



*City of Pleasant Ridge
23925 Woodward Avenue
Pleasant Ridge, Michigan 48069*

**Regular Planning Commission Meeting
Monday, May 4, 2015**

Having been duly publicized, Chairman Bolach called the meeting to order at 7:02 p.m.

Present: Bolach, Christensen, Decoster, Lenko, McAuliffe, McCutcheon, O'Brien,
and Schlesinger
Also Present: City Manager Breuckman
Absent: Laidlaw

Minutes

PC-2015-1511

Motion by Decoster, second by Schlesinger, to approve the minutes of the Regular Planning Commission Meeting held Monday, March 23, 2015.

Adopted: Yeas: Decoster, Schlesinger, Bolach, Christensen, Lenko, McAuliffe,
McCutcheon, O'Brien.
Nays: None

Presentation by Gibbs Planning Group re: Woodward Avenue/I-696 Intersection

Mr. Bob Gibbs gave a brief presentation regarding the recommended improvements to the Woodward Avenue/I-696 Intersection. He discussed the “Walk Score” app which rates the walkability of where you are based on a 1 to 100 scale, and Pleasant Ridge is at 82. A higher rate score shows statistically that there are lower defaults on mortgages. Safe bike lanes are welcomed by young families and empty-nesters. A 2-way protected bicycle lane is proposed for Woodward Avenue with a barrier, and recommend the bike trail go from Pontiac to Detroit. Legally, the speed limit will probably not be reduced due to the fact that a slower speed limit will increase the amount of traffic. About 40,000 cars travel along Woodward Avenue per day. Gibbs is recommending that MDOT first study the proposed plan, and if approved, have the pedestrian lanes painted with stripes and green paint for a test project. If the test project works, then barriers would be added, followed by modification of the lane and adding a curb for a permanent solution. The time-frame would be one season, i.e., one year. Another goal is to make it easy and safe for the Pleasant Ridge’s east/west neighbors to walk to each other. A bike lane on both sides is recommended for Oakland Park and to create a bike box, along with bold “zebra” markings for pedestrians. MDOT must approve everything, including the bike box. Ferndale did not have its bike boxes approved. The landscape island will be kept in tact, but the east curb will have to be realigned in some areas. Main Street was an area of most concern of residents. The first step recommended is to move the two lanes into one lane and tighten the radius, and then stripe the eliminated lane. A traffic engineer

will need to be consulted for the type of pylon needed in the winter to designate the striped area. It is being proposed that Main Street eventually be 2-way traffic instead of one-way. All of the pedestrian crossings need better striping in the city. The overpass on Main Street is a treacherous crossing, and it is being recommended to widen it out and adding crosswalks. The second phase will to add a bike lane on Main Street by removing one lane, and the third phase will be to build a building over the expressway. The long range goal is to have buildings on both sides of Main Street which will be a great way to tie Pleasant Ridge in with Royal Oak. Civic art is recommended for the overpass area and could be funded by a grant for an artist competition. Removing a lane on Washington Street and striping for pedestrians is being proposed, along with a landscaped boulevard so that there are only two lanes for each direction. Many recommendations are being made for Lincoln to make it more pedestrian friendly. City Manager Breuckman added that once one city makes changes, others seem to follow once they see the successful end results. Meetings with MDOT are in the process of being scheduled to discuss these plans further.

With no further comments or discussion, Chairman Bolach adjourned the meeting at 8:00 p.m.