THE GREENWAY COLLABORATIVE, INC.

City of Southfield Non-motorized and Transit Vision Workshop

Date/Time: Wednesday, November 9th, 2011 from 6:30 PM to 8:30 PM

Location: Parks and Recreation Building, Rooms 220 and 221

Purpose: To present the preliminary plan and findings and refine the network routes

Attendance: Jeff Spence, Terry Croad, Hessan Jawad, Gary Leitner, Jeremy Griffis, Steven Huntington, Donald Culpepper, Fred Zorn, Roy Bell, Carol Peoples, Michael Mason, Noreen Kozlowski

Meeting Documentation:

The meeting began with a presentation of the inventory and analysis and the preliminary plan. 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 participants were given worksheets to fill out individually and then each group was given a large map to collaborate ideas on. The following pages outline the results from the workshop.

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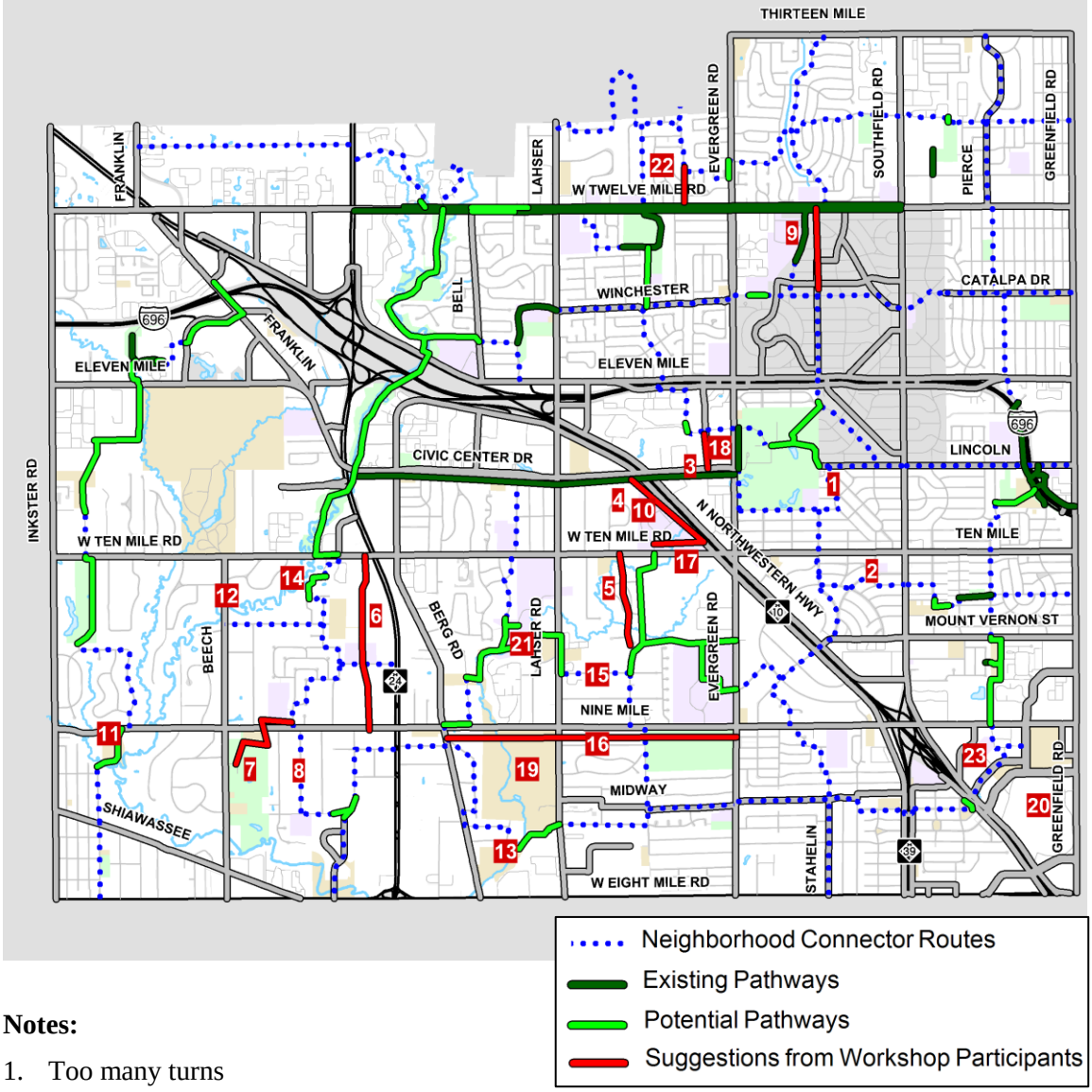
1. **Neighborhood Connector Small Group Exercise** – For this exercise each group was asked to review the potential neighborhood connector routes and note any issues or changes to the routes. The following map displays the overall results from both groups.

Summary Map of Neighborhood Connector Route Exercise



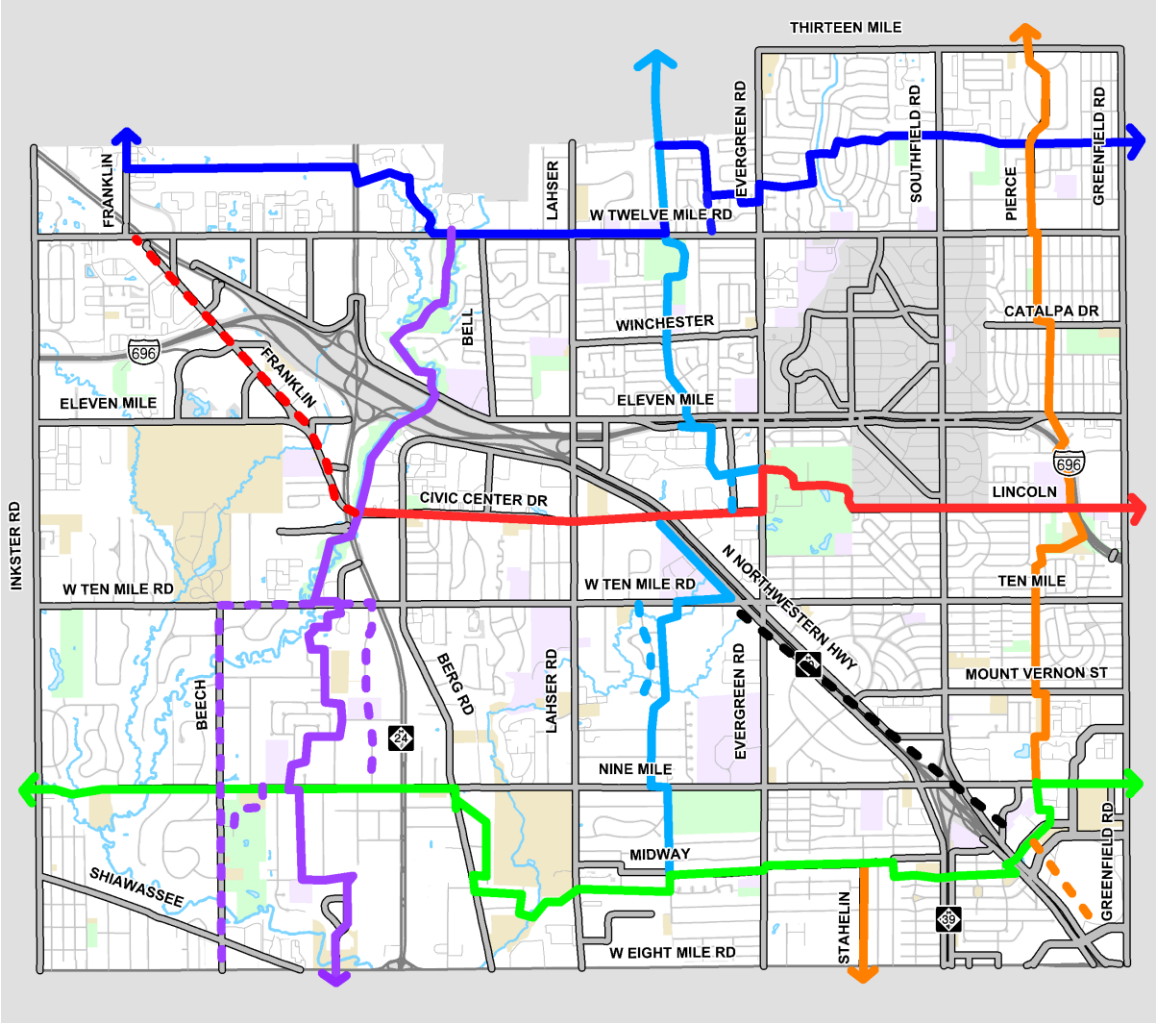
Notes:

1. Too many turns
2. Less turns
3. Need to fix pathway along south side of Civic Center Drive between Northwestern Hwy and Evergreen Road
4. Lawrence Tech University is expanding west and adding student housing
5. Tamarack is a good road for bicycling
6. Alternative Neighborhood Connector Routes between W Ten Mile Rd and Nine Mile
7. May be potential to provide connection to park using Fire Department property
8. There are issues with high traffic during school hours near many of the Charter Schools because a large majority of students are dropped off causing back-ups, Macarthur University Academy was a specific example.
9. The existing pathway along the school was noted as “very busy”, Santa Barbara St is suggested as an alternative
10. It was noted that you can rent bikes at the Lawrence Technological University Rec Center
11. Proposed Nature Center off of Nine Mile
12. Bridge on Beech Road

13. Concerns with cutting through nature preserve
14. There may be wetland issues
15. Neighborhood needs traffic calming
16. Potential for a pathway along the south side of Nine Mile between Berg Road and Evergreen Road
17. There have been discussions about placing a pathway at Lawrence Tech University along W Ten Mile Road and Northwestern Service Drive
18. Create a Pedestrian Loop (0.75 miles) in City Center District that is incorporated with future mixed-use development
19. Private Golf Course
20. Provide connections to transit stops on south end of Northland Mall
21. There may be wetland issues
22. Add connection to W Twelve Mile Road
23. Transit Connection needed between Oakland Community College Southfield Campus and Royal Oak Campus

2. **Key Corridor Exercise** –For this exercise participants were asked to review the potential key corridors identified in the preliminary plan. Individually each participant was given a worksheet to mark if they agreed or disagreed with a route, then in small groups, participants marked changes to the key corridors on the large map. The following information displays the combined overall results from the worksheet along with a map of the changed routes.

Key Corridors Exercise Map



This map includes the potential and alternative routes that were identified at the workshop. The alternative routes that were identified by the workshop participants are represented by a dashed line.

- Corridor A
- Corridor B
- Corridor C
- Corridor D
- Corridor E
- Corridor F
- Conceptual New Corridor

	Strongly Disagree	Disagree	Unsure	Agree	Strongly Agree
Corridor A – East West: Alternative to 12 mile	1	2	3	**4**	5

Comments:
1. Rework Evergreen/12 Mile Path
2. Kind of jogs a lot, no other good connections, I would just ride along 13 Mile Road
3. Ensure we have good signage

Corridor B – East West: Civic Center Drive	1	2	3	4	**5**

Comments:
1. Should continue up Franklin, there is a big City Center and Commercial
2. Important to be able to cut through the Southfield Municipal Complex
3. Primary via Streets, Secondary via City Woods on Southfield Municipal Complex
4. Primary route should continue thru
5. Change new route at Civic (Southfield Municipal Complex)
6. Connecting Through Southfield Municipal Complex is a good idea

Corridor C – East West: Nine Mile Alternative	1	2	3	**4**	5

Comments:
1. Follow 9 Mile from east to Evergreen
2. 9 Mile may be option 2
3. Cut-thru by central Business park could be an issue
4. Get off 9 Mile: too busy, need cut-thru
5. Connect at 9 Mile

Corridor D – North South: Rouge Greenway	1	2	3	**4**	5

Comments:
1. Develop River Rouge Greenway and provide I-696 underpass with urban character south of Civic Center to Telegraph Road
2. Prefer Beech Road because of Beech Woods Park
3. Use Berg Road
4. Revise Route to Kinsel, thru Bradford Academy & Southside of Garner to Churches
5. Residential Easements are very difficult, look at Churches St connection to Kinsel St through Bradford Academy
6. Route needs minor changes
7. See map for alternative route that reaches Glenn Levey Middle School and Macarthur University Academy
8. Would be nice, but difficult through private land
9. There are a couple options
10. Strongly agree as shown, but add alterative along Berg Road as well

Corridor E – North South: Lahser/Evergreen Alternative Route	1	2	3	**4**	**5**

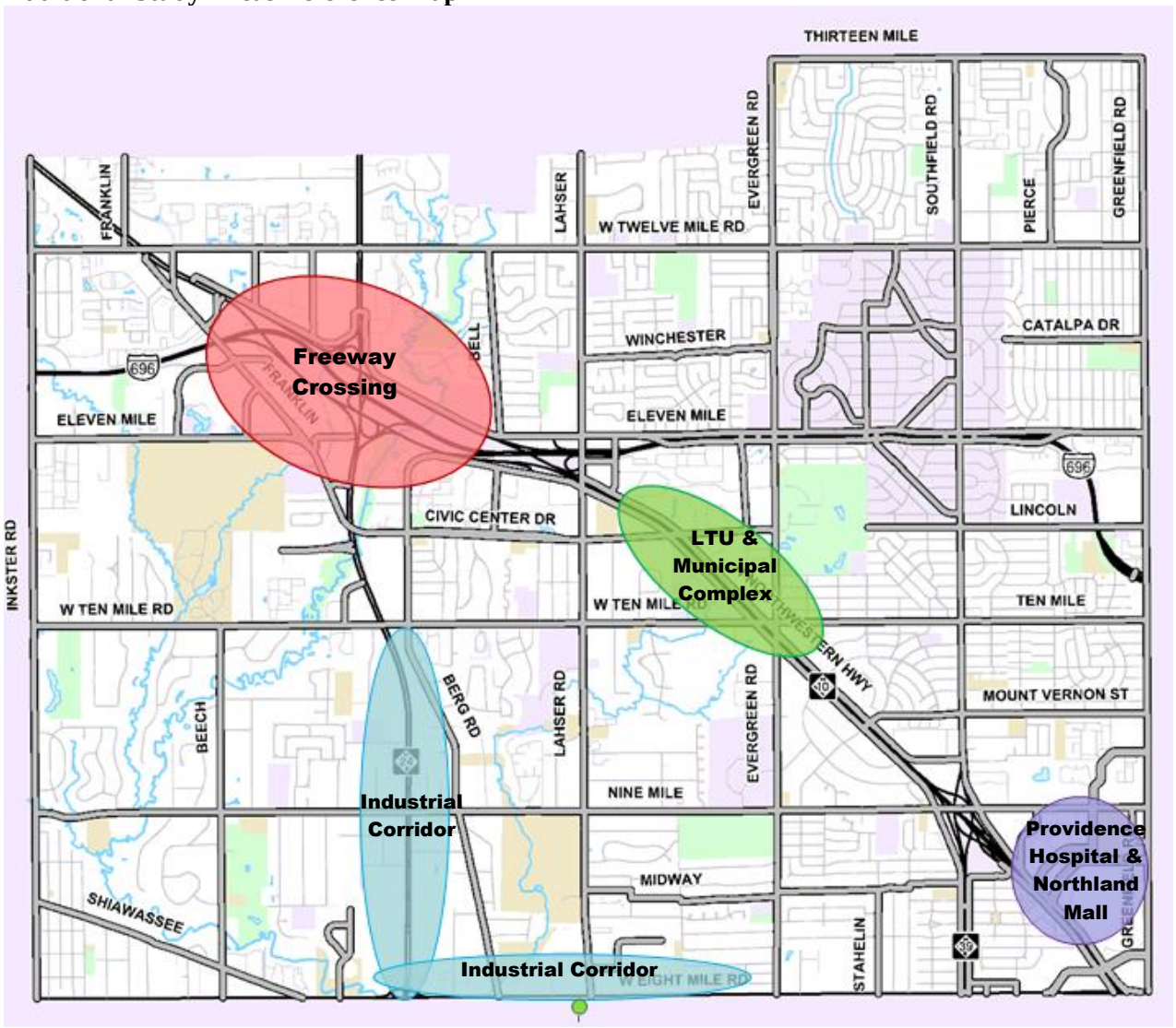
Comments:
1. Proposed bike route along LTU & Northwestern Highway between Civic Center Drive and Ten Mile
2. LTU has bike share program
3. Strengthen LTU & Municipal Complex Connections
4. With LTU, working to do bike path from campus to Southfield Municipal Complex
5. With modifications by Channel 7 properties, take Tamarack Trail
6. See map for alternative route using Tamarack to 10 Mile to Service Drive to Civic Center Drive
7. Incorporate Service Drive at LTU to 10 Mile
8. Good but could make a couple improvements

Corridor F – North South: Southfield/Greenfield Alternative Route	1	2	3	**4**	5

Comments:
1. Provide connection to Northland Mall from LTU & Municipal Complex
2. Possible reroute between Mt. Vernon & 9 Mile
3. This is the best corridor

3. **Additional Study Areas Evaluation Exercise** –For this exercise participants were asked to give their input on if they thought the proposed additional study areas were worth pursuing. Individually each participant was given a worksheet to mark if they agreed or disagreed with a study area, and list any issues or opportunities with the area. Below is a map of the four identified additional study areas. The following data displays the combined overall results from the worksheets.

Additional Study Areas Reference Map



Based on input from this workshop, the Study Areas are listed in order of importance:

1. **Municipal Complex and Lawrence Tech University**
2. **Freeway Crossing**
3. **Providence Hospital and Northland Mall**
4. **Industrial Corridor along Telegraph and Eight Mile**

	Strongly Disagree	Disagree	Unsure	Agree	Strongly Agree
Municipal Complex and Lawrence Tech:	1	2	3	4	5

Issues:

- M-10 creates barrier between Municipal Area and the Neighborhoods and Lawrence Tech University to the southwest
- Difficult to navigate through LTU by bicycle due to large parking lots
- Not pedestrian friendly for 10,000 to 12,000 daily office workers

Opportunities:

- Connections to Lawrence Tech Student Housing
- Connections to Lawrence Tech Athletic Facilities
- Connections to the Southfield Municipal Complex
- City Center District is working on pathways, gateways and bike paths in partnership with LTU and business community

Additional Comments:

- Must include 10 Mile Road with Strong Connection from LTU to City Center
- Must find way to connect LTU to business and shops off campus
- Need very strong connections for pedestrians too
- Concern with providing connection through LTU by bicycle

Freeway Crossing:	1	2	3	4	5

Issues:

- Barrier
- Mixing Bowl – Closest Crossing on Franklin and Lahser Rd have free flowing ramps that make them dangerous to cross

Opportunities:

- Trail along the Rouge River (Rouge Greenway) to by-pass expressway

Additional Comments:

- This needs further work
- Needs to be looked at more

Providence Hospital and Northland Mall Area:	1	2	3	4	5

Issues:

- Difficult to get to and through for bicycle and pedestrians
- A lot of bicycle and pedestrian crashes
- DDOT, Smart and cab service transit station
- Need to find ways to connect to Municipal Complex with this area

Opportunities:

- Major Hospital & Medical Support
- Oakland Community College Southfield Campus
- Northland Mall
- Multi-family Residential
- Existing Transit Stops

Additional Comments:

- Needs a developer to rework

Industrial Corridor along Telegraph and Eight Mile:	1	2	3	4	5

Issues:

- Auto oriented roadways with half signals making it difficult to cross the road
- COMAU INC has buildings on both sides of Telegraph with employees currently trying to cross the road
- Industrial Development creates barrier between neighborhoods on both sides of telegraph
- Bradford Academy traffic issues

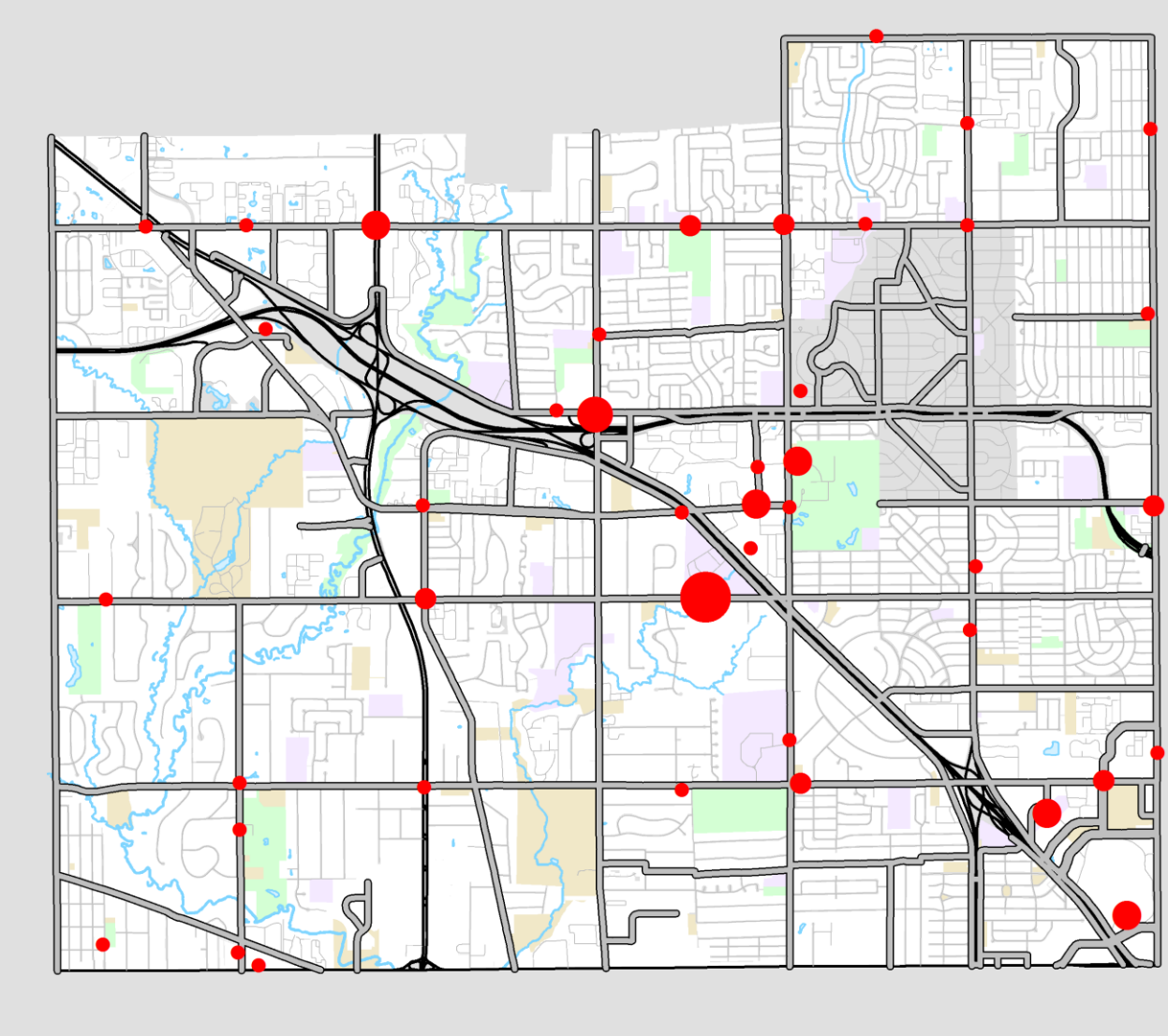
Opportunities:

- Utilize existing half signals
- Existing transit stops
- Allow neighborhoods to connect to each other across Telegraph
- Strong connections across Telegraph from east to west
- Make very obvious where crossings are to occur

Additional Comments:

- Could focus more money and energy on other areas
- Improve road crossings
- More work needs to be done, how do you get across Telegraph safely?

4. **Super Stops Exercise** – Participants were each given 5 stickers and asked to identify the top "super stop" locations in the city by placing the stickers on the map in that location. A "super stop" is a bus stop with additional amenities, such as bench, shelter, bus pull-off area, bike parking, and maps. The following map summarizes the input from this exercise noting the priority super stops.



Based on input from this workshop, the high priority super stops are:

1. **W Ten Mile Road at Lawrence Technological University (6 votes)**
2. **Lahser Rd at Eleven Mile (4 votes)**
3. **Telegraph Road at W Twelve Mile Road (3 votes)**
4. **Civic Center Drive at Central Park (3 votes)**
5. **Evergreen Road at the North Entrance to the Southfield Municipal Complex (3 votes)**
6. **Oakland Community College Southfield Campus (3 votes)**
7. **Northland Mall (3 votes)**