

Woodward Streetscape/Cycle Track/Road Diet Update

September 14, 2021

History

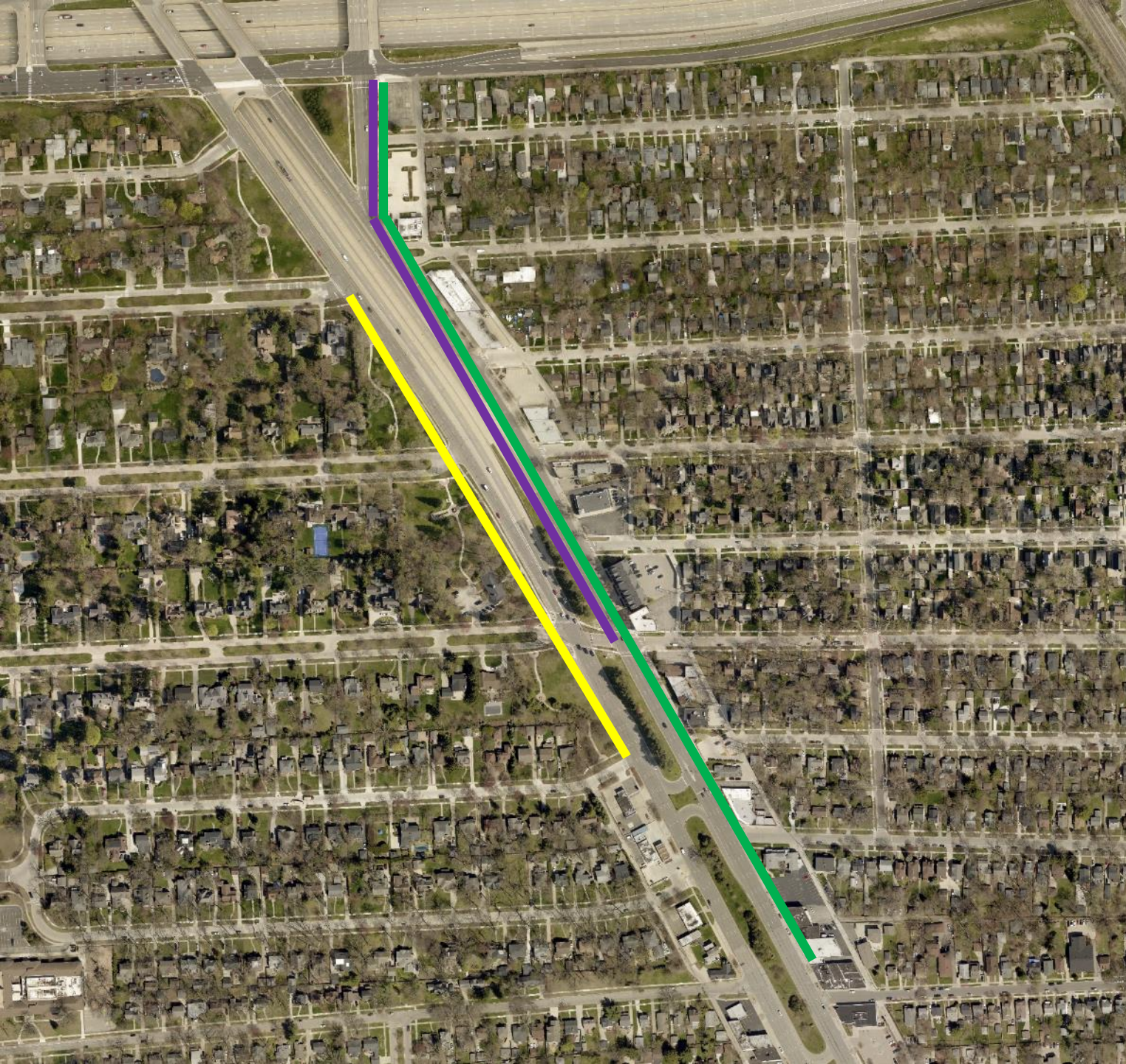
- WA3 Complete Streets Plan (2014)
- Pleasant Ridge Woodward/696 Complete Streets Study (Gibbs 2015)
- Main St. Lane Reduction Test (2015)



History

- Pleasant Ridge Complete Streets Ordinance (2015)
- Neighborhood Bike Route TAP Grant (2015)
- NB Woodward Streetscape/TAP Grants (2018)
- Woodward Bicycling and Walking Safety Audit SEMCOG Grant (2018)
- 8 Mile to 696 TAP Application (2021)

www.cityofpleasantridge.org/completestreets



Overview

- Green – Woodward Streetscape (2022)
- Purple – NB Cycle Track (2022)
- Yellow – SB Bicycle Infrastructure (TBD)

NB Projects

- Streetscape (East/NB side) – 2022
 - *Funded in part by \$650,000 EGLE stormwater infiltration grant (40% local match)*
- Cycle Track – Sylvan to 696 (East/NB side) 2022
 - *Funded in part by \$400,000 TAP grant (20% local match)*
- \$1.5 million total project
 - *66% grant funded, 33% local match*
 - *City match provided by DDA*
 - *No property tax revenue used for project*

Design Precedent



Design Precedent



Missoula, MT

COLOR

Special Order Colors



GRANITE
STANDARD FINISH



SIERRA
STANDARD FINISH



NATURAL
STANDARD FINISH



OPAL
PREMIER FINISH



RIVER
STANDARD FINISH
SPECIAL ORDER



HERITAGE BROWN
SMOOTH ENDURACOLOR
FINISH



SABLE BLEND
SMOOTH ENDURACOLOR
FINISH

Minimum quantities and special pricing may apply. Contact us for more details.



With so many different options for customization we ask that you contact your local Unilock Representative for more information about customizing this product.

Minimum quantities will apply.



RECTANGLE
24 CM X 12 CM X 8 CM
9.5" X 4.75" X 3.125"
SPECIAL ORDER

Special Order Shapes & Sizes



SQUARE
12 CM X 12 CM X 8 CM
4.75" X 4.75" X 3.125"
SPECIAL ORDER

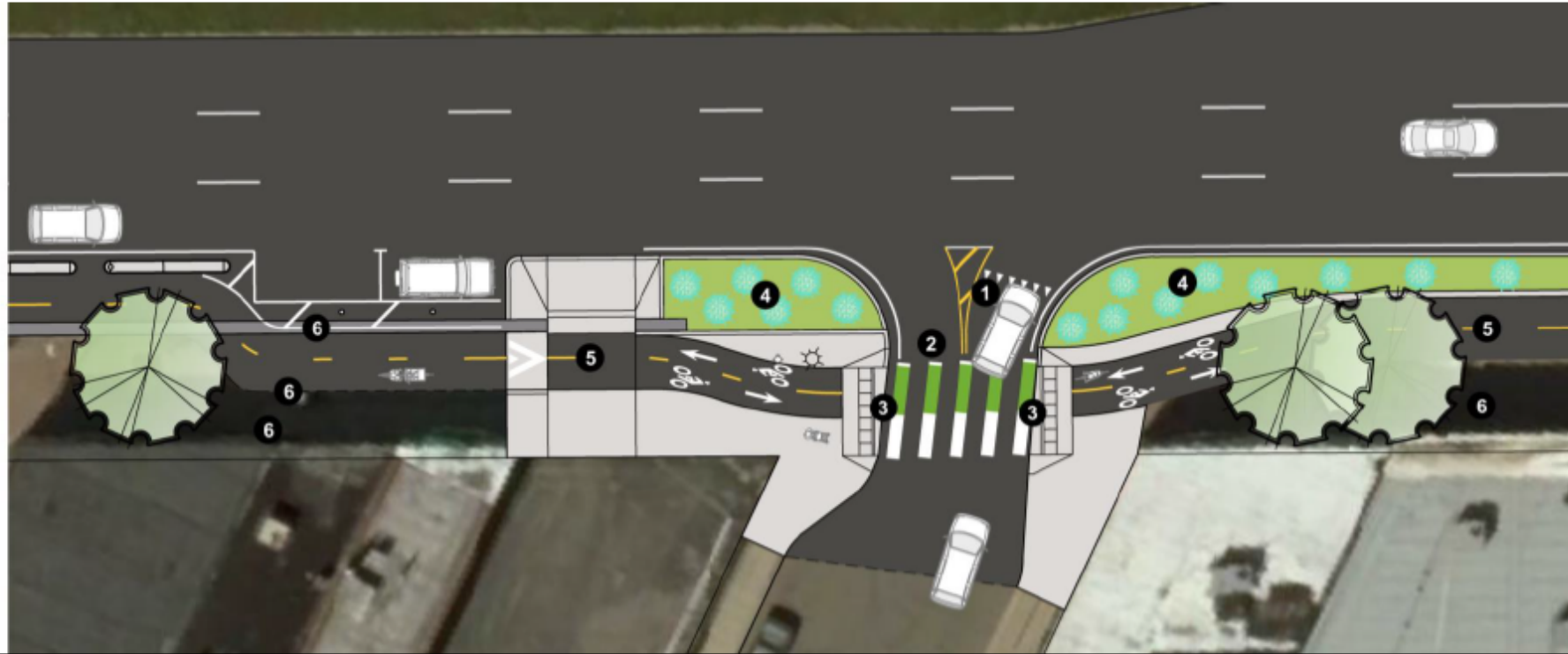


LARGE SQUARE
24 CM X 24 CM X 8 CM
9.5" X 9.5" X 3.125"
SPECIAL ORDER

SHAPE

Minimum quantities and special pricing may apply. Contact us for more details.

Cross street intersections



- (3) Design provides space to wait for a gap in traffic *after* crossing the crosswalk, allowing drivers to focus on each task separately. Waiting area after crosswalk, combined with more perpendicular alignment of intersection approach, helps drivers more easily see approaching traffic on Woodward. Realignment encourages slower turns.
- (4) Design provides space for drivers turning off of Woodward to wait for people to cross without pressure from Woodward Avenue traffic approaching from behind.
- (5) Curb extensions across side street minimize crossing distance and risk exposure while also making people waiting to cross more visible to approaching drivers.
- (4) Green stormwater infrastructure can be incorporated within the curb extensions in line with the parking lane.
- (5) Bike lane narrows to 8' and raises to sidewalk level at the corners to allow the bikeway to cross the intersection with the crosswalk. The consolidated crossings are intuitive, promote driver yielding, and provide space for the driver waiting areas between the bikeway and the street.
- (6) The interim concept maintains the existing gutter, curb, and sidewalk away from the intersections. The intersection design is also compatible with a long-term sidewalk reconstruction.

Figure 29: Proposed cross street intersection



Oakridge

Woodward
Heights



N.B. WOODWARD AVENUE (WIDTH VARIES)

Nepeta racemosa 'Walkers Low', #1
cont. - 42 Ea

Sodding
(TYPICAL WHERE SHOWN)

Anemone canadensis, #1 cont. - 13 Ea

Nepeta racemosa 'Walkers Low', #1
cont. - 61 Ea

Landscape Edging, Steel

Hemerocallis 'Stella D'oro', #1
cont. - 60 Ea

Sodding
(TYPICAL WHERE SHOWN)

Landscape Edging, Steel

Leaning Rail, 5 Ft. - 2 Ea

Landscape Edging, Steel

Rosa 'DRY Pink', #2
cont. - 8 Ea

Echinacea purpurea 'Kim's Knee High', #1 cont. - 30 Ea

Sodding
(TYPICAL WHERE SHOWN)

Landscape Edging, Steel

OAKRIDGE STREET
(30 FT. WD.)

Echinacea purpurea 'Kim's Knee High', #1 cont. - 76 Ea

Hemerocallis 'Stella D'oro', #1
cont. - 72 Ea

EXISTING TREE, TYP.

Hemerocallis 'Stella D'oro', #1
cont. - 89 Ea

WARD HEIGHTS
AVENUE
(30 FT. WD.)

Trash Receptacle - 1 Ea

Bike Rack - 2 Ea

Nepeta racemosa 'Walkers Low', #1
cont. - 16 Ea

Nepeta racemosa 'Walkers Low', #1
cont. - 1 Ea

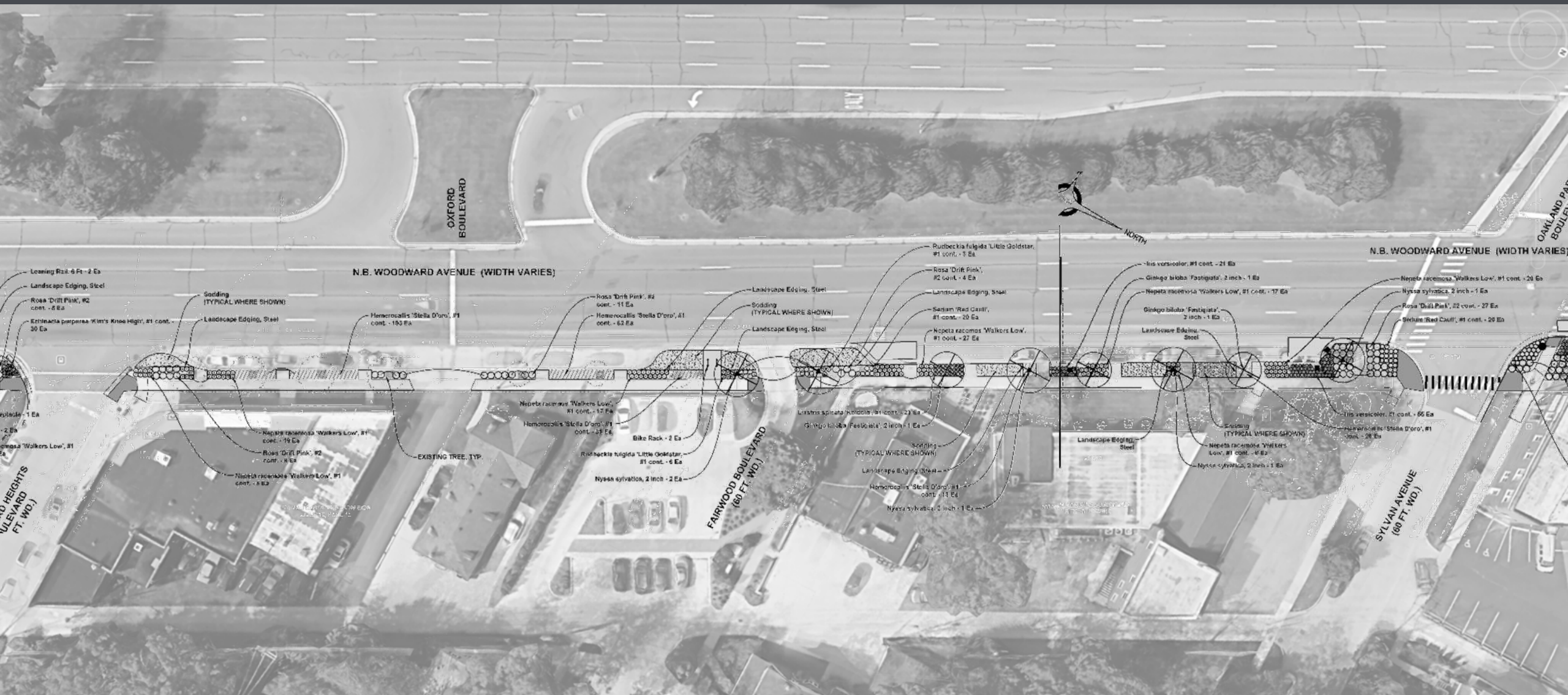
Rosa 'DRY Pink', #2
cont. - 8 Ea

Nepeta racemosa 'Walkers Low', #1
cont. - 9 Ea



WW Hts.

Sylvan

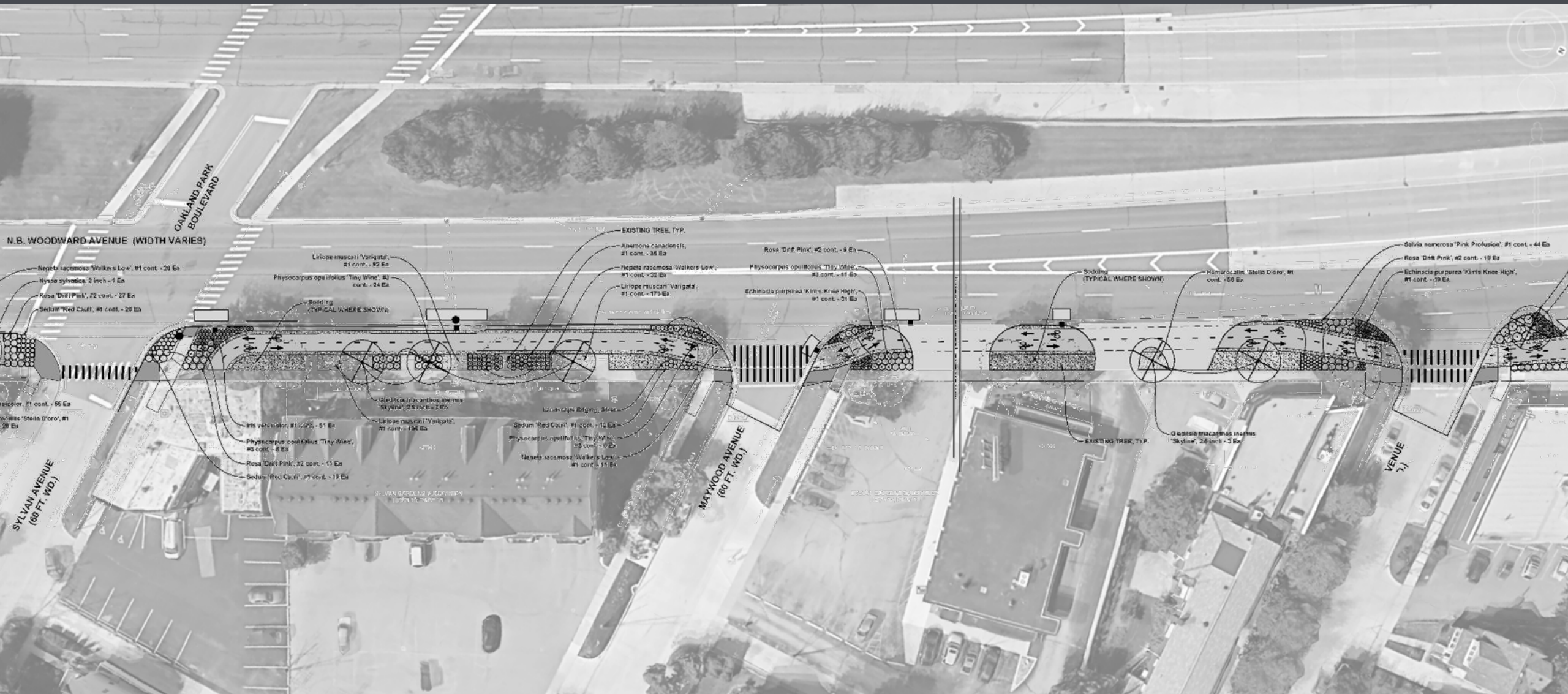


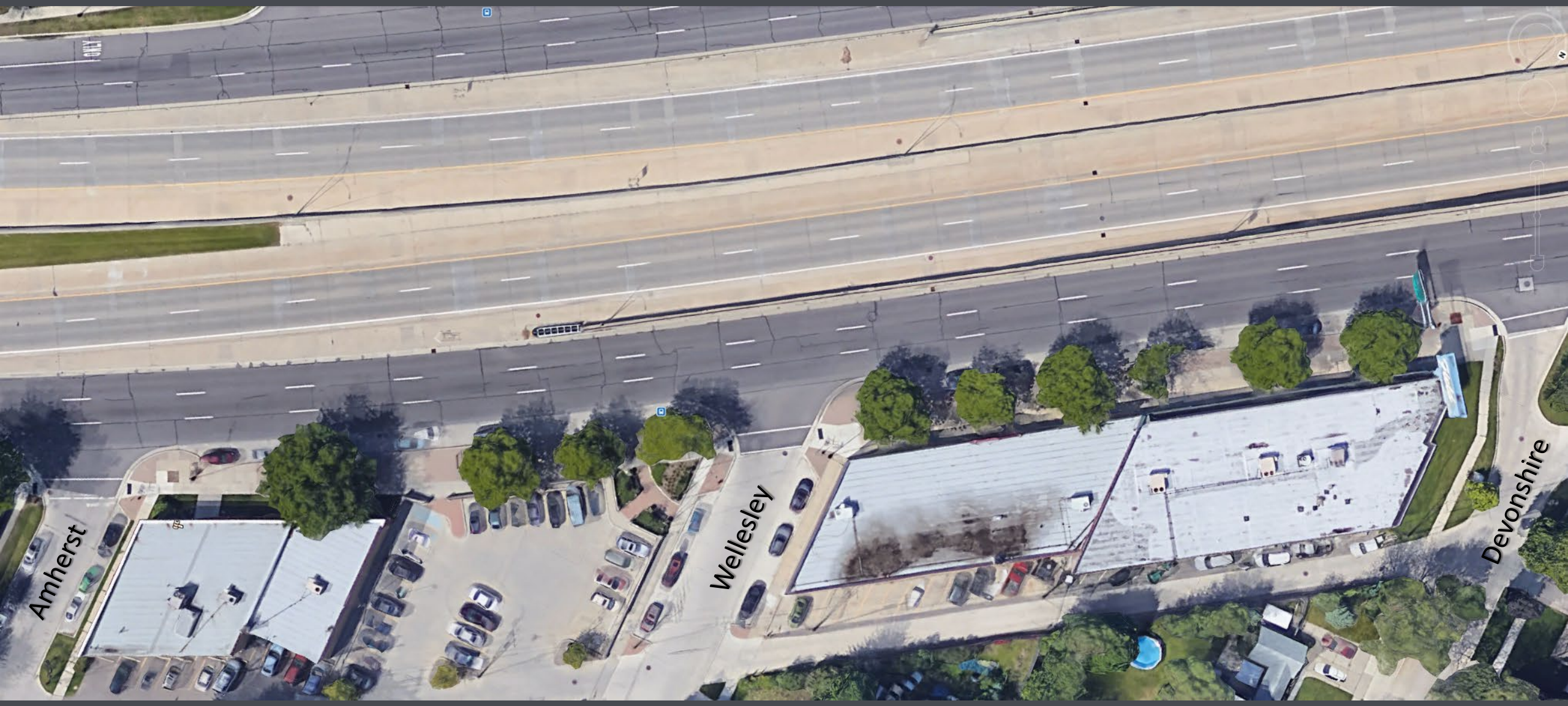


Sylvan

Maywood

Amherst

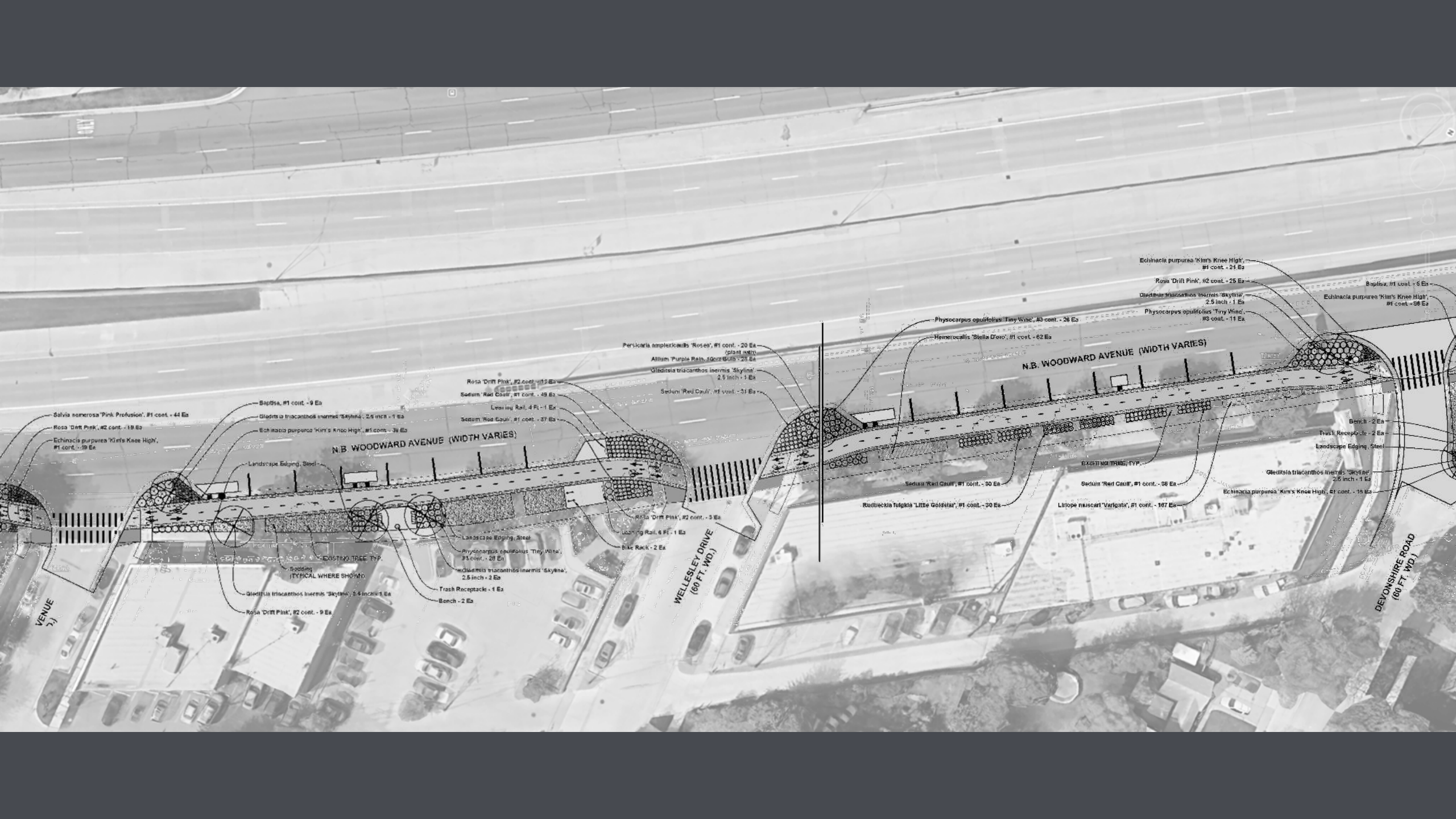




Amherst

Wellesley

Devonshire



Salvia nemorosa 'Pink Profusion', #1 cont. - 44 Ea
Rosa 'Drift Pink', #2 cont. - 19 Ea
Echinacea purpurea 'Kim's Knee High', #1 cont. - 19 Ea

Baptisia, #1 cont. - 9 Ea
Gladiolus triacanthos 'Inermis' 'Skyline', 2.5 inch - 1 Ea
Echinacea purpurea 'Kim's Knee High', #1 cont. - 36 Ea

Landscape Edging, Steel

N.B. WOODWARD AVENUE (WIDTH VARIES)

EXISTING TREE, TYP.
Spading
(TYPICAL WHERE SHOWN)

Gladiolus triacanthos 'Inermis' 'Skyline', 2.5 inch - 1 Ea
Rosa 'Drift Pink', #2 cont. - 9 Ea

Landscape Edging, Steel
Physocarpus opulifolius 'Tiny Wine', #3 cont. - 28 Ea
Gladiolus triacanthos 'Inermis' 'Skyline', 2.5 inch - 2 Ea
Trash Receptacle - 1 Ea
Bench - 2 Ea

Persicaria amplexicaulis 'Rosea', #1 cont. - 20 Ea (plant only)
Allium 'Purple Rain', 19cm GUS - 28 Ea
Gladiolus triacanthos 'Inermis' 'Skyline', 2.5 inch - 1 Ea
Sedum 'Red Cauli', #1 cont. - 31 Ea

Rosa 'Drift Pink', #2 cont. - 15 Ea
Sedum 'Red Cauli', #1 cont. - 49 Ea
Leaving Rail, 4 Ft. - 1 Ea
Sedum 'Red Cauli', #1 cont. - 37 Ea

Rosa 'Drift Pink', #2 cont. - 3 Ea
Leaving Rail, 6 Ft. - 1 Ea
Bike Rack - 2 Ea

WELLESLEY DRIVE
(60 FT. WD.)

Physocarpus opulifolius 'Tiny Wine', #3 cont. - 26 Ea
Heimerocallis 'Stella Doro', #1 cont. - 62 Ea

N.B. WOODWARD AVENUE (WIDTH VARIES)

Sedum 'Red Cauli', #1 cont. - 30 Ea
Rudbeckia fulgida 'Little Goldstar', #1 cont. - 30 Ea

EXISTING TREE, TYP.
Sedum 'Red Cauli', #1 cont. - 36 Ea
Liriope muscari 'Variegata', #1 cont. - 167 Ea

Echinacea purpurea 'Kim's Knee High', #1 cont. - 21 Ea
Rosa 'Drift Pink', #2 cont. - 25 Ea
Gladiolus triacanthos 'Inermis' 'Skyline', 2.5 inch - 1 Ea
Physocarpus opulifolius 'Tiny Wine', #3 cont. - 11 Ea

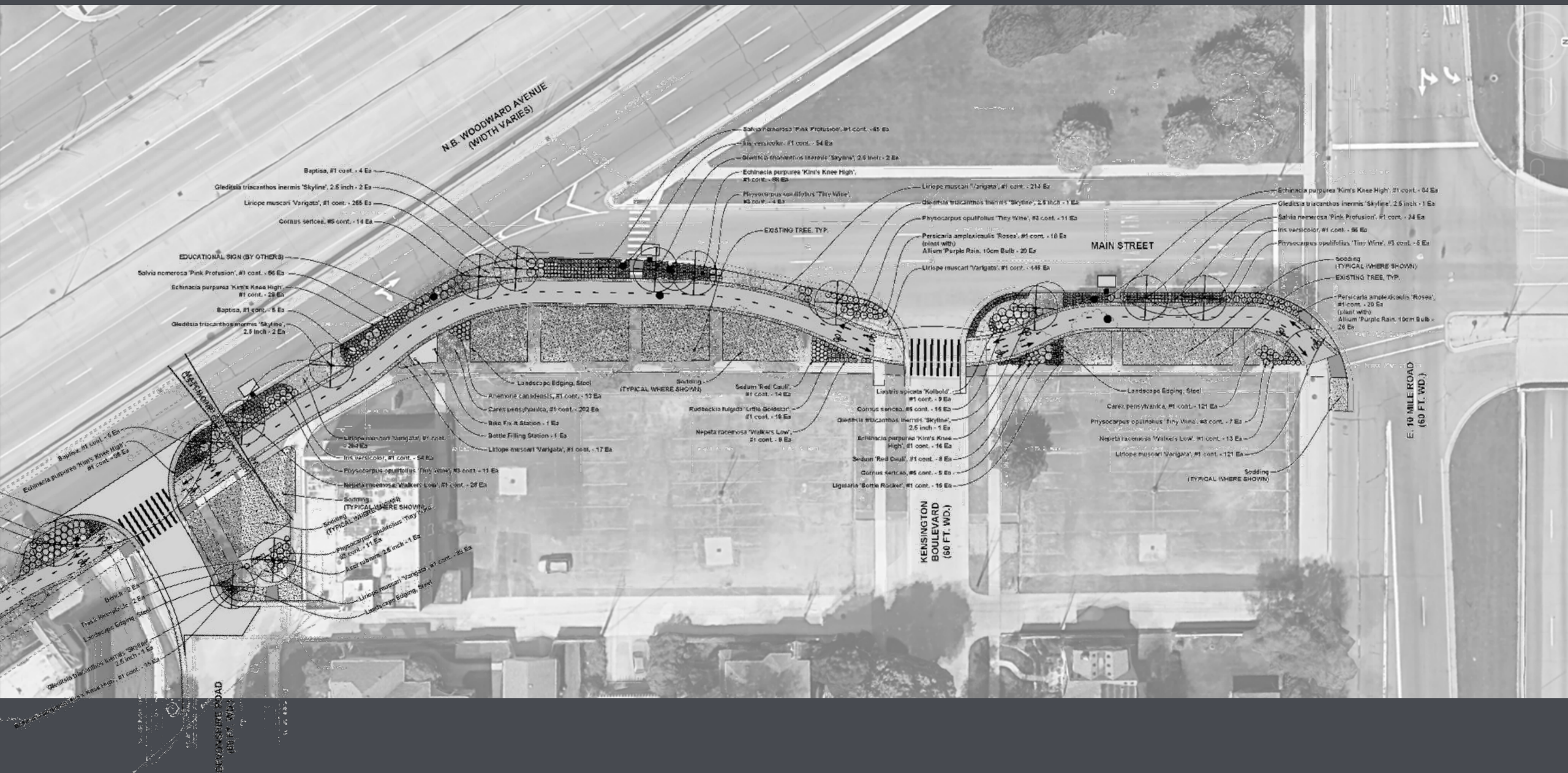
Baptisia, #1 cont. - 6 Ea
Echinacea purpurea 'Kim's Knee High', #1 cont. - 36 Ea

Bench - 2 Ea
Trash Receptacle - 2 Ea
Landscape Edging, Steel

Gladiolus triacanthos 'Inermis' 'Skyline', 2.5 inch - 1 Ea
Echinacea purpurea 'Kim's Knee High', #1 cont. - 15 Ea

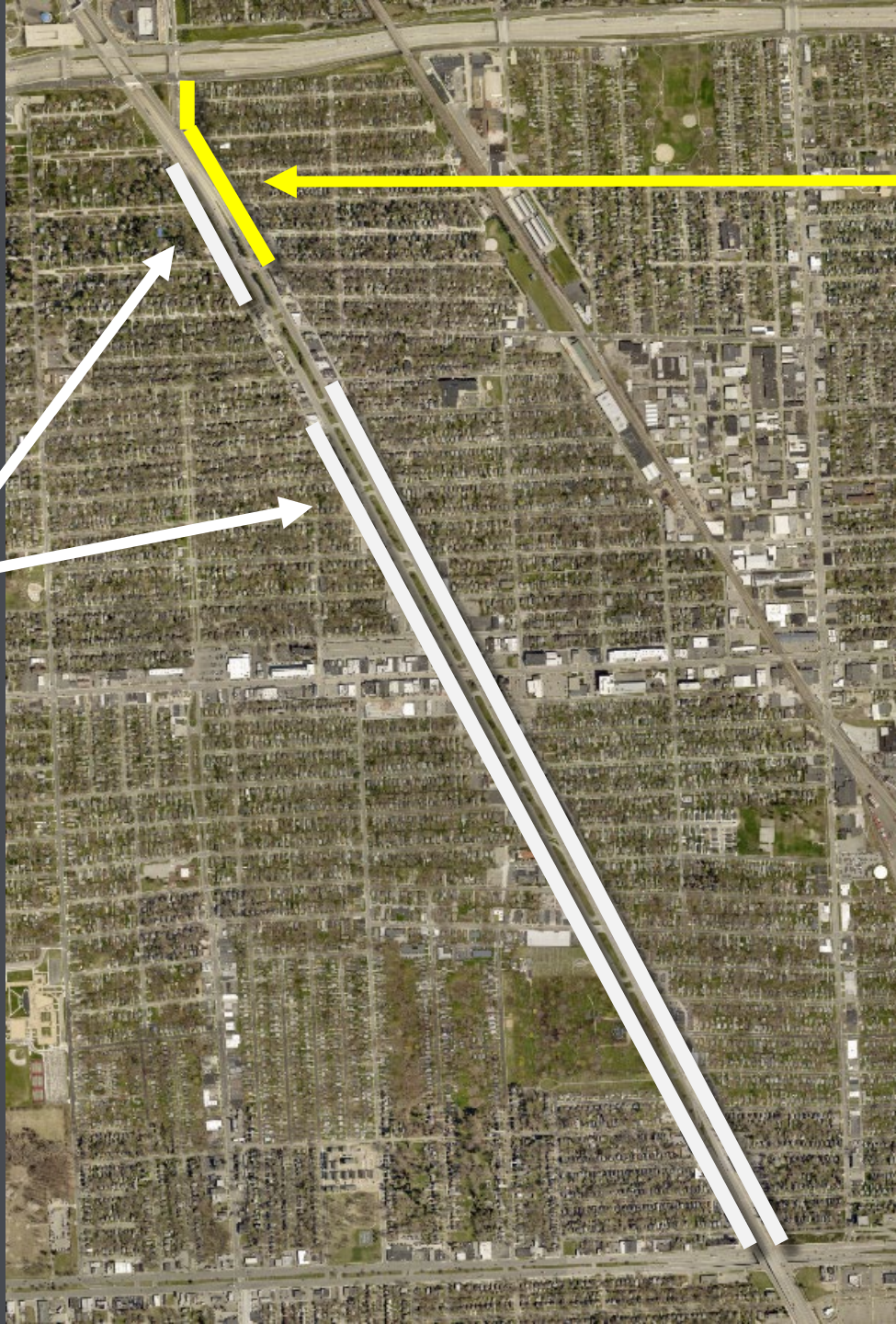
DEVONSHIRE ROAD
(60 FT. WD.)





Ferndale/PR Road Diet Project

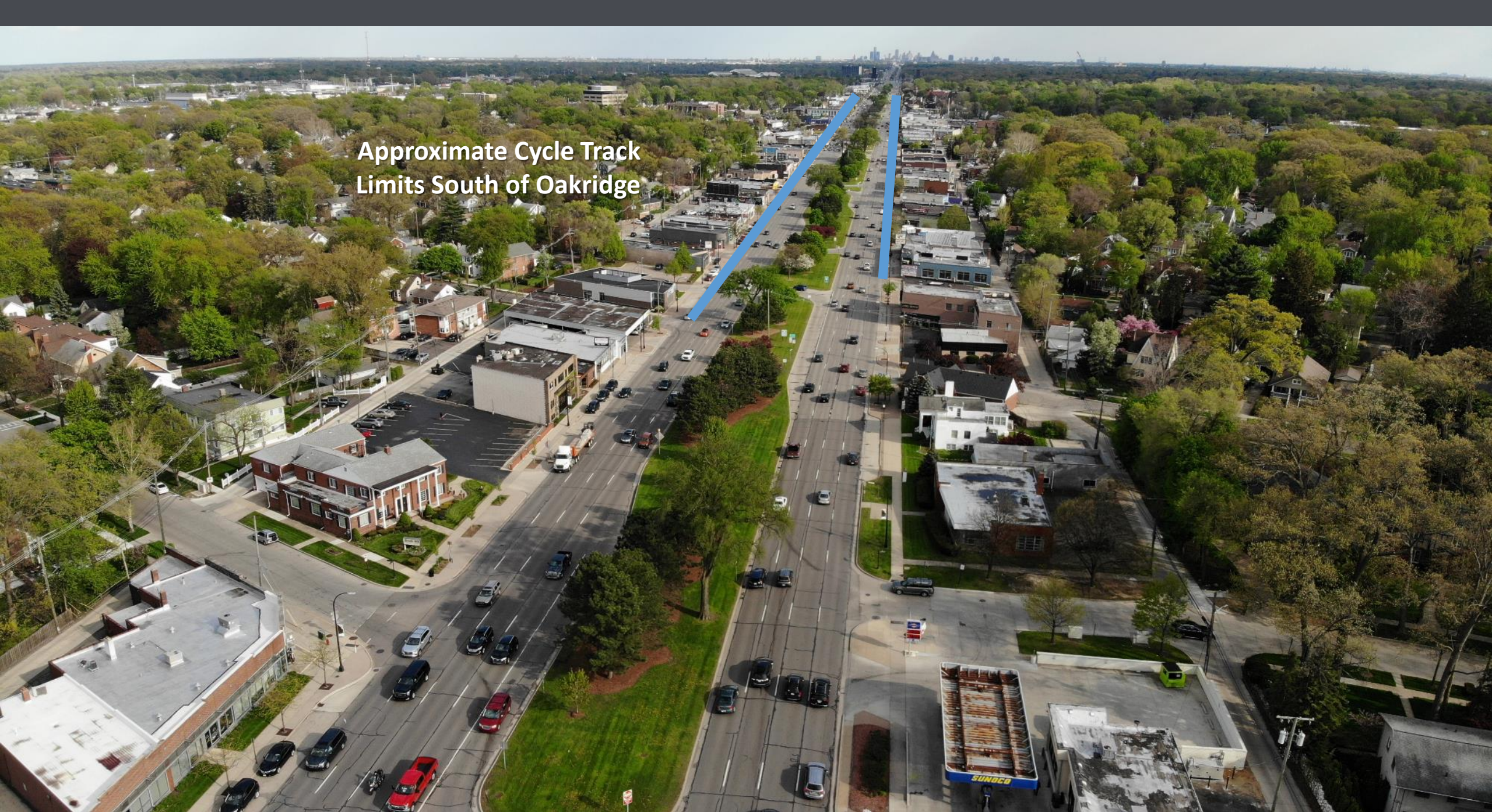
- Revised Plan Per MDOT
 - *No lanes reduced in PR*
 - *Reduction from 4 → 3 lanes in Ferndale*
 - *Bicycle infrastructure in auxiliary 5th lane and parks through PR*
 - *\$272,000 TAP grant request (30% local match)*
 - *Match provided by Major Street fund (no property tax revenue used)*
 - *87% of corridor will still have protected cycle tracks*



Sylvan-696 Cycle Track
Project

PR/Ferndale Road Diet
Project Cycle Tracks

Approximate Cycle Track
Limits South of Oakridge



Before/After Cross Section (Ferndale)

CURRENT CROSS-SECTION
(IN AREAS WITH PARKING)



AFTER CROSS-SECTION
(IN AREAS WITH PARKING)



Poplar to Oakland/Oxford

Buffer between traffic
and cycle track TBD



Bottom Line

- Acceptable LOS at all intersections with road diet in 2022 and 2042
- Increase in 2042 Peak Hour corridor travel times:
 - *SB: 86 seconds AM, 23 seconds PM*
 - *NB: 0 seconds AM, 35 seconds PM*
 - *Based on traveling entire 2-mile corridor length*
- No/marginal increase in off-peak travel times

Street	Location	AADT	Lanes	Vehicles Per Lane
Mound	17 - 18 Mile	61,090	6	10,182
Big Beaver	John R	59,774	6	9,962
Telegraph	Quarton - Sq. Lake	52,983	6	8,831
Big Beaver	Livernois	51,546	6	8,591
Woodward	13 Mile	60,069	8	7,509
Gratiot	10 - 11 Mile	42,849	6	7,142
Rochester	Big Beaver - Wattles	42,040	6	7,007
16 Mile	Gratiot - Harper	27,970	4	6,993
Woodward (w/road diet)	9 - Oakland Park	39,618	6	6,603
Woodward (w/road diet)	8 - 9 Mile	32,239	6	5,373
Woodward (current)	9 - Oakland Park	39,618	8	4,952
Woodward (current)	8 - 9 Mile	32,239	8	4,030

Source: MDOT and SEMCOG traffic count data

Bottom Line

- 87% of corridor frontage will have protected 2-way cycle tracks
- Business benefits from bicycle infrastructure

Bottom Line

- Pedestrian benefits
 - *shorter crossing times*
 - *better buffer from moving traffic*
 - *more comfortable walk experience*
- Bicycle benefits
 - *interim design: paint and plastic - first step*
 - *future design will be AAA level*
 - *road diet claims space now, proof of concept before final build in future*

Next Steps

- Ferndale Council voted 5-0 to accept MDOT changes
- Final MDOT decision on road diet
- TAP decision on grant funding
- Final design & construction in 2022 with Woodward resurfacing by MDOT