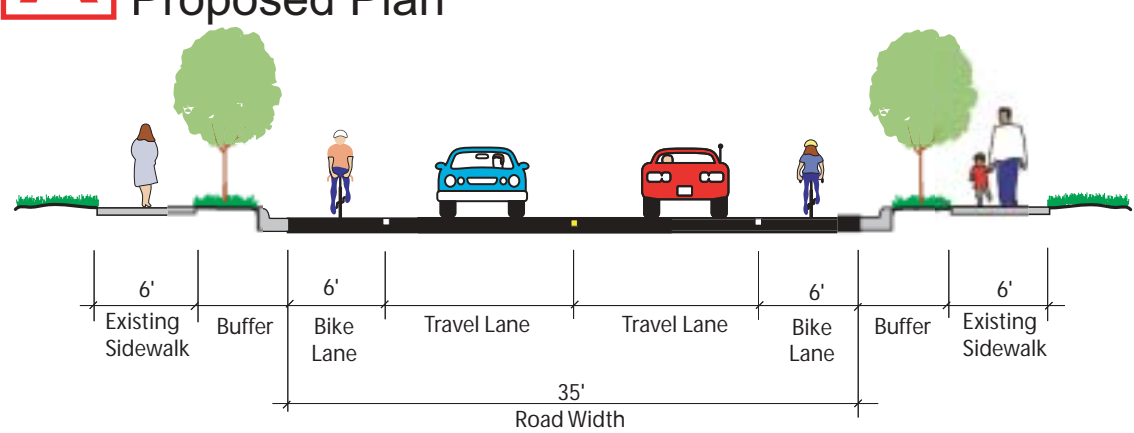


CONNER CREEK GREENWAY

A

Conner Street- 7 Mile to 8 Mile Road
Proposed Plan



Summary: Bike lanes will be incorporated on both sides of the roadway through narrowing of lanes. Sidewalks will be added on both sides of road and trees will be added in the buffer.

B

Conner Street- 7 Mile Road to E. Outer Drive
Proposed Plan

Summary: In this section there is a transition from the shared use path in the road corridor to the south to bike lanes and sidewalks. Numerous intersecting roads and driveways make the use of a continued sidepath inappropriate north of Bliss Street. The shared use path continues from 7 Mile Road to Bliss Street. Users may opt to take bike lanes and sidewalks along Conner or bike along neighborhood streets.

Distance traveled in 15 minutes

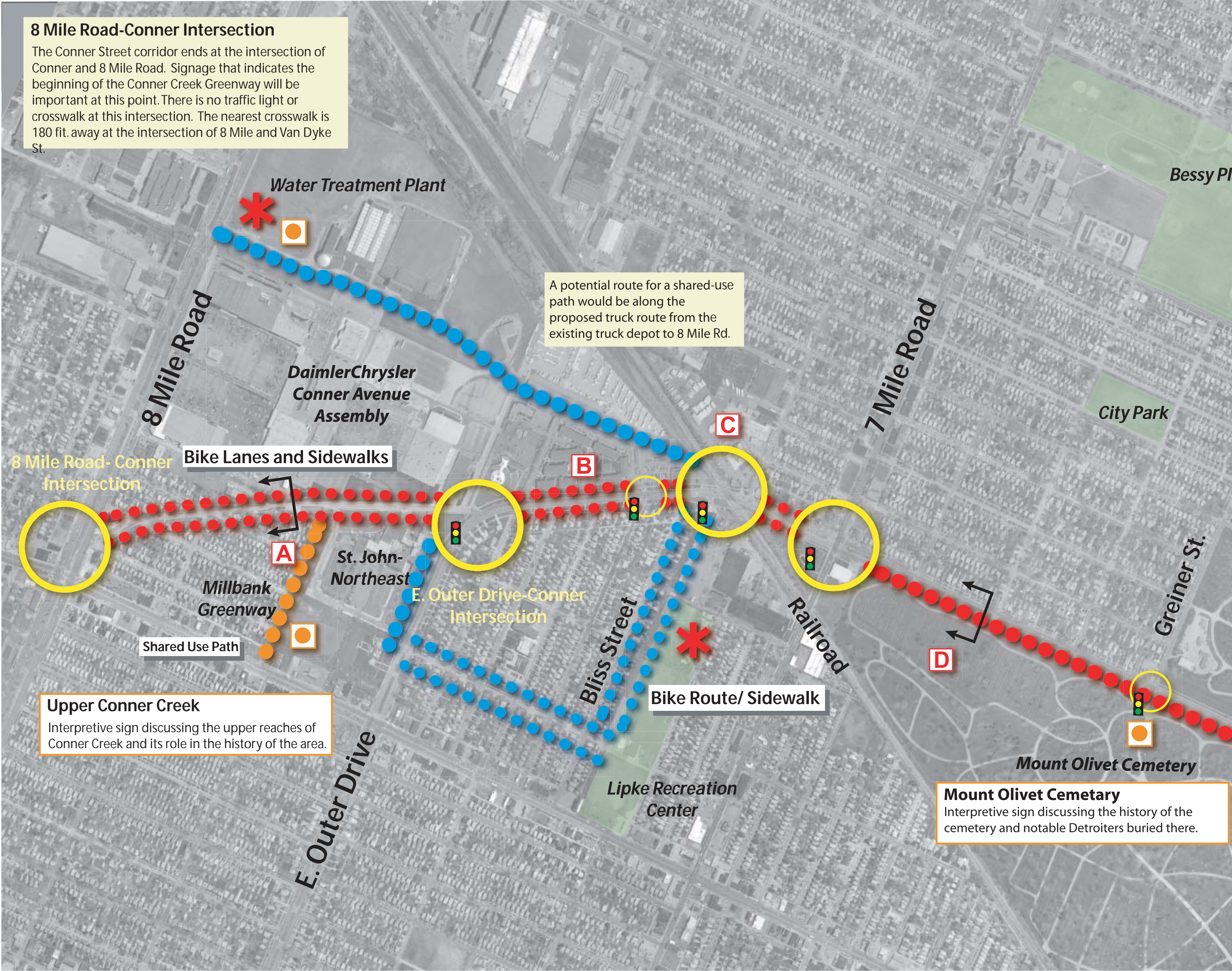


Pedestrian 2-3 miles an hour



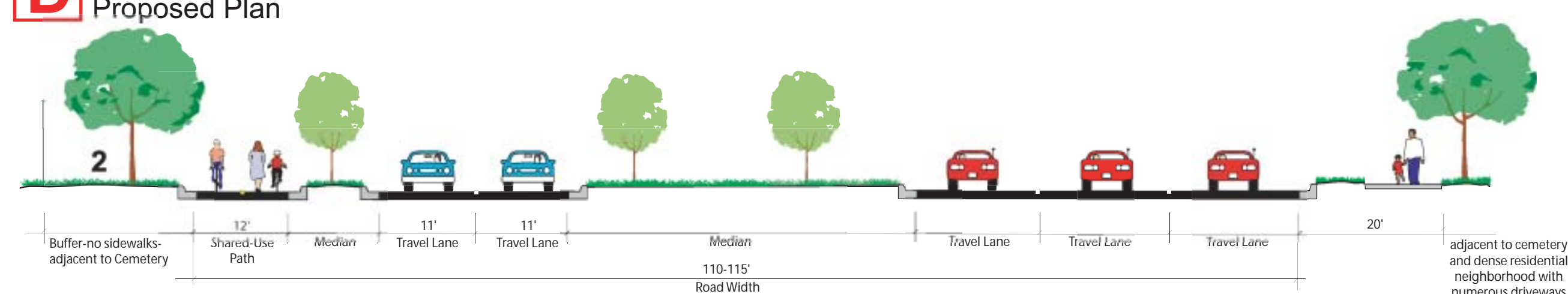
Bicyclist travels 8-12 miles an hour

It takes 3- 4.5 hours to walk from the Detroit River in Maheras Park along Conner Boulevard to 8 Mile Road and 45 minutes-1.5 hours to ride the corridor on a bike.



D

Conner Street- McNichols Road to 7 Mile Road
Proposed Plan

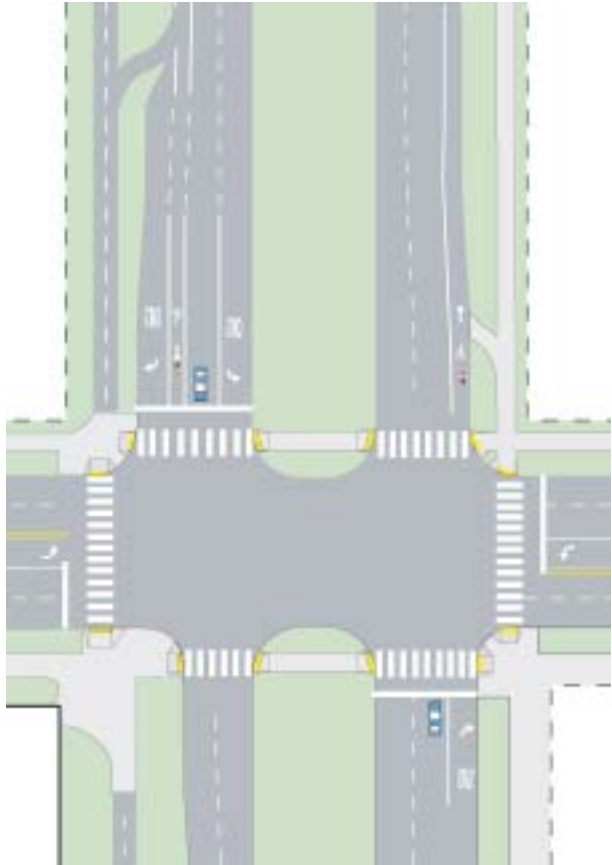


Summary: Southbound travel lanes are narrowed to accommodate a 12' Shared-Use Path within the road corridor on west side of the road. The path is separated from the road by a planted median. No sideroads or driveways enter the roadway along this stretch and the roadway is framed by Mount Olivet Cemetery on either side, making it a very scenic portion of the greenway.

Proposed Plan from Jefferson Avenue to 8 Mile Road

C

7 Mile Rd.- Conner Intersection
Proposed Plan




Summary: The Conner- 7 Mile intersection has the second largest number of non-motorized crashes in study area. Currently, pedestrians must cross a 52 ft. road with 5 lanes of traffic, the existing crosswalks are set far-back from intersection, and the refuge islands are not clearly delineated.

The intersection will be updated with the latest designs for pedestrian safety. In addition, this will be a transition point between the shared use path along the west side of Conner and the beginning of bike lanes on the northern portion of Conner.

E

Conner Street- Gratiot Avenue to McNichols Road
Proposed Plan


Summary: The roadway in this section is too narrow to accommodate bike lanes in the street. A shared use path along the west side of the corridor will continue from Conner Playfield along the Detroit City Airport using some of the airport property that is currently parking lots. The circulation of the airport parking lot will be modified slightly to create safer entrance and exits at the trail intersections.





F

Gratiot- Conner Intersection
Proposed Plan




This dangerous intersection has the largest number of non-motorized crashes in the study area, with 5 pedestrian crashes in 3 years. Pedestrians must cross a 165 ft. wide road with 8 lanes of traffic.

The new intersection will follow the latest design guidelines on pedestrian and bike safety. The right turn slip-lane on northeast bound Gratiot will be replaced with a regular right turn lane and greenspace.

H

St. Jean and I-94
Proposed Plan

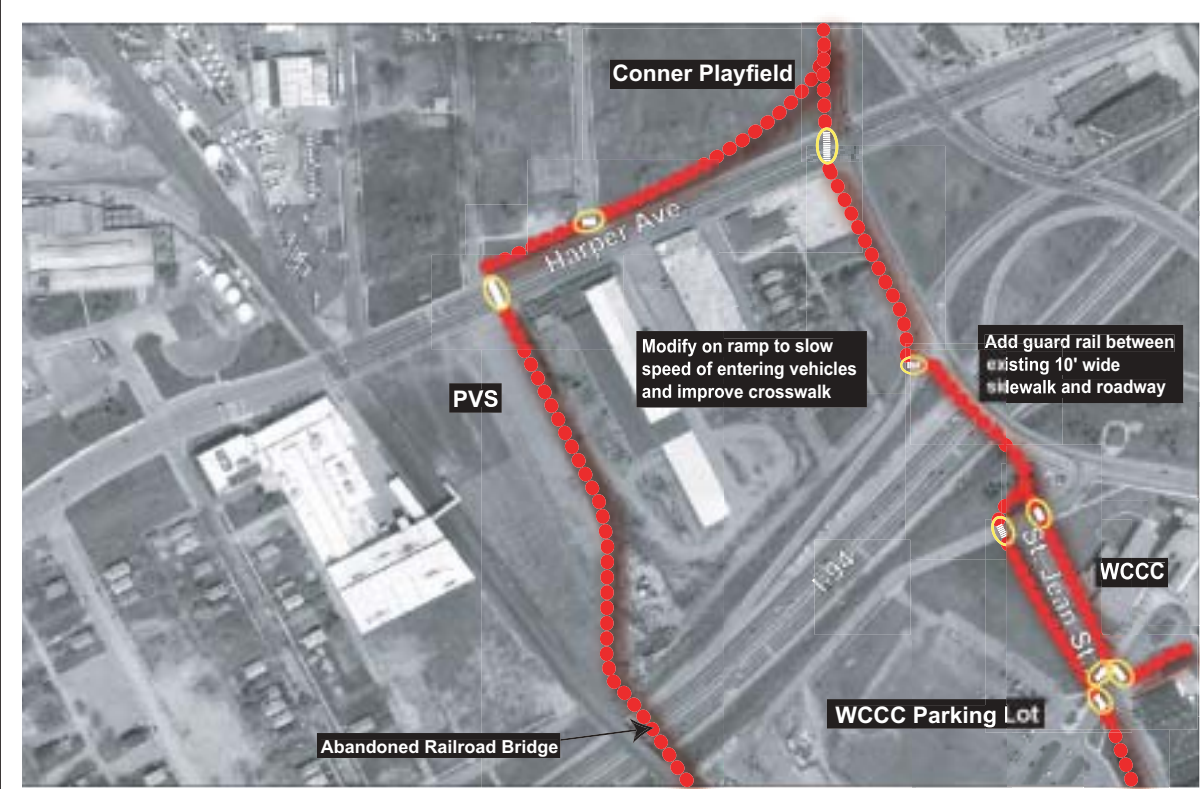


Location of crosswalks
Add speedbump to crosswalks

G Conner Street- I-94 Interchange to Gratiot Avenue

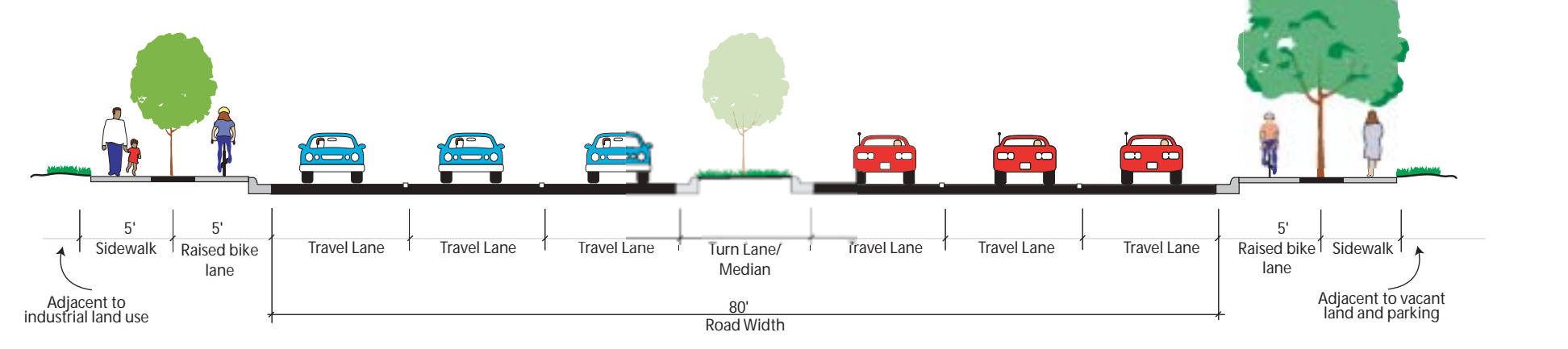
Proposed Plan

Summary: After crossing over I-94 along the pedestrian bridge and/or the abandoned railroad bridge, the two paths will meet as a shared-use path that continues through Conner Playfield and along the west side of Conner.

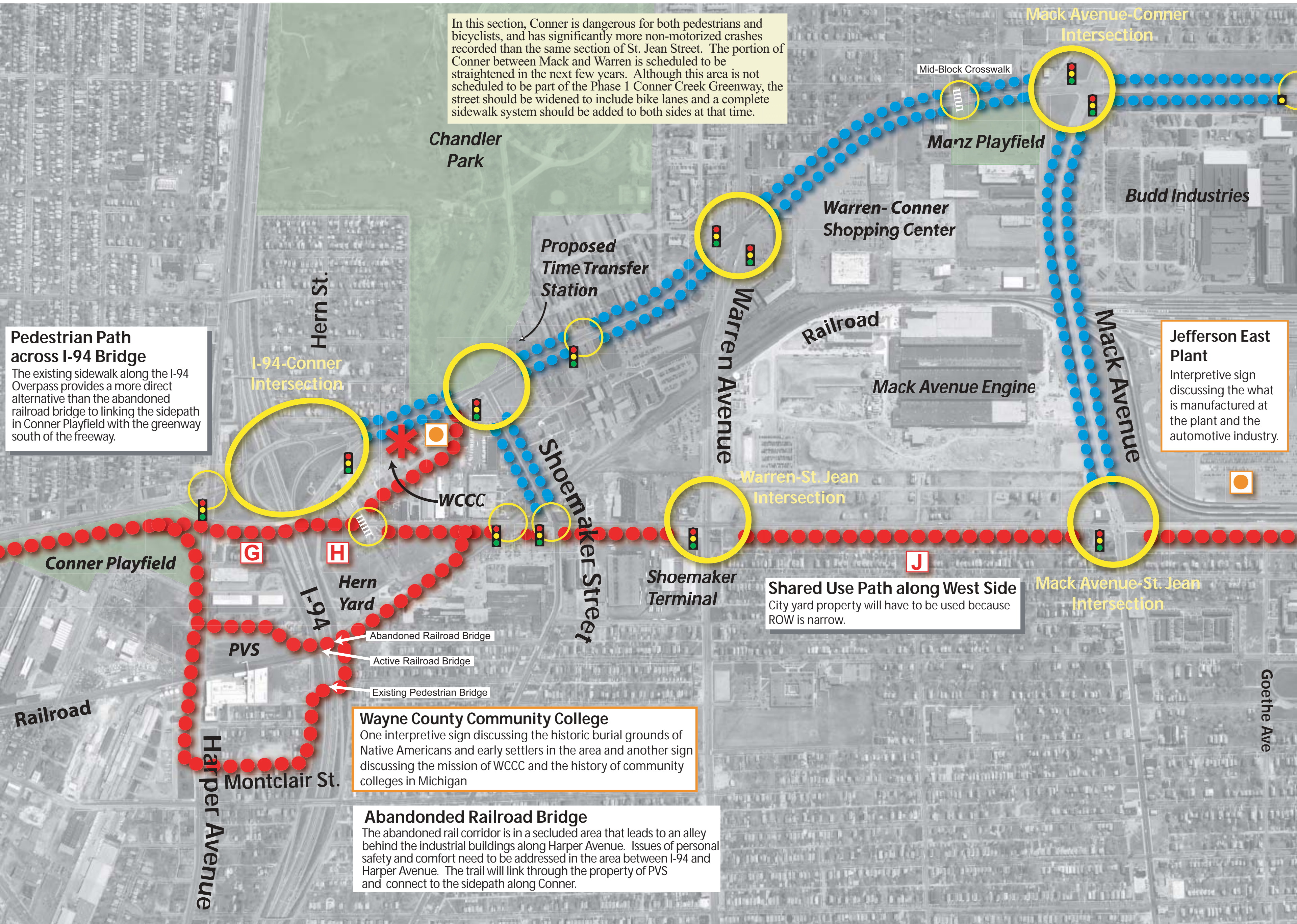


I Conner Street-Jefferson Avenue to Mack Avenue

Proposed Plan



Summary: The existing sidewalk on the east side will be converted to a raised bike lane and sidewalk. The existing trees in the ROW should be preserved where possible. A raised bike lane and sidewalk will also be added along the west side of Conner. The center turn lane can be turned into a median for long stretches along this portion of Conner.



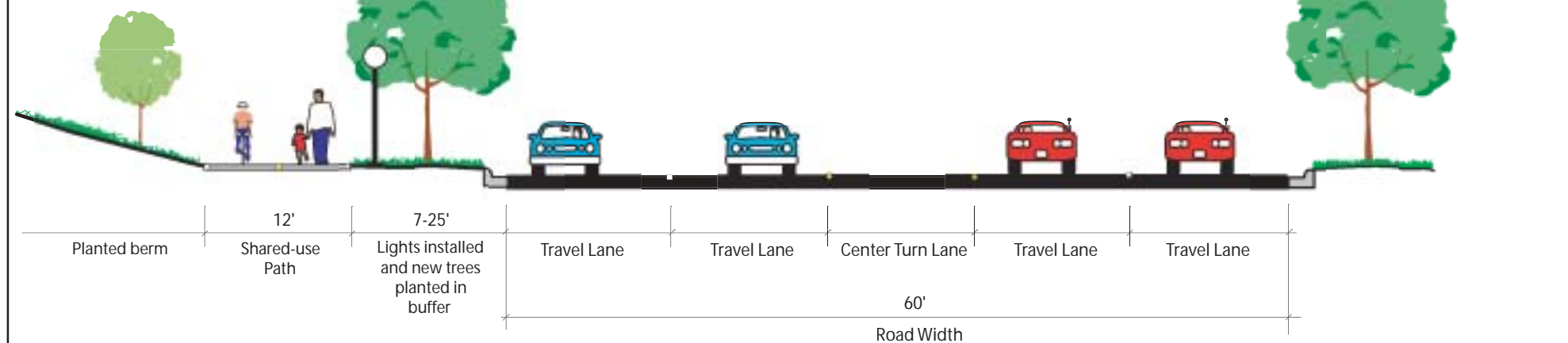
J Saint Jean Street- Mack Avenue to I- 94

Proposed Plan

Summary: A 12' Shared-Use Path is added to the west side of the roadway. This will require the City to modify some of the Shoemaker Terminal City Yards lining this portion of St. Jean.

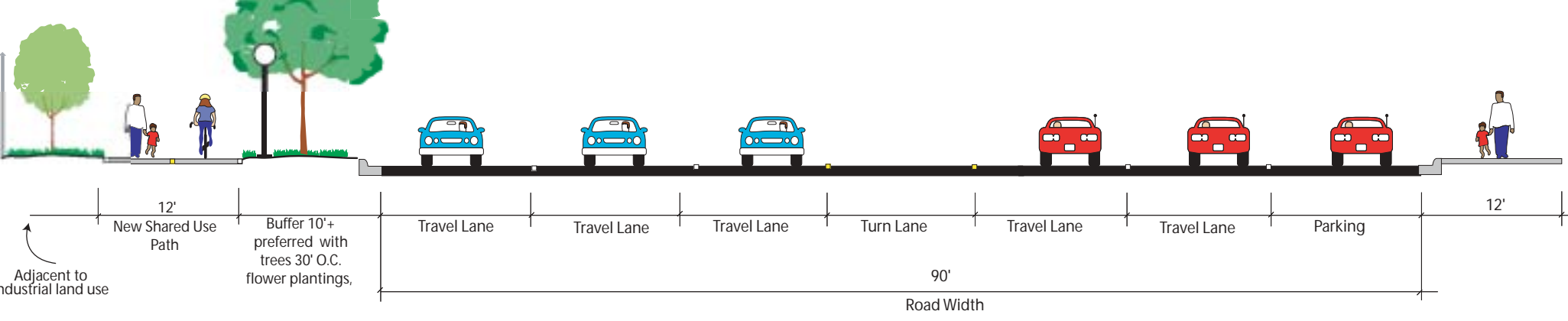
K Saint Jean Street- Jefferson Avenue to Mack Avenue

Proposed Plan



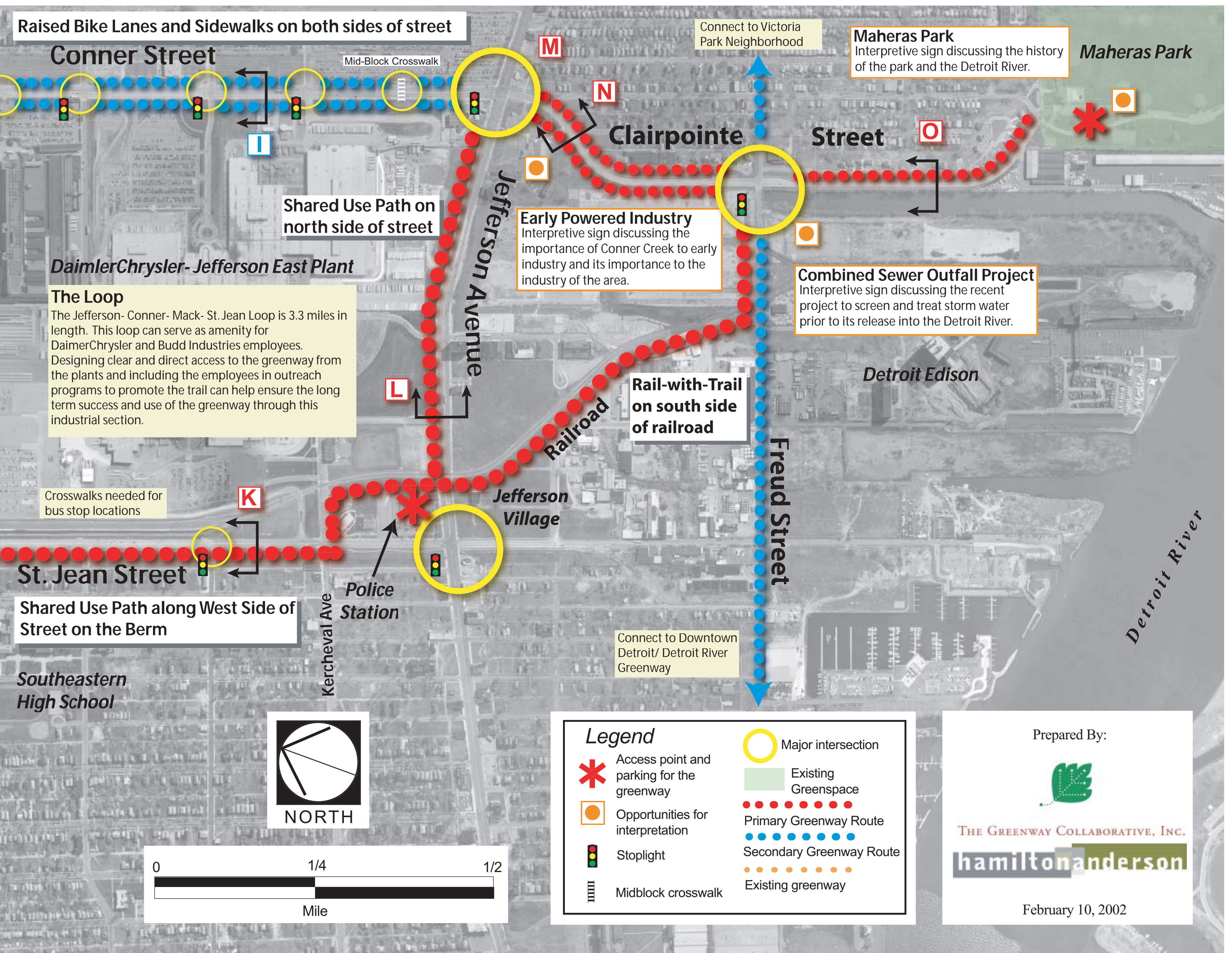
Summary: A 12' sidepath is located on the west side of the road. Trees are planted between the shared-use path and the roadway and the landscape on the berm is upgraded. The existing roadway is not altered. There are few driveways and intersecting roads, however, all intersections will be updated to include the most current recommendations for non-motorized transportation safety.

L Jefferson Avenue- St. Jean St. to Conner Street Proposed Plan

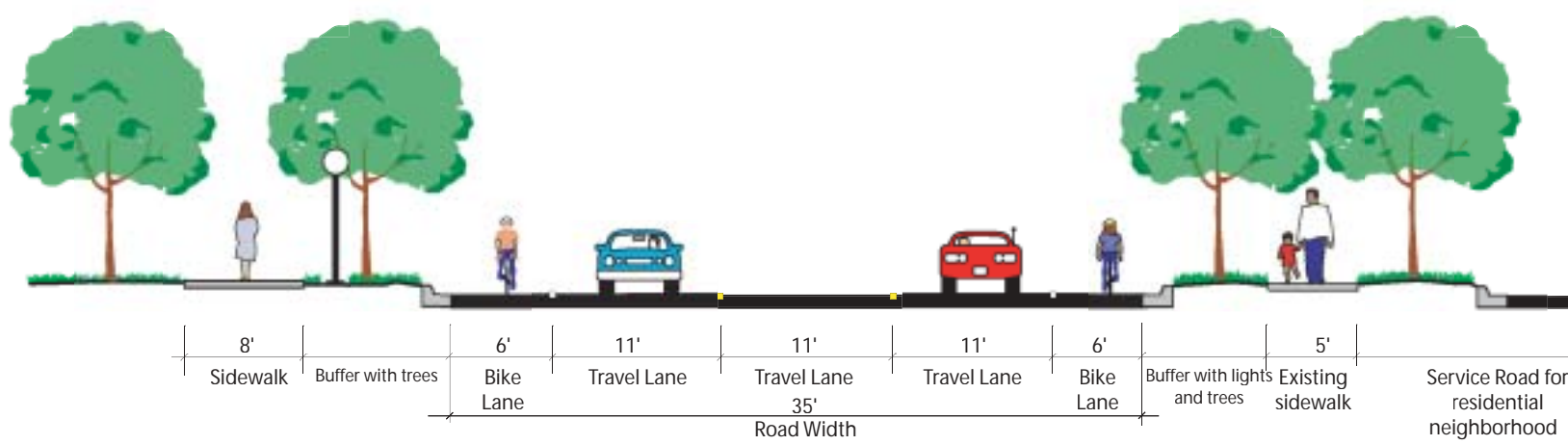


Summary: A 12' Shared Use Path will be added to the north side of Jefferson Ave. where there are few intersecting driveways and roadways. Lights and tree plantings are added along the corridor.

M Jefferson Ave.- Conner St. Intersection Proposed Plan

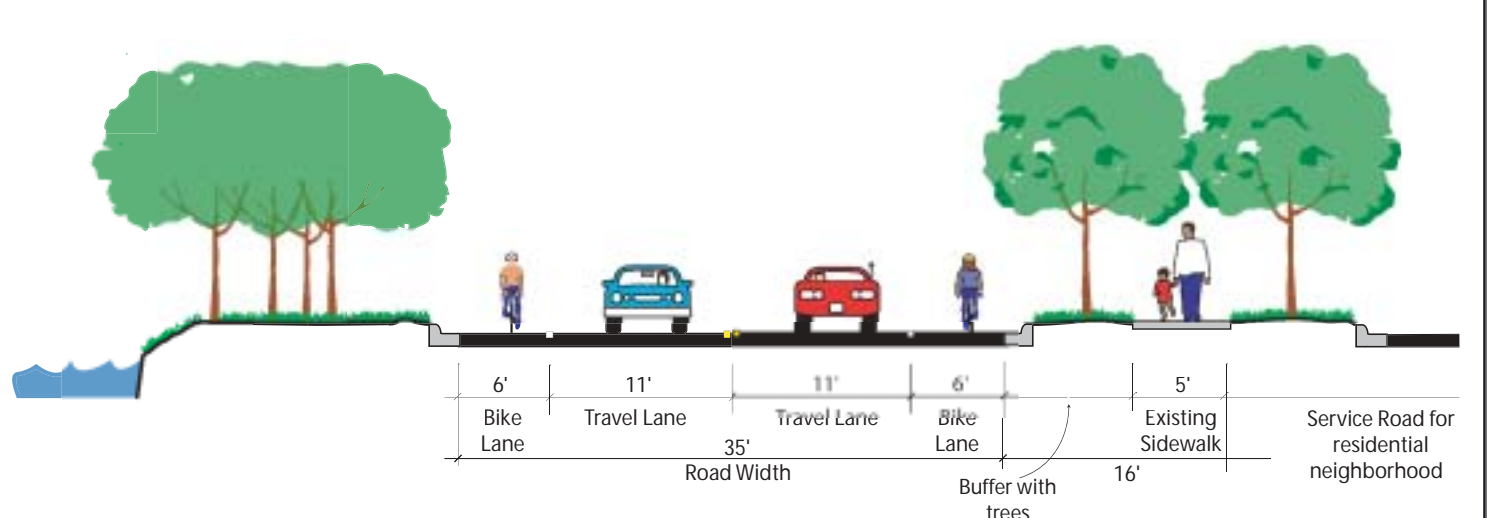


N Clairepointe Street- Freud Street to Jefferson Proposed Plan



Summary: Through lanes are narrowed to 11' to make room for 6' bike lanes. The existing sidewalk on the east side is 5'. A new 8' sidewalk is added to the west side of the ROW. Trees are added to the buffer between the sidewalk and the roadway.

O Clairepointe Street- Maheras Park to Freud Proposed Plan



Summary: Through lanes are narrowed to 11' to make room for 6' bike lanes. There is an existing sidewalk on the east side that is 5' wide.