

City of Southfield Non-motorized and Transit Plan Kick-off Workshop



Wednesday, November 9, 2011

6:30 to 8:30 PM

Rooms 220/221

Parks & Recreation Building



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Agenda

- Findings from October Workshop
- Overview of Inventory & Analysis Findings
- Preliminary Plan
- Series of Individual and Group Exercises
- Group Report Out



Purpose of the meeting to introduced the findings and preliminary plan

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City of Southfield Non-motorized and Transit Plan Results from October Workshop



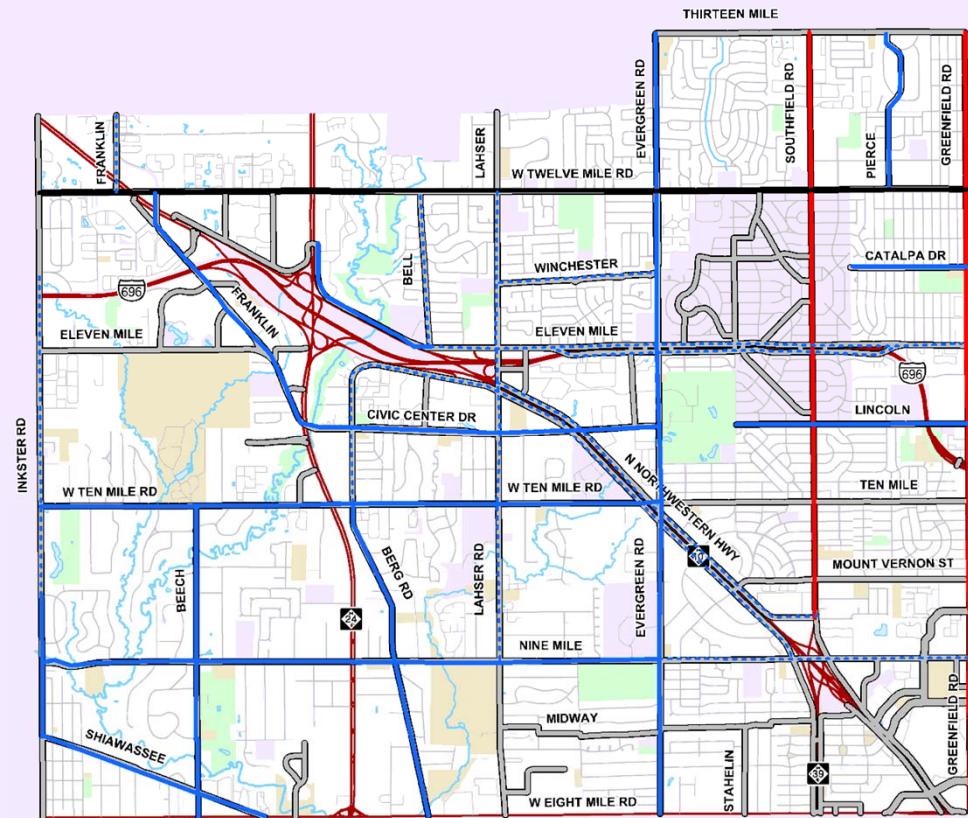
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Corridor Classification Group Exercise

- Southfield and Greenfield identified as Auto Focused Roads
- W Twelve Mile Road had strong support for both corridor types
- Consensus on a number of Bike/Pedestrian focused corridors

- 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)






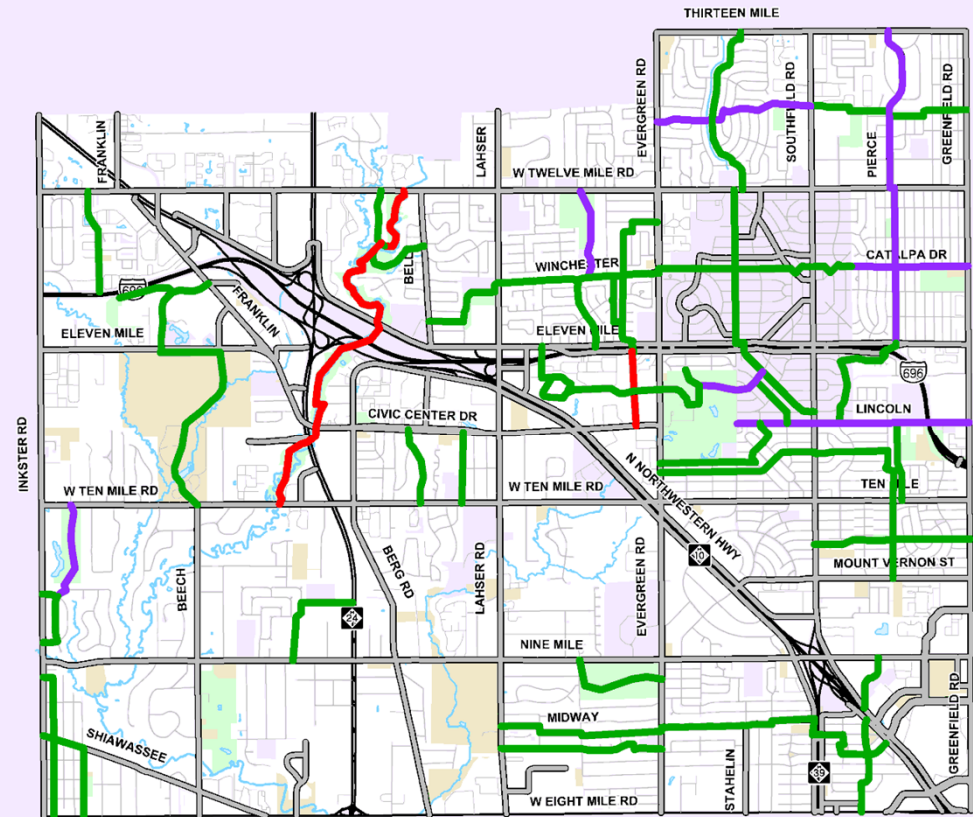
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Neighborhood Connector Route Group Exercise

- A lot of potential routes in northeast side of town with the grid street system
- Not a lot of routes in the southwest side of town with cul-de-sacs
- High interest in providing trail along river under freeway

Neighborhood Connector Routes

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



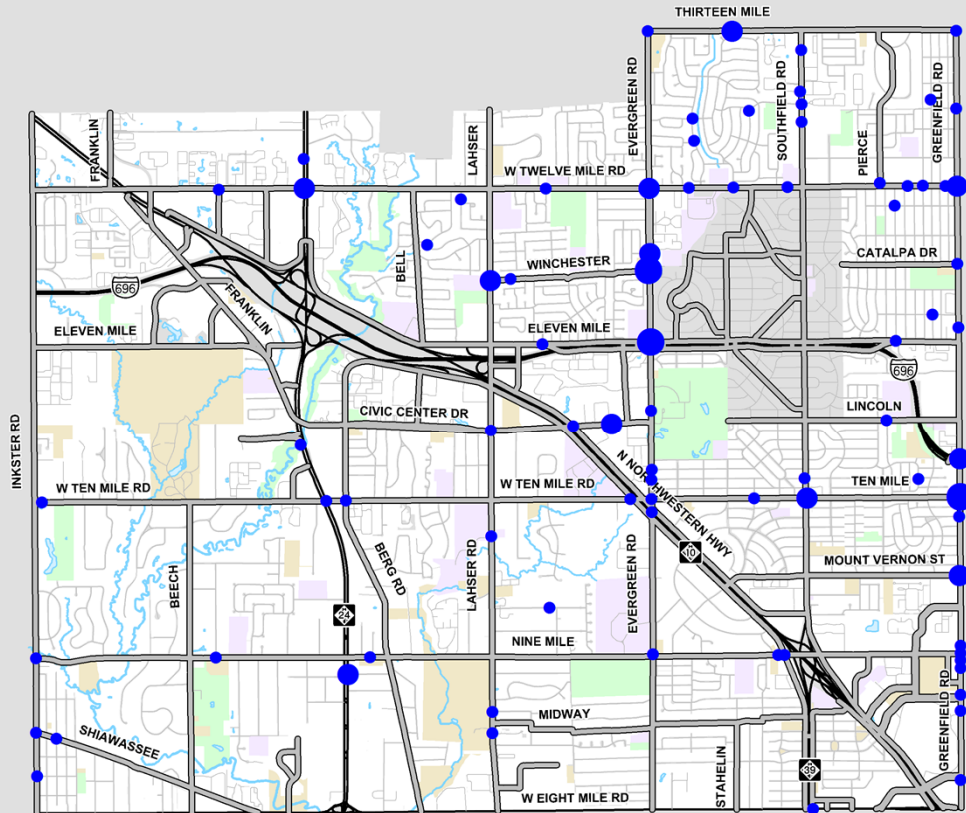
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City of Southfield Non-motorized and Transit Plan Inventory & Analysis



Bicycle Crashes

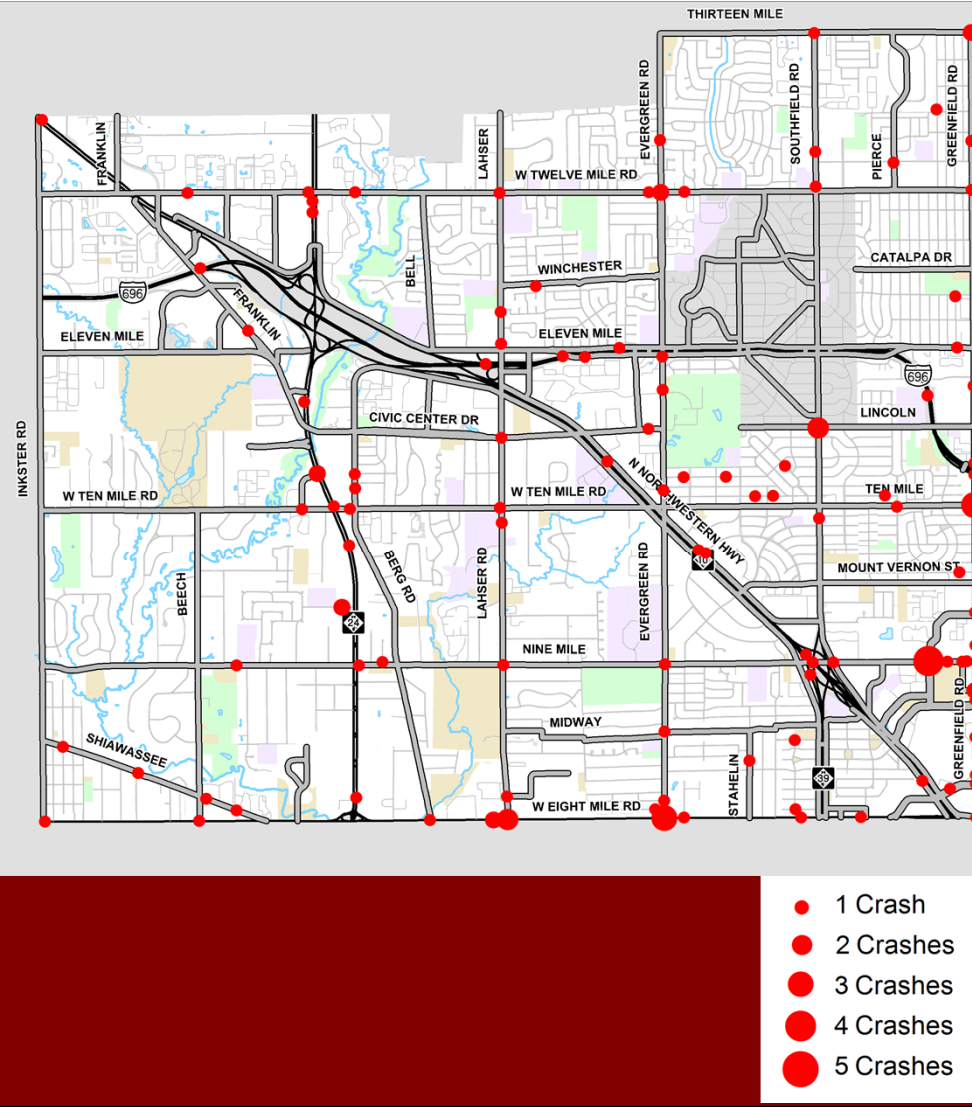
- Evergreen Road between Twelve Mile and Ten Mile
- Greenfield Road especially south of Lincoln
- Twelve mile between Evergreen and Greenfield



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Pedestrian Crashes

- High crashes near Providence Hospital on Nine Mile and on Greenfield Rd

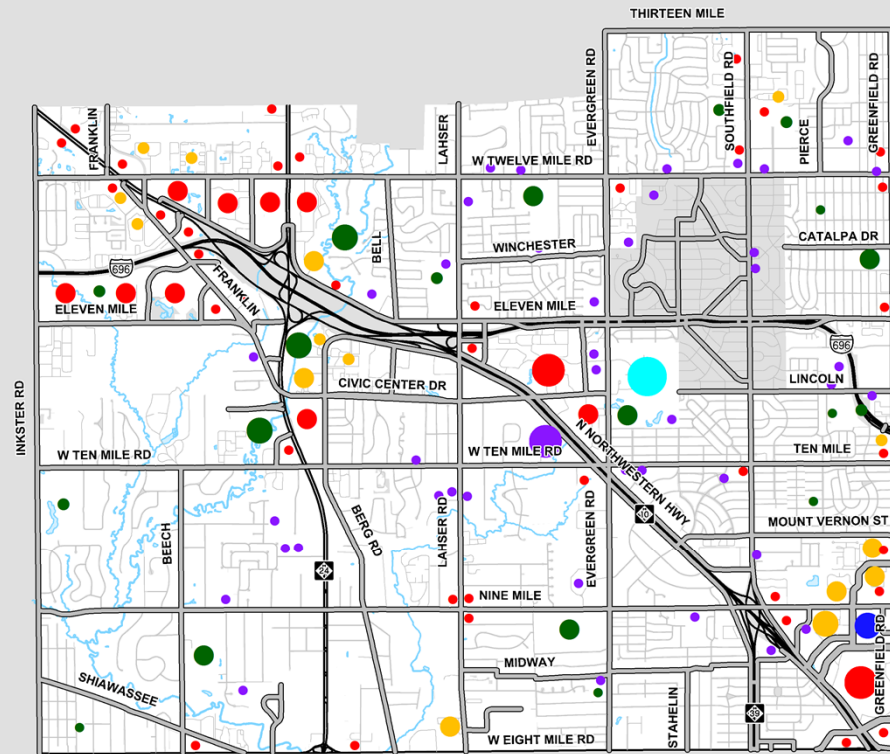


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Origins and Destinations

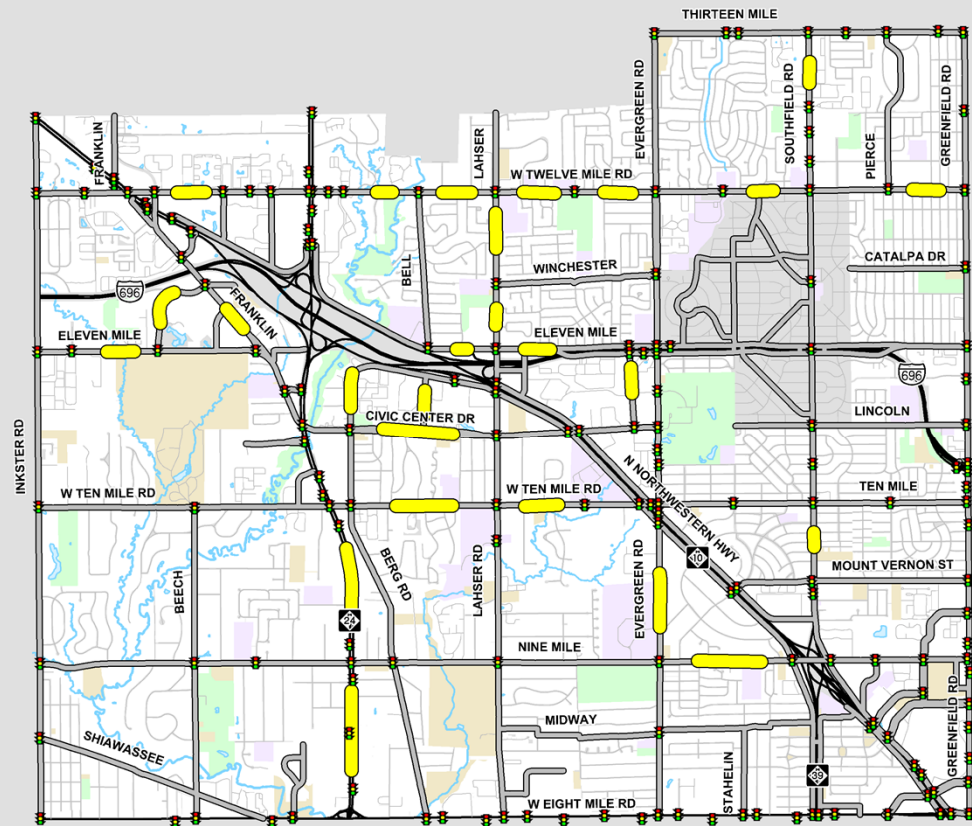
- A quick sense of where people are coming from and going to
- The larger the circle the larger the activity level
- Three major clusters
Two of these are divided by freeways




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Crossing Demand

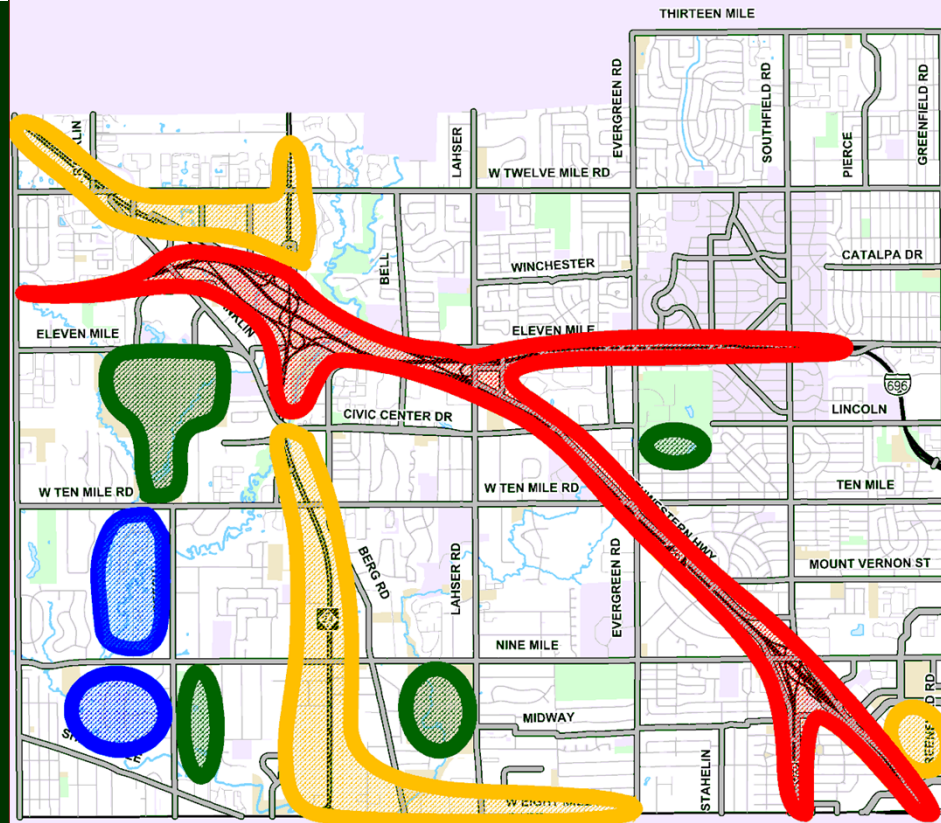
- Looked at where there is probable demand to cross the road and a long distance between crosswalks
 - Bus stops
 - Land use
- Identified areas where pedestrians and bicyclists have to go over 1/8 mile out of there way to cross the road at a crosswalk
- These areas are identified in yellow



 Demand for Crossing Improvements

Barriers

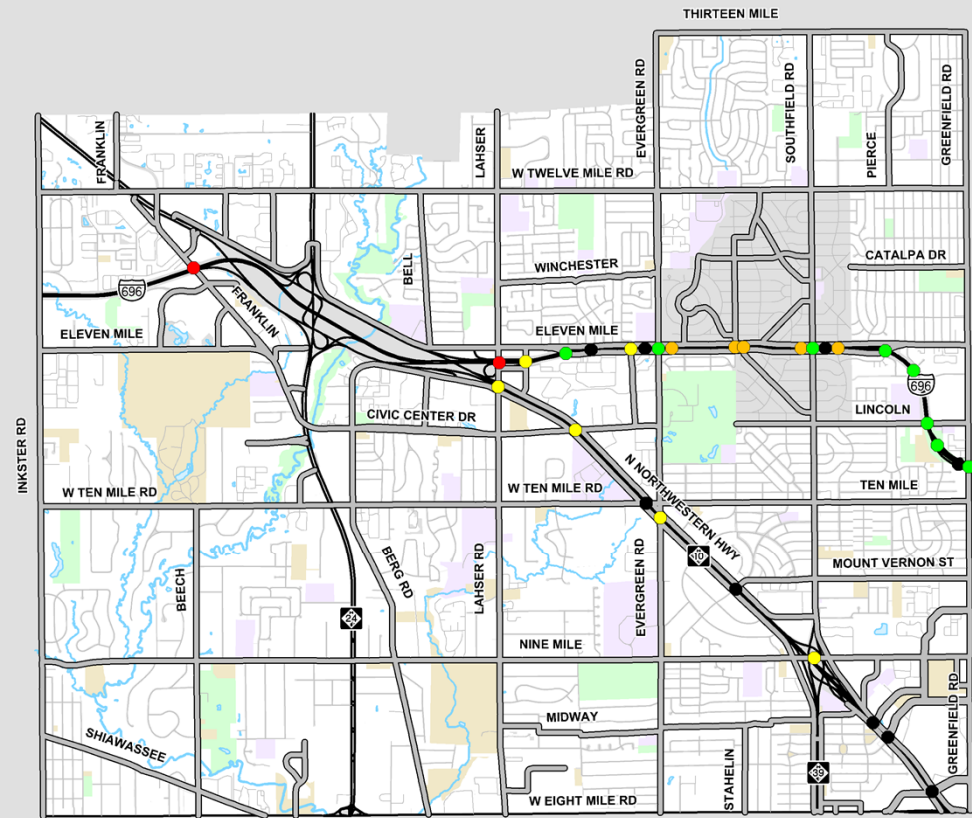
- Barriers include:
 - Freeways
 - Golf Courses
 - Cul-de-sac neighborhoods
 - Intensely developed commercial and industrial corridors
- West side of the City has a lot of barriers



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Freeway Crossing Evaluation

- I-696 between Lasher and Greenfield is actually quite permeable
- It would not take much to improve a number of these crossings
- Northwestern highway is much more challenging
- Only one crossing, and a challenging one at that, for I-696 between Inkster and Lasher



Rating of Freeway Crossings

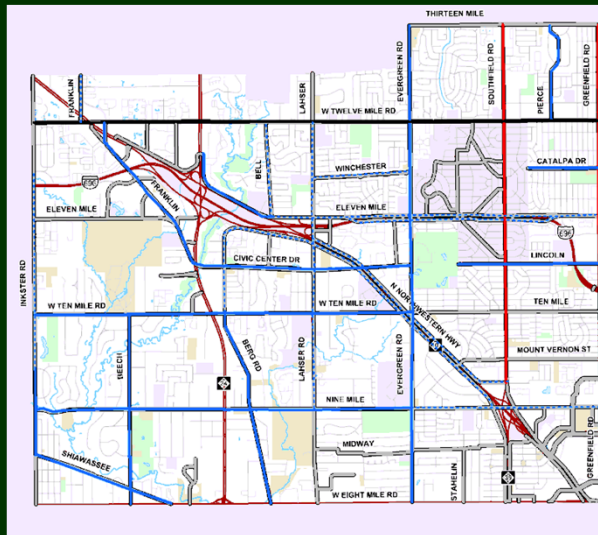
● A
● B
● C
● D
● E - No Existing Facilities

City of Southfield Non-motorized and Transit Plan Preliminary Vision

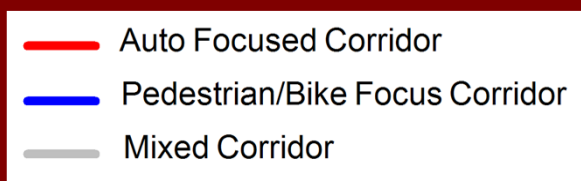
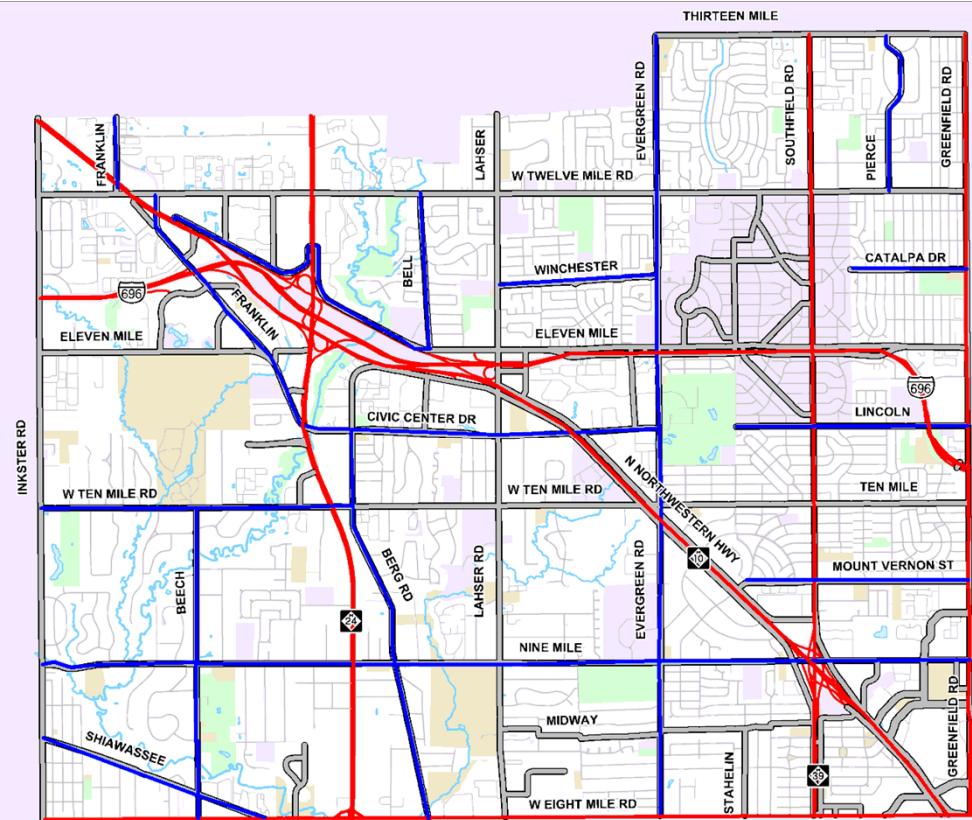


Corridor Classification

- Very similar to the input from the past meeting



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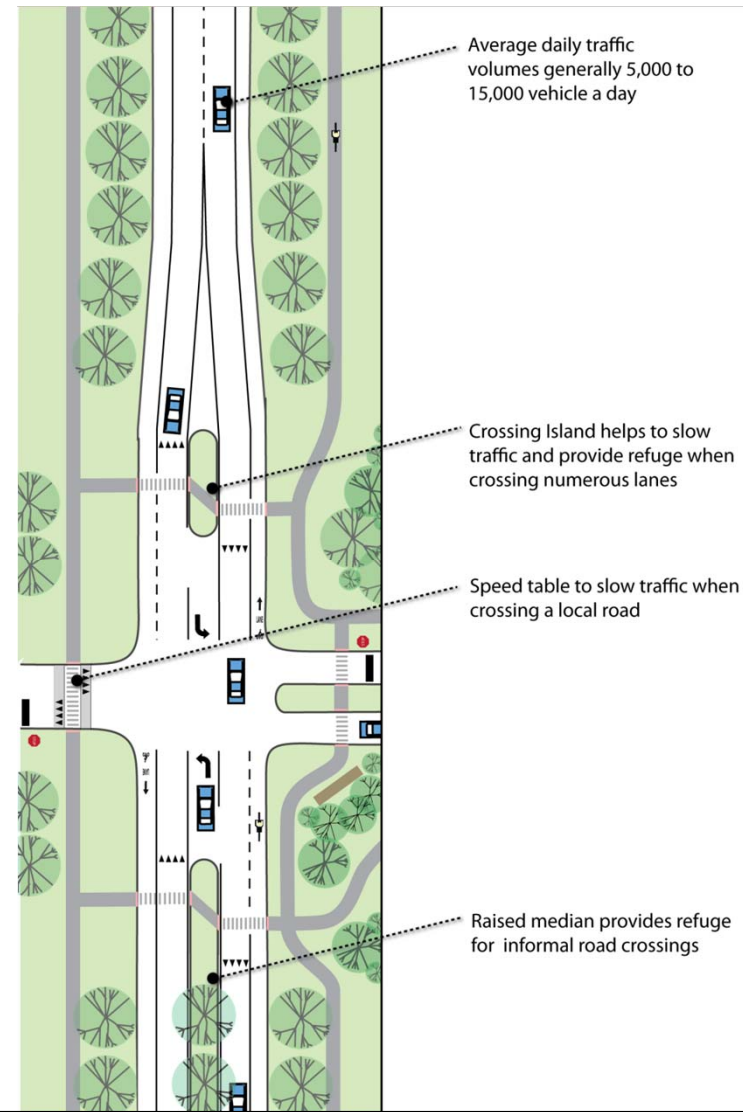
Pedestrian/Bicycle Focused Corridors

Typical Elements:

- Bike lanes & Sidewalks
- Crossing islands
- Planted medians
- Street trees
- 4 to 3 lane conversions
- Narrow travel lanes



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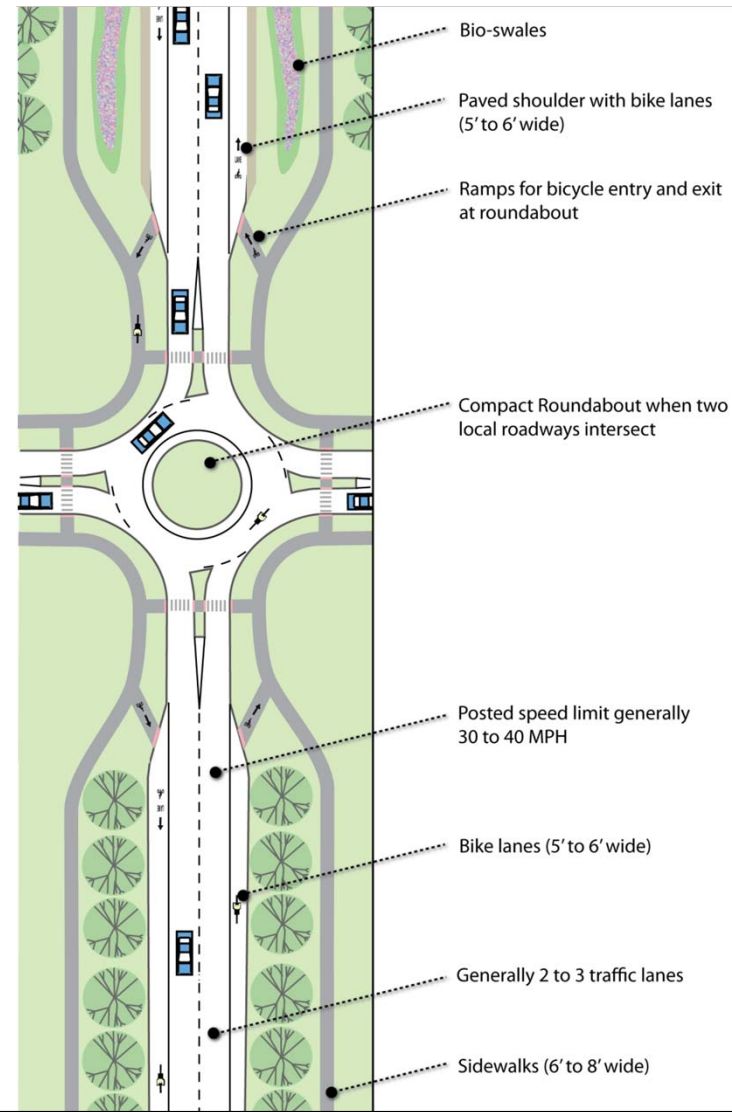


Pedestrian/Bicycle Focused Corridors

- Minimize speed differential between motorists and bicyclists
- Design roadway such that motorists naturally drive 35 MPH or less
- Utilize traffic calming measures that also improve safety and aesthetics

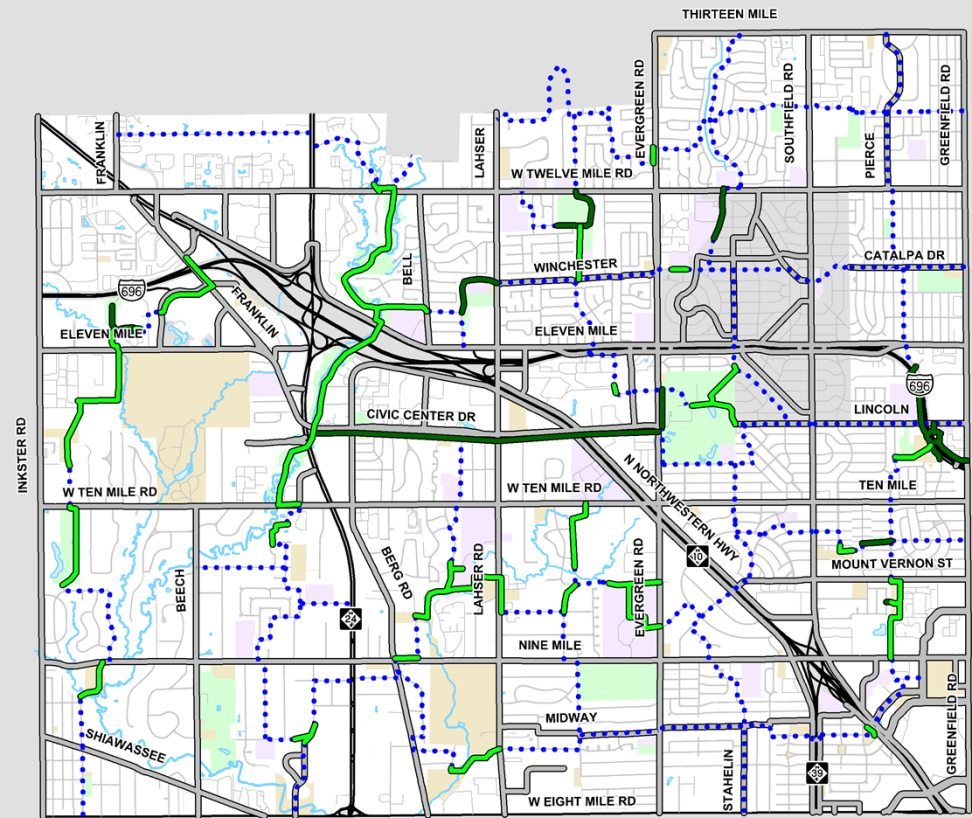


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Neighborhood Connector Routes

- Expanded on the current bike routes and the ideas from the last meeting
- Tried to create a complete network
- There are a few questionable links that we will review later



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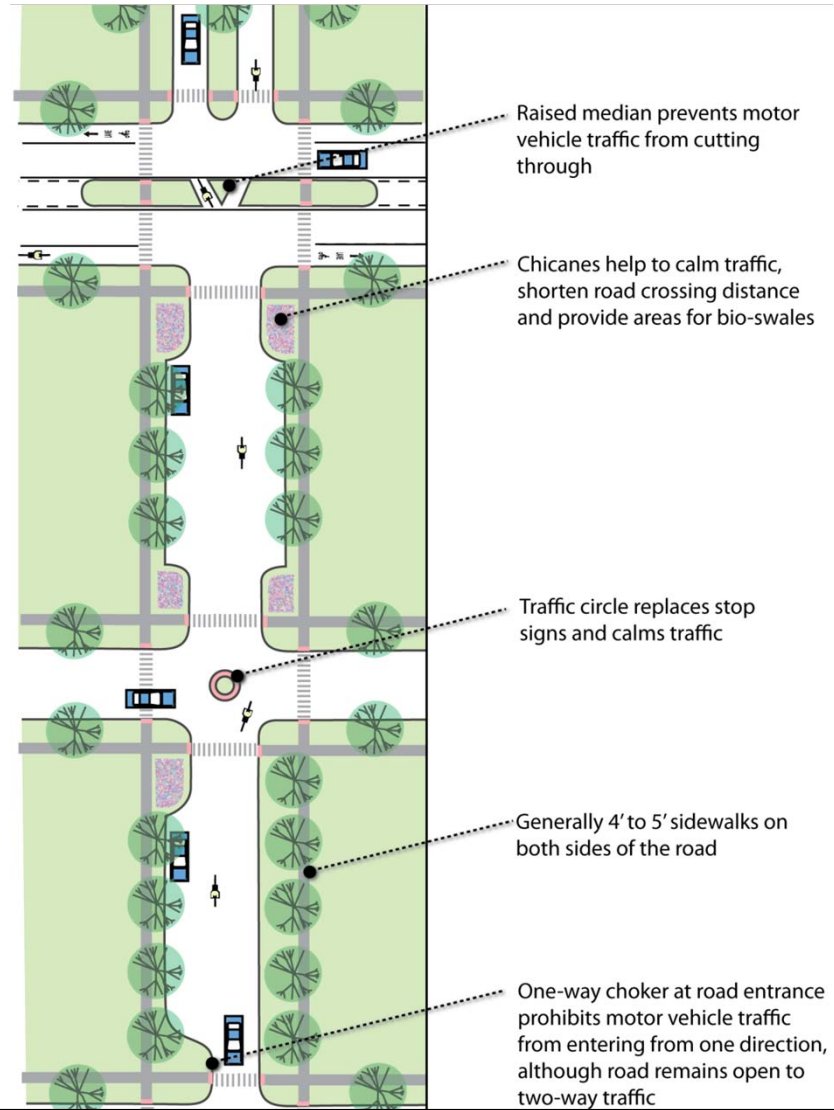
Neighborhood Connectors

Common Elements:

- Restriction of through motor vehicle travel
- Mini roundabouts
- Curb extensions
- Wayfinding
- Street trees



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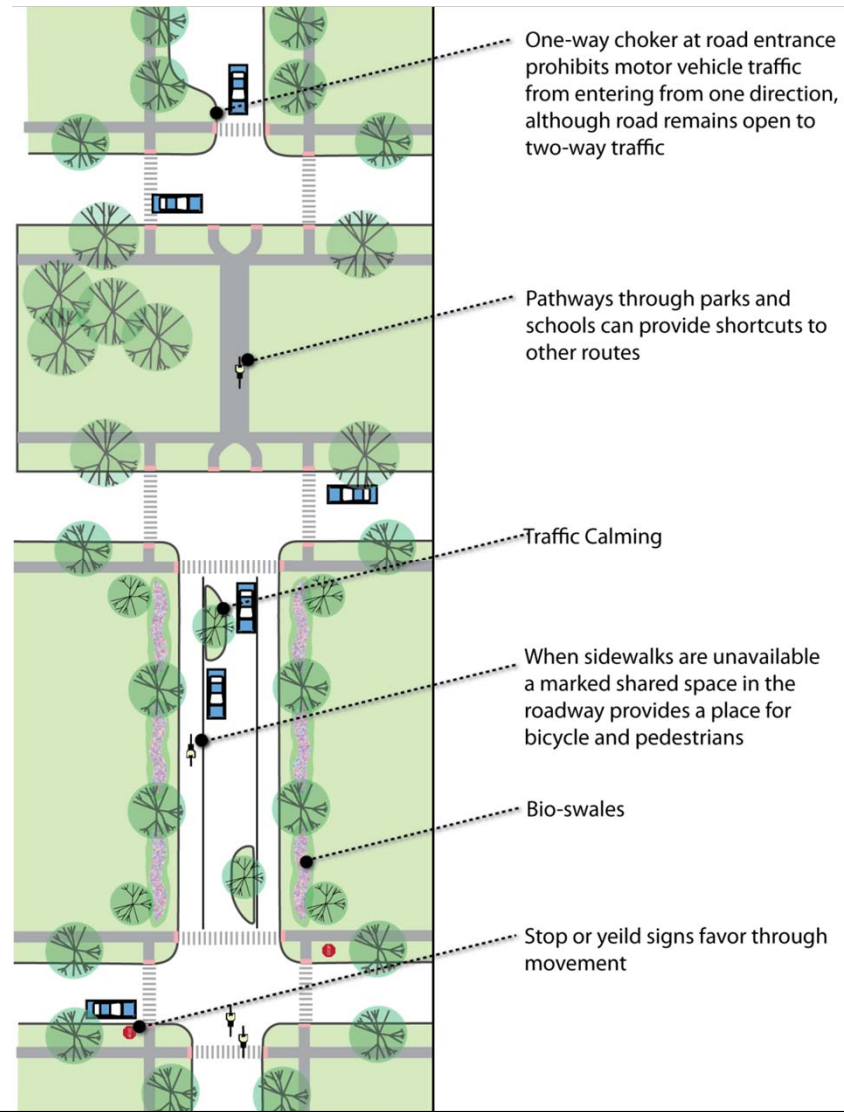


Neighborhood Connectors

- Focus on creating a very bicycle and pedestrian friendly environment
- Often an alternative to an auto focused corridor
- Frequently a combination of local roads and short off-road trails
- May incorporate “green street” elements



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Neighborhood Connectors

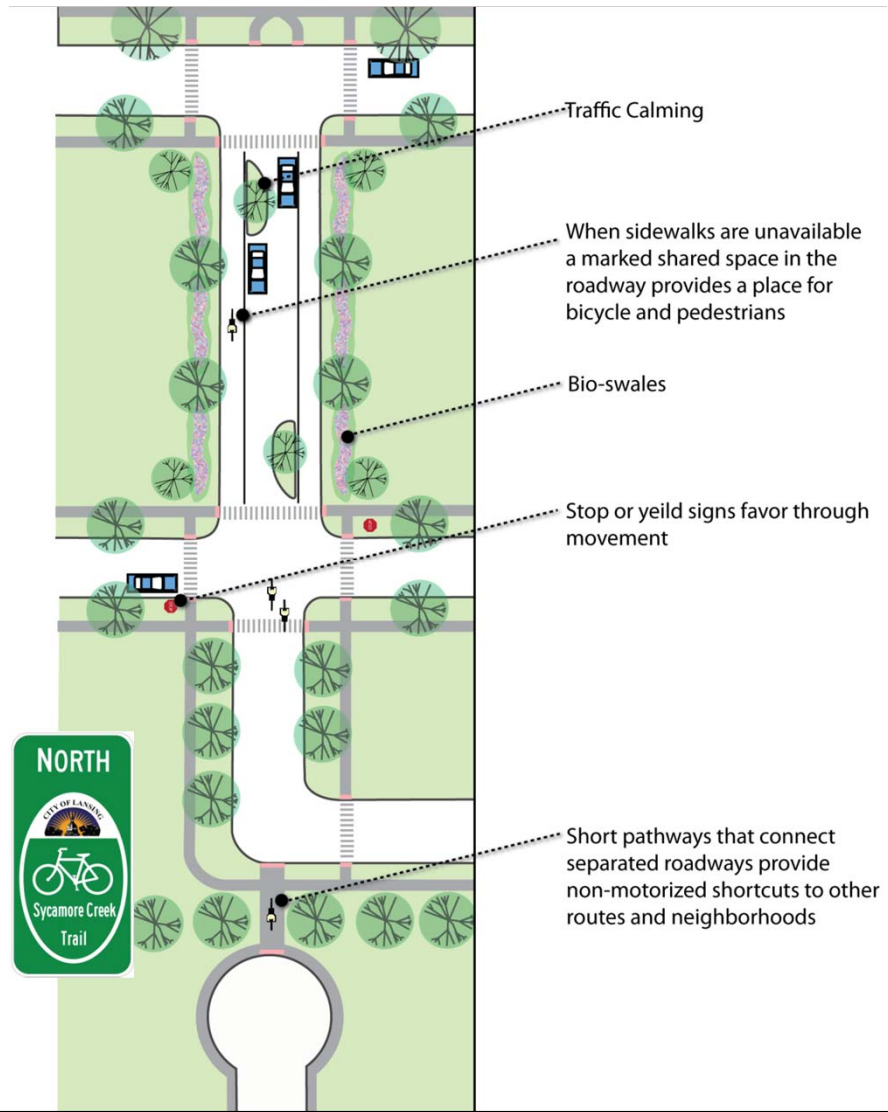
- Use to link parks, schools and other key community resources
- Tie into transit stops
- Comfortable for an 11 year old to bike by themselves

←  Geir Community Center 1.5

 Lansing River Trail 3.5 →



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From Bike Route to Neighborhood Greenway

- Start with a typical local roadway



Evolution of a neighborhood connector

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From Bike Route to Neighborhood Greenway

- Mark Bike Routes
 - Include destinations and distances
- Put in basic pedestrian facilities



Evolution of a neighborhood connector

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From Bike Route to Neighborhood Greenway

- Add traffic calming
 - Mini-roundabouts
 - Curb extensions
 - Medians



Evolution of a neighborhood connector

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From Bike Route to Neighborhood Greenway

- Add sustainable street elements
 - Permeable pavements
 - Rain gardens in the curb extensions



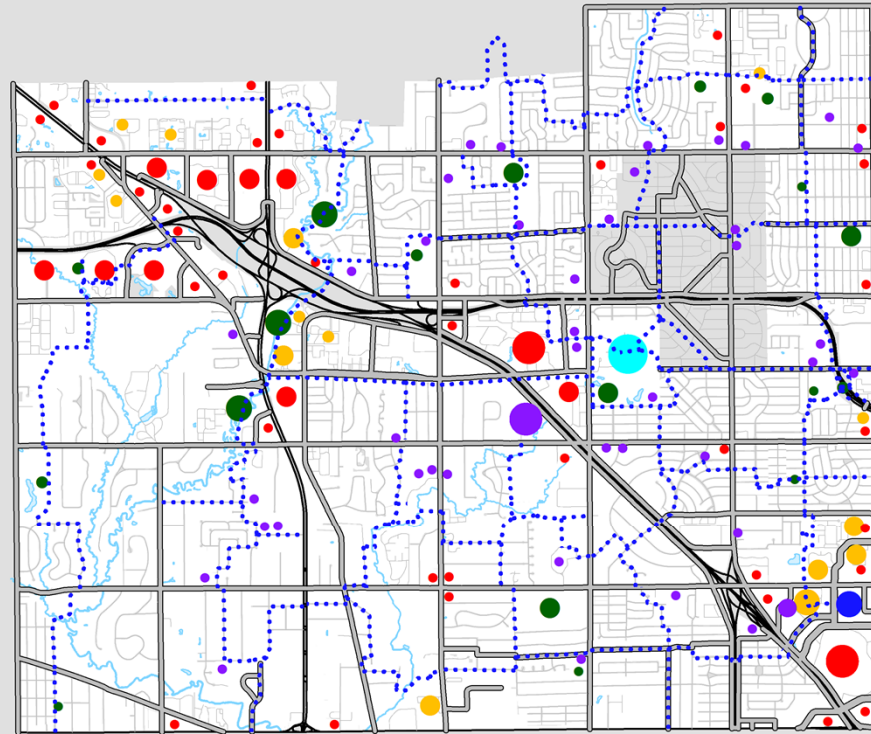
Evolution of a neighborhood connector

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Neighborhood Connector Routes with Destinations

- Provide access to many of the schools and parks
- Need to utilize pathways along primary roads in a few places
- Difficulty in the NW corner
- Difficult to provide east-west routes in the SW quadrant



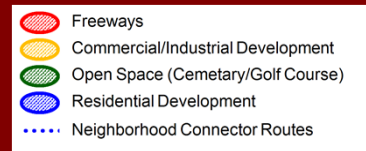
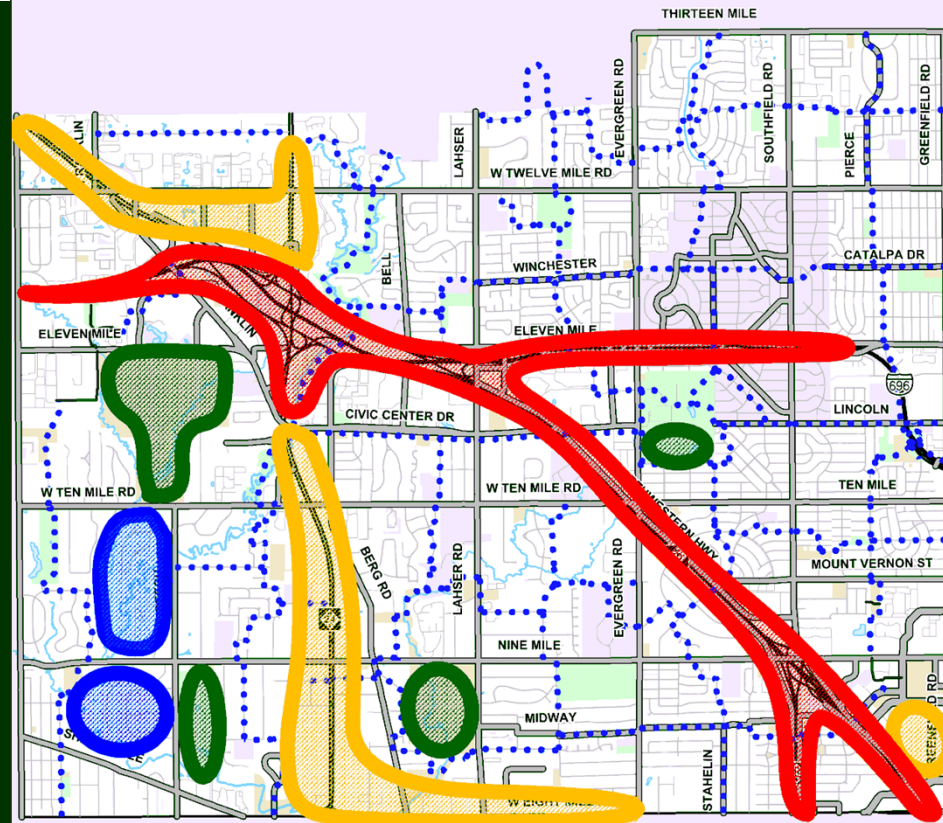
- Civic Center
- Park/Recreation
- Commercial
- Residential
- Education
- Hospital

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Neighborhood Connector Routes with Barriers

- Able to improve access across Telegraph
- Not able to get through golf course and residential barriers

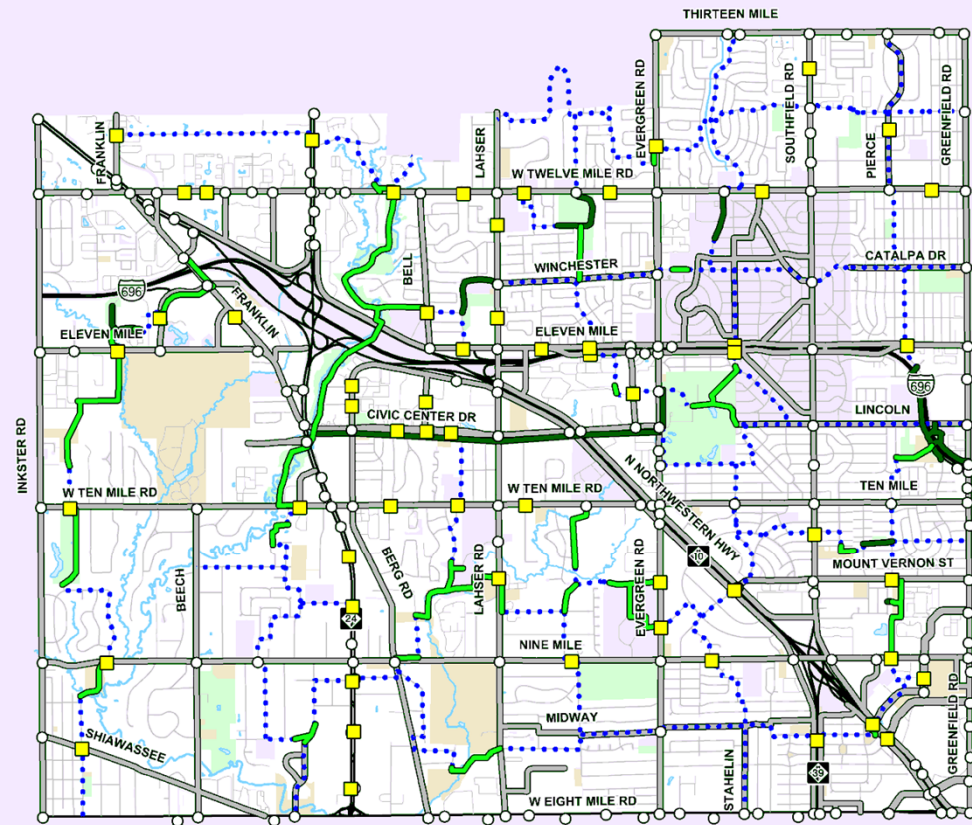


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Road Crossing Improvements with Routes

- Align with Neighborhood Connector Routes to provide safe crossings at major roadways
- Also added road crossing improvement at other locations
- Exact nature of the improvement not yet determined



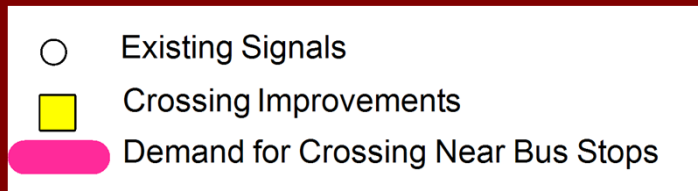
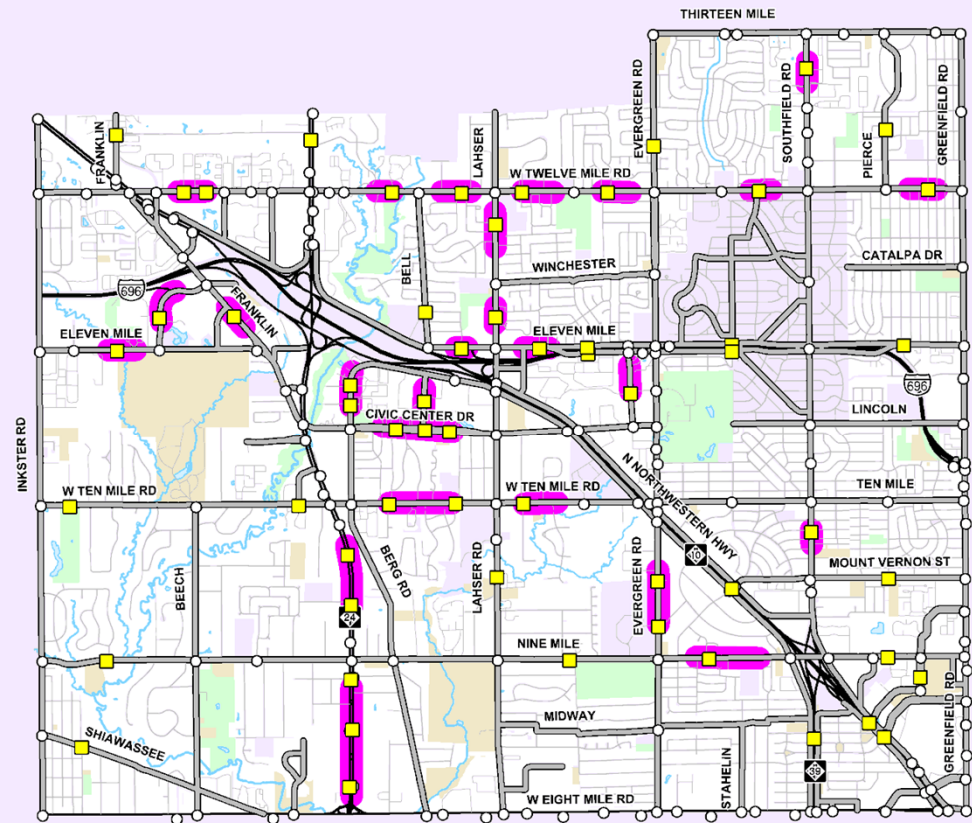
- Existing Signals
- Crossing Improvements
- ⋯ Neighborhood Connector Routes
- Existing Pathways
- - - Potential Pathways

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Crossing Improvements with Bus Stops

- Proposed road crossing improvements address high crossing demand locations



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City of Southfield Non-motorized and Transit Plan Exercises

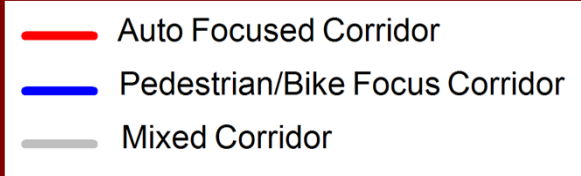
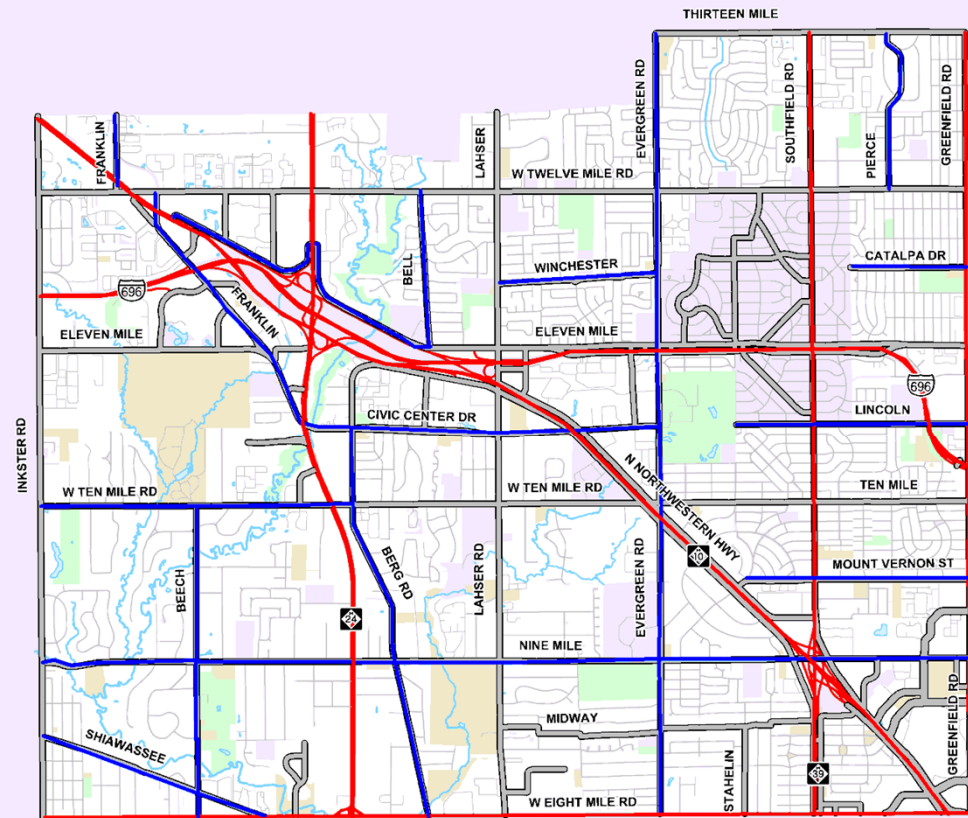


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Corridor Classification

- Variances from last months exercise:
 - 12 Mile Rd is mixed
 - 10 Mile Rd west of Berg has high volume, speed and number of lanes
- Any concerns or changes with the classification?

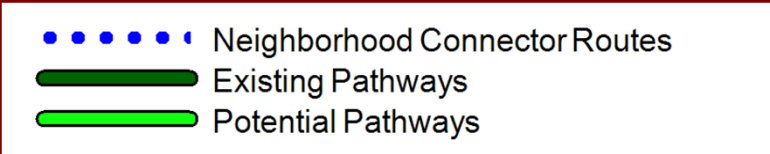
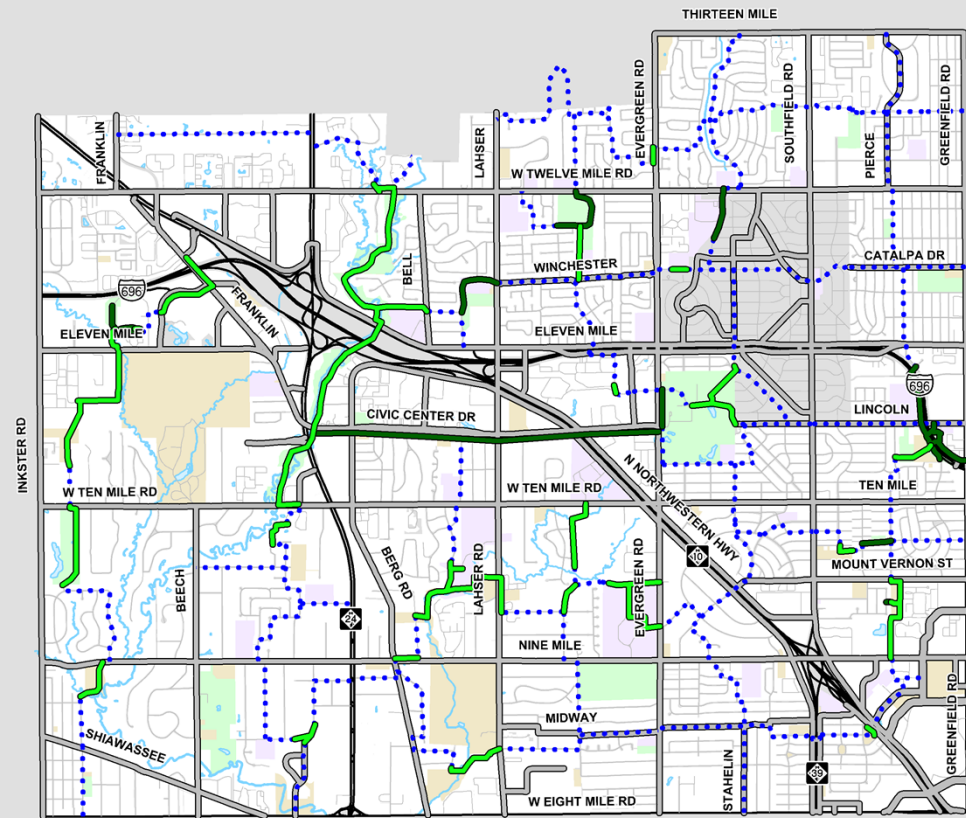


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Neighborhood Connector Routes Exercise

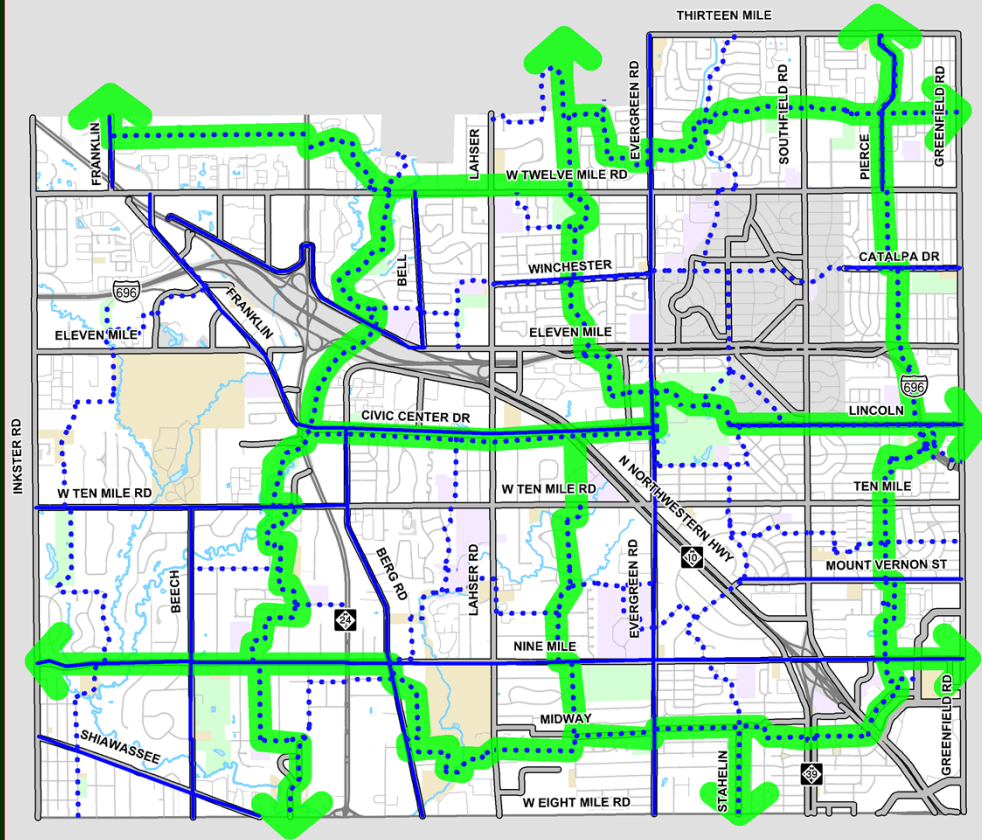
- As a group review the proposed routes and note concerns or changes on the large map
- Locate your home and then see if the routes would work to get you to destinations around town
- Use blue markers to dot in alternative routes and X out routes that are not supported
- We recognize that some of these route require new pathways



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Key Corridors Exercise

- Framework of the non-motorized network
- Mix of Bike/Pedestrian Corridors and Neighborhood Connector Routes
- Provide Main Routes across the City



As we go through each route individually fill out the worksheet. Note if you agree or disagree with each corridor. If you disagree please note why.

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Key Corridors Exercise: Corridor A – East West

- Alternative to 12 Mile Rd
- Pathways needed:
 - Continue Pathway along 12 Mile connecting to Rouge Greenway
 - Connector Pathway at north side of Bedford Woods Park (may already exist?)
- Connect to Rouge Greenway

The map displays a grid of streets with several key corridors highlighted. A prominent green pathway runs east-west, starting from the west side of the map, passing through the center, and ending on the east side. A red oval highlights a specific section of this pathway between Franklin and Southfield roads. Blue dotted lines indicate other potential or existing pathways. Street names labeled include Franklin, Winchester, Lincoln, and Southfield. Mile roads are also marked, such as W Twelve Mile Rd, W Ten Mile Rd, W Nine Mile Rd, and W Eight Mile Rd. A yellow oval highlights a specific location on the W Twelve Mile Rd corridor.

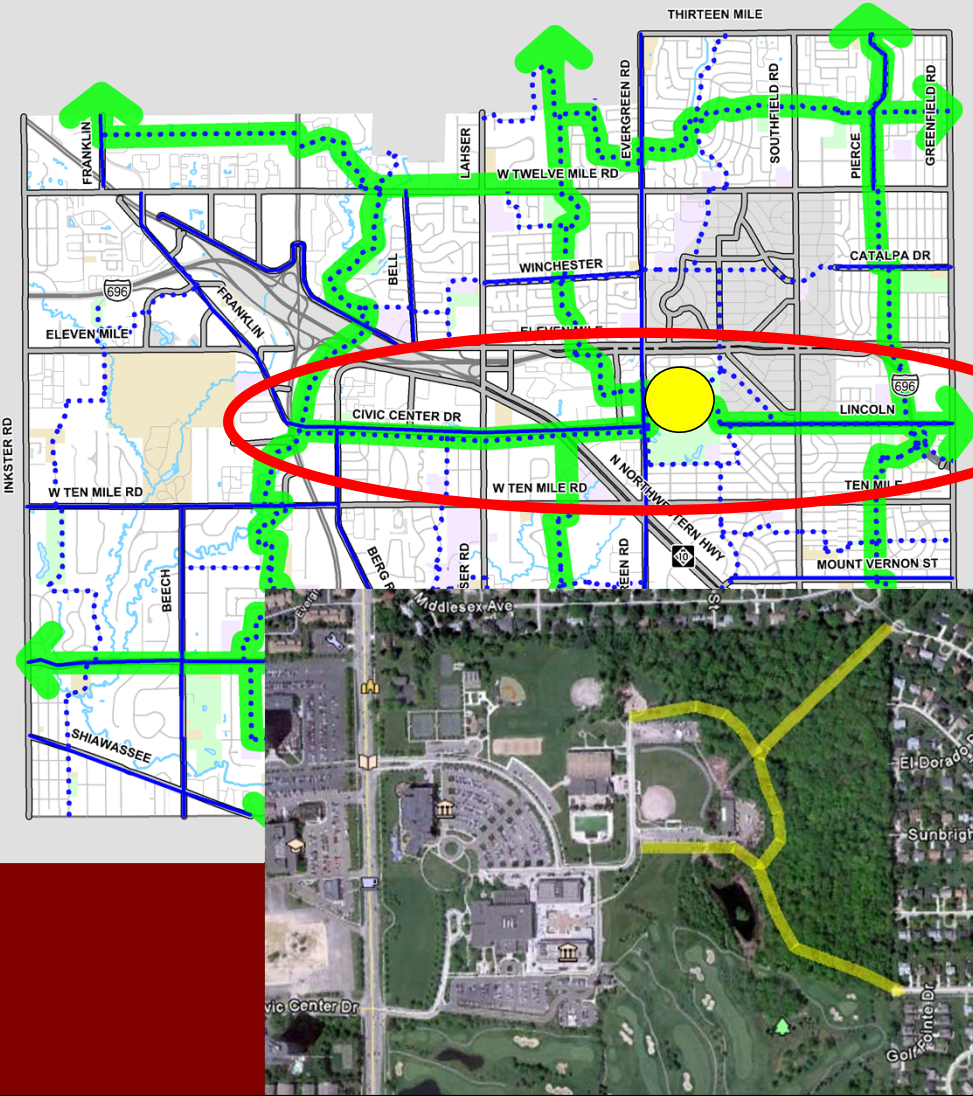
The aerial photograph shows a residential neighborhood with a yellow arrow pointing to a specific location near Webster Ave. The arrow points to a green area that appears to be a park or a planned greenway corridor.

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Key Corridors Exercise: Corridor B – East West

- Connection to Municipal Center and Lawrence Tech University
- Connects two Bike/Ped Corridors
- Utilizes existing pathway on Civic Center Drive
- Connects to Rouge Greenway
- Pathway needed across Civic Center Park
- No connection to the west – W Ten Mile Road may be an option?



The map displays a network of streets and proposed corridors. A prominent green path with arrows indicates the main east-west corridor, starting from the west and moving east through Civic Center Drive, Lincoln, and further east. A red oval highlights a specific area around Civic Center Drive and W Ten Mile Road. Other streets shown include Franklin, Bell, Winchester, Evergreen, Southfield, Pierce, Greenfield, Catalpa, Lincoln, Mount Vernon St, W Ten Mile Rd, W Twelve Mile Rd, Thirteen Mile, Inkster Rd, Beech, Shiwasssee, Berg, Ser, and N Northway. A yellow circle is placed at the intersection of Civic Center Drive and Lincoln. Below the map is an aerial view of the same area, showing buildings, green spaces, and a yellow path overlaid on the terrain.

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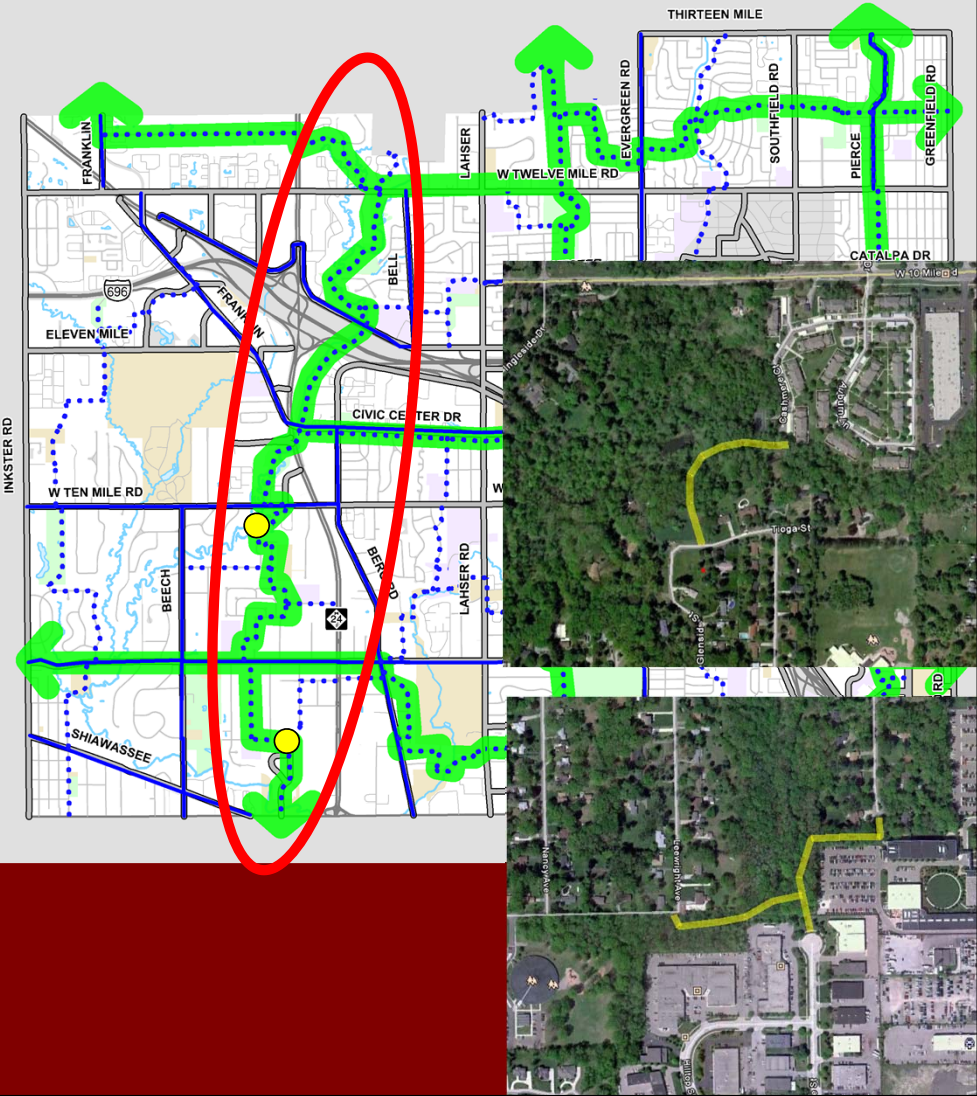
Key Corridors Exercise: Corridor C – East West

- Alternative to 8 Mile Rd
- Pathway needed along south side of Golf Course
- Connects to Northland Mall Area
- Changes to Neighborhood Route to avoid busy segment of Nine Mile

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Key Corridors Exercise: Corridor D – North South

- Incorporate the Rouge Greenway
- Provide connection through Freeway Interchange
- Completely off Major Roadways
- Pathways construction needed:
 - Along Rouge River
 - Across Undeveloped Private Property near W Ten Mile Rd
 - Through Undeveloped Corporate Owned Property south of Nine Mile

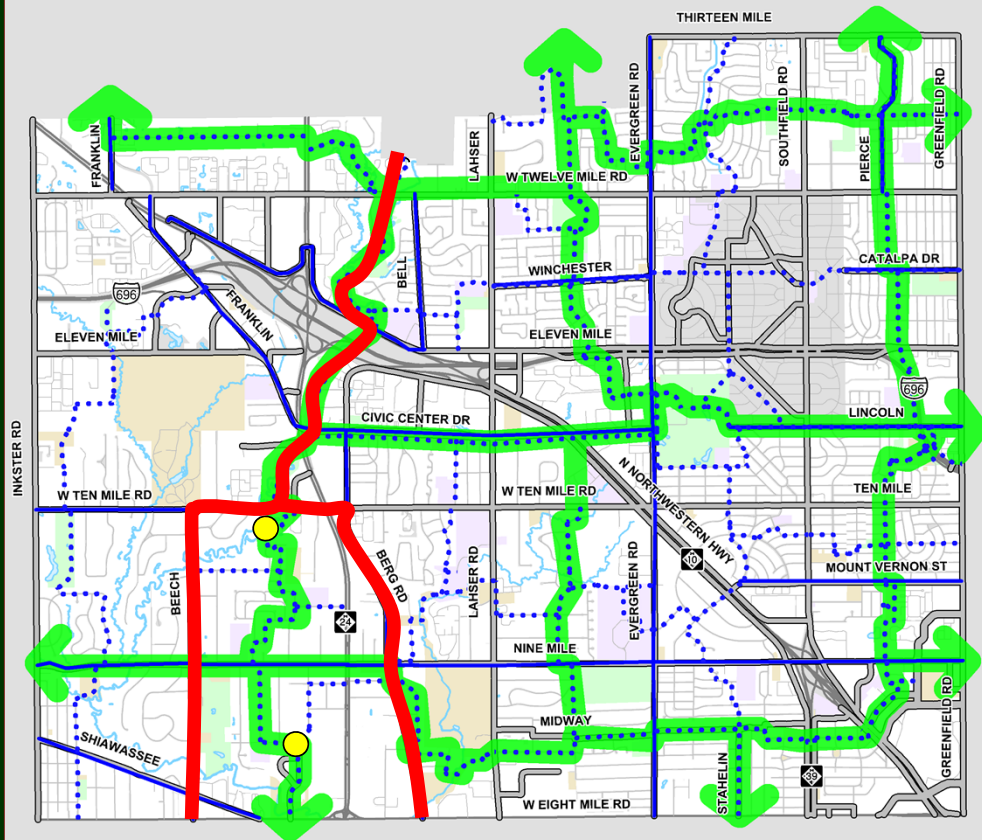


The map displays a network of green paths (Corridor D) connecting various roads in Southfield. The paths are shown in green with blue dashed lines indicating potential routes. Key roads labeled include Franklin, Bell, W Ten Mile Rd, Civic Center Dr, Beech, Shiwasssee, Inkster Rd, W Twelve Mile Rd, Evergreen Rd, Southfield Rd, Pierce, Greenfield Rd, and Catalpa Dr. A red oval highlights a specific area of interest. Two yellow circles mark specific locations on the map. Two aerial photographs on the right side show undeveloped areas, with yellow lines indicating the path's route through these areas.


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Key Corridors Exercise: Corridor D – North South

- Alternative to use Beech or Berg Road instead
- Both are two lane roads that may have potential to add bike lanes by paving the shoulder
- Berg Road has an existing Sidewalk on the east side of the road

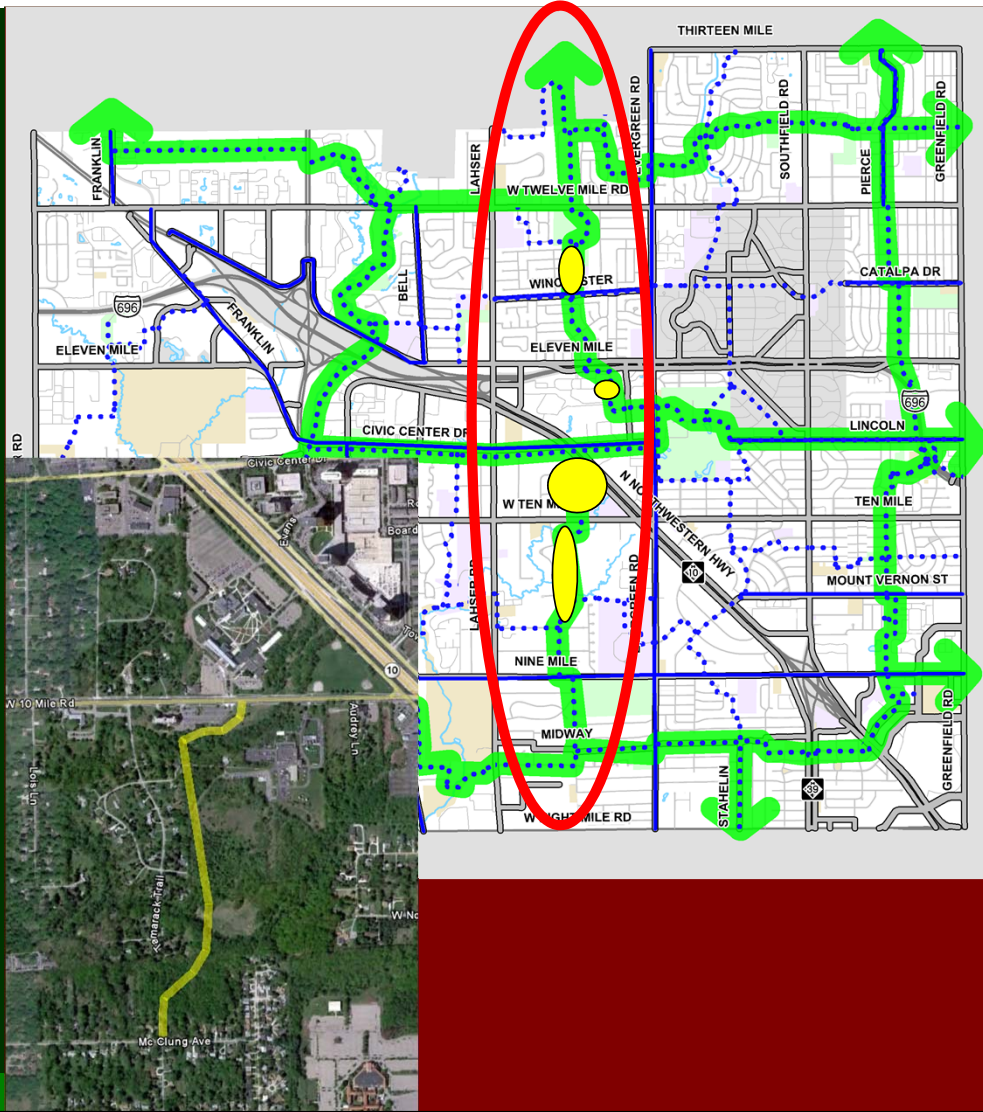


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Key Corridors Exercise: Corridor E – North South

- Connects to Municipal Center and Lawrence Tech University
- No Connection south to 8 Mile
- Pathways construction needed:
 - Through Fred D Leonhard Elementary
 - Small connection through commercial area
 - Lawrence Tech University
 - Between 10 and 9 Mile on undeveloped public, private and LTU land
- New Pathways provide connections between neighborhoods where there currently are none



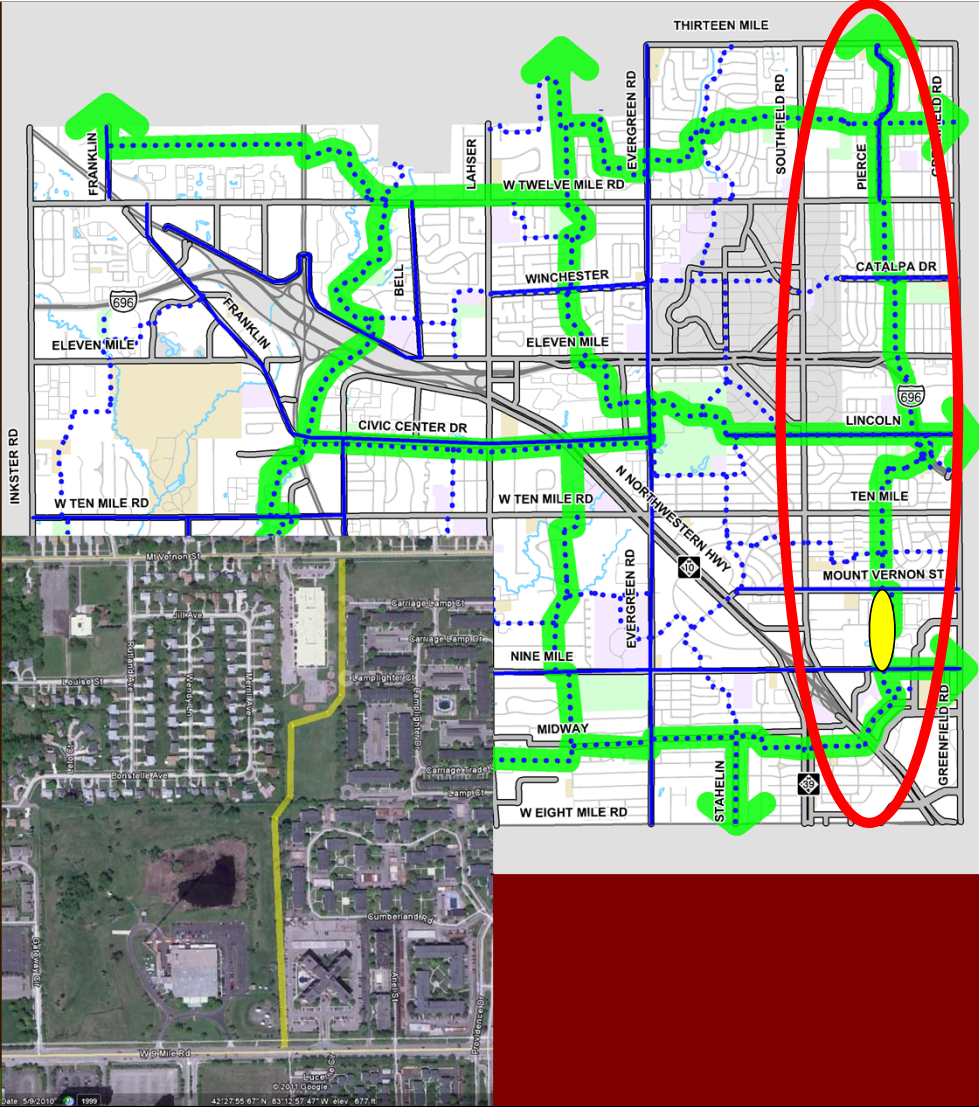
The map displays a grid of streets in Southfield, Michigan, with various corridors highlighted. A red oval highlights a specific area between 10 Mile and 9 Mile roads. Green pathways are shown connecting different parts of the city, including areas near Lawrence Tech University and the Municipal Center. Blue dotted lines indicate other potential routes. The map includes labels for streets such as Franklin, Bell, LaSaver, Winchester, Eleven Mile, Civic Center Dr, Lincoln, Ten Mile, Mount Vernon St, Midway, and Stahelin. Major roads like I-96 and I-75 are also visible.

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Key Corridors Exercise: Corridor F – North South

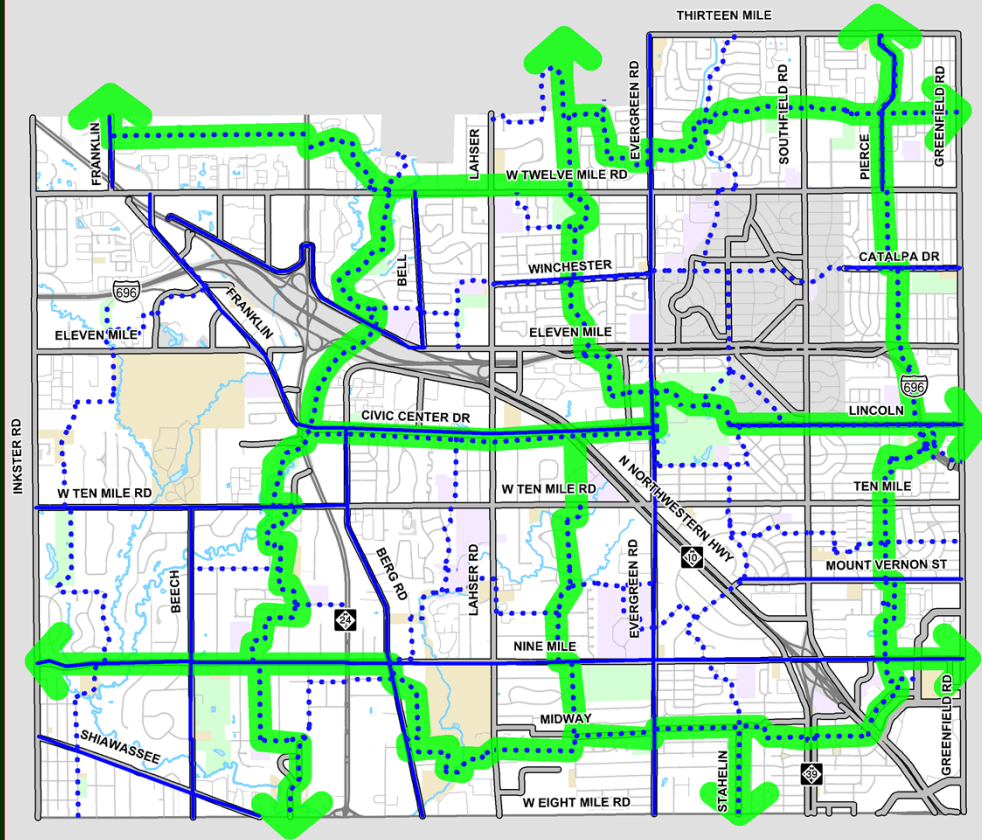
- Connection to Northland Mall Area and Hospital
- Provides Alternative Route to two Auto Oriented Roads (Southfield and Greenfield)
- Utilize Freeway Park
- Pathway Needed between Mt Vernon St and Nine Mile



The Greenway Collaborative, Inc. Date: 5/9/2010 1:09 42:17:55 67° N, 83:11:57 47° W Elev: 677 ft

Key Corridors Group Exercise

- As a group discuss these routes
- On the big map mark the groups key corridors (they may be exactly the same or completely different from this map)
- Note why a segment is added or removed

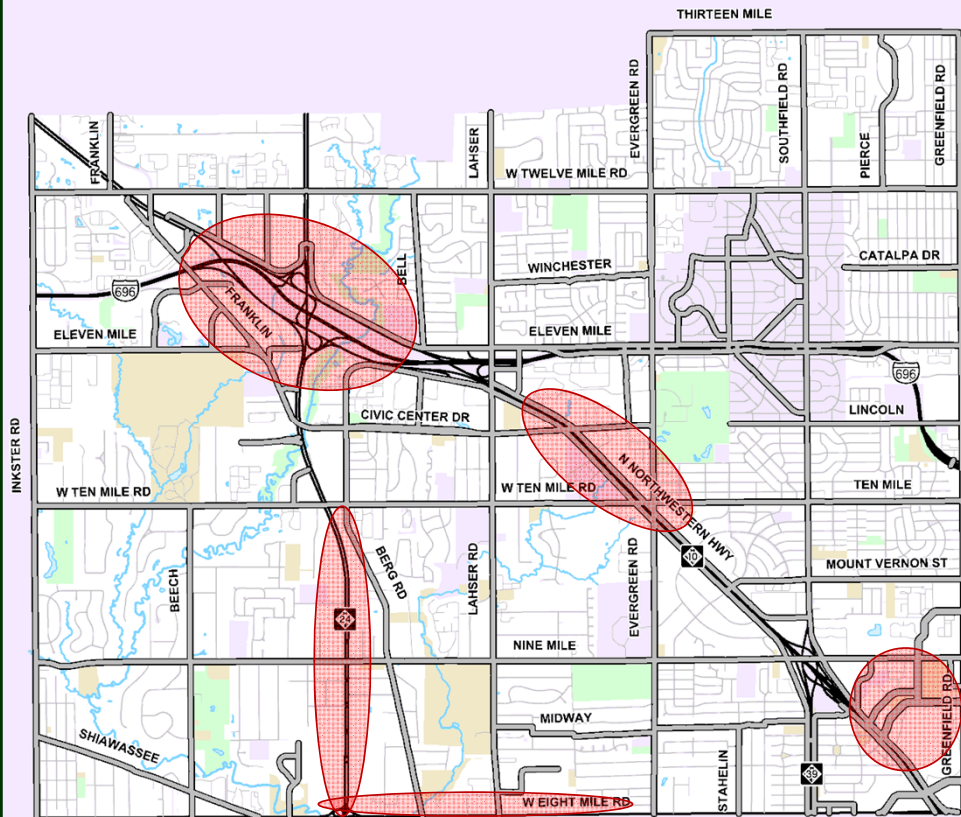


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Areas that Need Additional Studies Exercise

- Freeway Crossings including improvements
- Civic Center and Lawrence Tech
- Northland Mall Area
- Provide connections to telegraph and eight mile (bus stops) by breaking up the large block of industrial development along these corridors

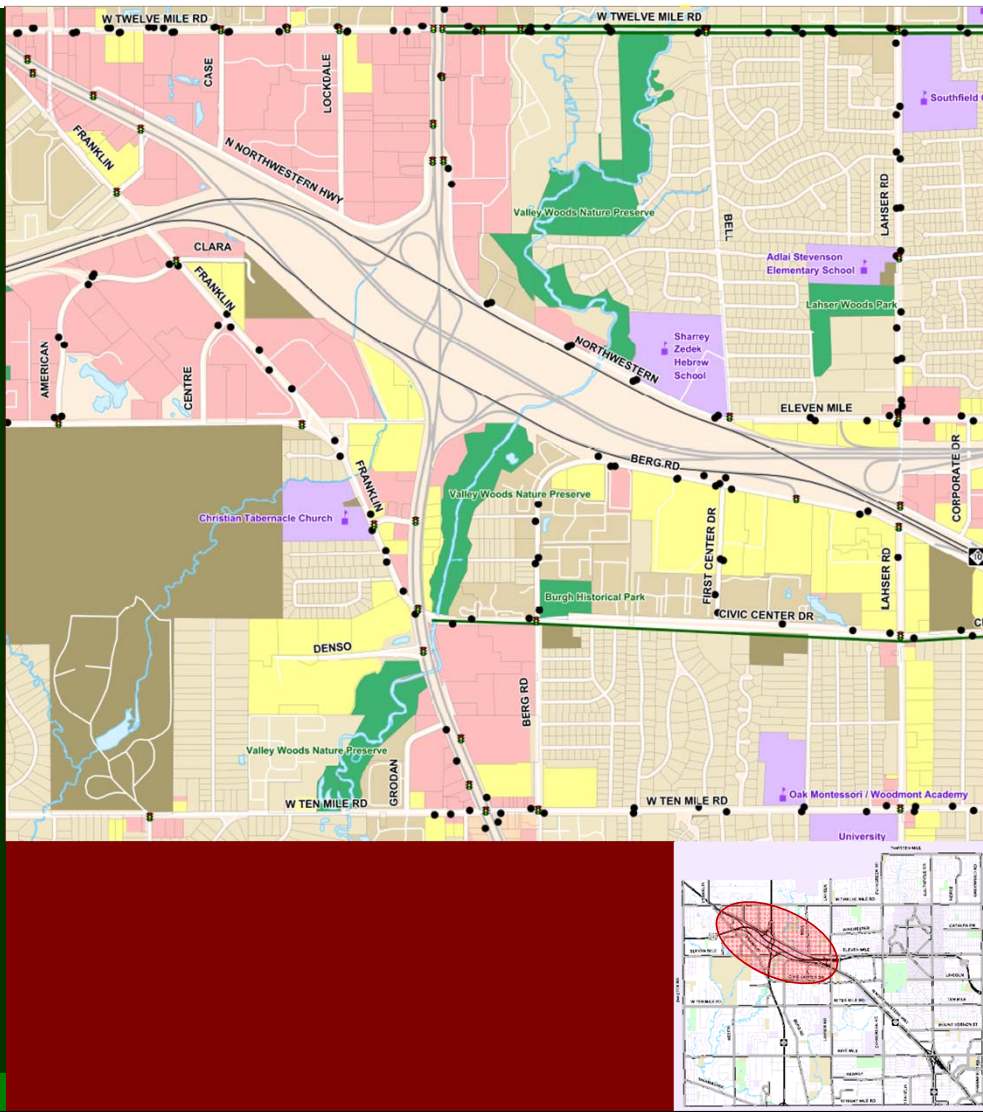


As we go through each Study Area please fill out your worksheet.


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Areas that Need Additional Studies Exercise

- Freeway Crossings
 - Barrier
 - Mixing Bowl - Closest Crossings 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



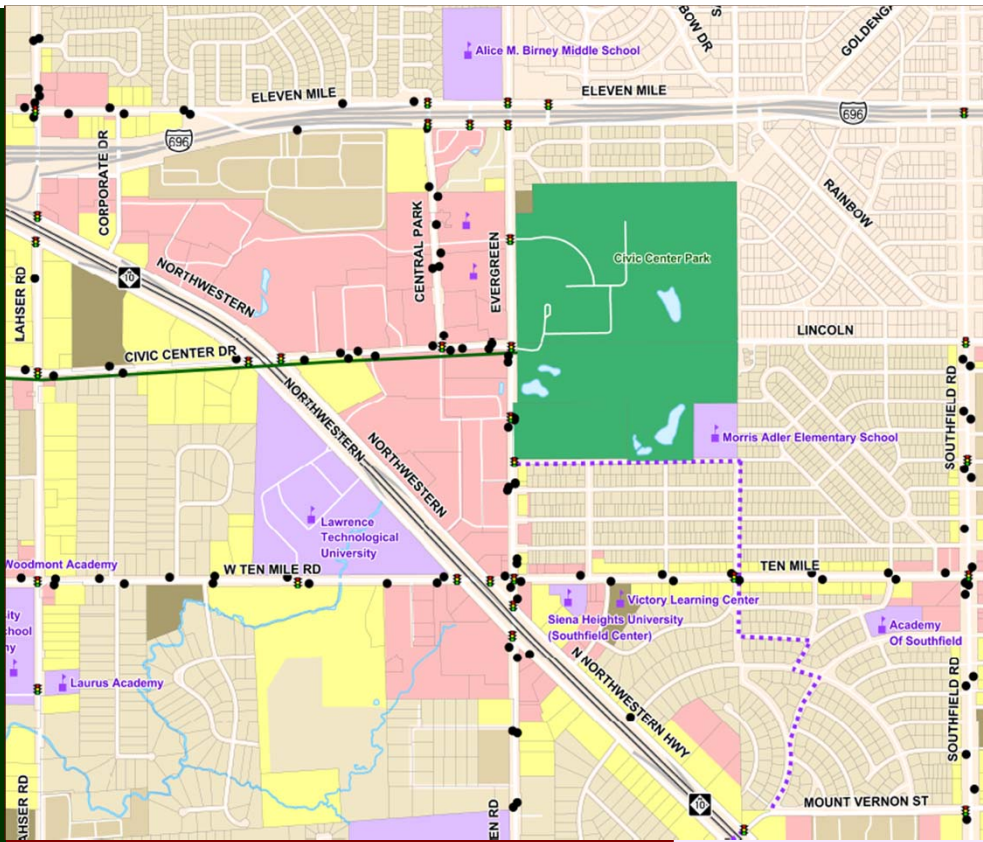
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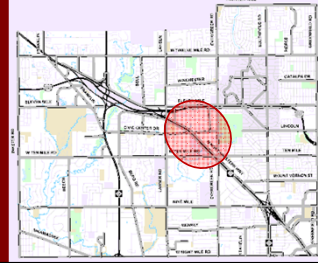
Areas that Need Additional Studies Exercise

Municipal Complex and Lawrence Tech

- Issues:
 - M-10 creates barrier between Municipal Complex and the Neighborhood and University to the southwest
 - LTU is “hemmed” in, not many destinations nearby
 - Difficult to navigate through LTU by bicycle – Large Parking Lot
- Opportunities:
 - LTU Student Housing
 - LTU Athletic Facilities
 - Connection to Civic Center



Is there a demand for students to get to Municipal Center?



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Areas that Need Additional Studies Exercise

Northland Mall and Providence Hospital Area

- Issues:
 - Difficult to get to and through for bicycle and pedestrians
 - A lot of bicycle and pedestrian crashes in this area
- Opportunities:
 - Major Hospital
 - Oakland Community College Southfield Campus
 - Northland Mall
 - Multi-family Residential
 - Existing Transit Stops



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Areas that Need Additional Studies Exercise

Industrial Corridor along Telegraph and Eight Mile

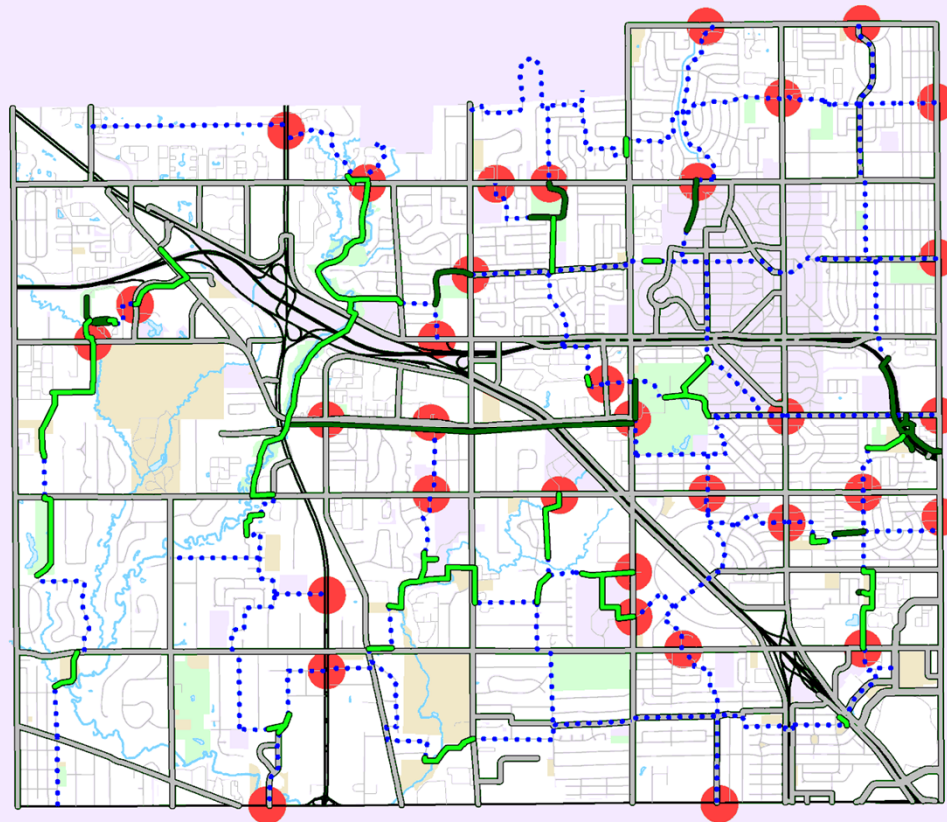
- **Issues:**
 - Auto oriented roadways with half signals making it difficult to cross the road
 - COMAU INC has buildings on both sides of Telegraph with employees currently trying to cross the road
 - Industrial Development creates barrier between neighborhoods on both sides of telegraph
- **Opportunities:**
 - Utilize existing half signals
 - Existing Transit Stops
 - Connect Neighborhoods



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Super Stops

- A bus stop with additional amenities
 - Bench
 - Shelter
 - Maps and Schedules
 - Bus Pull-off area
 - Lighting
- Since there are additional amenities the stop will have a larger draw area
- Generally where a neighborhood connector route intersects bus route
- High ridership stops



As a group discuss potential super stop locations.

Put a sticker on the map where additional Super Stops are needed.

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Other Tasks

Tasks Beyond the Visioning Process to Make this a Comprehensive Plan:

- Evaluate bicycle and pedestrian focused corridors to see determine what type of improvements are feasible in the near, mid, and long-term
- Evaluate the proposed trail for feasibility and environmental impacts
- Field check Neighborhood Connector Routes
- Identify ways to improve existing freeway crossings
- Determine most appropriate type of crossing improvements on the primary roads
 - Taking into account the requirements of the Jewish Orthodox Community
- Evaluate and make recommendations for policies and programs
 - Maintenance
 - ADA
 - School Transportation
- Determine the most effective education and outreach efforts
- Ways to make existing strip development more walkable, bikable and have a sense of place

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Next Steps

- Review input from today's meeting
- Refine preliminary plans with staff
- Present draft plan to city council working session
- Put forth to City Council for Adoption



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Questions or Comments



Please Contact:

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