

I-275 at M-153 (Ford Road) Area Traffic and Environmental Study

JN 115379 & 115177
CS 82292

Summary of Public
Information Meeting #4
June 2013



Prepared for:
Michigan Department of
Transportation

**CDM
Smith**

Public Meeting Details

Date of Meeting:	May 30, 2013
Location:	Summit on the Park 46000 Summit Parkway Canton, MI 48188
Time:	5:00 p.m.-7:00 p.m.
Purpose:	To provide a recap of the first three public meetings, share the project process, and unveil the Preferred Alternative for the M-153 (Ford Road) at I-275 Area Traffic and Environmental Study and Evaluation Project. The meeting allowed for one-on-one interaction with Study Team members and an explanation of the study for the public through exhibits, a power point presentation, and video. Attendees were given an opportunity to provide feedback and public comments to Study Team members.
Total # of Meeting Attendees:	57 signed in

Communication

A notice for the meeting was posted on the Michigan Department of Transportation website, was published in The Canton Observer/Hometown Life newspaper on May 23, 2013, and a notice was posted on the message board of Friends of the I-275 Metro Trail website. All three notices are located at the end of this summary. Notice was also posted on Canton Community Television updates, Canton's Facebook page, and on Canton's Twitter page.

A postcard with information about the purpose and location of the meeting was mailed to all businesses within the project study area and is included at the back of this summary.

Public Hearing Format

The Public Information Meeting was conducted using an open-house format. The meeting took place continuously from 5:00 p.m. to 7:00 p.m. with team members gathered to field questions and guide visitors through a power point presentation, exhibits, and a video.

Upon arrival, attendees were asked to sign the meeting register, given a project fact sheet and a comment form to fill out stating their name and contact information. Attendees were encouraged to fill out and submit the comment forms and/or speak to a Study Team member concerning any questions

they had about the project and the Preferred Alternative presented. All of these documents are included at the back of this summary.

The public was given the opportunity to learn about the project history, data gathered to-date, project process, and the Preferred Alternative was unveiled through large exhibit boards and a traffic video. The displayed exhibits, power point slides, and video stills can be found at the back of this summary.

Exhibit Boards

Welcome
Project Purpose and Need
Project Constraints
Crash History (2006 – 2011)
Illustrative Alternative 1 – Advanced
Illustrative Alternative 2 – Advanced
Illustrative Alternative 3 – Advanced
Illustrative Alternative 4 – Dismissed
Illustrative Alternative 5 – Dismissed
What We Heard – Meeting #2
Practical Alternative 1: No-Build (map)
Practical Alternative 1: No-Build (description)
Practical Alternative 2: Operational Improvements (map)
Practical Alternative 2: Operational Improvements (description)
Practical Alternative 3: Boulevard (description)
What We Heard – Meeting #3
Practical Alternative Expected Crash Frequency
Practical Alternative Performance Measures
Preferred Alternative (16' mounted roll plot)
Preferred Alternative Highlights
Preferred Alternative Challenges and Opportunities
PEL
Future Steps

PowerPoint Presentation: M-153 (Ford Road) at I-275 Area Traffic and Environmental Study
Traffic Video

Comment Sheets

Attendees were asked to comment on the Preferred Alternative and asked for additional comments relating to the Study.

Comments Received:

- Unless you spend now and build for the future the monies will never be there to do the job right. Easy moves now is W.B. travel Ford Road make the right lane a travel lane. Most are rear end wrecks – NO CELL PHONE RED CURB AREA. They do not know how to use left-turn lane – it

must be eliminated. Computer lights- if no traffic is going North or South why does East and West Ford Road travel have to stop. NO TRUCKS OVER 3-AXLES. Bottom line, pay now or pay 5x the amount later.

- I like the 3rd lane & turn lane at SB 275& Ford. Keep 3 lanes all the way if possible. The blvd. plan is the best I've seen so far. It will remove a lot of accidents that occur when cars cut across lanes from business on one side to go the opposite way.
- The boulevard alternative is great. My concern is still Ford Road EB of Lilley to Haggerty – should be three lanes. Then add a fourth right turn lane at Haggerty and use this fourth lane to allow access to SB I-275. The 3rd lane would allow access to I-275 NB without lane shiftage.
- BUILD IT NOW.
- Traffic light needed on Haggerty across from Lifetime Fitness (boulevard will make turns more difficult.) Access north of LaQuinta Hotel to I-275 SB on-ramp. Need for better lighting on Ford after boulevard installed.
- I bike and volunteer with the Friends of I-275 Metro Trail. My concern with any future plans for M-153 would be to keep the needs and safety of bicyclists in mind. Make it easier and safer for bicyclists to access the I-275 Metro Trail and businesses, especially restaurants, drug stores and bike shops. If the businesses are accessible then bicyclists will stop to eat, buy beverages and the like. The Metro Trail east of I-275 to Lotz Road is a concern too. The trail is in poor shape on the south side of Ford Road and therefore unpleasant to use. Currently, crossing Ford Road just east of I-275 is not safe but bicyclists do it anyway. A proper crossing (bridge, traffic light or pedestrian crossing light) is needed.
- The business district extends on Ford Road from Canton Center Road to the Westland border. I would like to see the preferred alternative extended at least from I-275 to Canton Center Road. It would integrate nicely with what the Township has already done over the last 20 years in regards to the Ford Road corridor. Need to look at alternative access for businesses between Haggerty and I-275. Access should be limited to off of Haggerty only. Possible look at Ford Road improvements beyond Canton Center Road (extend a minimum 5 lanes from Canton Center Road to Beck Road – currently this is a gap.)
- I represent the residents in the Windsor Park Sub (Warren Lilley.) We do not like the improvements that the study have produced to improve Ford Road traffic flow and access to the Business District. Our concern is during the build out phase (construction) the impact to traffic on Warren Road. Since this is our primary entrance and egress we feel we need an additional turn lane to help in the effort for vehicles to enter the east or westbound access. Our suggestion is an additional lane however there may be other alternatives that we have not considered that would assist in the traffic flow. We totally support this effort and want it to result in lower accident frequency and better traffic flow utilization but we know Warren Road volume will increase creating a greater problem than your solution will alleviate.
- Very glad to see non-motorized crossings on both sides of Ford Road that help people safely get to I-275 metro trail. Would love to see the Metro Trail crossing at Ford Road included in plans. Improvements are most definitely needed to improve safety of all people and vehicles.
- My wife and I are bicyclists and most concerned about the intersection between Ford Road and I-275 bike path. There needs to be a safe way for the bicyclists to cross Ford Road. A pedestrian/bike bridge, a traffic light, or improvements to the existing route that is on private property. The existing route is very rough and becomes dangerous for that reason.

- I am happy to see this as the Preferred Alternative for Ford Road because it addresses the whole area that has been a problem, not just the interchange with I-275. It's a well-thought out process. I'm not looking forward to when the "barrels go up" but I think it will be so much better! Thank you for this process.
- DISLIKE, but LIKE a boulevard concept. I would strongly suggest that the boulevard be extended to west of Canton Center. Left turns should be allowed at each intersection. There should be no streetscape damaged/re-located in this project because there is a lot of tax money already invested for that roadway beautification. Overall, I really appreciate MDOT's consideration for Canton!
- Think this is a viable option. Concerns on EB to I-275: south and north still have some issues with backups during morning rush with last minute merge/backups. Concerns with shopping center north of Ford Road/east of Lilley (Panera) trying to turn left by cutting straight across blocking traffic.
- Very concerned about the impact construction will have in Saltz and Hanford roads. Even during parades we couldn't get in and out of our driveways because Ford Road traffic was restricted. This would be very unsafe if people see Saltz and/or Hanford as alternative routes. People already drive twice the speed limit on our roads. We have many children playing and going to and from school so be concerned about us all.
- Should have been done a long time ago! I have never understood why "No Left" was never posted at the driveways in/out. My husband and I avoid Ford Road at all costs. Please consider full closure with incentive for final construction. With I-96 being improved it should be okay for detour traffic for a couple months. Alternate delivery may also expedite completion. The Ikea parking lot should be separated from the strip mall and restaurants – lots of traffic uses this "thoroughfare" to avoid Ford. Great job!
- A boulevard will be a very welcomed addition to Ford Road. Currently my wife and I avoid the road (Ford) at all costs. If we must travel the road we access our destination via back parking lots. I couldn't tell you the storefronts because, currently, we see them from the back.
- As a daily user of both the 275 trail and Ford Rd/275 ramp, I would ask you to please include in your plans a safer and smoother crossing from the trail over Ford Rd. In addition, considering how bikers can get from the trails to the businesses west of 275 would be appreciated too! My kids would love to be able to bike to an ice cream store! I also think paving Lotz south of Ford Rd to Cherry Hill would have a significant impact on the traffic at Haggerty and Ford Rd. Thank you for your hard work!
- Thank you very much for your continuous hard work for Canton residents. I believe the Preferred Alternative #3 Proposal seems to be the most feasible plan in minimizing project funds and environmental changes although I hoped one more freeway interchange at the Cherry Hill Road. Since the project completion may take 4-5 year time frame, I strongly recommend some tentative trial to resolve the traffic jam at the Haggerty/Ford intersection as below. It requires only simple software change of traffic light control to try something as same as the intersection of 8 Mile road and Haggerty (more traffics). At Haggerty/Ford intersection, each bound site (East, West, North, South bound) forwards one by one altogether straight forward direction, left turn and right turn, one at a time. For example: Starting West bound (Ford) with longest green signal timing>East bound (Ford)> South Bound (Haggerty)>North bound (Haggerty) Traffic signal duration pattern could be adjusted by traffic volume study input based on daily rush hour patterns (More traffics in the morning to East bound & West bound in the afternoon, etc.) I believe traffic signal pattern software change may require a feasible budget

from Canton Township and Residents to try something to improve rather than just waiting for the big budget approval. I am very positive Canton Residents may welcome this tentative resolution to try first. I hope this suggestion is shared with Mr. Phil LaJoy, Canton Supervisor by MDOT. We hope to see some actions to improve immediately with minimum costs before the long term solutions. If there will be one more public meeting, I like to see "tentative trial plans" to resolve daily rush hour traffic jams for Canton Residents.

Comment sheets and written comments received at the Public Information Meeting are included in full at the back of this summary.

Project Articles

MDOT Meeting Notice

Friends of I-275 Metro Trail Website Posting – May 21, 2013

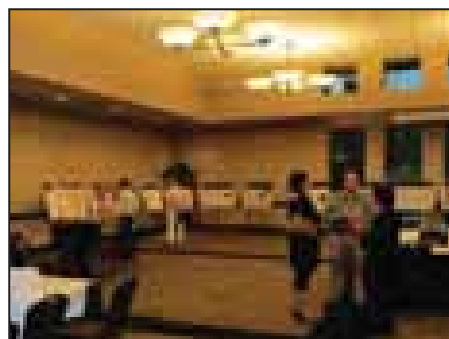
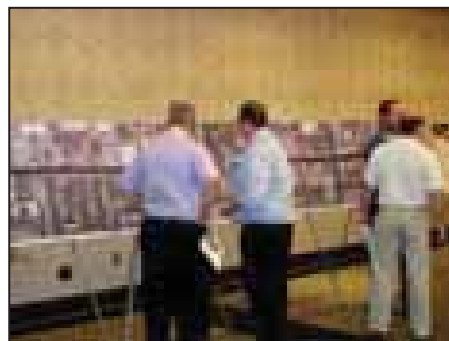
Canton Observer/Hometown Life Article – May 23, 2013

Canton Observer/Hometown Life Article – June 2, 2013

Friend of I-275 Metro Trail Website Posting – June 2, 2013

(Full articles are attached.)

Public Meeting Photos



Attachments

Meeting Articles

Postcard

Sign-In Sheets

Fact Sheet

Blank Comment Form

Exhibits

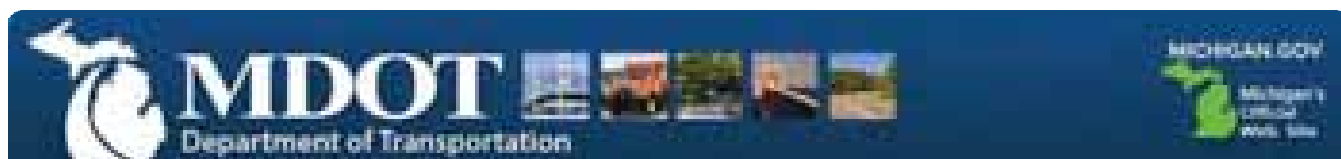
Power Point Presentation

Traffic Video Stills

Completed Comment Sheets

Project Articles

Meeting Articles



[close print view](#)

MDOT to hold fourth public meeting on I-275/M-153 (Ford Road) area study in Wayne County

Contact: Rob Morosi, MDOT Office of Communications,

morosir@michigan.gov

248-483-5127

Agency: Transportation

WHAT:

The fourth and final open house-style public meeting to discuss the ongoing I-275/M-153 (Ford Road) Area Traffic and Environmental Study and Evaluation Project in Canton Township. The Michigan Department of Transportation (MDOT) will be recapping findings from previous meetings and unveiling the preferred alternative for the project.

WHO:

MDOT project staff

Engineering consultants

Residents, business owners and interested stakeholders

WHEN:

Thursday, May 30, 2013

5-7 p.m.

WHERE:

Summit on the Park

46000 Summit Parkway

Canton Township

Special accommodations: 734-394-5460

BACKGROUND:

MDOT is studying existing traffic patterns and roadway features while recognizing the needs of the local municipalities and commercial businesses in the area.

Roadway Work Zone Safety - We're All In This Together.



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Meeting focus: Ford Road fate

*Written by Darrell Clem Staff Writer
Jun. 04*

hometownlife.com

Canton officials are cautiously expecting the Michigan Department of Transportation to confirm next week its intention to transform a stretch of Ford Road into a boulevard in an effort to ease traffic congestion along one of Michigan's most accident-prone thoroughfares.

MDOT project manager Gorette Yung has indicated the “preferred alternative” will be disclosed during a public meeting 5-7 p.m. Thursday, May 30, at Summit on the Park, but she hasn't revealed the specific plan.

Yung and Matt Wending, a consultant hired by MDOT, had indicated in late March that a boulevard proposal was gaining momentum, partly because Ford Road already is due within a few years for a major reconstruction project.

Yung had said support for the boulevard concept “is very overwhelming from the community” after MDOT debuted a series of options for addressing traffic congestion.

Moreover, Wending had said in late March that “if anything, the facts are kind of pointing in that direction because Ford Road will have to be improved anyway.”

Blunt assessment

Canton Township Supervisor Phil LaJoy was more blunt in his assessment in March.

“I think a boulevard is what's going to happen,” he said — an opinion he also had shared in his last State of the Township address.

Still, it isn't known if the boulevard plan, for whatever reason, may have lost favor with MDOT — or whether it may have been modified since the state had narrowed the list of options to three:

- Do nothing. Most everyone calls this option unacceptable.
- Implement stopgap measures by adding a west-bound Ford lane from I-275 to Sheldon and an east-bound lane from Lilley to Haggerty, along with better turn lanes at key intersections.
- Move ahead within years with plans to transform Ford Road into a boulevard from the I-275 area to west of Sheldon Road. This option involves adding greenery and landscaping to separate east and west lanes; widening the road to three lanes in certain areas; prohibiting left turns at major intersections; and installing turnaround lanes similar to those on Michigan Avenue. It could be accompanied by paving Lotz Road from Cherry Hill to Ford.

LaJoy, Trustee Tom Yack and other local officials had hoped for a now-dismissed plan — snubbed by federal authorities — to add new ramps on the south-bound I-275 exit at Ford Road to allow motorists to access Haggerty Road in either direction without using Ford at all.

Ford Road fix

Township Trustee John Anthony also had supported it, saying as recently as last week “it's a good plan that is workable.” However, he said local officials may have to settle for the boulevard proposal.

“If that's what it takes to get Ford Road fixed, I'll go along with it,” he said. “We need something to fix it. It's not my first choice, but I'm not an engineer. If MDOT is confident this will fix the problem, then let's get it done.”

Local officials fear there could be a 10-year window for the boulevard plan, delaying any action as traffic woes persist.

“Canton is desperate for help,” Trustee Pat Williams said. “We're looking to MDOT for solutions and doing nothing is not a viable option for our residents.”

Next Thursday, MDOT is expected to recap the first three public meetings and unveil the preferred alternative for Ford Road. This fourth meeting will be an open house format, as others have been.

MDOT officials have strongly encouraged public participation.

dclem@hometownlife.com (313) 222-2238 Twitter: @CantonObserver

Friends of the I-275 Metro Trail

Official Website

Email From MDOT on I-275/Ford Rd Public Hearing

Posted on **May 21, 2013** by **DB**

Received this email from MDOT, and this could have impact on the trail and/or access to the trail...

This e-mail is sent to inform you of the continuing I-275 at M-153 (Ford Road) Area Traffic and Environmental Study and Evaluation Project. The study area for the subject project is bordered by Sheldon Road, Warren Road, Lotz Road, and Cherry Hill Road.

The Michigan Department of Transportation (MDOT) invites you to attend the final public meeting on Thursday, May 30, 2013 from 5 – 7 p.m. The meeting will be held at Summit on the Park in Canton, Michigan. The address is 46000 Summit Parkway, Canton, MI 48188.

MDOT plans to recap the first three public meetings and unveil the Preferred Alternative for the project.

The meeting will be an open house format. There will be no formal presentation but numerous stations for you to get information on the project and to talk with project team members. We encourage you to give us feedback and voice your concerns. Your input and participation with MDOT will help to identify the goals and solutions which is a critical element of the project process.

If available, please plan to attend this important meeting. Should you have any questions, please feel free to contact the MDOT Taylor Transportation Service Center at 313-375-2400.

This entry was posted in **MDOT**, **Uncategorized** and tagged **Canton**, **detroit trails**, **I-275**, **I-275 Metro Trail**, **I-275 trail**, **i275 trail**, **MDOT** by **DB**. Bookmark the **permalink** [<http://i-275.michigantrails.org/2013/05/email-from-mdot-on-i-275ford-rd-public-hearing/>].

Postcard



M-153 (Ford Road) at I-275 Area Traffic and Environmental Study and Evaluation Public Meeting



Thursday, May 30th, 5 – 7 p.m.

**Summit on the Park
46000 Summit Parkway
Canton, MI 48188**

The Michigan Department of Transportation (MDOT) will hold the final public meeting for the M-153 (Ford Road) at I-275 Area Traffic and Environmental Study and Evaluation. MDOT plans to recap the first three public meetings and unveil the Preferred Alternative for the project. Public input and participation at this meeting are strongly encouraged.

The meeting will be in an open house format. There will be no formal presentation but numerous information stations will be set up around the meeting room and project team members will be available to answer questions.

We encourage you to provide feedback and voice your concerns. Please stop by anytime between 5 and 7 p.m.

We hope to see you there!

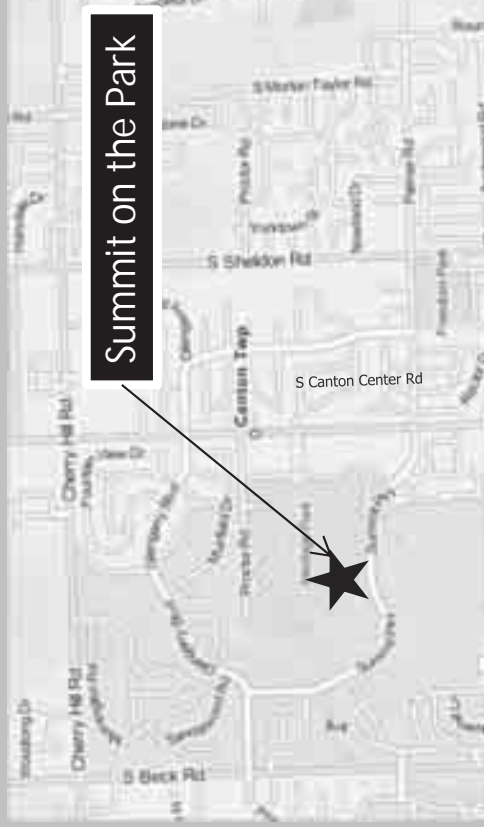


Taylor TSC
6510 Telegraph Road
Taylor, MI 48180

**M-153 (Ford Road) at I-275 Area
Traffic and Environmental Study and Evaluation
Public Meeting**

Thursday, May 30th
5 – 7 p.m.

Please join us at the
Summit on the Park
46000 Summit Parkway
Canton, MI 48188



For more information, call the Taylor
Transportation Service Center
at 313-375-2400

Fact Sheet

FACT SHEET

M-153 (Ford Road) at I-275 Area **Traffic and Environmental Study and Evaluation**

Public Information Meeting – May 30, 2013
Summit on the Park, Canton, MI

Purpose

The Michigan Department of Transportation (MDOT) is investigating improvements to existing traffic and roadway features while recognizing the needs of local municipalities and commercial businesses in the study area. Today, MDOT will recap the first three public meetings and present the Preferred Alternative.

Study Area

The study area for the project is bordered by Sheldon Road, Warren Road, Lotz Road, and Cherry Hill Road as indicated on the map located on the back side of this fact sheet.

Preferred Alternative Quick Facts

Alternative 3 - Boulevard: Provides a Ford Road and Haggerty Road boulevard with at least two through-lanes in each direction, with restricted left turns at intersections, numerous passenger vehicle turnarounds, and truck turnarounds.

Next Steps

- Solicit comments on the Preferred Alternative
- Fine tune Preferred Alternative
- Finalize Traffic and Environmental Study

MDOT Project Manager

Gorette Yung, P.E.

MDOT Taylor TSC

6510 Telegraph Road, Taylor, MI 48180

Phone: 313-375-2400

E-mail questions to: yungg@michigan.gov

E-mail comments to: MDOT-ford275@michigan.gov

More information can be found at: www.michigan.gov/mdotstudies



FACT SHEET

M-153 (Ford Road) at I-275 Area

Traffic and Environmental Study and Evaluation

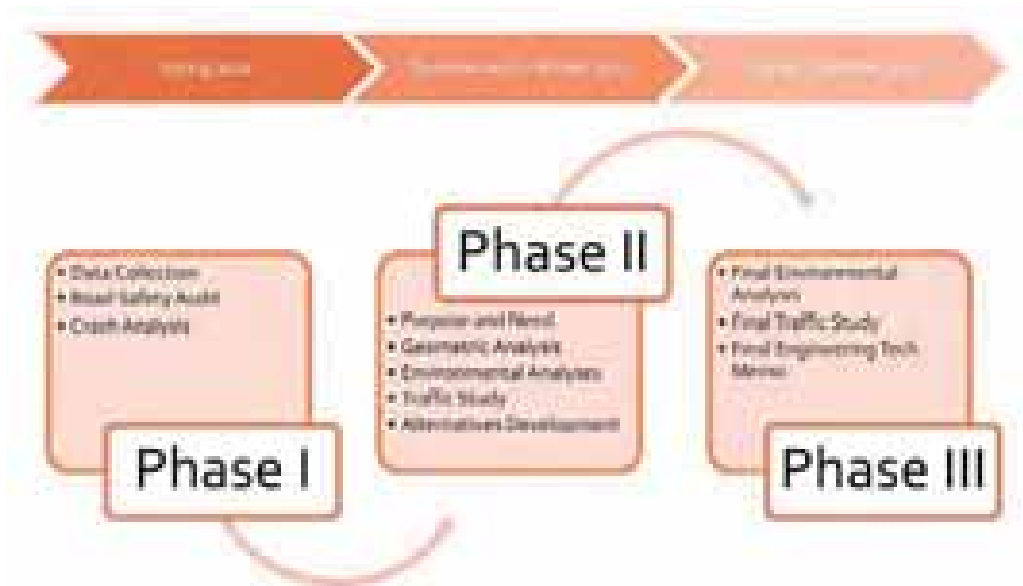
Public Information Meeting – May 30, 2013

Summit on the Park, Canton, MI

Study Area Map



Schedule



Blank Comment Form

Traffic and Environmental Study

Name: _____

Address: _____

City:_____ State:_____ Zip Code:_____ Phone #:_____

E-mail Address: _____

Please comment on the Preferred Alternative for the M-153 (Ford Road) at I-275 Area Traffic and Environmental Study:

This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

313-375-2400

Comments will be accepted through June 7, 2013.



MDOT
Michigan Department of Transportation

Exhibits

M-153 (Ford Road) at I-275 Area Traffic and Environmental Study

WELCOME

Public Information Meeting



M-153 (Ford Road) at I-275 Area Traffic and Environmental Study

Project Purpose and Need

Project Purpose:

The project's purpose is to improve operational service on M-153 (Ford Road) and support local land use within the study area. Improving operational service on M-153 may also involve improvements to the network of local roads within the study area. The study area for this project is defined by Lotz Road to the east to Sheldon Road to the west; and Warren to the north to Cherry Hill to the south.

The project will need to improve operational service on M-153 (Ford Road) between Lotz Road and Sheldon Road, without degrading I-275 operations, and will:

- Consider improvements to key intersections along M-153 at Lotz, Haggerty, Lilley, Morton Taylor, and Sheldon roads
- Consider improvements on M-153 and on local roads benefitting the operation of M-153
- Incorporate existing and future transportation needs while respecting local land use
- Increase users' safety and convenient travel while serving key destinations
- Better separate and prioritize commuter, business, and residential traffic
- Give attention to truck traffic
- Support smart sustainable growth and apply access management principles

Project Need:

The project is needed as a result of:

- Growing use of M-153 (Ford Road) by commuters, businesses, and residents
- Traffic operational levels of service at key intersections along the M-153 corridor
- Current level of safety
- Decreasing traffic flow and mobility along M-153

Project Constraints



Crash History (2006-2011)



Illustrative Alternative 1 - Advanced

Alternative 1 – No-Build

Description: Maintains existing geometry and operations along Ford Road; however, condition of pavement warrants full pavement reconstruction of Ford Road

- Advantages
 - No additional right-of-way (ROW) or environmental impacts
 - Comparable construction costs and impacts to other options
 - Provides short-term relief and some additional safety improvements, such as sidewalk and pushbutton pedestrian signals
- Disadvantages
 - Does not address operational deficiencies along Ford Road
 - Ford Road at capacity for 2012 traffic, which consistently gets worse through 2035 study year
 - Traffic backups continue at each intersection and on southbound I-275 ramp at Ford Road

Carried forward as base condition for study for comparison purposes

Illustrative Alternative 2 - Advanced

Alternative 2 – Operational Improvements

Description: Addition of eastbound and westbound right-turn and through-lanes.
Condition of pavement warrants full pavement reconstruction of Ford Road

- Advantages
 - Improves traffic flow over existing conditions
 - Comparable construction costs and impacts to other options
 - Provides short-term relief and some additional safety improvements
 - No environmental impacts
- Disadvantages
 - Contains multiple failing turning movements at Ford Road intersections
 - Does not improve future safety on Ford Road
 - Traffic backups continue on southbound I-275 ramp at Ford Road
 - ROW impacts

Carried forward primarily due to:

- Minimal ROW and environmental impacts
- Lower construction cost
- Ability to quickly improve capacity on Ford Road

Illustrative Alternative 3 - Advanced

Alternative 3 – Boulevards

Description: Two-lane boulevard along Ford and Haggerty roads with restricted left turns at signals, numerous passenger vehicle turnarounds and dedicated truck turnarounds (loons)

- Advantages
 - Improved safety with restricted left turns - safer access to businesses
 - Improved level of service (LOS) at intersections and reduced backups on southbound I-275 at Ford Road
 - Minimal environmental impacts
 - Comparable construction costs and impacts to other options
 - Continuity of sidewalks and improved safety for pedestrians
- Disadvantages
 - Indirect access to businesses
 - ROW impacts at lane additions and limited truck turnarounds

Carried forward primarily due to:

- Minimal environmental impacts
- Lower construction costs
- Improved safety and traffic flow at intersections and along Ford Road

M-153 (Ford Road)
at I-275 Area
Traffic and
Environmental Study

Illustrative Alternative 4 - Dismissed

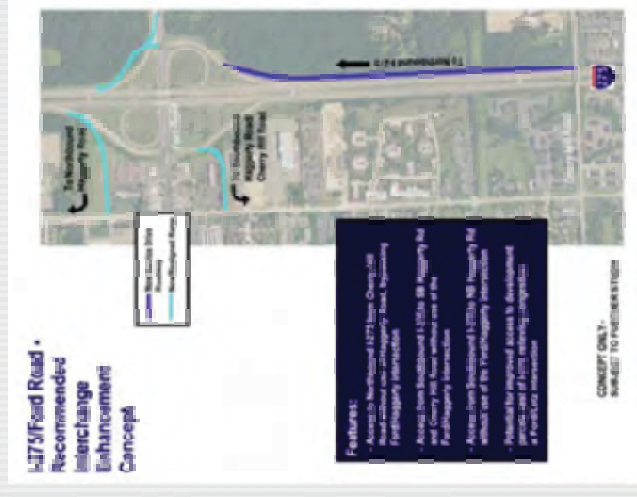
Alternative 4 – WWTIP Study

Description: Provides direct ramps from southbound I-275 exit and entrance ramps to Haggerty Road and a frontage road from Cherry Hill Road to Ford Road along northbound I-275

- Advantages
 - Minimal construction impacts on Ford Road
 - Improvement in LOS at Haggerty and Ford Road intersection
 - Draws traffic from Haggerty Road
- Disadvantages
 - Degrades operation of I-275 and ramps
 - Many ROW and environmental impacts
 - No change in Ford Road operations, including safety and access to businesses

Dismissed primarily due to:

- Non-standard ramp configuration leading to unsafe condition at I-275 ramps and freeway
- Significant environmental and ROW impacts
- No improvement in safety or capacity on Ford Road or cross street intersections



Illustrative Alternative 5 - Dismissed

Alternative 5 – New Intersections

Description: Provides full access interchanges at Cherry Hill and Warren roads

- Advantages
 - Offers additional freeway access from residential areas
 - Diverts traffic from Ford Road
- Disadvantages
 - High construction cost
 - Numerous ROW and environmental impacts
 - Introduces conflicts along I-275, which degrades freeway and ramp operation



Dismissed primarily due to:

- Excessive ROW and environmental impacts
- Very high construction cost
- Safety concerns on I-275 due to proximity of entrance and exit ramps
- No improvement in safety or capacity on Ford Road or cross-street intersections

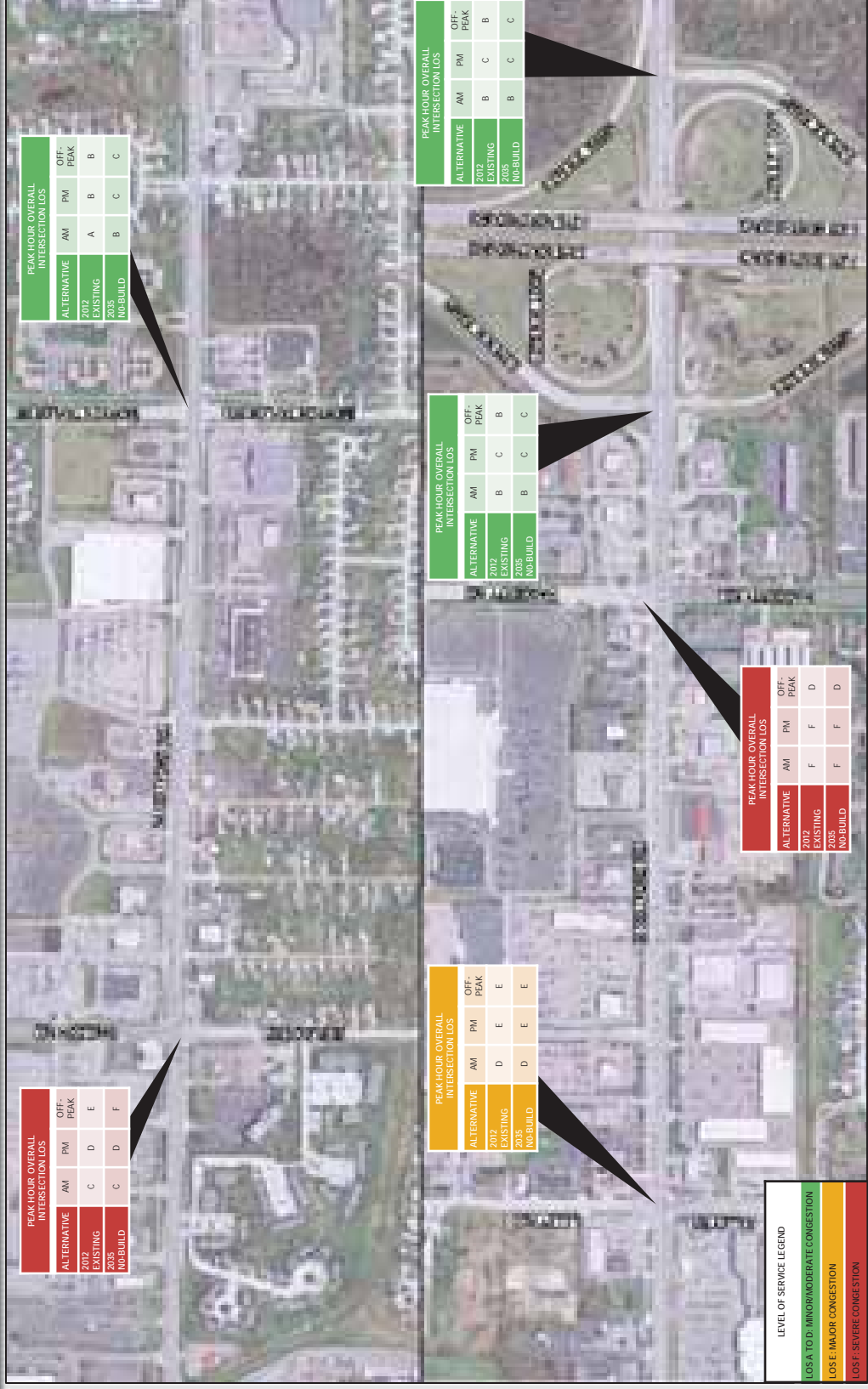
What We Heard – Meeting #2

- Alternative 1 – No-Build
“Unacceptable, something needs to be done”
- Alternative 2 – Operational Improvements
“Too short-term a fix, would offer immediate relief”
- Alternative 3 – Boulevards
“Better access to businesses, restricted lefts = safer travel”
- Alternative 4 – WWTIP Study
“Complicated ramp movements, too expensive”
- Alternative 5 – New Interchanges
“Far too costly with major right-of-way impacts”



M-153 (Ford Road) at I-275 Area Traffic and Environmental Study

Practical Alternative 1 - NO-Build: Dismissed



Practical Alternative 1 - Dismissed

Alternative 1 – No-Build

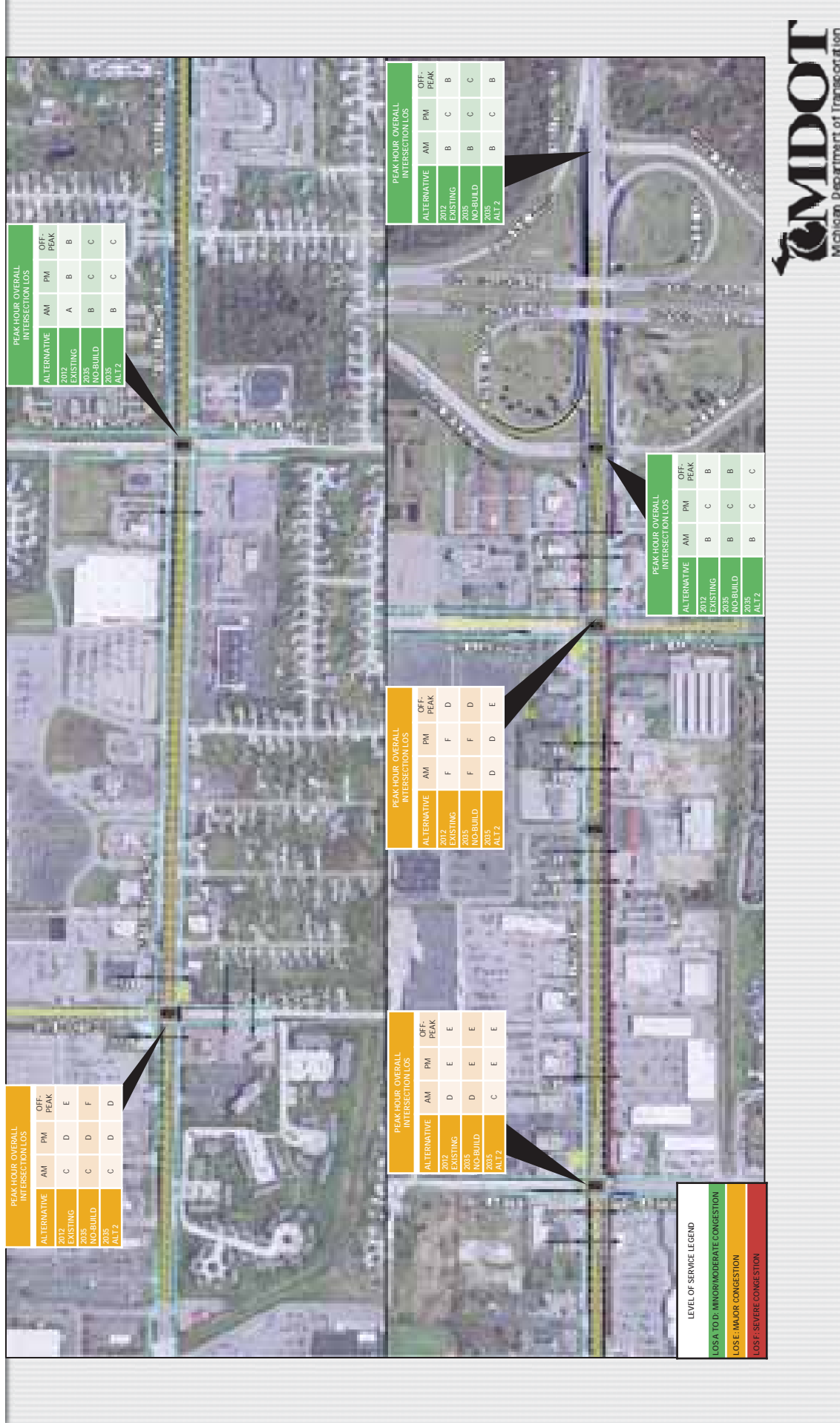
Description: Maintains existing geometry and operations along Ford Road; however, condition of pavement warrants full pavement reconstruction of Ford Road

- Advantages
 - No additional right-of-way (ROW) or environmental impacts
 - Comparable construction costs and impacts to other options
 - Provides short-term relief and some additional safety improvements, such as sidewalk and pushbutton pedestrian signals
- Disadvantages
 - Does not address operational deficiencies along Ford Road
 - Ford Road at capacity for 2012 traffic, which consistently gets worse through 2035 study year
 - Traffic backups continue at each intersection and on southbound I-275 ramp at Ford Road

Dismissed due to no capacity and safety improvements recognized along corridor

M-153 (Ford Road)
at I-275 Area
Traffic and
Environmental Study

Practical Alternative 2 - Operational Improvements: Dismissed



Practical Alternative 2 - Dismissed

Alternative 2 – Operational Improvements

Description: Addition of eastbound and westbound right-turn and through-lanes along Ford Road and numerous right-turn and through-lanes at side roads. Condition of pavement warrants full pavement reconstruction of Ford Road

- Advantages
 - Improves traffic flow over existing conditions
 - Comparable construction costs and impacts to other options
 - Provides short-term relief and some additional safety improvements
 - No environmental impacts
- Disadvantages
 - Contains several failing turning movements at major Ford Road intersections
 - Does not significantly improve future safety on Ford Road
 - Traffic backups continue on southbound I-275 ramp at Ford Road
 - Right-of-way impacts

Dismissed due to comparable construction cost as Alternative 3 without the same traffic and safety improvements along corridor

Practical Alternative 3 – Selected as Preferred

Alternative 3 – Boulevards

Description: Provides a Ford Road and Haggerty Road boulevard with at least two through-lanes in each direction, with restricted left turns at intersections, numerous passenger vehicle turnarounds, and truck turnarounds (loons)

- Advantages
 - Improved level of service (LOS) at intersections and reduced backups on southbound I-275 at Ford Road
 - Improved safety with restricted left turns - safer access to businesses
 - Minimal environmental impacts
 - Comparable construction costs and impacts to other options
 - Continuity of sidewalks and improved safety for pedestrians
- Disadvantages
 - Indirect access to businesses
 - ROW impacts at lane additions and limited truck turnarounds

Carried forward due to traffic and safety improvements recognized throughout the corridor

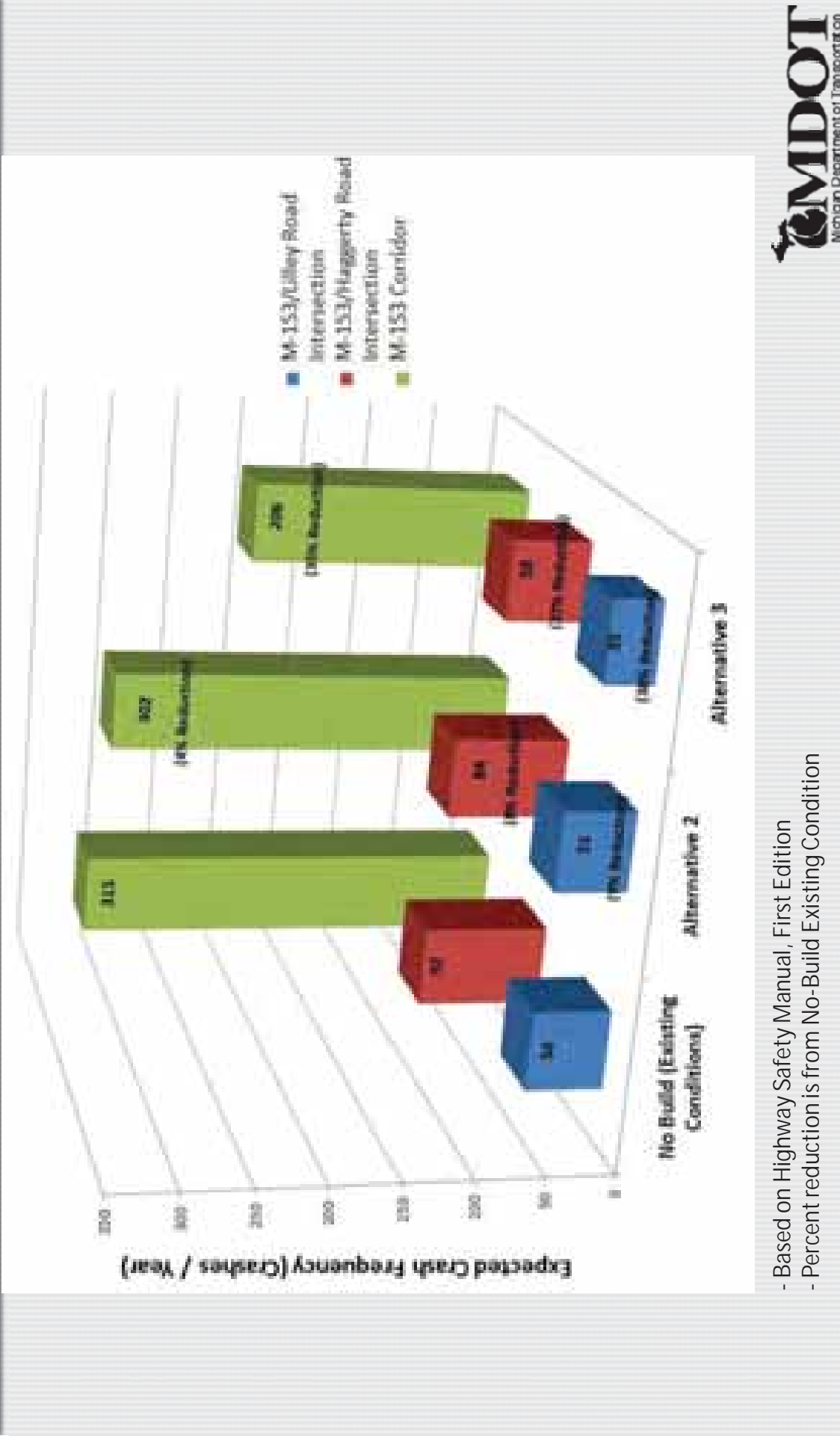
What We Heard – Meeting #3

- Alternative 1 – No-Build
 - *"This one is a non-starter, something needs to be done"*
- Alternative 2 – Operational Improvements
 - *"Seems like a short-term fix"*
 - *"Improves conditions while keeping some function to the streetscape already in place"*
- Alternative 3 – Boulevards
 - *"This is, by far, the best option"*
 - *"This is the only one that will fix the left turn problem"*
 - *"This would help with flow of traffic and appears that it would make it safer"*



M-153 (Ford Road) at I-275 Area Traffic and Environmental Study

Practical Alternative Expected Crash Frequency



- Based on Highway Safety Manual, First Edition
- Percent reduction is from No-Build Existing Condition

M-153 (Ford Road) at I-275 Area Traffic and Environmental Study

Practical Alternative Performance Measures

Alternative	Transportation Factors		Environmental Factors			Community Factors		Cost Factors		Benefit	Public Input
	LOS	Safety (crashes)	Wildlife Habitat Impacts	Wetland Impacts	Noise Level Increase	Pedestrian Mobility	Access to Businesses	Estimated ROW Cost (million)	Estimated Const. Cost (million)	Longevity of Proposed Fix (years)	Scoring of Alternatives at 3rd Public Meeting (out of 15 votes)
1 – No Build	See below	+	None	None	Barely Perceptible	++	++	\$0	\$14 - \$16	0	0
2 – Operational Improvements	See below	++	None	None	Barely Perceptible	++	+	\$5 - \$7	\$18 - \$20	15	2
3 – Boulevard	See below	+++	None	<0.1 acres	Slightly Perceptible	+++	+++	\$8 - \$40	\$19 - \$22	25+	13

+, ++ and +++ are relative to one another with +++ being the greatest improvement and + being the least/no improvement

Alternative	2035 LOS at Major Ford Signals (AM/PM/OP)				
	Sheldon	Morton Taylor	Lilley	Haggerty	
1 – No-Build	C/D/F	B/C/C	D/E/E	F/F/D	
2 – Operational Improvements	C/D/D	B/C/C	C/D/D	D/D/C	
3 –Boulevard	A/B/C	A/A/A	B/B/B	C/B/C	



Highlights for Preferred Alternative (Boulevard)

The Preferred Alternative allows

- Long-term improvements to address congestions and safety on Ford Road
- Safety improvements include but are not limited to eliminating left turns and providing refuge areas for pedestrian crossings
- Connection of nonmotorized facilitates
- Address pavement conditions on Ford Road, while at the same time addressing traffic operational needs. This will minimize future construction impacts to the community and businesses

Preferred Alternative Challenges and Opportunities

Future Project Funding

- Canton Township is applying for TIGER V grant as one possible source of funding
- MDOT and Wayne County funding constraints
- Canton Township can minimize right-of-way costs through continuing access management and its flexible zoning central business district overlay, including
 - Building and parking setbacks
 - Number of parking space requirements
 - Lot sizes
 - Greenbelt and landscaping requirements
- Phased approaches will be considered for short- and long-term relief

Planning & Environmental Linkage (PEL)

Environmental and Planning Process

- This Environmental and Traffic study focused on improving safety and mobility while minimizing community and natural resources impacts
- Uses public involvement and environmental data to streamline future National Environmental Policy Act (NEPA) analysis
- Financing opportunities will be pursued as a result of the preferred alternative and its cost range

Future Steps

Design and Construction

- Occurs after identification of available funds
- Secure National Environmental Policy Act (NEPA) compliance
- More detailed information on the locations of loons, pedestrian and nonmotorized facilities, and property impacts
- Follow up on community concerns about minimizing construction impacts and other community and environmental concerns

Power Point Presentation

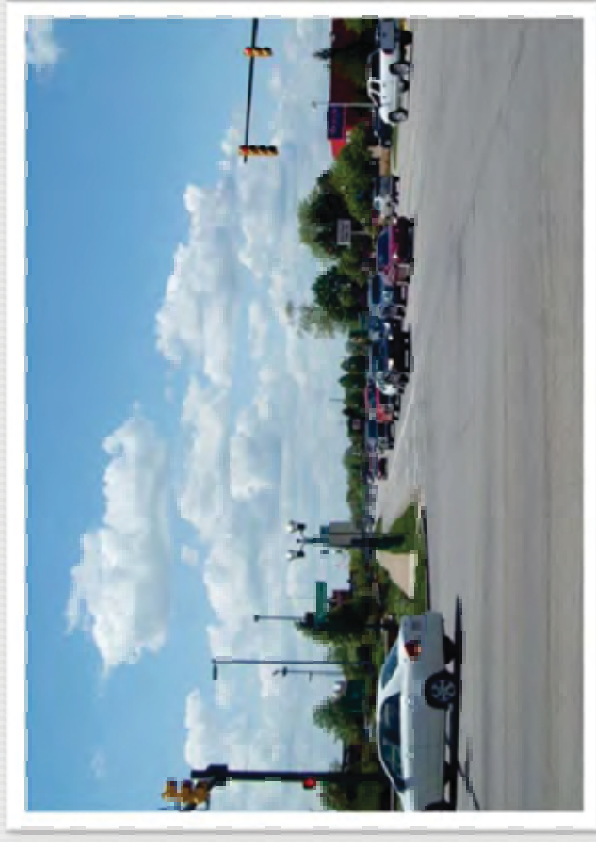
M-153 (Ford Road) at I-275 Area Traffic and Environmental Study

Public Information Meeting
May 30, 2013
5-7 p.m.
Summit on the Park



Meeting Purpose

- Present project history
- Present what we heard
 - Illustrative Alternatives
 - Practical Alternatives
 - Final Purpose and Need
- Present gathered data
 - Crash Data
 - Environmental Constraints
- Present the Preferred Alternative



Introduction

- Study Area
 - Warren Road south to Cherry Hill Road
 - Sheldon Road east to Lotz Road
- Why are we here?
 - Complete a Traffic and Environmental Study
 - Propose safety improvements



Technical Advisory Team



The Technical Advisory Team (Study Team) was integral in the planning and decision-making process from the moment the project began

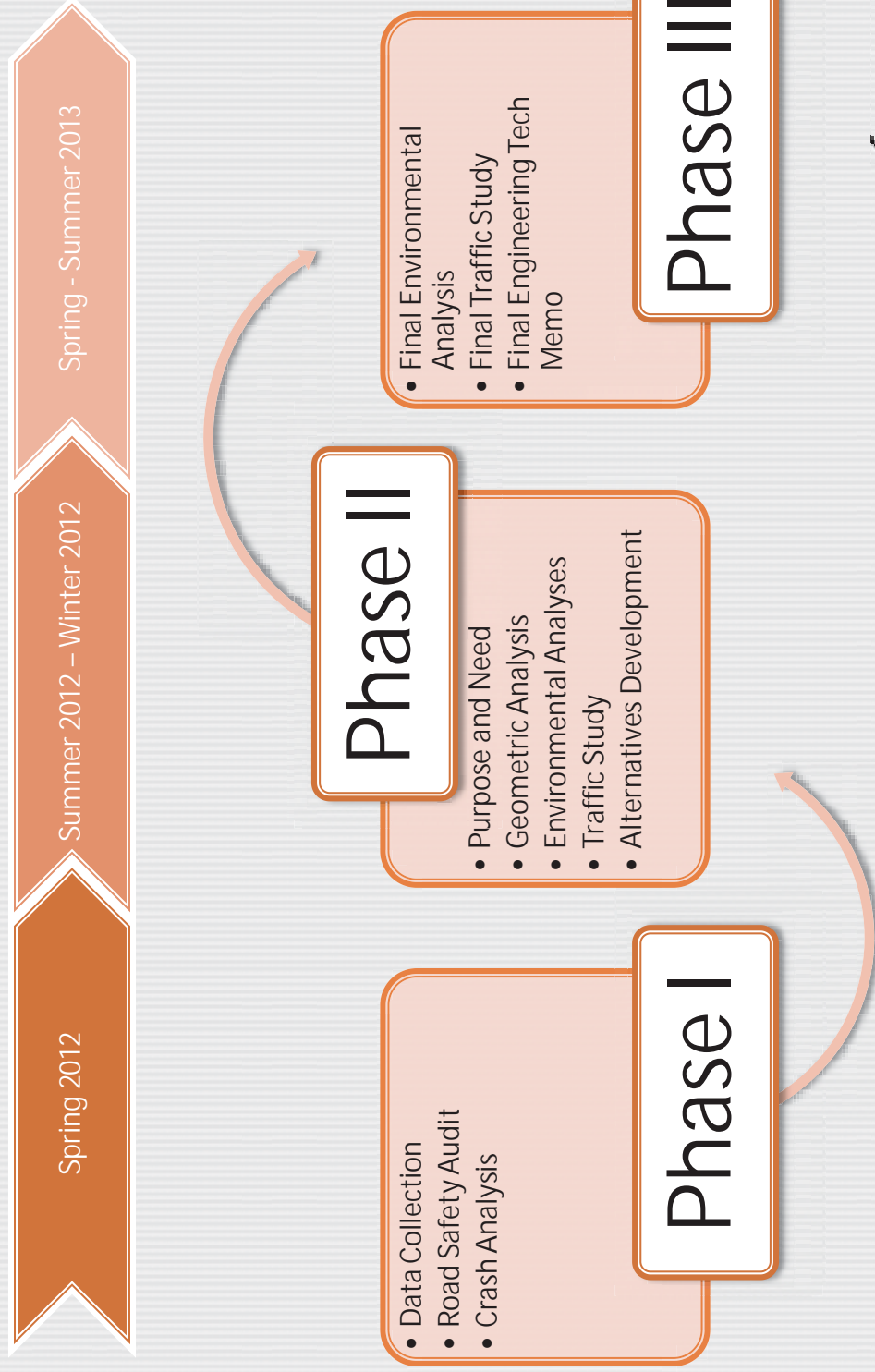
M-153 (Ford Road) at I-275 Area Traffic and Environmental Study



Prior and Current Work

- I-275/Ford Road Interchange Traffic Operations Study - 2003
- Western Wayne Transportation Improvement Plan (WWTIP) - 2006
- Per federal guidelines, we are assessing whether an environmental study is required and ensure alternatives are working toward all requirements for the environmental process

Project Schedule



What Have We Done?

- Data collection
 - Utilities, traffic data, crash history, environmental constraints
- Traffic Analysis
- Road Safety Audit
- Public Information Meeting #1 (June 7, 2012)
- Public Information Meeting #2 (Oct. 11, 2012)
- Public Information Meeting #3 (March 27, 2013)
- Established final project purpose and need
- Developed Illustrative Alternatives
- Developed Practical Alternatives
- Determined Preferred Alternative



Next Steps...

- Solicit comments on the Preferred Alternative
- Fine-tune Preferred Alternative
- Finalize Traffic and Environmental Study



Contact Information

- We want to hear from you
 - Write your comments on a comment sheet today, e-mail or contact us at the Taylor Transportation Service Center (TSC)

Gorette Yung, Project Manager
MDOT Taylor TSC
6510 Telegraph Road
Taylor, MI 48180
313-375-2400

E-mail questions to: yunggg@michigan.gov

E-mail comments to: MDOT-ford275@michigan.gov

More information at: www.michigan.gov/mdotstudies

M-153 (Ford Road) at I-275 Area Traffic and Environmental Study



Conclusion

Your feedback is important and appreciated

Please remember to sign in and comment
before leaving today or e-mail us

Thank you for coming!

Traffic Video Stills



Completed Comment Sheets

M-153 (Ford Road) at I-275 Area

Traffic and Environmental Study

Public Information Meeting Comment Form

Name: [REDACTED]
Address: [REDACTED]
City: [REDACTED] State: [REDACTED] Zip Code: [REDACTED] Phone #: [REDACTED]
E-mail Address: [REDACTED]

Please comment on the Preferred Alternative for the M-153 (Ford Road) at I-275 Area Traffic and Environmental Study:

*Unless you spend now and build for the future the
monies will never be there to do the job right.*

*Easy moves now is W.B. travel Ford road make the right
lane a travel lane.*

Most are rear end wrecks - NO CELL PHONES Red curb area

*They do not know how to use left-turn lane - it must be
eliminated.*

*Computer lights - if no traffic is going North or South why
does East and West Ford road travel have to stop.*

NO TRUCKS OVER 3-AXLES

Bottom line, pay now or pay 5-X the amount later.

Comments and questions may also be sent to:

Gorette Yung, Project Manager
MDOT Taylor TSC
6510 Telegraph Road
Taylor, MI 48180
313-375-2400

Please place this form in a comment box.

E-mail questions to: yunggg@michigan.gov

E-mail comments to: MDOT-ford275@michigan.gov

More information at: www.michigan.gov/mdotstudies

Comments will be accepted through June 7, 2013.

M-153 (Ford Road) at I-275 Area

Traffic and Environmental Study

Public Information Meeting Comment Form

Name:

Address:

City: State: Zip Code: Phone #):

E-mail Address:

Please comment on the Preferred Alternative for the M-153 (Ford Road) at I-275 Area Traffic and Environmental Study:

I like the red line + turn lane at Spaulding & Ford.
Keep 3 lanes all the way if possible. -
I think the blue plan is the best I've seen
so far. It will remove a lot of accidents that
occur when cars cut across lanes from business on
one side to go the opposite way.

Comments and questions may also be sent to:

Gorette Yung, Project Manager

MDOT Taylor TSC

6510 Telegraph Road

Taylor, MI 48180

313-375-2400

E-mail questions to: yunggg@michigan.gov

E-mail comments to: MDOT-ford275@michigan.gov

More information at: www.michigan.gov/mdotstudies

Comments will be accepted through June 7, 2013.

Please place this form in a comment box.

M-153 (Ford Road) at I-275 Area

Traffic and Environmental Study

Public Information Meeting Comment Form

Name:
Address:
City: State: Zip Code: Phone #:
E-mail Address:

Please comment on the Preferred Alternative for the M-153 (Ford Road) at I-275 Area Traffic and Environmental Study:

The boulevard alternative is great. My concern is still:
Ford road East bound & of Lilley to Haggerty should
be three lanes. Then add a fourth right turn lane
at Haggerty & use ~~the~~ this 4th lane to allow access
to south bound I-275. The 3rd lane would allow
access to I-275 north bound without lane shifting.

Comments and questions may also be sent to:

Gorette Yung, Project Manager

MDOT Taylor TSC

6510 Telegraph Road

Taylor, MI 48180

313-325-2400

E-mail questions to: yunggg@michigan.gov

E-mail comments to: MDOT-ford275@michigan.gov

More information at: www.michigan.gov/mdotstudies

Comments will be accepted through June 7, 2013.

Please place this form in a comment box.

M-153 (Ford Road) at I-275 Area

Traffic and Environmental Study

Public Information Meeting Comment Form

Name: _____
Address: _____
City: _____ State: _____ Zip Code: _____ Phone #: _____
E-mail Address: _____

Please comment on the Preferred Alternative for the M-153 (Ford Road) at I-275 Area Traffic and Environmental Study:

BUILD IT NOW.

Comments and questions may also be sent to:

Gorette Yung, Project Manager

MDOT Taylor TSC

6510 Telegraph Road

Taylor, MI 48180

313-375-1400

E-mail questions to: yunggs@michigan.gov

E-mail comments to: MDOT-fordtars@michigan.gov

More information at: www.michigan.gov/mdotstudies

Comments will be accepted through June 7, 2013.

Please place this form in a comment box.



M-153 (Ford Road) at I-275 Area

Traffic and Environmental Study

Public Information Meeting Comment Form

Name: [REDACTED]

Address: [REDACTED]

City: [REDACTED] State: [REDACTED] Zip Code: [REDACTED] Phone #: [REDACTED]

E-mail Address: [REDACTED]

Please comment on the Preferred Alternative for the M-153 (Ford Road) at I-275 Area Traffic and Environmental Study:

(1) traffic light needed on Haggerty access from Lifetime Fitness
(boulder road will make turns more difficult)

(2) access north of LaQuinta Hotel to I-275 SB on-ramp

(3) better lighting on Ford after boulder road installed
needed

Please place this form in a comment box.

Comments and questions may also be sent to:

Gorette Yung, Project Manager

MDOT Taylor TSC

6510 Telegraph Road

Taylor, MI 48580

313-375-2400

E-mail questions to: yunggs@michigan.gov

E-mail comments to: MDOT-ford275@michigan.gov

More information at: www.michigan.gov/mdotstudies

Comments will be accepted through June 7, 2013.

M-153 (Ford Road) at I-275 Area

Traffic and Environmental Study

Public Information Meeting Comment Form

Name: [REDACTED]
Address: [REDACTED]
City: [REDACTED] State: [REDACTED] Zip Code: [REDACTED] Phone #: [REDACTED]
E-mail Address: [REDACTED]

Please comment on the Preferred Alternative for the M-153 (Ford Road) at I-275 Area Traffic and Environmental Study:

I bike and volunteer with the Friends of the I-275 Metro Trail.

They concern with any future plans for M-153 (Ford Road) would be to keep the roads and safety of bicyclists in mind. That it make and safer for bicyclists to access the I-275 Metro Trail, and business, especially restaurants, drug stores and bike shops, etc. to access. If the business are accessible, then bicyclists will stop to eat, buy beverages on the side.

The Metro Trail, part of I-275 to Lotz Road is a concern too. The trail is in an area where on the north side of Ford Road and therefore inconvenient to use. Currently, crossing Ford Road just east of I-275 is not safe for bicyclists to do anyway. A safer crossing (bridge, traffic light or pedestrian crossing light) is needed.

Comments and questions may also be sent to:

Gorette Yung, Project Manager

MDOT Taylor TSC

6510 Telegraph Road

Taylor, MI 48180

313-375-2400

E-mail questions to: yungg@michigan.gov

E-mail comments to: MDOT-ford275@michigan.gov

More information at: www.michigan.gov/mdotstudies

Comments will be accepted through June 7, 2013.

Please place this form in a comment box.

M-153 (Ford Road) at I-275 Area

Traffic and Environmental Study

Public Information Meeting Comment Form

Name: [REDACTED]
Address: [REDACTED]
City: [REDACTED] State: [REDACTED] Zip Code: [REDACTED] Phone #: [REDACTED]
E-mail Address: [REDACTED]

Please comment on the Preferred Alternative for the M-153 (Ford Road) at I-275 Area Traffic and Environmental Study:

- 1) The Preferred Alternative: Extend the Ford Rd from Center Rd to the West End Road - ~~2013~~
I would like to see the Preferred Alternative extended at least from I-275 to Center Center
Rd. It would integrate nicely with what the Township has already done over the last
20 years. The Request to the Ford Rd Corridor
- 2) Need to look at Alternative Access for Businesses Between Highway & I-275. Access should
be limited to cut off Highway only
- 3) Probably Look at Ford Rd Improvements. Proposed Center Center Rd (Extend at least 5 lanes
from Center Center Rd to Rock Rd - currently 4 lanes to a loop)

Comments and questions may also be sent to:

Gorette Yung, Project Manager

MDOT Taylor TSC

6510 Telegraph Road

Taylor, MI 48180

313-375-1400

E-mail questions to: yunggg@michigan.gov

E-mail comments to: MDOT-ford275@michigan.gov

More information at: www.michigan.gov/mdotstudies

Comments will be accepted through June 7, 2013.

Please place this form in a comment box.

M-153 (Ford Road) at I-275 Area

Traffic and Environmental Study

Public Information Meeting Comment Form

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____ Phone #: _____

E-mail Address: _____

Please comment on the Preferred Alternative for the M-153 (Ford Road) at I-275 Area Traffic and Environmental Study:

I represent residents in the Windsor Park Sub Warren-Lilly
We do like the improvements that the study has produced to improve Ford Road Traffic Flow & Access to the Business District. Our Concern is during the build out Phase (Construction) the impact to traffic on Warren Road. Since this is our primary entrance & Egress we feel we need an additional turn lane to help in the effort for vehicles to enter the east or west bound access. Our suggestion is an additional lane however there may be other alternatives that we have not considered that would assist in the traffic flow. We totally support this effort and want it to result in lower accident frequency & better traffic flow utilization but we know Warren Road volume will increase creating a greater problem than your solution will alleviate.

Comments and questions may also be sent to:

Gorette Yung, Project Manager

MDOT Taylor TSC

6510 Telegraph Road

Taylor, MI 48180

313-375-1400

E-mail questions to: yungg@michigan.gov

E-mail comments to: MDOT-ford275@michigan.gov

More information at: www.michigan.gov/mdotstudies

Comments will be accepted through June 7, 2013.

Please place this form in a comment box.

M-153 (Ford Road) at I-275 Area

Traffic and Environmental Study

Public Information Meeting Comment Form

Name: [REDACTED]

Address: [REDACTED]

City: [REDACTED] State: [REDACTED] Zip Code: [REDACTED] Phone #: [REDACTED]

E-mail Address: [REDACTED]

Please comment on the Preferred Alternative for the M-153 (Ford Road) at I-275 Area Traffic and Environmental Study:

Very glad to see well-utilized crossings at both sides of Ford Rd that help people safely get to I-275 Metro Trail

Should love to see the Metro Trail crossing at Ford Rd included in plans. Improvements are most definitely needed to improve safety of all people and vehicles

Comments and questions may also be sent to:

Gorette Yung, Project Manager

MDOT Taylor TSC

6510 Telegraph Road

Taylor, MI 48180

313-375-2400

E-mail questions to: yunggg@michigan.gov

E-mail comments to: MDOT-ford275@michigan.gov

More information at: www.michigan.gov/mdotstudies

Comments will be accepted through June 7, 2013.

Please place this form in a comment box.

M-153 (Ford Road) at I-275 Area

Traffic and Environmental Study

Public Information Meeting Comment Form

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____ Phone #: _____

E-mail Address: _____

Please comment on the Preferred Alternative for the M-153 (Ford Road) at I-275 Area Traffic and Environmental Study:

My wife and I are bicyclist and are concerned

about the intersection between Ford Rd and

the I-275 bike path. There needs to be a

safe way for the bicyclist to cross Ford Rd.

A pedestrian/bike bridge, a traffic light, or

improvements to the existing route that is as private

property. The existing route is very rough and

becomes dangerous for that reason.

Comments and questions may also be sent to:

Gorette Yung, Project Manager

MDOT Taylor TSC

6510 Telegraph Road

Taylor, MI 48180

313-375-1400

E-mail questions to: yungg@michigan.gov

E-mail comments to: MDOT-ford275@michigan.gov

More information at: www.michigan.gov/mdotstudies

Comments will be accepted through June 7, 2013.

Please place this form in a comment box.

M-153 (Ford Road) at I-275 Area

Traffic and Environmental Study

Public Information Meeting Comment Form

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____ Phone #: _____

E-mail Address: _____

Please comment on the Preferred Alternative for the M-153 (Ford Road) at I-275 Area Traffic and Environmental Study:

I am happy to see this as the preferred alternative for Ford Rd because it addresses the whole area that has been a problem, not just the interchange with I-275. It's a well-thought-out process. I'm not looking forward to when the "barrels go up", but I think it will be so much better!

Thank you for this process

Comments and questions may also be sent to:

Gorette Yung, Project Manager

MDOT Taylor TSC

6510 Telegraph Road

Taylor, MI 48180

313-375-1400

E-mail questions to: yunggg@michigan.gov

E-mail comments to: MDOT-ford275@michigan.gov

More information at: www.michigan.gov/mdotstudies

Comments will be accepted through June 7, 2013.

Please place this form in a comment box.

M-153 (Ford Road) at I-275 Area

Traffic and Environmental Study

Public Information Meeting Comment Form

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____ Phone #: _____

E-mail Address: _____

Please comment on the Preferred Alternative for the M-153 (Ford Road) at I-275 Area Traffic and Environmental Study:

* DISLIKE, but LIKE a boulevard concept

* I would strongly ~~add~~ suggest that the boulevard be extended to west of Canton Center.

* Left turns should be allowed at each intersection.

* There should be no streetscape damaged/relocated in this project because there's a lot of tax money already invested for that roadway beautification.

* Overall, I really appreciate MDOT's consideration for Canton!

Comments and questions may also be sent to:

Gorette Yung, Project Manager

MDOT Taylor TSC

6530 Telegraph Road

Taylor, MI 48180

313-375-3400

E-mail questions to: yunggs@michigan.gov

E-mail comments to: MDOT-ford275@michigan.gov

More information at: www.michigan.gov/mdotstudies

Comments will be accepted through June 7, 2013.

Please place this form in a comment box.

M-153 (Ford Road) at I-275 Area

Traffic and Environmental Study

Public Information Meeting Comment Form

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____ Phone #: _____

E-mail Address: _____

Please comment on the Preferred Alternative for the M-153 (Ford Road) at I-275 Area Traffic and Environmental Study:

Think this a viable option
Concerns on East Bound to 275 - South's North
still have some issues with back ups at ~~merge~~ during
morning rush - with last minute merge/backups

Concerns with ~~the~~ Shopping Center North of Ford/~~near~~ East of Liliy
(Pawera) trying to turn left by cutting straight across
blocking traffic

Comments and questions may also be sent to:

Gorette Yung, Project Manager

MDOT Taylor TSC

6510 Telegraph Road

Taylor, MI 48180

313-375-3400

E-mail questions to: yunggo@michigan.gov

E-mail comments to: MDOT-ford275@michigan.gov

More information at: www.michigan.gov/mdotstudies

Comments will be accepted through June 7, 2013.

Please place this form in a comment box.

M-153 (Ford Road) at I-275 Area

Traffic and Environmental Study

Public Information Meeting Comment Form

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____ Phone #: _____

E-mail Address: _____

Please comment on the Preferred Alternative for the M-153 (Ford Road) at I-275 Area Traffic and Environmental Study:

Very concerned about it's impact. Construction will
have on Seltz & Hanford Rds. Even during projects
we couldn't get in & out of our driveways because
Ford Rd traffic was restricted. This would be
very unsafe if people use Seltz & Hanford as
alternate routes. People already drive twice the
speed limit on our roads. We have many children
playing & going to & from school to be concerned about
at all.

Comments and questions may also be sent to:

Gorette Yung, Project Manager

MDOT Taylor TSC

6310 Telegraph Road

Taylor, MI 48180

313-375-3400

E-mail questions to: yungg@mdot.michigan.gov

E-mail comments to: MDOT-ford275@mdot.michigan.gov

More information at: www.michigan.gov/mdotstudies

Comments will be accepted through June 7, 2013.

Please place this form in a comment box.

M-153 (Ford Road) at I-275 Area

Traffic and Environmental Study

Public Information Meeting Comment Form

Name: [REDACTED]
Address: [REDACTED]
City: [REDACTED] State: [REDACTED] Zip Code: [REDACTED] Phone #: [REDACTED]
E-mail Address: [REDACTED]

Please comment on the Preferred Alternative for the M-153 (Ford Road) at I-275 Area Traffic and Environmental Study:

Should have been done a long time ago! I have never understood why "No Left" was never posted at the driveways in front. My husband & I avoid Ford Road at all costs.

Please consider full closure of incentive for final construction. With I-96 being improved, it should be ok to detour traffic for a couple months. Alternate delivery may also expedite completion.

The Ikea parking lot should be separated from the strip mall & restaurants - lots of traffic using this "thoroughfare" to avoid I-96.

Great job! ☺

Comments and questions may also be sent to:

Gorette Yung, Project Manager

MDOT Taylor TSC

6510 Telegraph Road

Taylor, MI 48180

313-375-2400

E-mail questions to: yunggg@michigan.gov

E-mail comments to: MDOT-ford275@michigan.gov

More information at: www.michigan.gov/mdotstudies

Comments will be accepted through June 7, 2013.

Please place this form in a comment box.

M-153 (Ford Road) at I-275 Area

Traffic and Environmental Study

Public Information Meeting Comment Form

Name: _____
Address: _____
City: _____ State: _____ Zip Code: _____ Phone #: _____
E-mail Address: _____

Please comment on the Preferred Alternative for the M-153 (Ford Road) at I-275 Area Traffic and Environmental Study:

A BOULEVARD WILL BE A VERY WELCOMED ADDITION
TO FORD RD.

CURRENTLY, MY WIFE AND I AVOID THE ROAD
(FORD) AT ALL COSTS. IF WE MUST
TRAVEL THE ROAD WE ACCESS OUR
DESTINATION VIA BACK PARKING LOTS.

I COULDN'T TELL YOU THE SPARE PARTS
PICNICK, CURRENTLY, WE SEE THEM FROM
THE BACK.

Please place this form in a comment box.

Comments and questions may also be sent to:

Gorette Yung, Project Manager

MDOT Taylor TSC

6510 Telegraph Road

Taylor, MI 48180

313-375-1400

E-mail questions to: ysung@mdot.michigan.gov

E-mail comments to: MDOT-ford275@mdot.michigan.gov

More information at: www.michigan.gov/mdotstudies

Comments will be accepted through June 7, 2013.



[REDACTED]

From: [REDACTED]
Sent: Thursday, June 06, 2013 8:17 AM
To: [REDACTED]
Subject: FW: JN 115177 (I-275/Ford) resident comment 1

[REDACTED]

-----Original Message-----

From: MDOT-Ford275 [REDACTED]
Sent: Thursday, June 06, 2013 6:52 AM
To: [REDACTED]
Cc: [REDACTED] (MDOT)
Subject: FW: JN 115177 (I-275/Ford) resident comment 1

Hi [REDACTED],

We received the comment below. Please incorporate into the report.

Thanks,

[REDACTED]
MDOT Taylor TSC
6510 Telegraph
Taylor, MI 48180
Phone: [REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: Sunday, June 02, 2013 10:19PM
To: MDOT-Ford275
Subject: Safer crossing

Hi ,

As a daily user of both the 275 trail and the Ford rd./275 ramp, I would ask you to please include in your plans a safer and smoother crossing from the trail over Ford Rd. in addition, considering how bikers can get from the trails to the businesses West of 275 would be appreciated too! My kids would love to be able to bike to an ice cream store!

I also think paving Lotz south of Ford Rd to Cherry Hill would have a significant impact on the traffic at Haggerty and Ford Rd.

Thank you for your hard work!

[REDACTED]

Sent from my iPad

[REDACTED]

From: [REDACTED]
Sent: Thursday, June 06, 2013 8:19 AM
To: [REDACTED]
Subject: FW: JN 115177 (I-275/Ford) resident comment 2
Importance: High

From: MDOT-Ford275 [REDACTED]
Sent: Thursday, June 06, 2013 6:54 AM
To: [REDACTED]
Cc: [REDACTED] (MDOT)
Subject: FW: JN 115177 (I-275/Ford) resident comment 2
Importance: High

Hi [REDACTED],

We received the comment below. Please incorporate into the report.

Thanks,

[REDACTED]
MDOT Taylor TSC
6510 Telegraph
Taylor, MI 48180
Phone: [REDACTED]

From: [REDACTED]
Sent: Tuesday, June 04, 2013 7:51AM
To: MDOT-Ford275
Subject: Comments for M-153 @ I-275
Importance: High

Dear MDOT Representatives,

Thank you very much for your continuous hard works for Canton residents.

I believe the Preferred Alternative #3 Proposal seems to be the most feasible plan in minimizing project funds and environmental changes although I hoped one more freeway interchange at the Cherry Hill Road.

Since the project completion may take 4-5 year time frame, I strongly recommend some tentative trial to resolve the traffic jam at the Haggerty/Ford intersection as below. It requires only simple software change of traffic light control to try something as same as the intersection of 8 Mile road and Haggerty (more traffics).

At Haggerty/Ford intersection, each bound site (East, West, North, South bound) forwards one by one altogether straight forward direction, left turn and right turn, one at a time.

For example:

Starting West bound (Ford) with longest green signal timing>East bound (Ford)> South Bound (Haggerty)>North bound (Haggerty)

Traffic signal duration pattern could be adjusted by traffic volume study input based on daily rush hour patterns (More traffics in the morning to East bound & West bound in the afternoon, etc.)

I believe traffic signal pattern software change may require a feasible budget from Canton Township and Residents to try something to improve rather than just waiting for the big budget approval. I am very positive Canton Residents may welcome this tentative resolution to try first.

I hope this suggestion is shared with Mr. Phil LaJoy, Canton Supervisor by MDOT.

We hope to see some actions to improve immediately with minimum costs before the long term solutions.

If there will be one more public meeting, I like to see “tentative trial plans” to resolve daily rush hour traffic jams for Canton Residents.

Thanks for your time to review this e-mail.

Best regards,

[REDACTED]

A loyal Canton Resident (Retired Ford Engineer)

[REDACTED]

Project Articles

Friends of the I-275 Metro Trail

Official Website

MDOT Public Hearing on Ford Rd/I-275 Summary

Posted on [June 2, 2013](#) by [DB](#)

A few Friends attended the MDOT information meeting on Ford Rd and I-275 on Thursday, May 30, at the Summit in Canton Township. MDOT's proposal going forward with is to turn Ford Rd into a boulevard. The majority of the proposed road changes do not affect the I-275 trail. The vast majority of the Ford Rd improvements starts on the west side of I-275 and continue west. There is one small exception that does affect the trail.

MDOT is making crossing the entrance and exit ramps on both north and south sides of Ford Rd more non-motorized friendly. If you have seen what MDOT built at US-23 and Washtenaw Rd, MDOT proposes implementing the same design at I-275 and Ford Rd. The paths being created on each side of Ford Rd will tie into the Metro Trail. That is where the trail improvements end. The .pdf file on the proposal can be found here... http://www.michigan.gov/documents/mdot/I-275_and_M-153_PIM_Alternative_3_Boulevard_422540_7.pdf (It is a large file and may take a while to load.)

Not part of this proposal is a new and safer crossing at the trail itself to get across Ford Rd just east of I-275. Those of us who attended the meeting left comments that we would like to see that crossing improved. If you would also like to voice your concerns or comments, you can send an e-mail to MDOT-ford275@michigan.gov

This entry was posted in [Construction](#), [Friends of I-275](#), [MDOT](#), [Meeting](#), [Michigan State Government](#) and tagged [Canton](#), [detroit trails](#), [I-275](#), [I-275 Metro Trail](#), [I-275 trail](#), [i275 trail](#), [MDOT](#) by [DB](#). Bookmark the [permalink \[http://i-275.michigantrails.org/2013/06/mdot-public-hearing-on-ford-rdi-275-summary/\]](http://i-275.michigantrails.org/2013/06/mdot-public-hearing-on-ford-rdi-275-summary/).

MDOT: Boulevard plan best Ford Road fix

Written by [REDACTED]
Jun. 04

[hometownlife.com](http://www.hometownlife.com)

A proposal to ease Canton traffic congestion by transforming Ford Road into a boulevard from I-275 to Sheldon Road was confirmed Thursday evening as the favored option of the Michigan Department of Transportation.

A new study indicates the plan could reduce traffic accidents along the Ford Road corridor by 35 percent, from an average 315 crashes a year to 206, MDOT project manager Gorette Yung said. A project timetable and funding source remain elusive, however, and Yung said the overall cost could approach \$50 million.

MDOT's findings came during the latest public forum at Summit on the Park, signaling a potential turning point in what Canton Township Supervisor Phil LaJoy called a decade-long quest that spawned two studies totaling nearly \$1.5 million.

"I'm not a road engineer, so I have to trust that they have come up with the right solution. I just hope it works," LaJoy said, though he grimly conceded the project "is years away."

Grassy separation

The plan calls for separating westbound and eastbound Ford Road lanes by a grassy median, prohibiting left turns at intersections, adding turnaround lanes similar to those on Michigan Avenue and transforming Haggerty Road into a boulevard for 1,000 feet in both directions from Ford.

The plan, tweaked since the last MDOT forum, calls for adding a third westbound lane from I-275 to Lilley, rather than all the way to Sheldon, and adding a third eastbound lane from the Haggerty area to I-275. It suggests paving Lotz Road between Ford and Cherry Hill, as well as extending sidewalks from west of the I-275 interchange to the Lotz area.

Township Engineer Bill Serchak said Canton expects as early as Monday to submit a fifth proposal to federal authorities to seek project funding through the so-called TIGER program — Transportation Investment Generating Economic Recovery. Canton was snubbed four times for a now-dead proposal to reshape the I-275/Ford interchange.

MDOT officials believe the boulevard plan would reduce traffic congestion, provide safer access to Ford Road businesses, have a minimal impact on the environment and reduce crashes along one of Michigan's most accident-prone thoroughfares. MDOT spokesman Rob Morosi said all efforts would be made to cause as little disruption as possible along Canton's primary business corridor.

Welcome concept

Westland resident Jack Stange, who travels Ford Road to get to Praise Church in Plymouth Township, welcomed the boulevard concept.

"Getting rid of the bottlenecks at Haggerty is a plus," he said. "Hopefully it will prevent a lot of the accidents."

Canton resident Alan VanKerckhove said the addition of sidewalks from the interchange toward Lotz Road would help bicyclists such as himself who have a difficult time maneuvering the area.

"My thoughts are pretty good about this plan," he said. "It's a compromise. It's much better than doing nothing."

Morosi said a move to prohibit left turns at Ford Road intersections is expected to result in better traffic flow.

"We want to improve progression (of traffic), but the top priority will remain safety," he said, though he said the uncertainty of funding "does hurt us."

Retiree friends Donald Haidys of Sumpter Township and Tony Calderoni of Canton scoffed at the boulevard plan, saying local officials should try to block it.

“I’d go to the governor and kill it,” Haidys said. “It’s a traffic bottleneck. This is a joke.”

Crash reduction

Calderoni said the proposal should suggest three lanes from I-275 all the way to Sheldon Road, if not beyond.

Canton Municipal Services Director Tim Faas welcomed estimates that traffic crashes would be reduced by 35 percent with the boulevard plan, calling it the first time MDOT has indicated “how much better this solution will be” for the Ford Road corridor.

Although MDOT officials say they can’t predict when the project could be completed, Faas said he is hopeful it will be done within five to 10 years. He said Ford Road will need reconstructing within a few years anyway, and local officials already have waited a decade for a fix to traffic woes.

“It needs to be done,” Faas said.

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