

**M-5 /
GRAND
RIVER
AVENUE**

**MDOT
&
CITY OF DETROIT**

**COMMUNITY
MEETING**

**13 DECEMBER 2018
CROWELL RECREATION
CENTER
5:30-7:30 PM**



www.detroitmi.gov/northwest

M-5 / GRAND RIVER AVE.

AGENDA

- **Introduction & Overview**
- **What we have heard?**
- **Street Section Options**
- **Streetscape Elements**
- **Q & A**
- **Open House Review**

*** PLEASE FILL OUT AND RETURN SURVEY BEFORE LEAVING!**

M-5 GRAND RIVER AVENUE MDOT ROADWAY & STREETScape PROJECT

Project Area

2.8 Miles

Berg Rd to Southfield Fwy

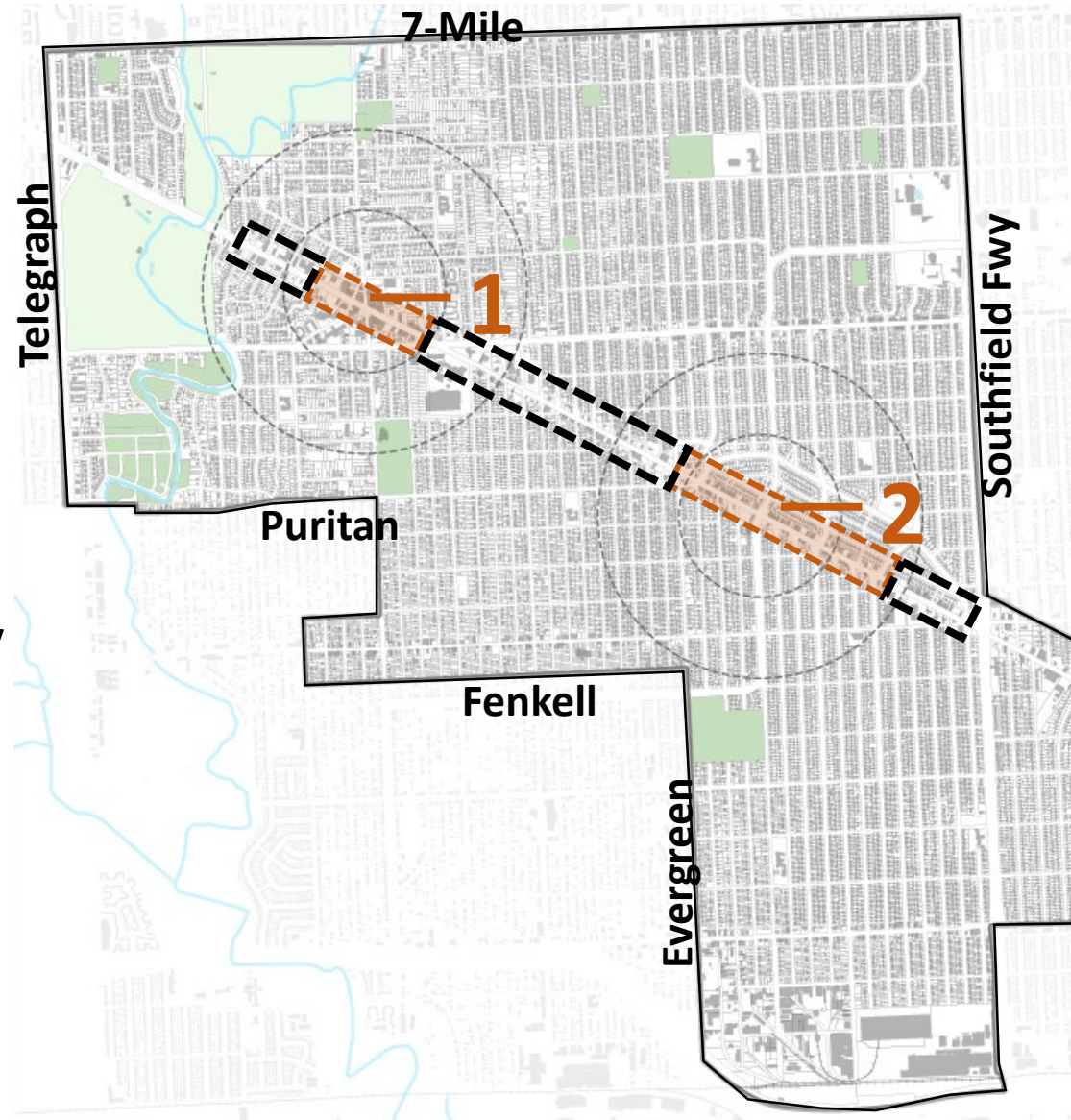
Streetscape Nodes

1 0.45 Miles
Cooley to McNichols

2 0.75 Miles
Evergreen to Glastonbury

\$8 Million Road Investment

State Contribution: \$7M
City Contribution: \$1M



PROJECT GIVENS

- Based on traffic study analysis and MDOT standards, road design will include **4 lanes of traffic** and a **continuous center turn lane** and **striped parking**.
- The entire project area will be **milled, re-surfaced** and **striped** with the selected street section.
- Additional hard streetscape elements such as **landscaping, bumpouts, benches, lighting etc...** identified during design will be installed in Streetscape Nodes.
- Selected locations for **additional pedestrian crossings** will be included in the final design.
- Final Design will consider proper allocation and coordination for ongoing maintenance by MDOT and City of Detroit
- All new pedestrian and/or bike infrastructure will be designed per national safety standards and best practices.

SCHEDULE

DESIGN PROCESS (6 Months)

Nov. 2018 – Apr. 2019

CONSTRUCTION

2019-2020

Pre-Launch Informational Meeting
Oct. 22, 2018
Oct. 23, 2018

CONCEPT Design Review
Dec. 13, 2018

- Road Section Options
- Potential Pedestrian Crossings
- Streetscape Elements

MDOT / City Meetings
Jan - Feb

INTERIM Design Review
Feb. 5, 2018

- Streetscape Amenities
- Pedestrian Crossing Design
- Landscaping
- Signage

FINAL Design Presentation
April 2019

- Final Design
- Construction Management & Staging
- Review Maintenance Plan

July 2019 – Nov. 2019

- Watermain Replacement
- Sidewalks/Bump Outs
- Road Resurfacing

April 2020 – Nov. 2020

- Lighting
- Landscape
- Site Furnishings

**PREVIOUS
NEIGHBORHOOD
FEEDBACK**

Community Feedback Sessions



February 2017 Meeting with 104 Attendees



March 2017 Meeting with 80 Attendees



April 2017 Open House with 90 Attendees



October 2018 Informational: 111 Attendees

Community Design Priorities

Safe Pedestrian Crossings

- Additional crossing locations are needed
- Shorter crossing distances & better protections at crossings

Traffic Calming: Slow the cars down to posted speeds

Parking: Need access to safe parking in front of businesses

Landscape: Design needs to consider maintenance & visibility

Lights: Existing inadequate lighting needs to be addressed to improve safety & allow opportunity for neighborhood banners

Transit needs: Better signage and amenities at bus stops

Other

- Concern for cohesive design and amenity covering entire project area (not just nodes)
- Desire to extend project North and South
- Desire for involvement of artists in neighborhood branding
- Priority to support business growth, walkability & café seating

STREETS SECTION OPTIONS

GRAND RIVER AVENUE



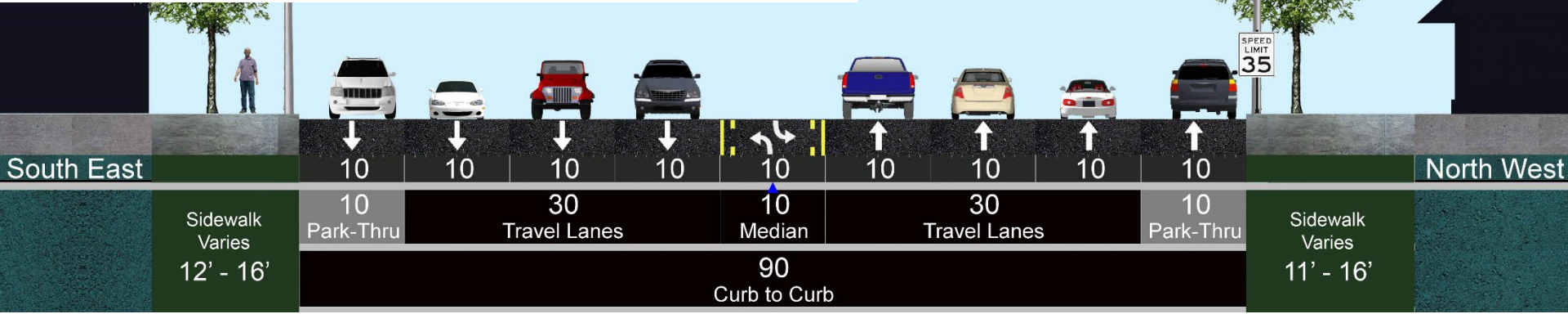
Street Section:

A cut through the entire width of the Road Right-of-Way that shows how much space is allocated to different uses (Sidewalk, Parking, Driving, etc...)

EXISTING CONDITION

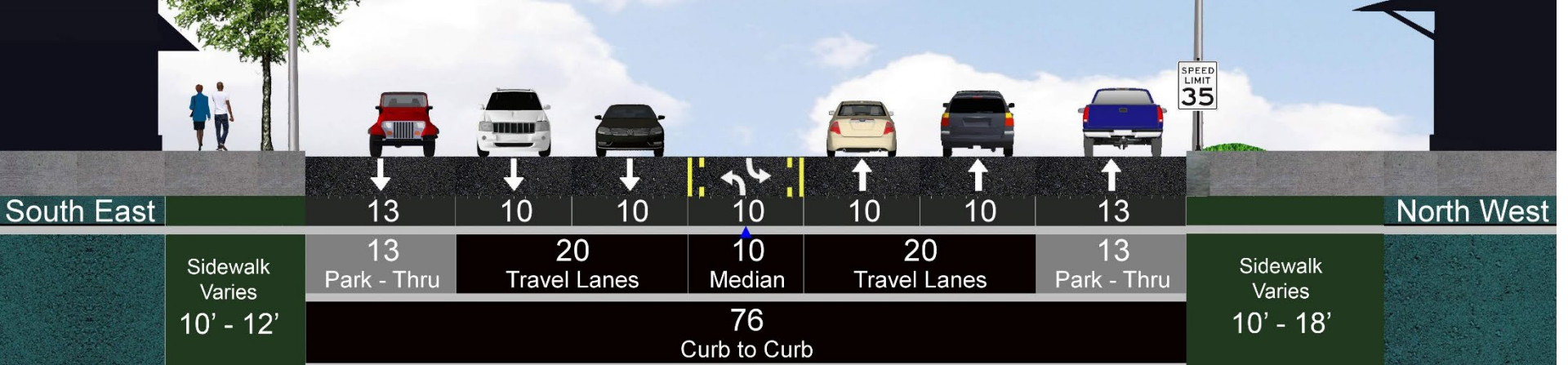
MCNICHOLS RD. to BERG RD.

RIGHT-OF-WAY: **120FT.** CURB TO CURB: **90 FT.**

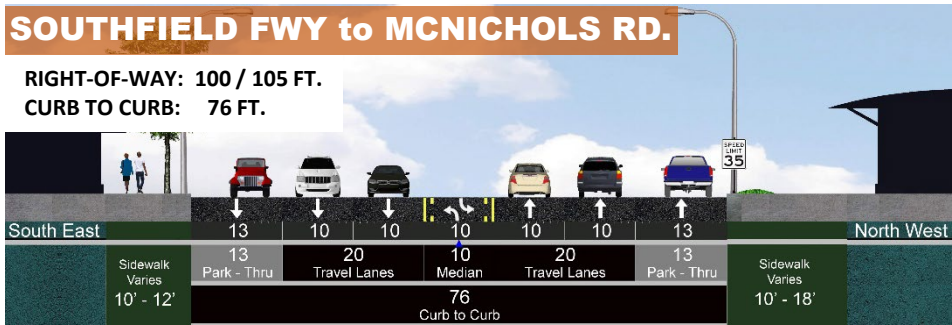
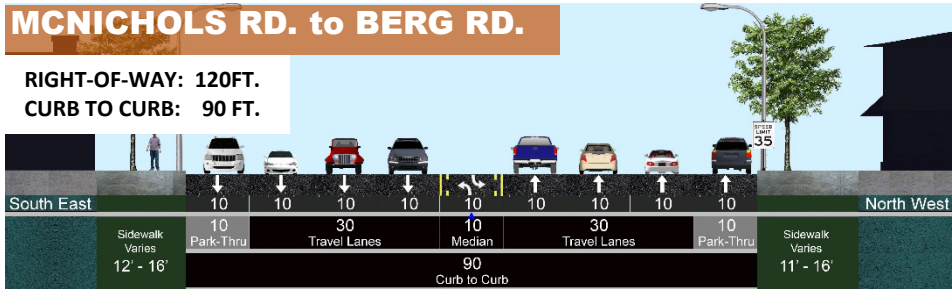


SOUTHFIELD FWY to MCNICHOLS RD.

RIGHT-OF-WAY: **100 / 105 FT.** CURB TO CURB: **76 FT.**



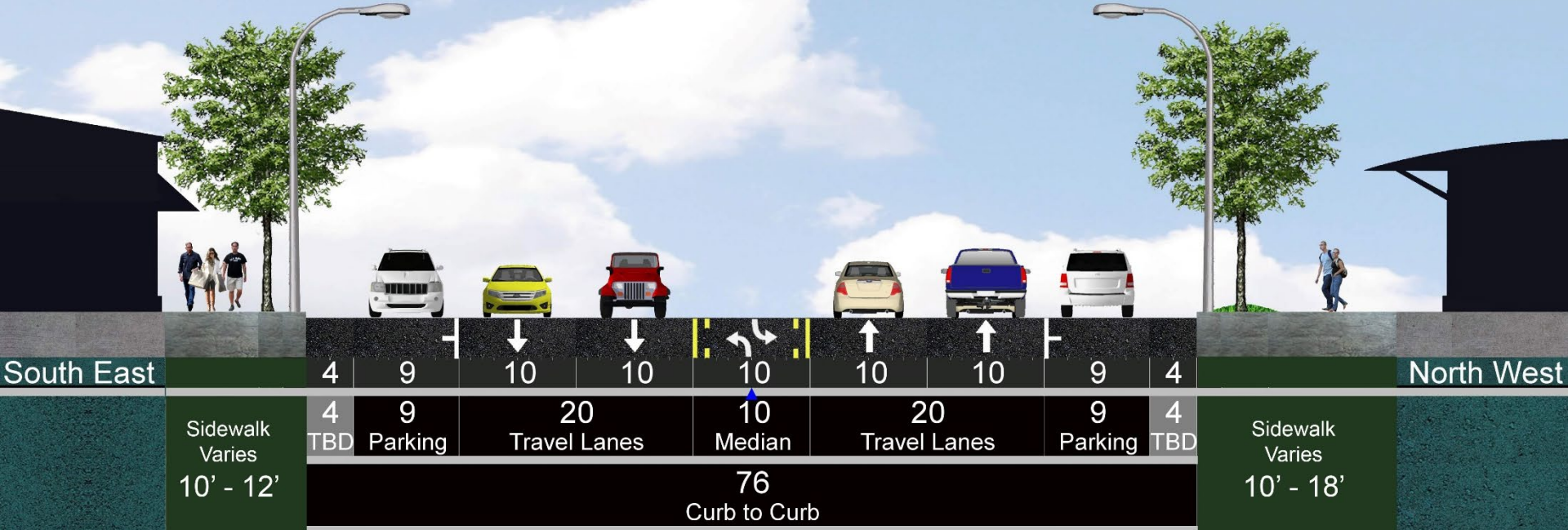
EXISTING CONDITION CHALLENGES



- Excess / undefined road space contributes to speeding
 - Loud/Noisy
 - Signalized crossings are far apart
 - Crossing is unsafe
 - No physical buffer for pedestrians
 - Wide crossing distance
 - Limited plantings & furnishings
 - Limited visual presence of non-motorized users
 - Bikes / scooters on sidewalk or unprotected street
- Continuous turn lane allows access

OPTION A

NO BIKE LANES – PARKING ON BOTH SIDES

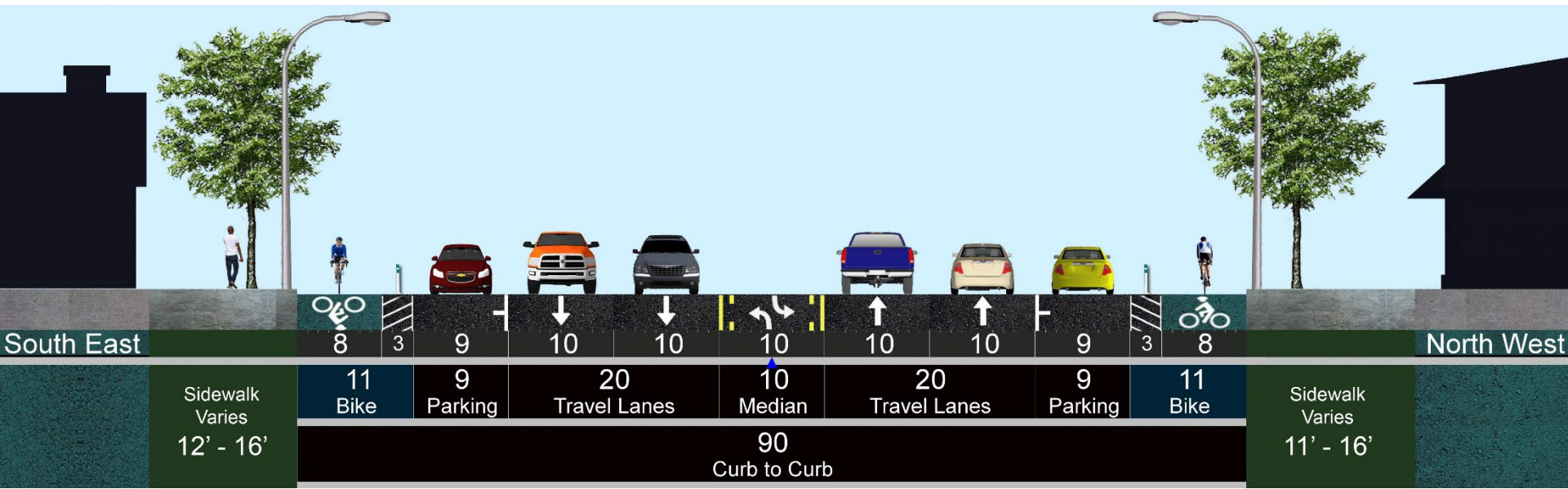


- Excess / undefined road space contributes to speeding
- Loud/Noisy
- No physical buffer for pedestrians
- Limited visual presence of non-motorized users
- Bikes / scooters on sidewalk or unprotected street
- New elements require maintenance plan

- Continuous turn lane allows access
- Defined road space & traffic flow
- Designated Parking
- Additional Pedestrian Crossings
- Bump outs at select intersections and refuge islands increase safety and have slight traffic calming affect
- Reduce crossing distance by 18' (only at bump-outs)

OPTION B1

1-WAY PROTECTED BIKE LANES NORTH of MCNICHOLS

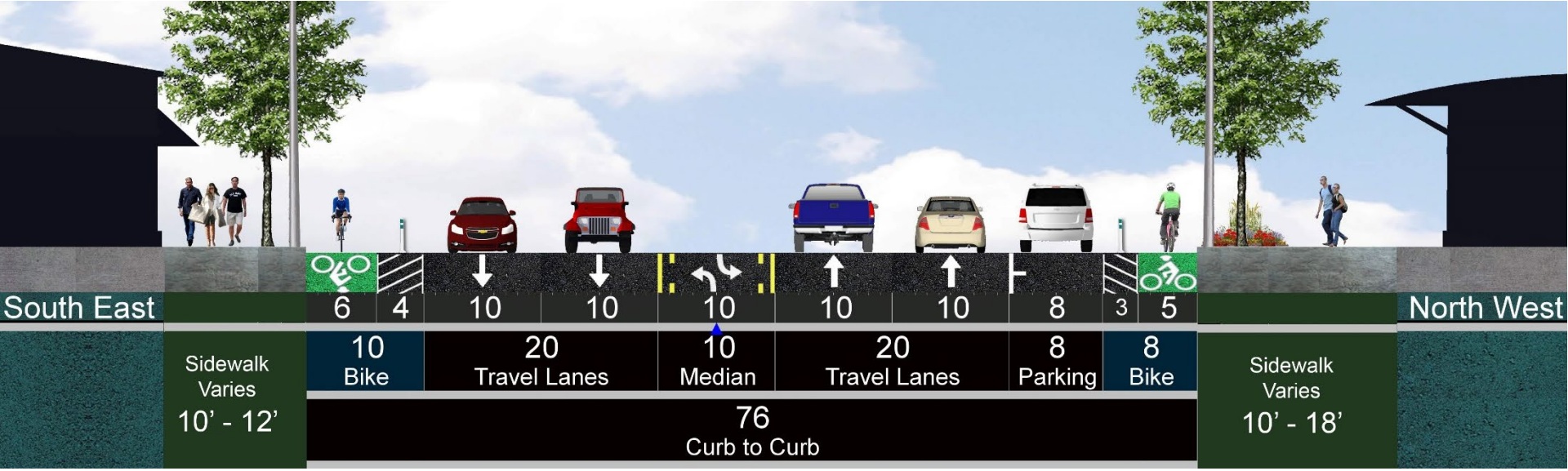


- Loud/Noisy
- New elements require maintenance plan
- New configuration requires education

- Continuous turn lane allows access
- Defined road space & Traffic flow
- Designated Parking
- Additional Pedestrian Crossings
- Bump outs at select intersections and refuge islands increase safety
- Traffic calming affect from reprogrammed road spaces
- Safe / dedicated space for bikes
- More comfortable ped. environment
- Reduces crossing distance by 40'

OPTION B2

1-WAY PROTECTED BIKE LANES SOUTH of MCNICHOLS

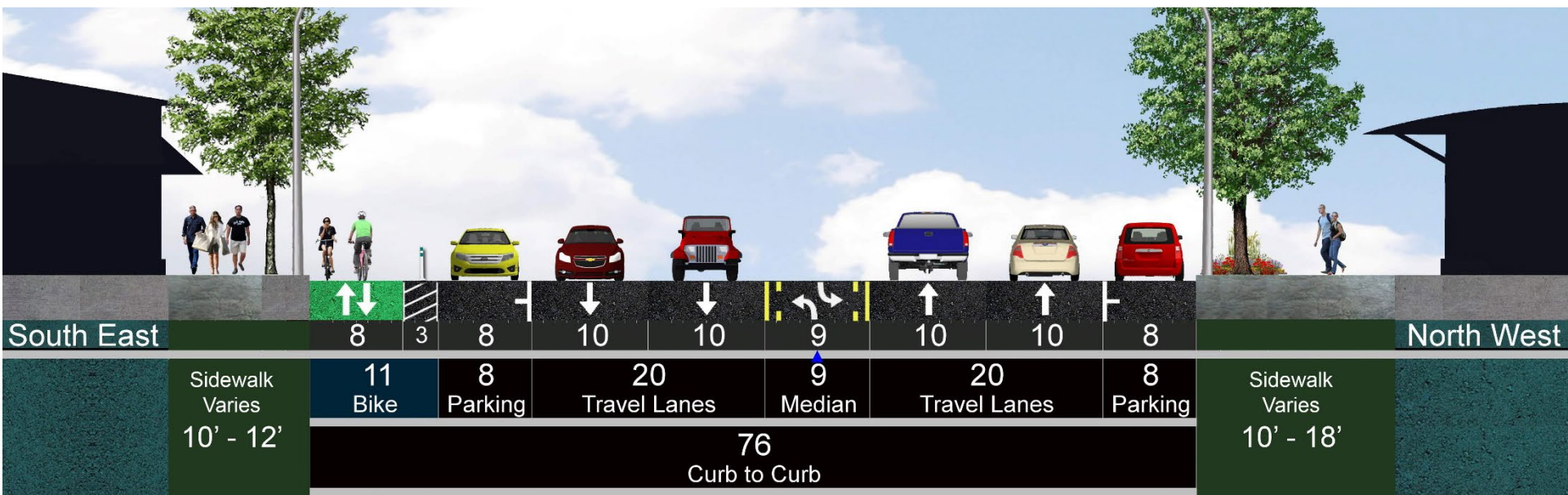


- Loud/Noisy
- New elements require maintenance plan
- New configuration requires education
- Eliminates parking on one side
- One bike lane is not parking protected

- Continuous turn lane allows access
- Defined road space & Traffic flow
- Designated Parking
- Additional Pedestrian Crossings
- Bump outs at select intersections and refuge islands increase safety
- Traffic calming affect from reprogrammed road spaces
- Safe / dedicated space for bikes
- More comfortable ped. environment
- Reduces crossing distance by 26'

OPTION C

TWO-WAY BIKE LANE – PARKING ON BOTH SIDES



- Loud/Noisy
- New elements require maintenance plan
- New configuration requires education
- Safety challenges due to cycle traffic from unanticipated directions
- Complicates crossing / transitions
- Requires additional bike signals
- Continuous turn lane allows access
- Defined road space & Traffic flow
- Designated Parking
- Additional Pedestrian Crossings
- Bump outs at select intersections and refuge islands increase safety
- Traffic calming affect from reprogrammed road spaces
- Safe / dedicated space for bikes
- More comfortable ped. environment
- Reduces crossing distance by 26'
- Maintains Parking on both sides

SOUTHFIELD FWY (M-39) to MCNICHOLS RD.

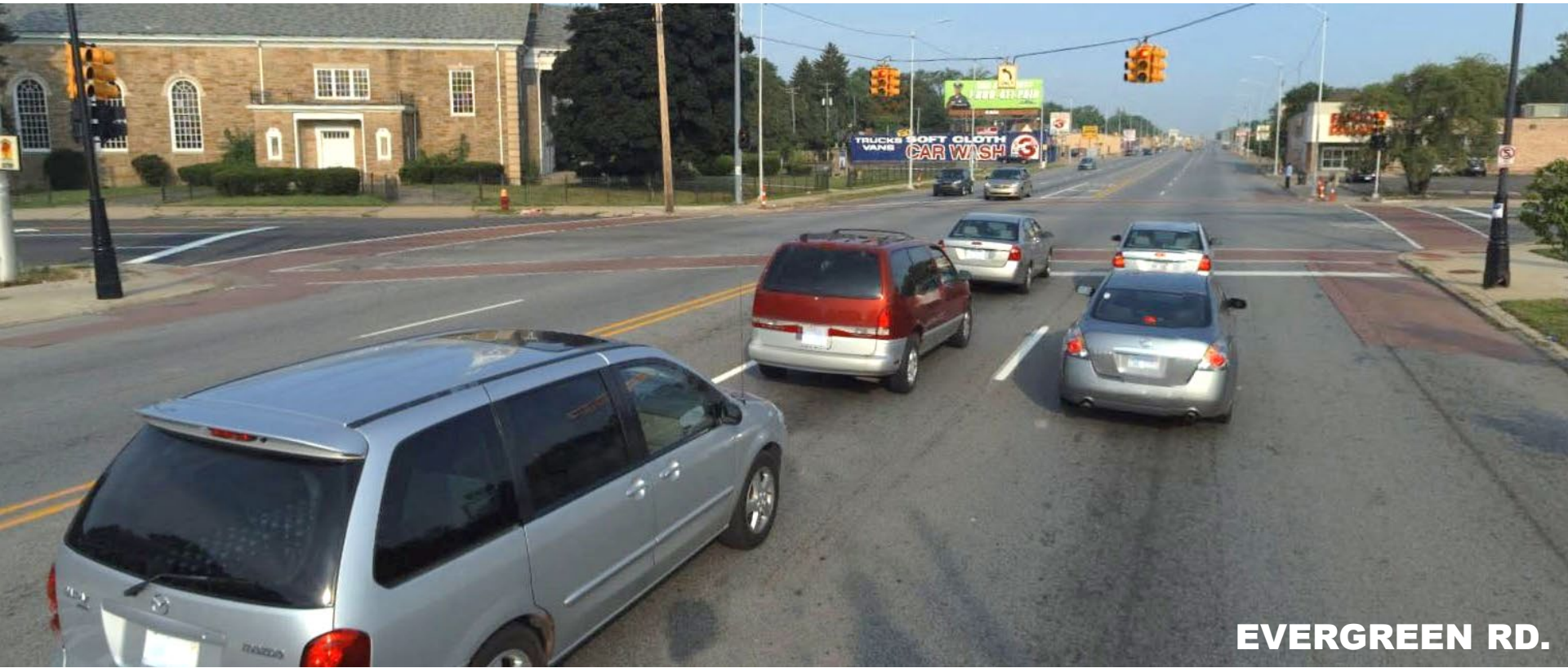
RIGHT-OF-WAY: 100 / 105 FT.
CURB TO CURB: 76 FT.



EXISTING CONDITION

RIGHT-OF-WAY: 100 / 105 FT.

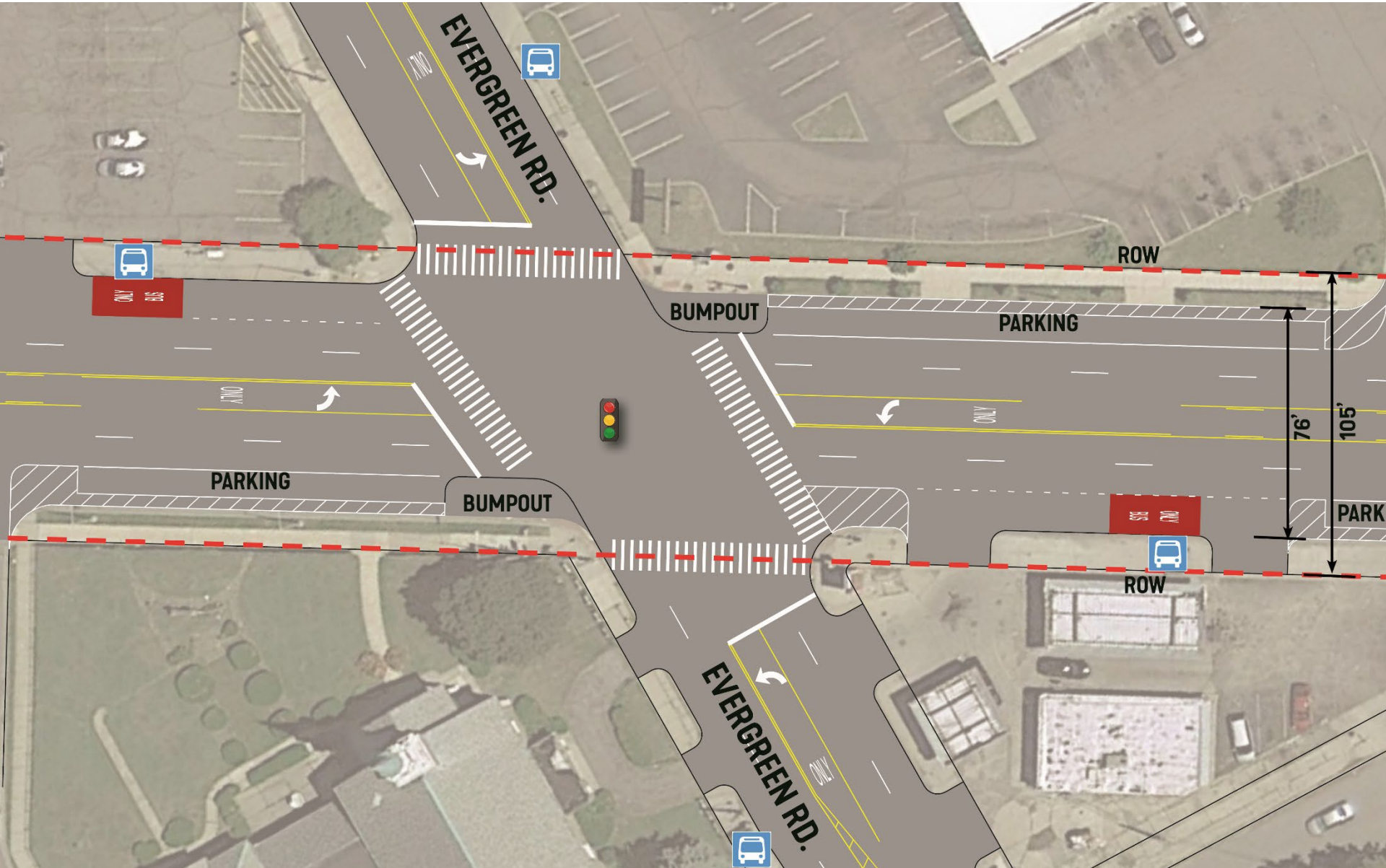
CURB TO CURB: 76 FT.



SOUTHFIELD M-39 to MCNICHOLS RD.

OPTION A

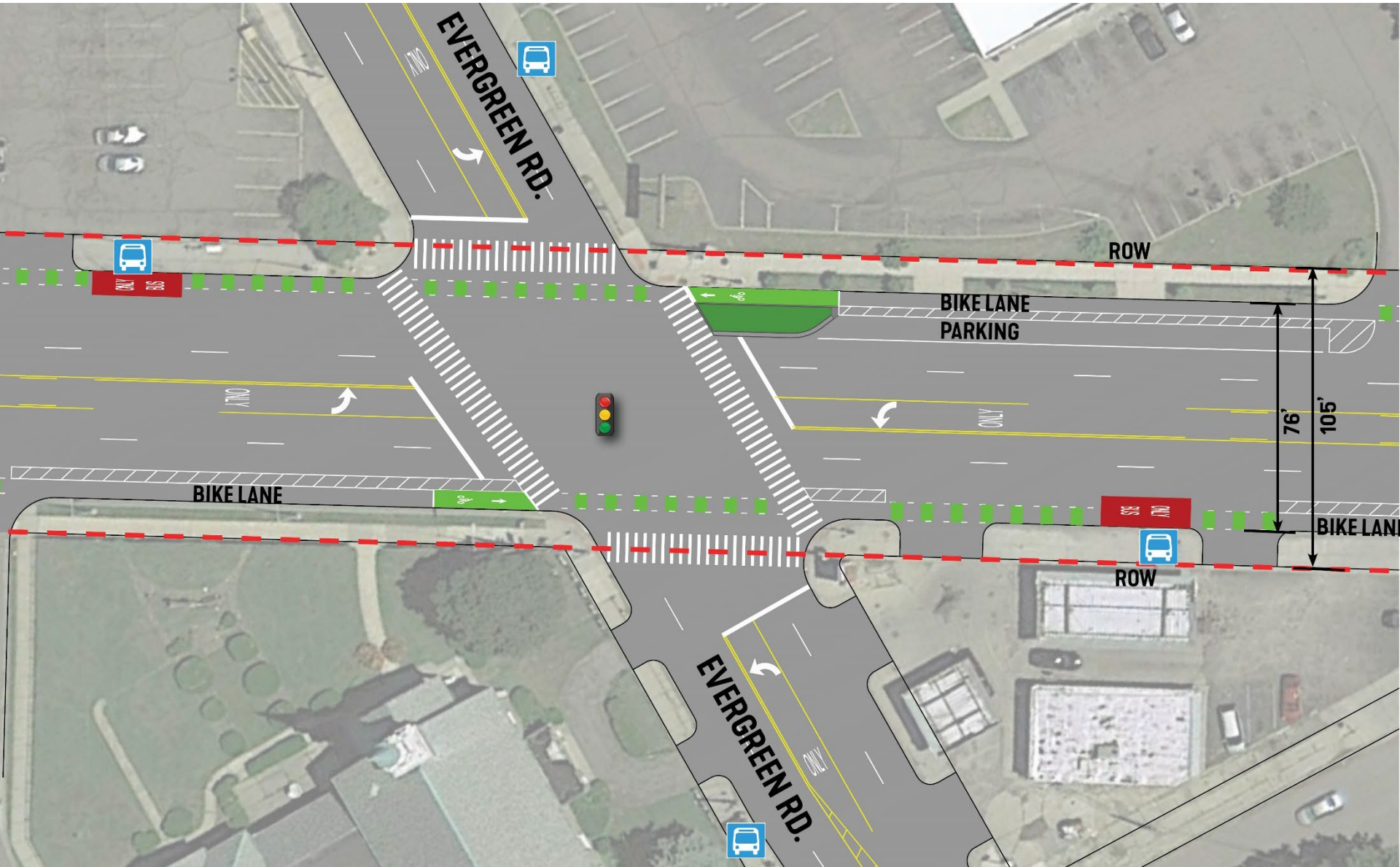
NO BIKE LANES – PARKING ON BOTH SIDES



SOUTHFIELD M-39 to MCNICHOLS RD.

OPTION B

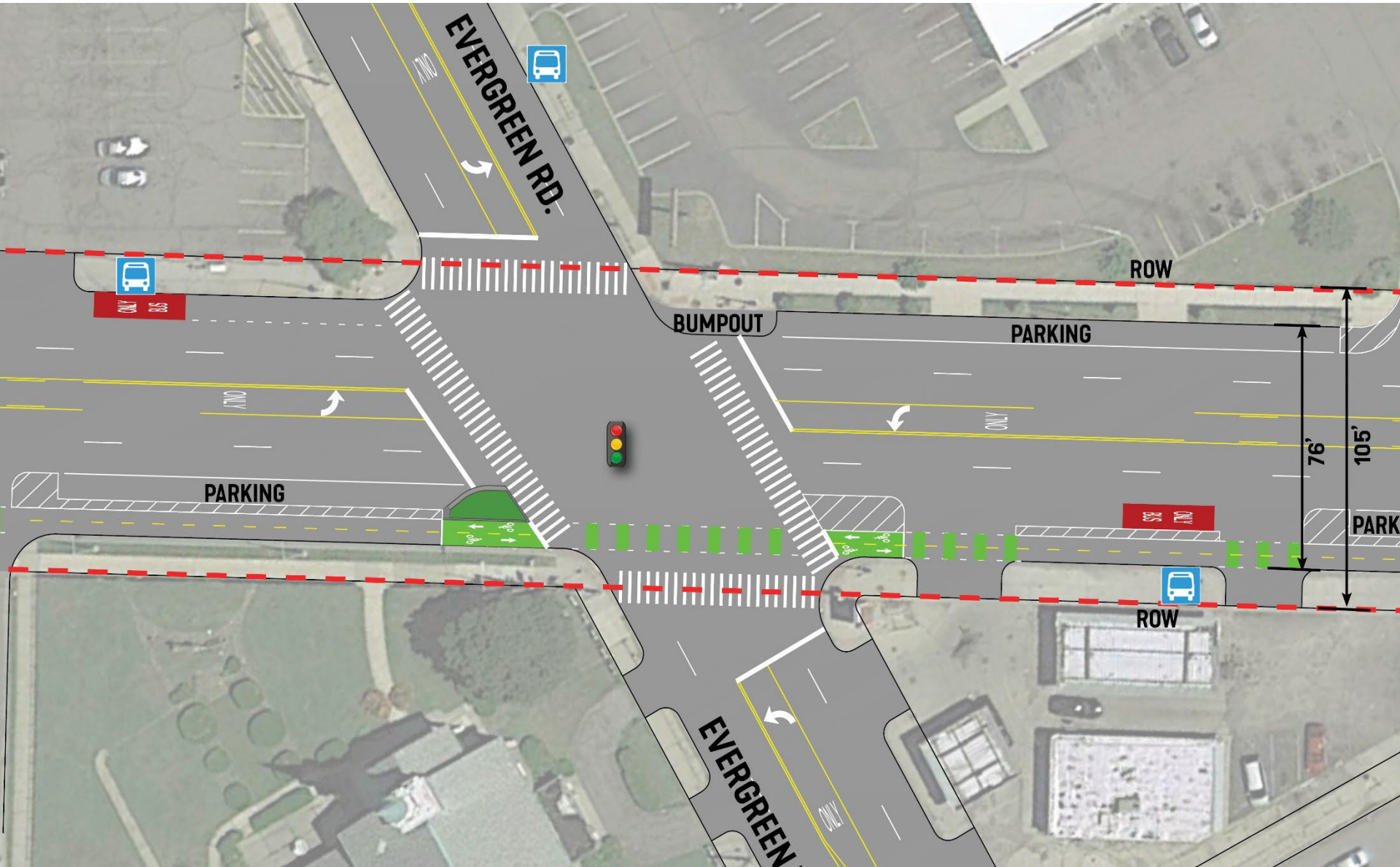
BUFFERED BIKE LANES – PARKING ON ONE SIDE



SOUTHFIELD M-39 to MCNICHOLS RD.

OPTION C

TWO-WAY BIKE LANE – PARKING ON BOTH SIDES



SOUTHFIELD M-39 to MCNICHOLS RD.

MCNICHOLS RD. to BERG RD.



RIGHT-OF-WAY: **120 FT.**

CURB TO CURB: **90 FT.**

M-5 / GRANDRIVER PROJECT AREA - 2.8 MILES

OLD REDFORD
STREETSCAPE

EXISTING CONDITION

RIGHT-OF-WAY: 120FT.

CURB TO CURB: 90 FT.

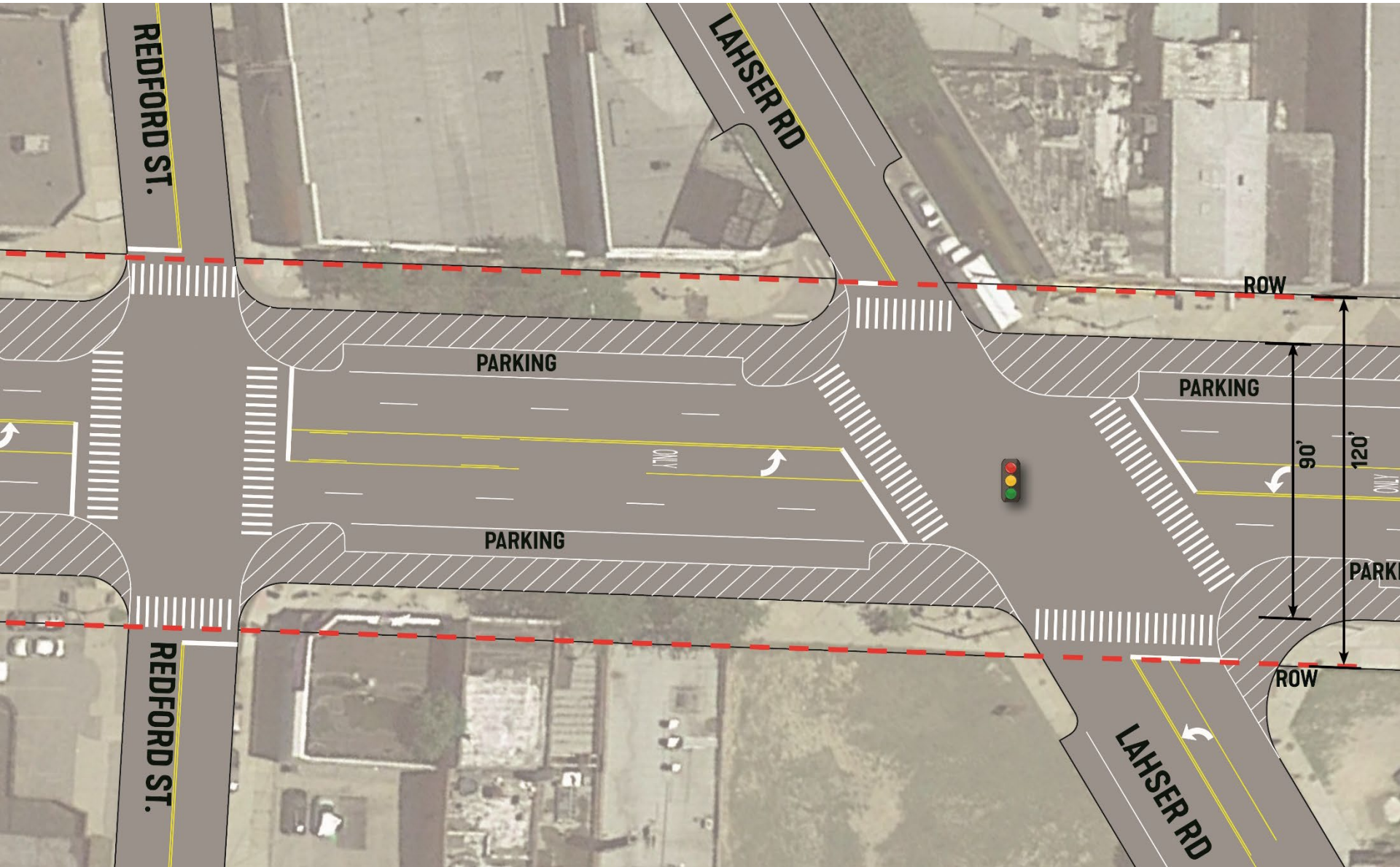


LAHSER RD.

MCNICHOLS RD. to BERG RD.

OPTION A

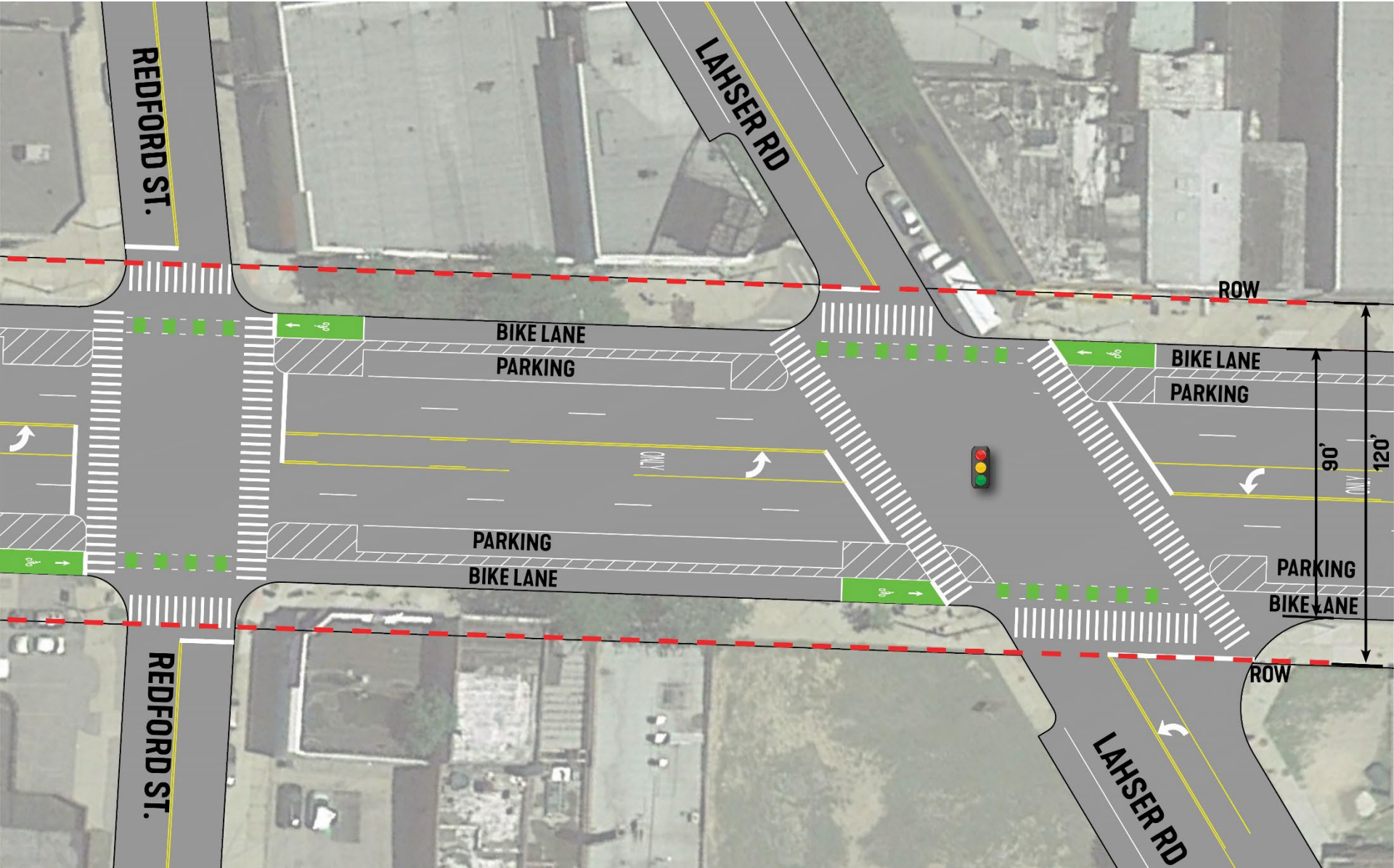
NO BIKE LANES – PARKING ON BOTH SIDES



MCNICHOLS RD. to BERG RD.

OPTION B

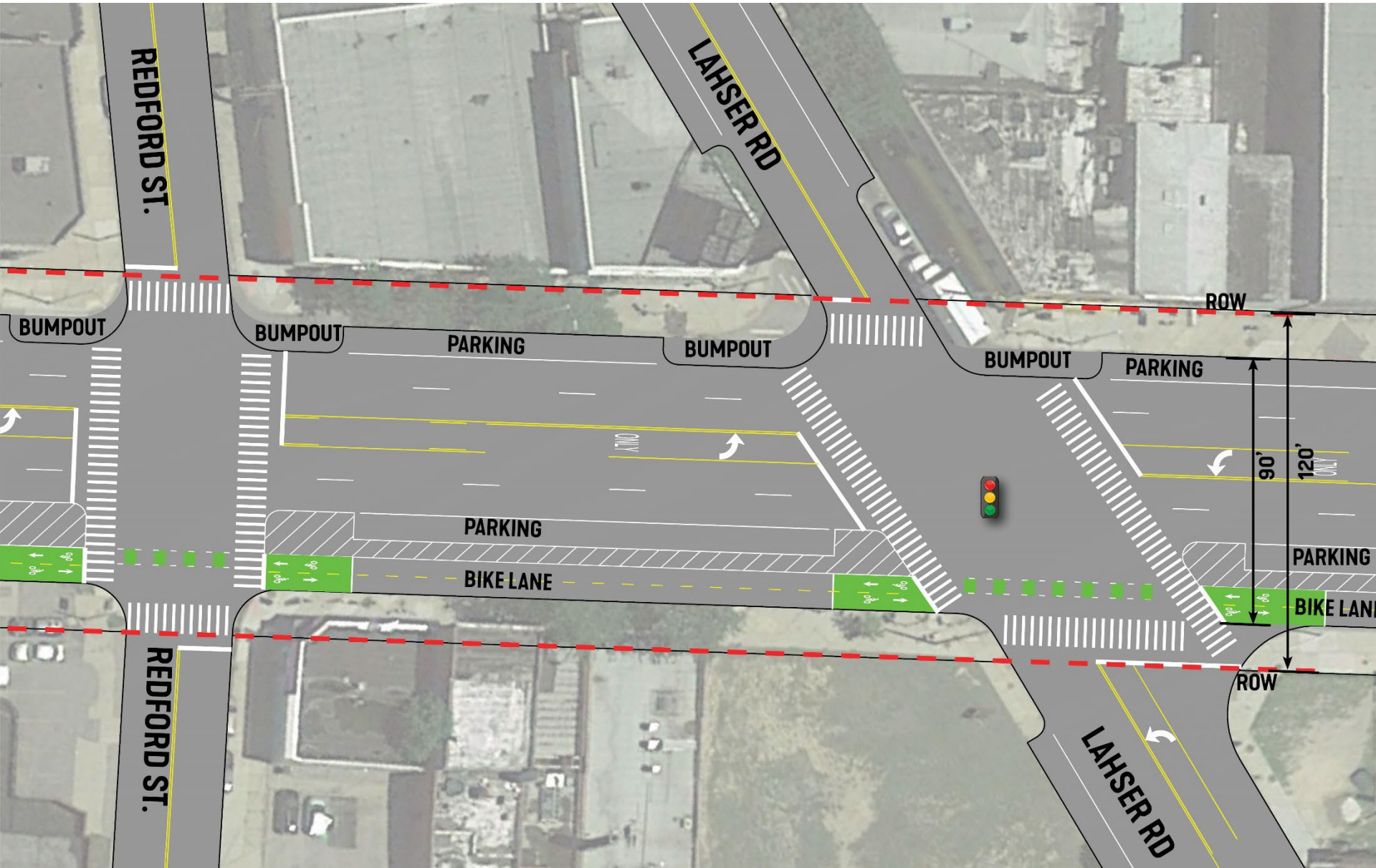
BUFFERED BIKE LANES – PARKING ON ONE SIDE



MCNICHOLS RD. to BERG RD.

OPTION C

TWO-WAY BIKE LANE – PARKING ON BOTH SIDES



MCNICHOLS RD. to BERG RD.

STREETSCAPE DESIGN ELEMENTS

M-5 GRAND RIVER AVENUE MDOT ROADWAY & STREETScape PROJECT

Project Area

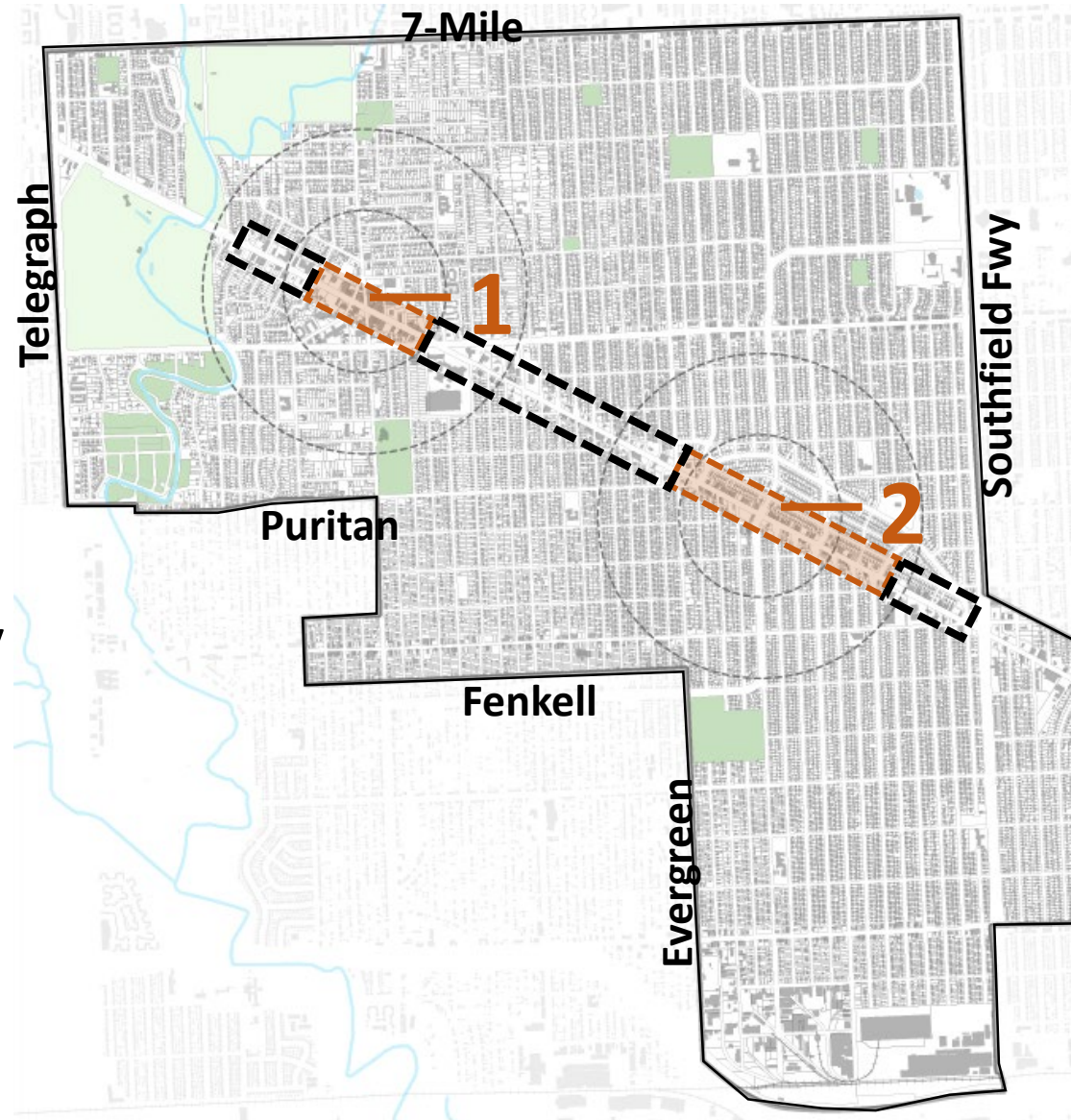
2.8 Miles

Berg Rd to Southfield Fwy

Streetscape Nodes

1 0.45 Miles
Cooley to McNichols

2 0.75 Miles
Evergreen to Glastonbury



REFUGE ISLANDS



PEDESTRIAN CROSSING SIGNAL



SIDEWALK CAFE



PEDESTRIAN LIGHTING

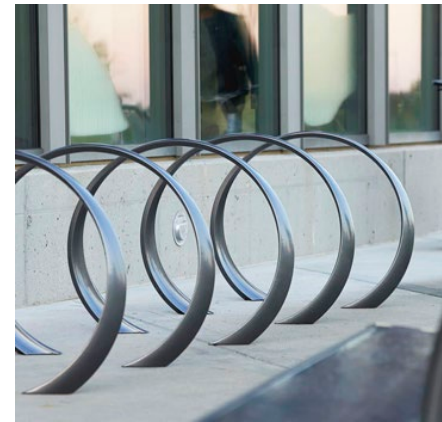
PEDESTRIAN SAFETY ENHANCEMENTS



PARKING PROTECTED BIKE LANE



BUFFERED BIKE LANE



BIKE RACKS



2-WAY BIKE LANES



BIKE GREEN BOX & DELINEATOR POSTS





**STREET TREES
LANDSCAPING**



**LIGHT POLE
BANNERS**



NEIGHBORHOOD BRANDING

Q & A



THANK YOU!

OPEN HOUSE REVIEW AND COMMENTS



THANK YOU!