



T H E G R E E N W A Y C O L L A B O R A T I V E , I N C .

City of Southfield Non-motorized and Transit Vision Workshop

- Date/Time:** Wednesday, October 18th from 6:30 PM to 8:30 PM
- Location:** Parks and Recreation Building, Rooms 220 and 221
- Purpose:** To provide an overview of the current best practices in non-motorized transportation planning and design and begin to look at how these could be applied to the City of Southfield
- Attendance:** Jeff Spence, Terry Croad, Merrie Carlock, Hessian Jaward, Gary Leitner, Jeremy Griffis, Leigh Schultz, David Wawrzyniak, Steven Huntington, Michael Habowski, Donald Culpepper, Fred Zorn, Marty Williams, Feng Dan, Cheng Cheng, Shengnan Tang

Meeting Documentation:

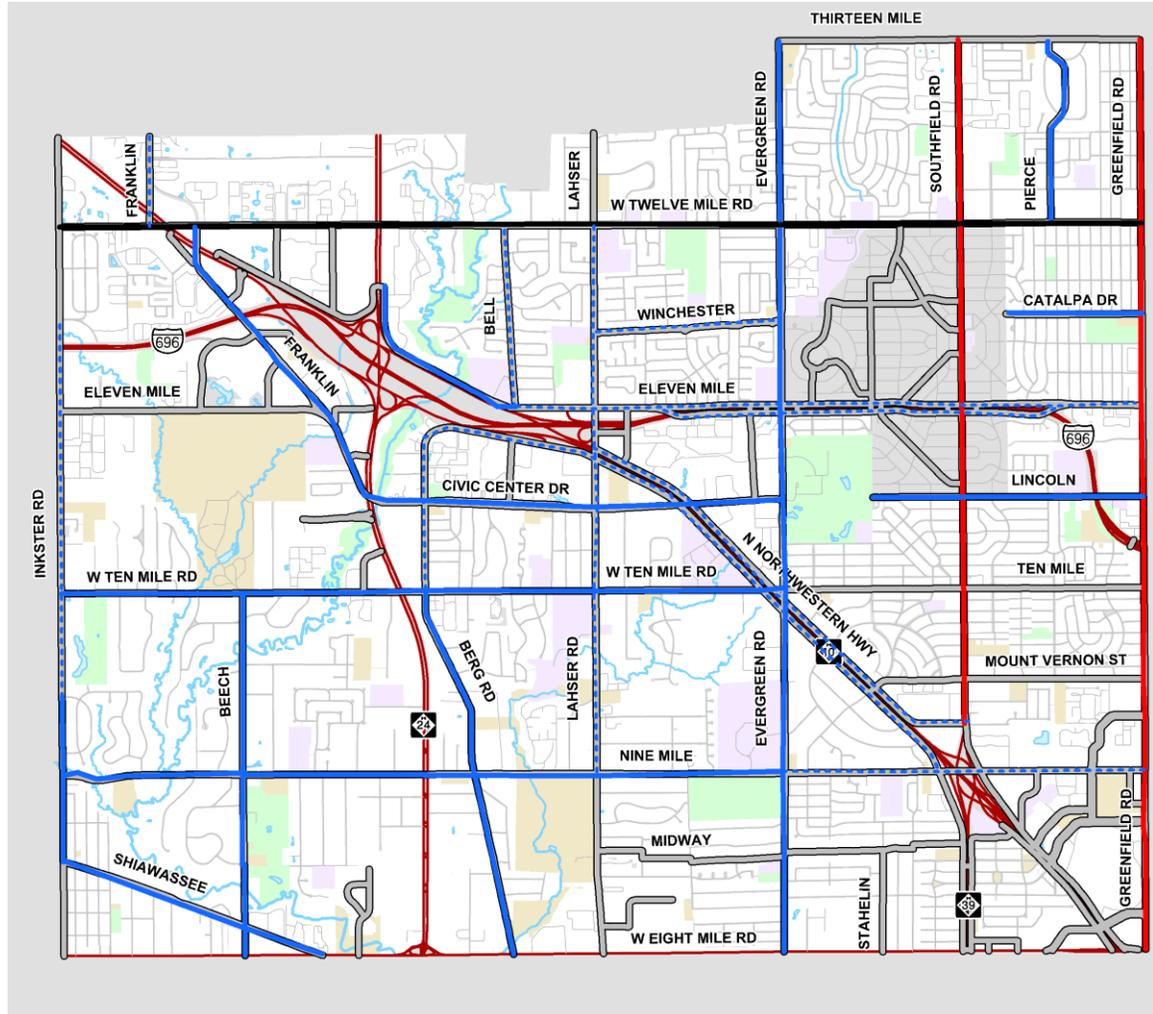
The meeting began with a project overview and best practices presentation. A copy of the presentation can be downloaded from the project website at:

<http://www.greenwaycollab.com/Projects/Southfield/SouthfieldVision.html>

After the initial presentation, the majority of the meeting was spent completing small group exercises with 5 to 6 people in each group. During the group exercises each participant was given a small map to mark on and then each group was given a large map to collaborate ideas on. The following pages outline the results from the workshop.

1. **Corridor Classification Small Group Exercise** –For this exercise participants were asked to identify any key corridors in the community that they believe should be pedestrian and bicycle routes and what corridors should be auto focused routes. The following maps display the combined overall results from the three groups.

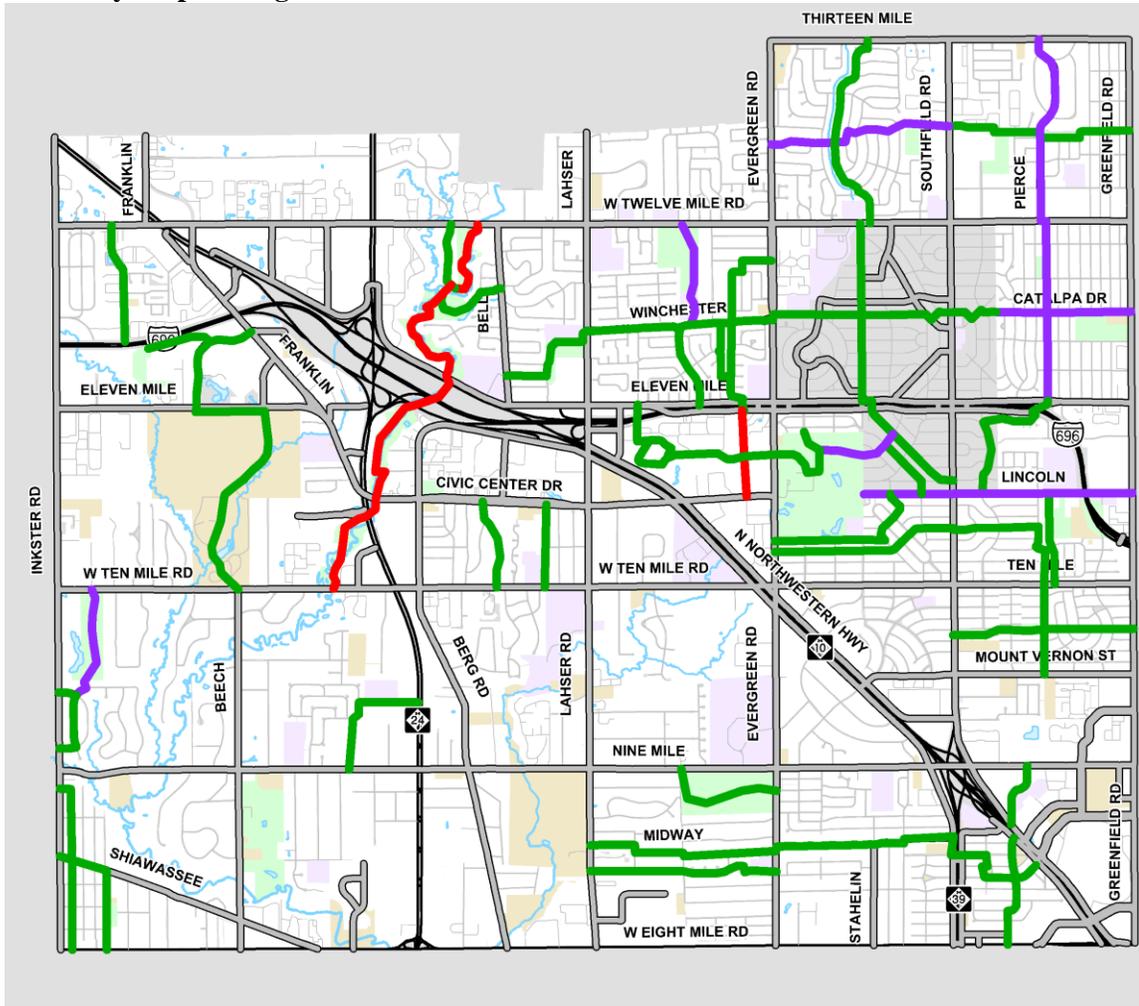
Corridor Classification Exercise



- Auto Focused Corridor
- Bike/Pedestrian Focus Corridor
- - - (some desire for Bike/Ped Focus Corridor)
- Mixed Corridor
- Undetermined
(equal desire for Bike/Ped and Auto Focus Corridors)

2. **Neighborhood Connector Small Group Exercise** – For this exercise participants were asked to identify any existing or potential neighborhood connector routes. The following maps display the overall results from the three groups.

Summary Map of Neighborhood Connector Route Exercise



Neighborhood Connector Routes

- Identified by All 3 Groups
- Identified by 2 Groups
- Identified by 1 Group

3. **Key Issues Small Group Exercise** – For this exercise participants were asked to identify any non-motorized and transit issues in the city. The following issues were noted (top issues are in bold):
1. **Freeways create large barrier, a connection under the Freeway mixing bowl is desired (Rouge Greenway)**
 2. **Connection to the Southfield Municipal Complex are needed, especially from the west side**
 3. **Connection needed between Lawrence Technological University and the Southfield Municipal Complex**
 4. Burg Road has a lot of topography issues
 5. At Evergreen and W Ten Mile there is illegal left turns at Kerby's and it is a dangerous pedestrian crossing
 6. Difficult intersection for pedestrians at W Twelve Mile Road and M-24
 7. Steep ramp at Civic Center Drive and M-24
 8. Connection needed across W Ten Mile Road between Lawrence Technological School and Students Dorms
 9. The intersection of W Ten Mile and Evergreen Road is difficult to get across
 10. Connection to Providence Hospital are Needed
 11. Providence Rd has high vehicle speeds with pedestrians present
 12. The interchange of M-39 and M-10 is a barrier
 13. Provide connection to the Freeway Park over I-696
 14. Southfield Rd is difficult to cross near Webster Street
 15. M-10 creates barrier and makes it difficult to get to Northland
 16. The intersection of Lincoln and Southfield Road is difficult to cross
 17. Improve pedestrian crossing at W Ten Mile Rd and M-10
 18. Improve pedestrian facilities on the Civic Center Drive Bridge at M-10
 19. Big hill on Inkster Road just north of Nine Mile
 20. Connections needed through parks to surrounding neighborhoods
 21. Greenway Trail needed along rouge river corridor
 22. The freeway service drives do not carry a lot of traffic and may be suitable for including bicycle facilities.
 23. Pedestrian crossing needed on Telegraph for COMAU, employees cross Telegraph frequently at this location

4. **Regional Transit and Trail Connection Discussion** – An open discussion regarding regional transit and trail connections was led by TGC. The following is a summary of key points made during the discussion:
- Regional Trail connection efforts in the area have looked at using Rights-of-Way along the expressways as potential trails, similar to the I-275 Metro Trail. Following I-696 to the west may be a good way to connect to the I-275 Metro Trail and M-5 Metro Trail.
 - Regional Trail efforts have looked at following the Rouge River corridor with a footpath
 - It was noted that Beverly Hills is not very pedestrian friendly with few sidewalks making regional trail connections to the north challenging.
 - There is desire for Recreation Mountain Bike Trails as well regional trails.
 - Both 9 Mile and 12 Mile were noted as corridors that would provide the best connections to the Woodward Light Rail. It was noted that the distance from the north part of the City to Woodward is not significant.
 - Given that distances to Woodward corridor are in many cases a reasonable bicycling distance it was noted that bicycling to the proposed Woodward Light Rail line may be quicker than taking a bus if it involves a transfer.
5. **Group Report Out** – At the end of the workshop, each group presented a summary of their key findings that they discovered during the workshop. Below is a list of key points from each group.

Group A:

- Crossing major roads with ease
- Connect to other cities around Southfield
- Valley woods pedestrian route
- Access to parks from non-major roads
- Connections to destinations, such as schools, parks and shopping

Group B:

- Pedestrian connections between Lawrence Tech University and the Southfield Municipal Complex
- Connection into the west side of Municipal Center
- Regional connections to Woodward Light Rail.
- Connect Northland area to the center of the City
- Develop trails along the river
- Wayfinding signage
- Crossing mixing bowl (I696/M-24/M-10) with Rouge Greenway
- Maintaining routes

Group C:

- Highest density traffic corridors are least desirable pedestrian areas
- Main connections should link commercial, office, education, and parks
- Natural areas should “flow” and weave into residential and commercial areas