parking Improvements

1. Off-Street Parking Meters  
removed and replaced where  
required, installed where  
required. \$ 20,000

2. Construction of 200 spaces  
lot in Huron River Park \$ 90,000

Phase Three Parking Improvements

1. Off-Street Parking Meters  
Removed and Replaced Where  
Required \$ 4,000

2. Parking Structure if Required  
(200 space minimum) \$800,000 minimum