

# LIVERNOIS McNICHOLS STREETScape & PUBLIC SPACE



**SPACKMAN  
MOSSOP AND  
MICHAELS**



**LIVE  
16**

# PLANNING AREA

## ENHANCING THE CORRIDORS:

Livernois Corridor  
Lodge Freeway (South) to 8 Mile (North)

McNichols Corridor  
Wyoming (West) to Parkside (East)

## PLAN ELEMENTS:

- Market Study
- Inclusionary Housing Study
- Streetscape + Public Space
- Zoning
- Parking
- Transit
- Public Safety
- Financing







**How do we transition from removing blight and improving basic city services to creating neighborhoods where people want to live?**

**Build diverse, vibrant, mixed-income places with convenient, safe, and pedestrian-oriented access to services and amenities.**



# WHY STREETScape MATTERS



## ENHANCING COMMERCIAL CORRIDORS

- Support Livernois/McNichols businesses and promote economic vitality of the corridor
- Encourage more walkable, active retail foot traffic to create 20-minute neighborhoods
- Enhance character, identity and unique sense of place that supports the neighborhoods and can be a destination
- Improve safety by slowing down cars and supporting greater pedestrian activity
- Change the balance from auto-centric to pedestrian and bicycle

# ECONOMIC IMPACTS

## STREETSCAPE INVESTMENTS

VANDERBILT AVENUE | PLAZA STREET-DEAN STREET

Brooklyn, New York

Implemented: 2008

Improvements: Bike Lanes

Pedestrian Crosswalks

Traffic Calming Streetscape

**80%** Increase in cyclists  
using Vanderbilt Ave.

**102%** Sales Improvement  
After 3 years

Source: New York City DOT: The Economic Benefits of Sustainable Streets





# ECONOMIC IMPACTS STREETScape INVESTMENTS

NINTH AVENUE

Manhattan, New York

Implemented: 2008

Improvements: Traffic Lane Reconfiguration

Pedestrian Safety / Comfort

Bicycle Signals

Lane Removal

**65%** Increase in bike volume

**-58%** decrease in injuries to  
all street users

**49%** Sales Improvement  
After 3 years

Source: New York City DOT: The Economic Benefits of Sustainable Streets





**PUBLIC SPACE ENHANCEMENTS**

- PLANTINGS
- LIGHTING
- STREET FURNISHINGS
- PAVING & MORE!



**SAFE BICYCLING CONNECTIONS**



**SAFE PEDESTRIAN CROSSINGS**



**ALLEY IMPROVEMENTS**



**DISTRICT IDENTITY, PUBLIC ART & WAYFINDING SIGNAGE**



**RECONFIGURATION OF TRAFFIC LANES**



**DESIGNATED PARKING SPACES**



## Interagency & Departmental Collaboration

### CITY OF DETROIT

- + Planning and Development Dept. (PDD)
- + Dept. of Neighborhoods (DON)
- + Housing and Revitalization Dept. (HRD)
- + Dept. of Public Works (DPW)
- + Detroit Water and Sewerage Dept. (DWSD)
- + Detroit Dept. of Transportation (DDOT)
- + Detroit Fire Dept. (DFD)
- + Detroit Police Dept. (DPD)
- + Detroit Economic Growth Corp. (DEGC)



**SPACKMAN  
MOSSOP <sup>AND</sup>  
MICHAELS**







# Project Engagement Timeline



# WHAT WE'VE LEARNED

LIVERNOIS, SOUTH OF 7 MILE

- + Long Stretches of Median without Turning Access
- + Speeding Cars
- + Unsafe for Pedestrians to Cross
- + Trees in Poor Condition or No Trees
- + No Pedestrian Lighting, Benches or Trash Receptacles
- + Poor Sidewalk Condition
- + Many Curb Cuts with Parking Lots on Sidewalk Edge
- + Strip Mall Development Doesn't Contribute to Pedestrian Environment
- + Left Hand Turns Restricted





# WHAT WE'VE LEARNED LIVERNOIS, AVENUE OF FASHION

- + Street Parking Important to Businesses
- + Left Hand Turns Restricted
- + Is a More Active Commercial Corridor
- + Crosswalks Need Improvement
- + Street Trees and Brick Pavers Need Maintenance
- + Large Planter Beds Take up Valuable Sidewalk Space
- + Some New Pedestrian Lighting
- + Some Existing Seating & Trash Receptables



# WHAT WE'VE LEARNED

## W. MCNICHOLS ROAD

- + Parking Lane Often Used as a Right Hand Passing Lane
- + Speeding Vehicles
- + Opportunity to Attract More Commercial Development
- + Alleys Unsafe and Unsightly
- + No Pedestrian Lighting
- + Lack of Street Trees
- + Few Benches & Trash Receptables
- + Many Surface Parking Lots on Sidewalk Edge







## What We Learned

McNichols  
is used as a  
**4 lane**  
road with cars  
passing in the  
parking lanes



# Livernois Pop-Up Survey

An aerial photograph of a city street, likely Livernois Avenue, showing traffic in both directions. On the right side of the road, there is a pop-up survey area with white painted markings, orange traffic barrels, and people. The street is lined with trees and buildings. The text 'Livernois Pop-Up Survey' is overlaid in the top left corner.

## What We Learned

**77%** of respondents  
noticed less  
speeding during  
the pop-up  
installation

Traffic data show a

**10%**  
reduction in  
speeding





## What We Learned

**88%** of respondents were in favor of adding **SEATING**

+ support for other **STREET FURNISHINGS**





## What We Learned

**80%** of respondents were in favor of improved and additional **CROSSWALKS**





## What We Learned

**57%** of respondents were in favor of adding **CURB BUMPOUTS**





## What We Learned

**52%** of respondents were in favor of adding **BIKE LANES**

+ need for education around sharing the road





What We  
Learned

Support for  
altering the  
**median**

+adding left  
hand turns





What We  
Learned

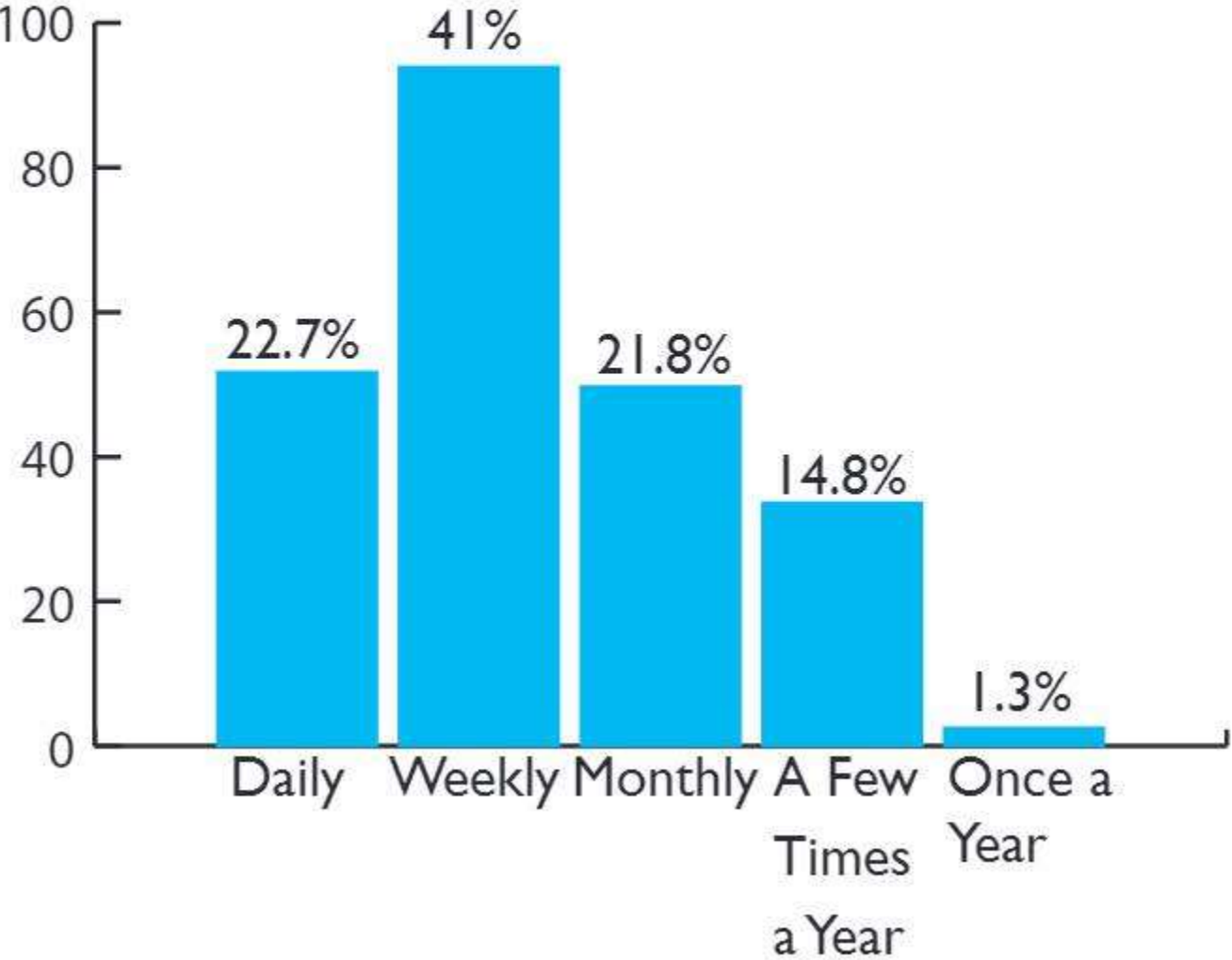
**chicanes**  
are the favored  
strategy for  
**side**  
**street**  
traffic calming



# LIVERNOIS STREETSCAPE SURVEY

The following data was compiled and summarized from 242 responses to the Livernois Streetscape Survey, which was open from Oct. 14th- Nov 2. The survey was distributed both digitally and via hard copies to Livernois businesses.

2. Most respondents visit Livernois businesses weekly or daily.

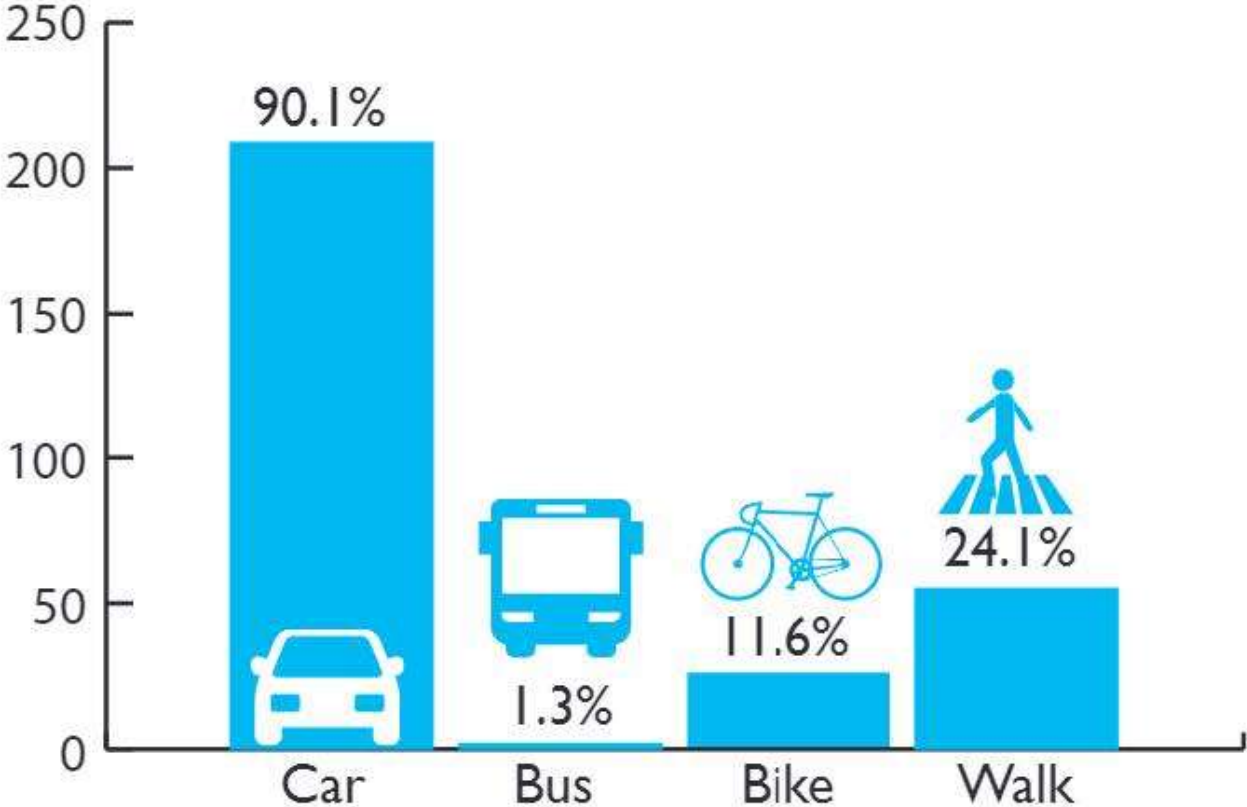


# responses

1	<b>52</b>	Daily
2	<b>94</b>	Weekly
3	<b>50</b>	Monthly
4	<b>34</b>	A Few Times a Year
5	<b>3</b>	Once a Year



4. MODE SHARE: (90.1%) of respondents typically get to Livernois by car, while only (3%) get there by Bus.



	# responses	
1	<b>209</b>	Car
2	<b>3</b>	Bus
3	<b>27</b>	Bike
4	<b>56</b>	Walk

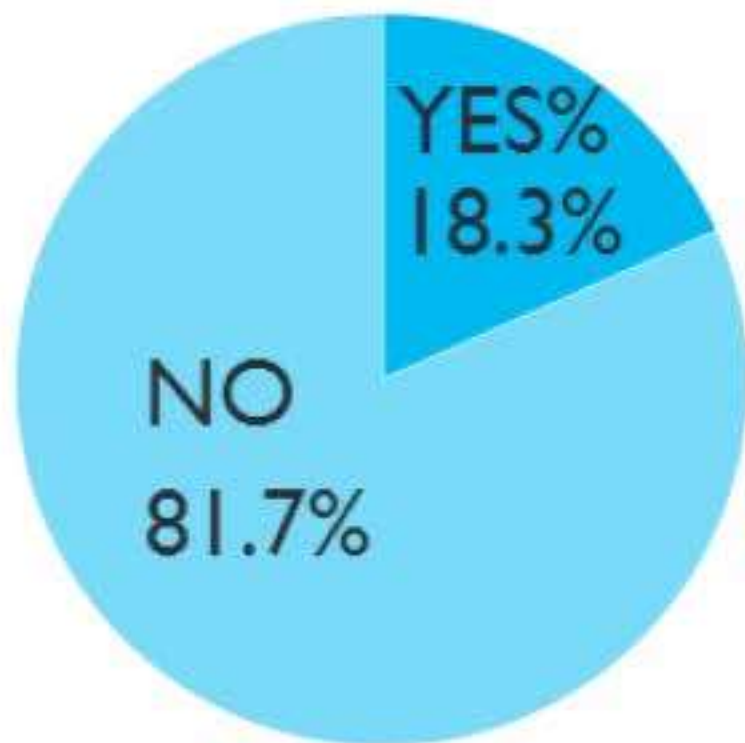
\*respondents could select more than one option







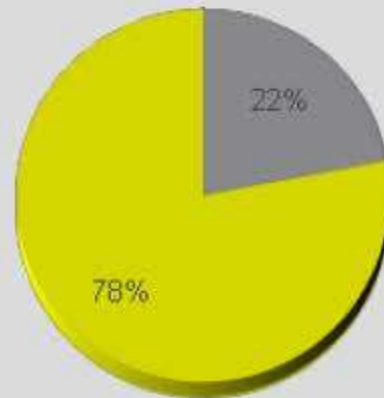
18.3% of survey respondents used the bike lanes



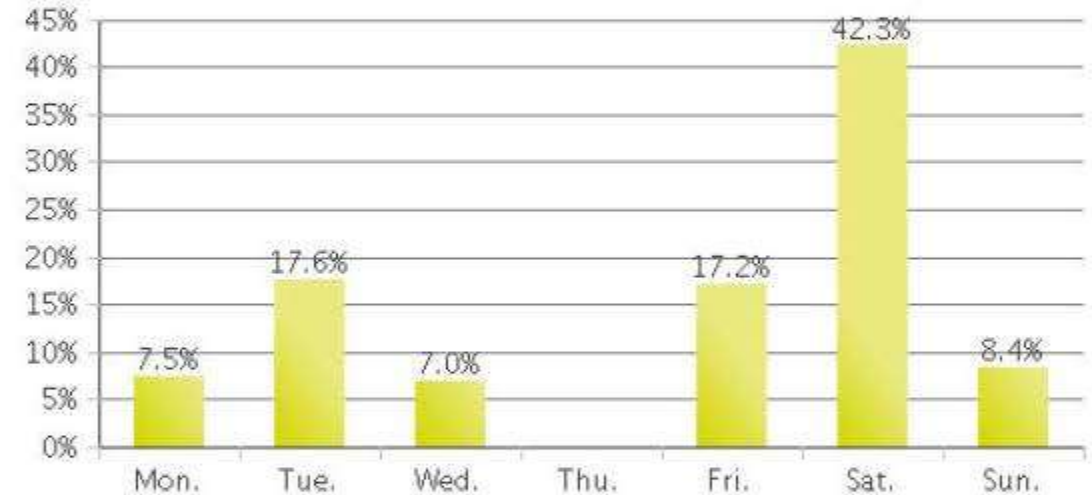
## Key Figures

- Total Traffic for the Period Analyzed: 219
- Daily Average: 18  
Weekdays: 13 / Weekend days: 29
- Busiest Day of the Week: Saturday
- Busiest Days of the Period Analyzed:
  1. Saturday August 06, 2016 (81)
  2. Tuesday August 09, 2016 (33)
  3. Friday August 05, 2016 (28)
- Distribution by Direction:

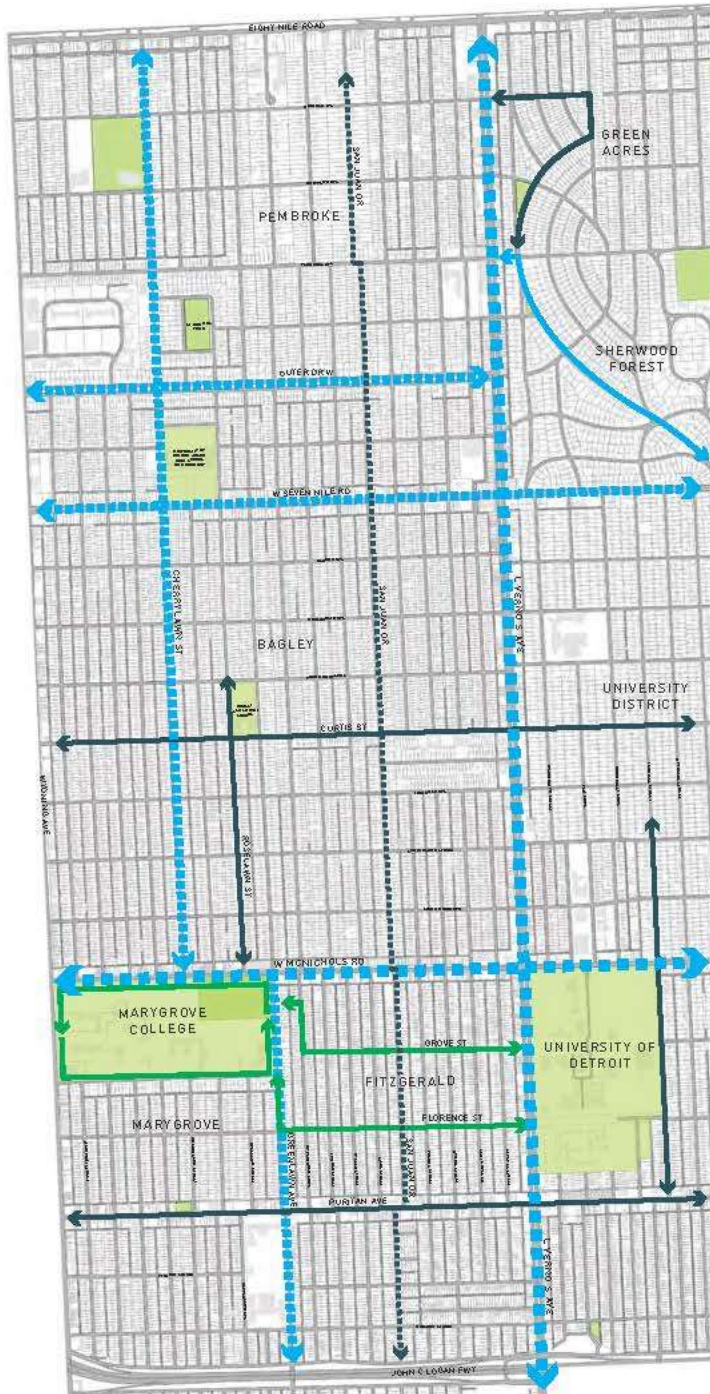
- Livernois Popup Aug ...: 78%
- Livernois Popup Aug ...: 22%



## Weekly Profile







# University and Neighborhood Connections

- Major Bike Connections/Driving Routes
- Minor Bike Connections/Driving Routes
- Greenway Bike and Pedestrian Routes

# BICYCLING CONNECTIONS

## HIGH BICYCLE USE:

- Pontchartrain Blvd.-Palmer Park
- Canterbury Rd.-Sherwood Forest
- Livernois - North of W. Outer Drive

## MODERATE/HIGH BICYCLE USE:

- McNichols Rd.
- Curtis Ave.
- W.Outer Drive





existing



5th Street

Good Stop  
LIQUOR  
GROCERY, WIC  
COTTO, ATM

LOBBY TOU

Ted Vasser's  
MENS SHOP

FORMAL  
RENTALS

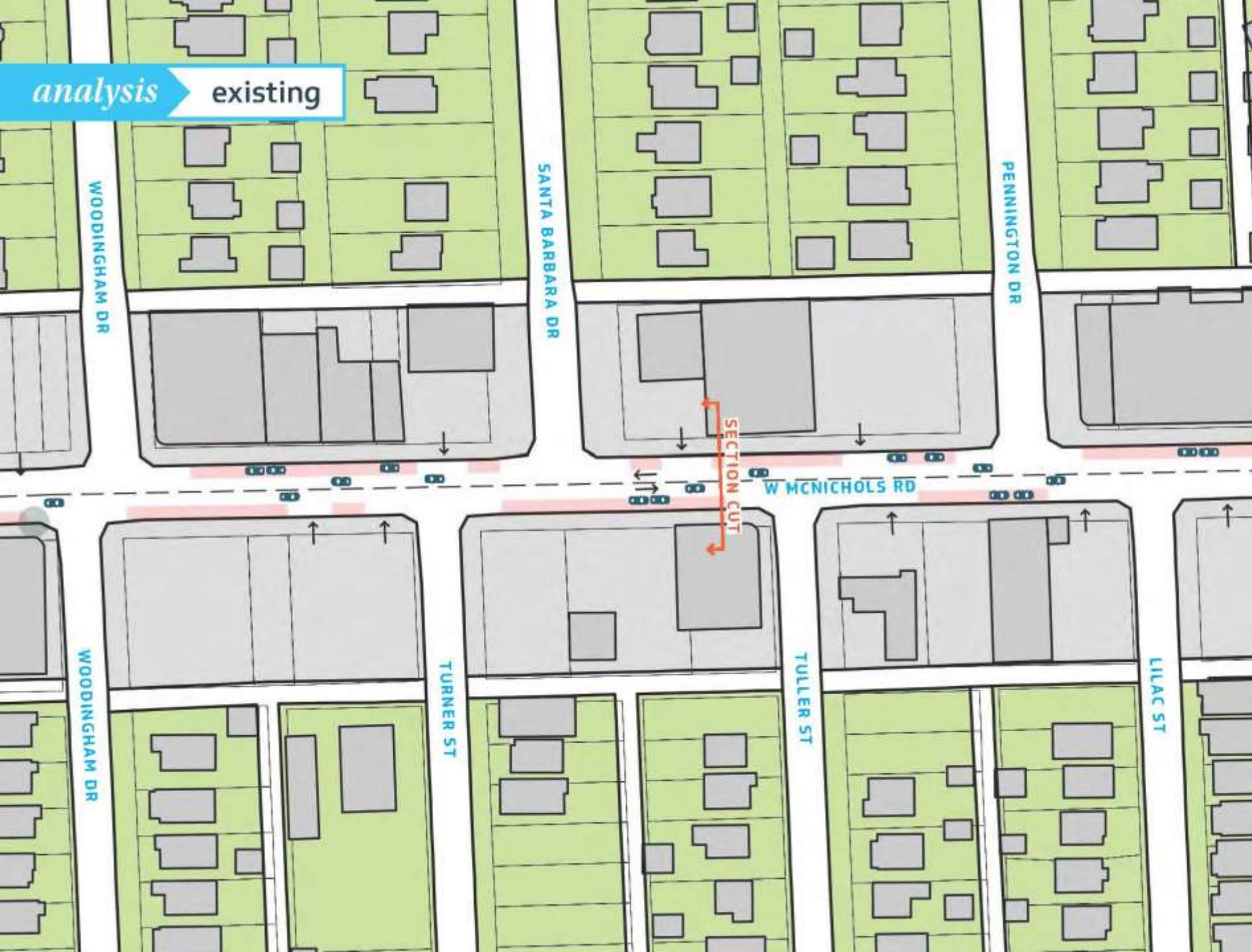
Christella's  
LADIES

TED VASSER'S MENS SHOP  
FORMAL RENTALS  
CHRISTELLA'S SIDE DOOR  
LADIES FASHIONS



analysis

existing



## Existing Conditions: McNichols Road

- + Fast Traffic Makes Crossing Difficult
- + Parking Lanes are Not Clearly Indicated
- + Lack of Street Trees



design



## Proposed: McNichols Road

- + Separated Bike Lanes on Both Sides of Road
- + Parking Consolidated to North Side of Road
- + Curb Bumpouts Make Crossing Easier and Protect Parking Lane
- + Street Trees Added



**MCNICHOLS ROAD** typical section



Cost:	\$
Traffic Lanes:	2 Lanes
Curbs:	Same
Context:	McNichols Retail



## MCNICHOLS ROAD proposed section







*design*

mcnichols retail



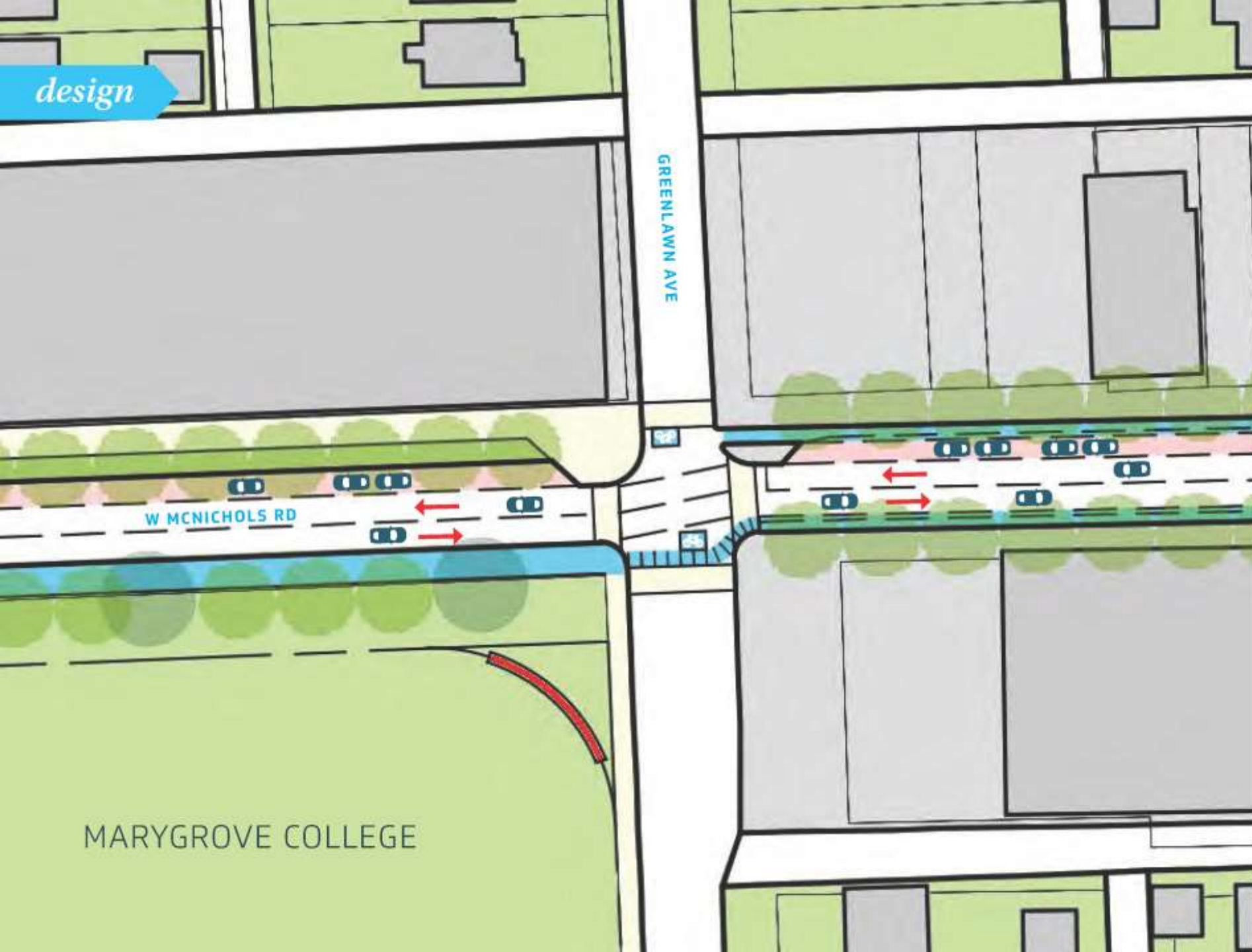


*existing*





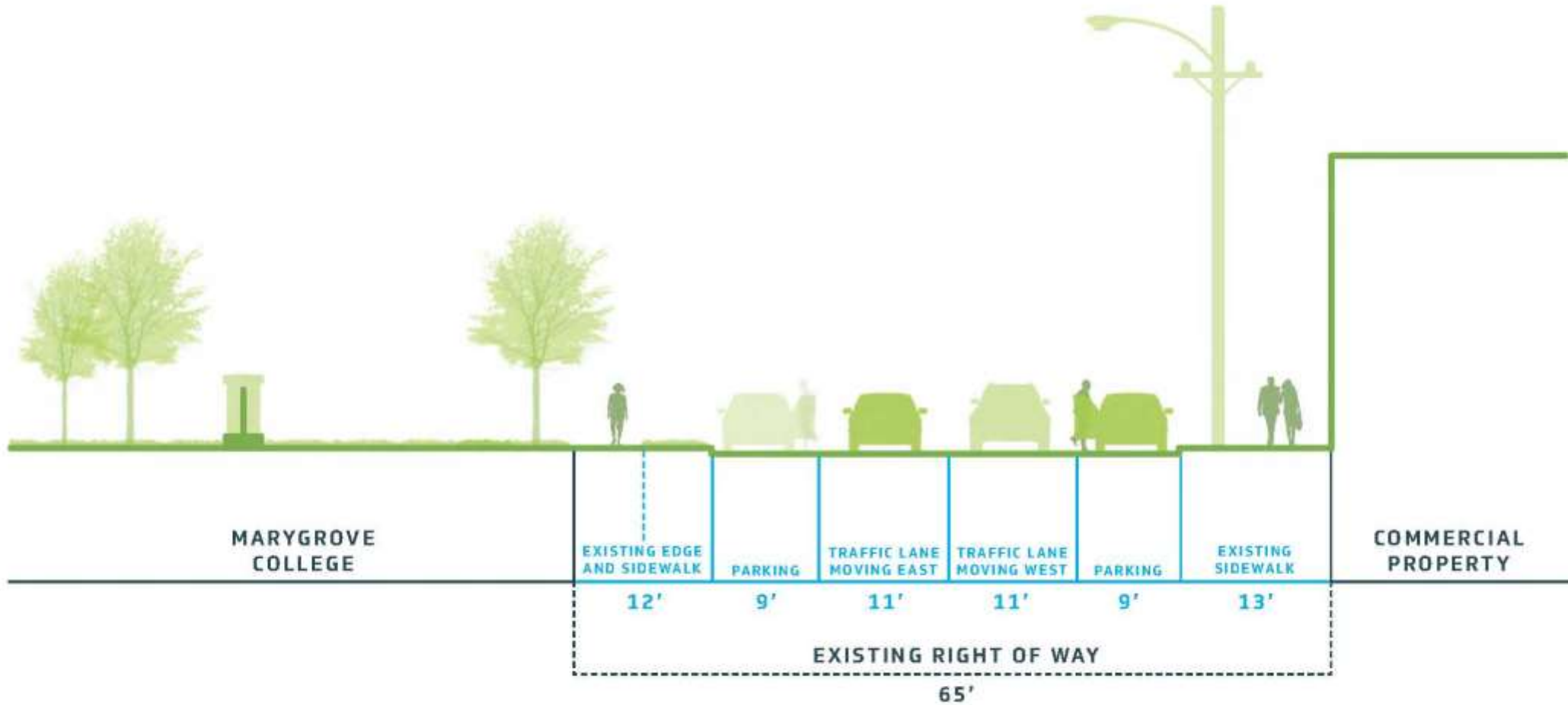
*design*



## Proposed Option: McNichols Road Transition

- + Separated Bike Lanes Transition to Shared Path on Marygrove College Edge
- + Two-Stage Turn Queue Boxes Enable Bike Lane Transition

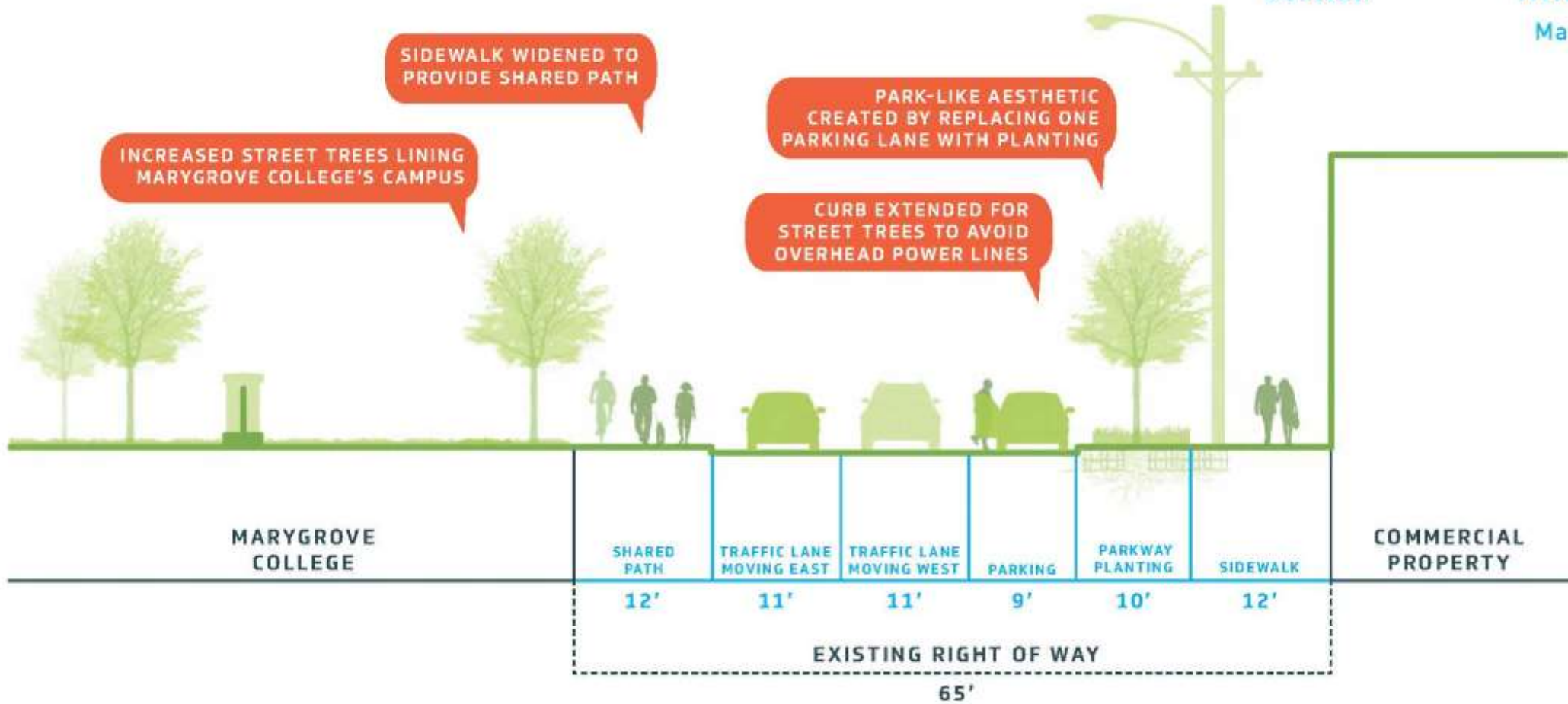
MARYGROVE COLLEGE



**MCNICHOLS ROAD AT MARYGROVE** typical section



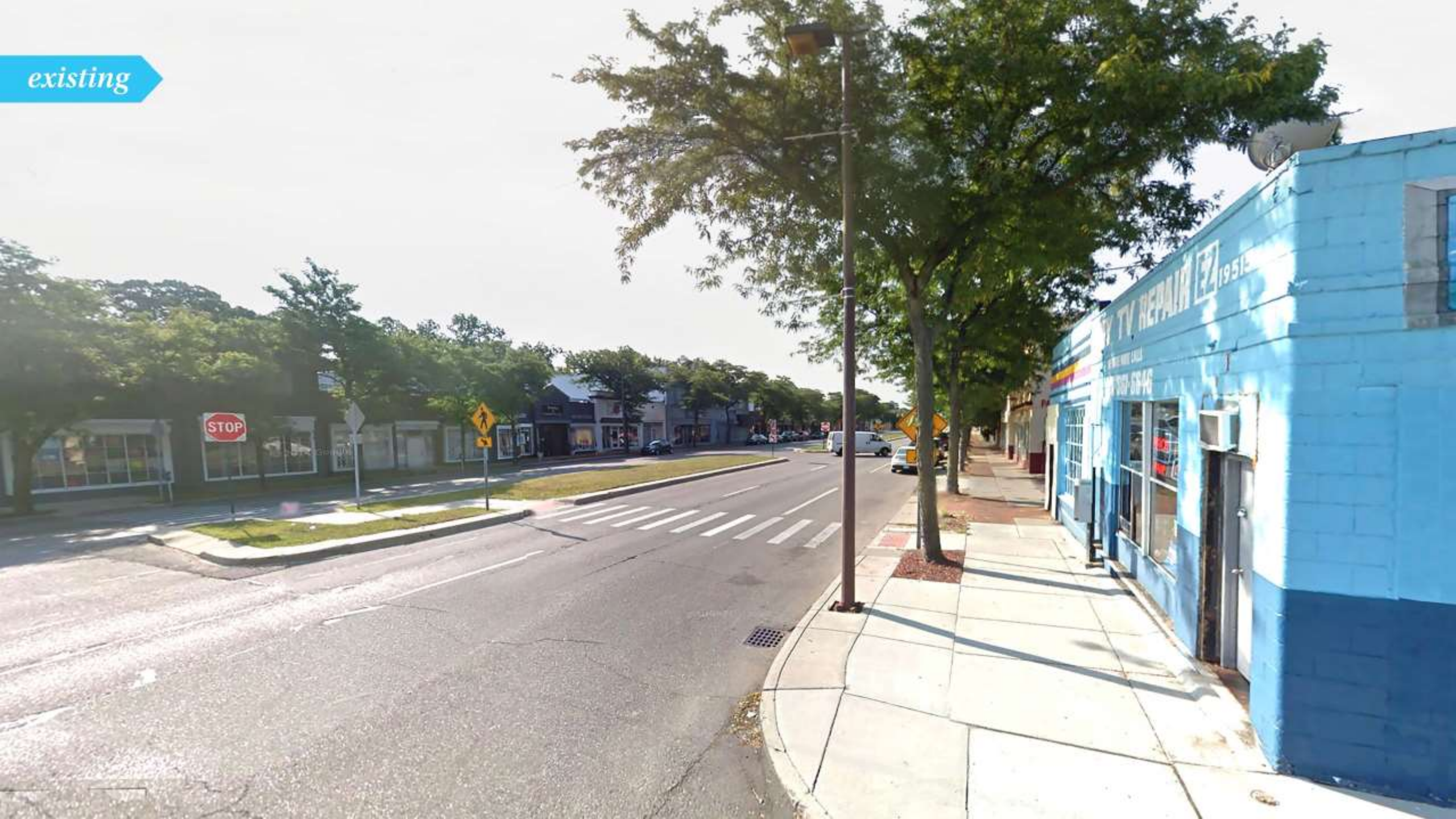
Cost:	\$\$
Traffic Lanes:	2 Lanes
Curbs:	Same
Context:	McNichols at Marygrove



## MCNICHOLS ROAD AT MARYGROVE proposed section

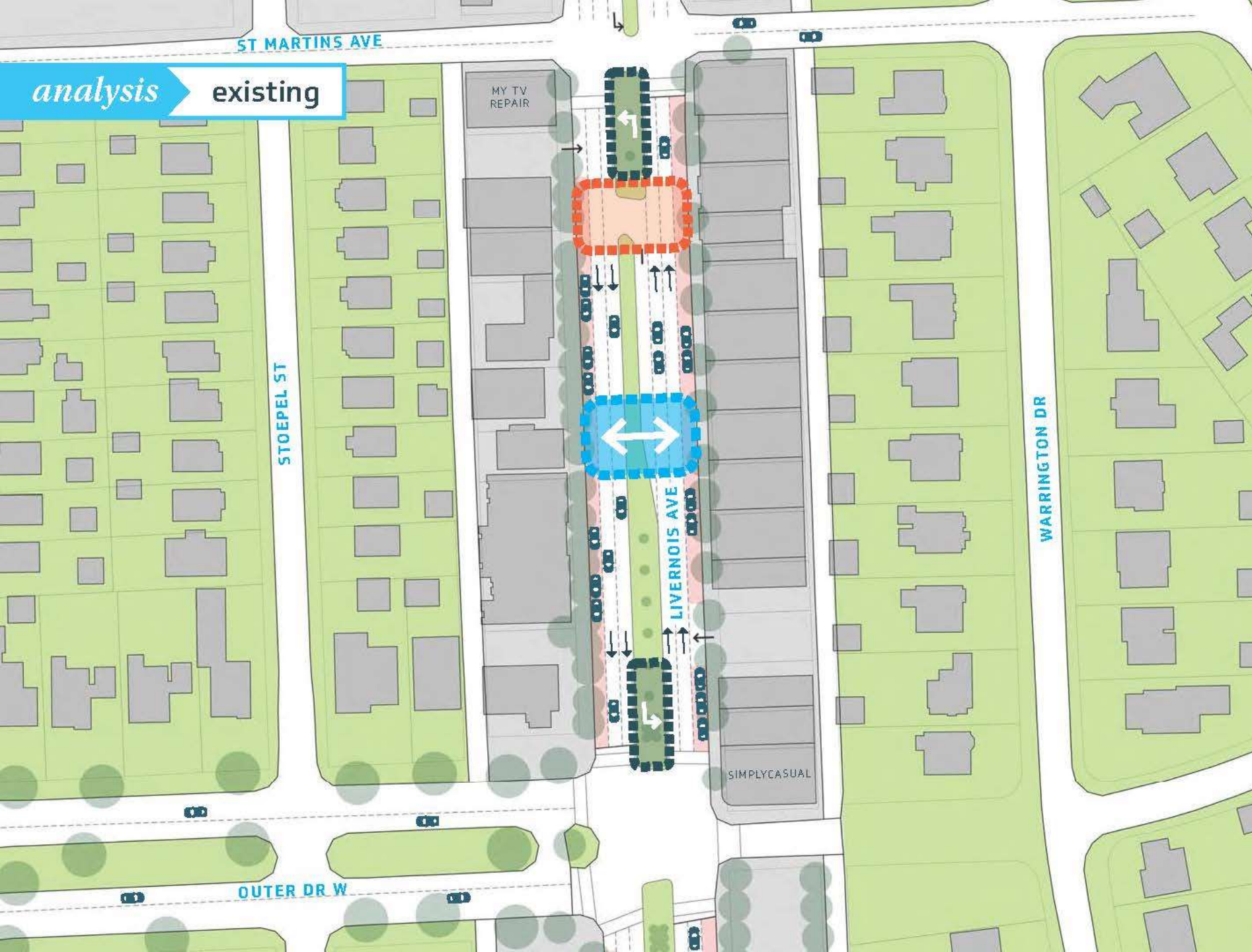


*existing*








analysis existing



# Proposed Improvements

-  Remove Michigan Left Turns
-  Add Mid-Block Crossings
-  Add Left Turns

*analysis*

existing



## Existing Conditions: Livernois Avenue

- + Limited Crosswalks
- + Wide Street Makes Crossing Difficult
- + Lack of Street Trees

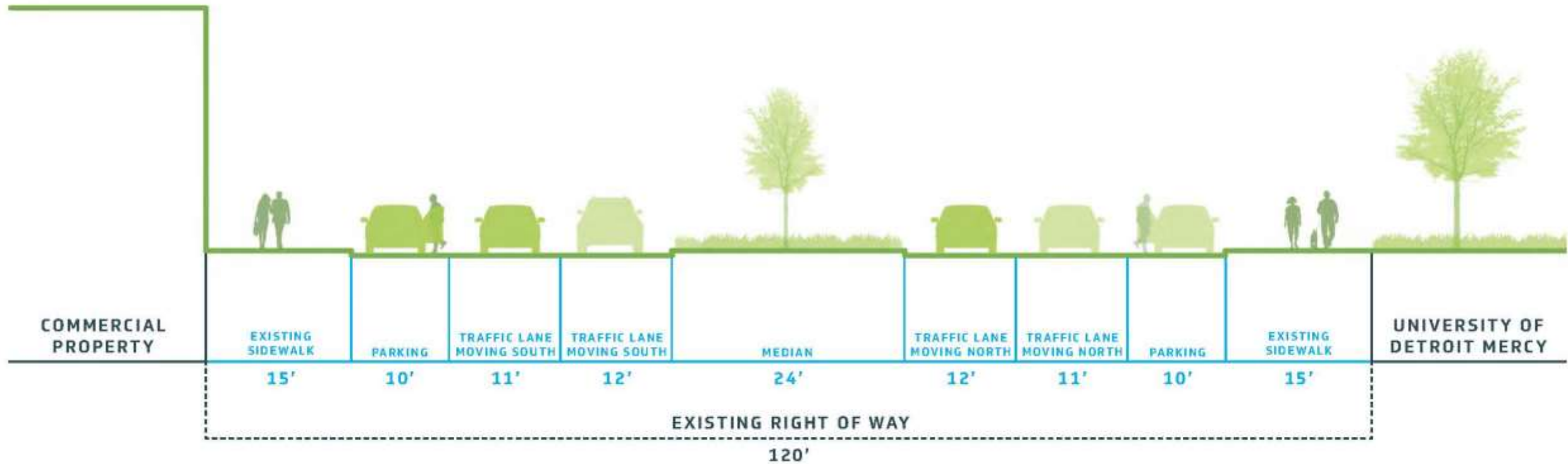


design



## Option A: Livernois Avenue

- + Sidewalks Remain at 15'
- + Median Reduced to 12'
- + Added Turning Lanes
- + 4 11' Traffic Lanes
- + 9' Parking Lanes
- + 5' Bike Lanes
- + 3' Bike Lane Buffers
- + Mid-Block Crossings



LIVERNOIS AVENUE typical section



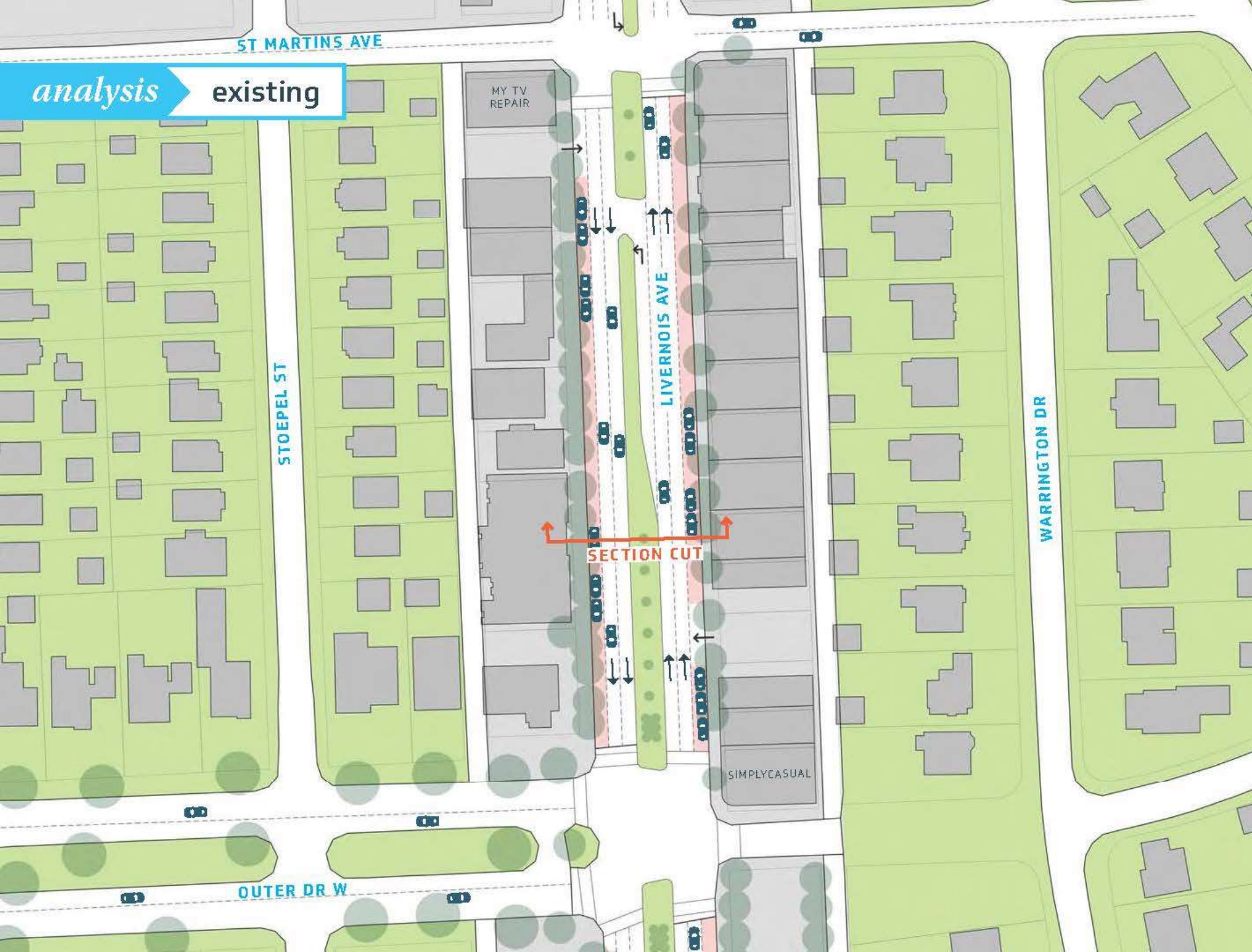
*design* option A

Cost:	\$\$
Traffic Lanes:	4 Lanes
Median:	Reduced
Curbs:	Same
Context:	Low-Density Commercial, UDM



**LIVERNOIS AVENUE** proposed section

analysis existing



## Existing Conditions: Avenue of Fashion

- + Wide Street Makes Crossing Difficult
- + No Left Turns at Intersections
- + Long Turning Lanes Mid-Block in Medians



ST MARTINS AVE

design

STOEPEL ST

MY TV  
REPAIR

LIVERNOIS AVE

WARRINGTON DR

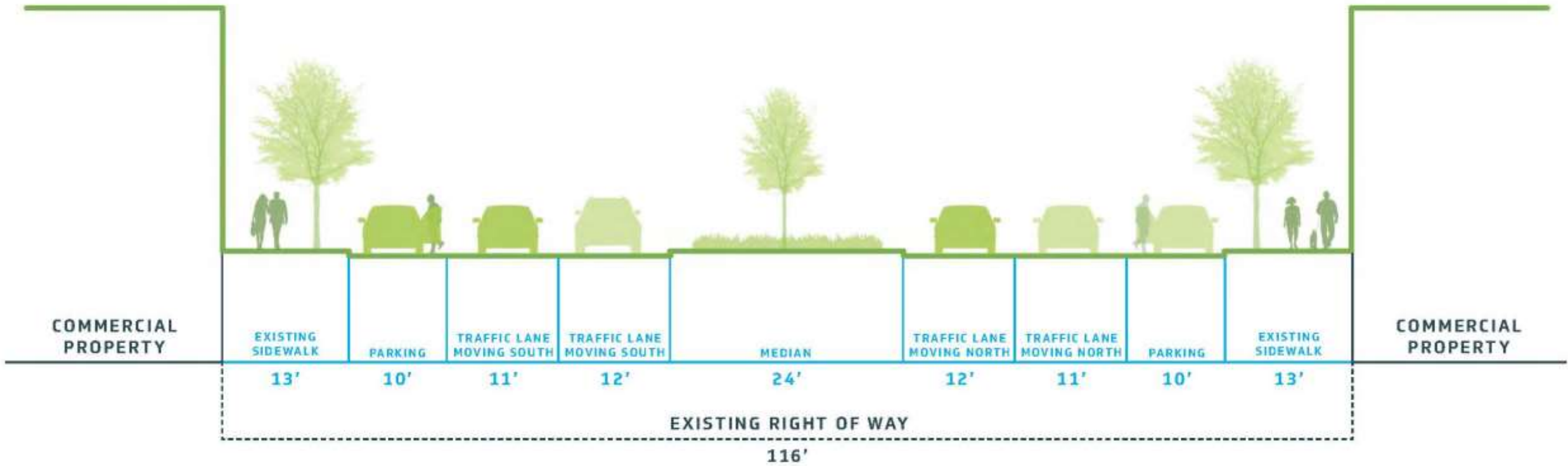
SECTION CUT

SIMPLYCASUAL

OUTER DR W

## Option B: Avenue of Fashion

- + Sidewalks extended to 24.5'
- + Added Turning Lanes
- + 2 11' Traffic Lanes
- + 9' Parking Lanes
- + 5' Bike Lanes
- + 3' Bike Lane Buffers
- + Mid-Block Crossings



# AVENUE OF FASHION typical section

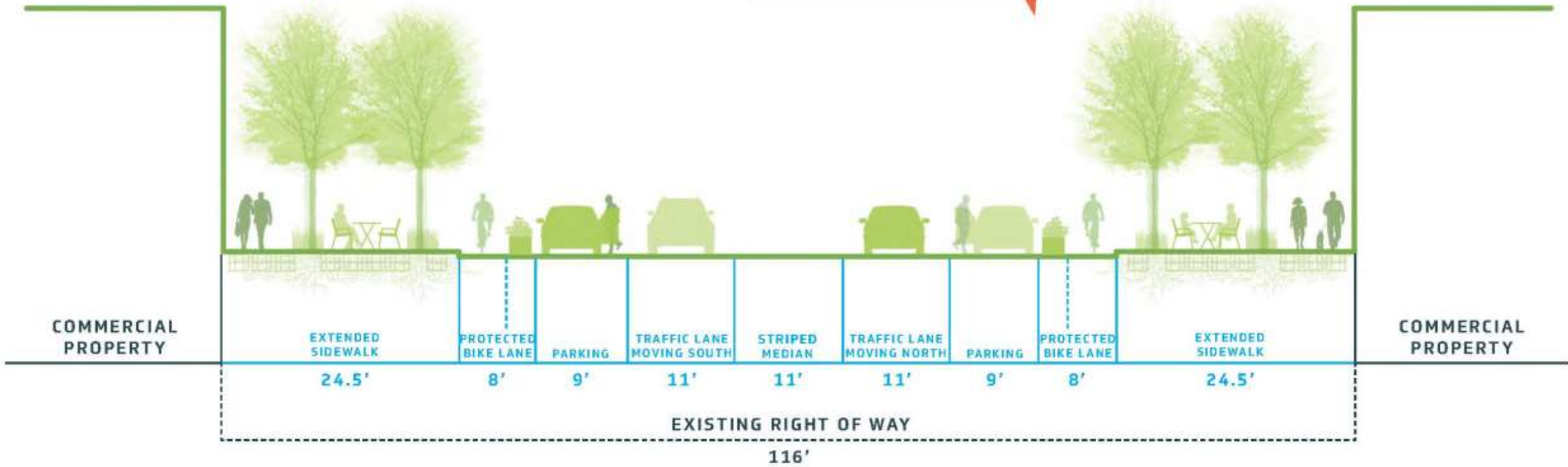


*design* option B

Cost:	\$\$\$
Traffic Lanes:	4 Lanes
Median:	Reduced
Curbs:	Extended
Context:	Avenue of Fashion

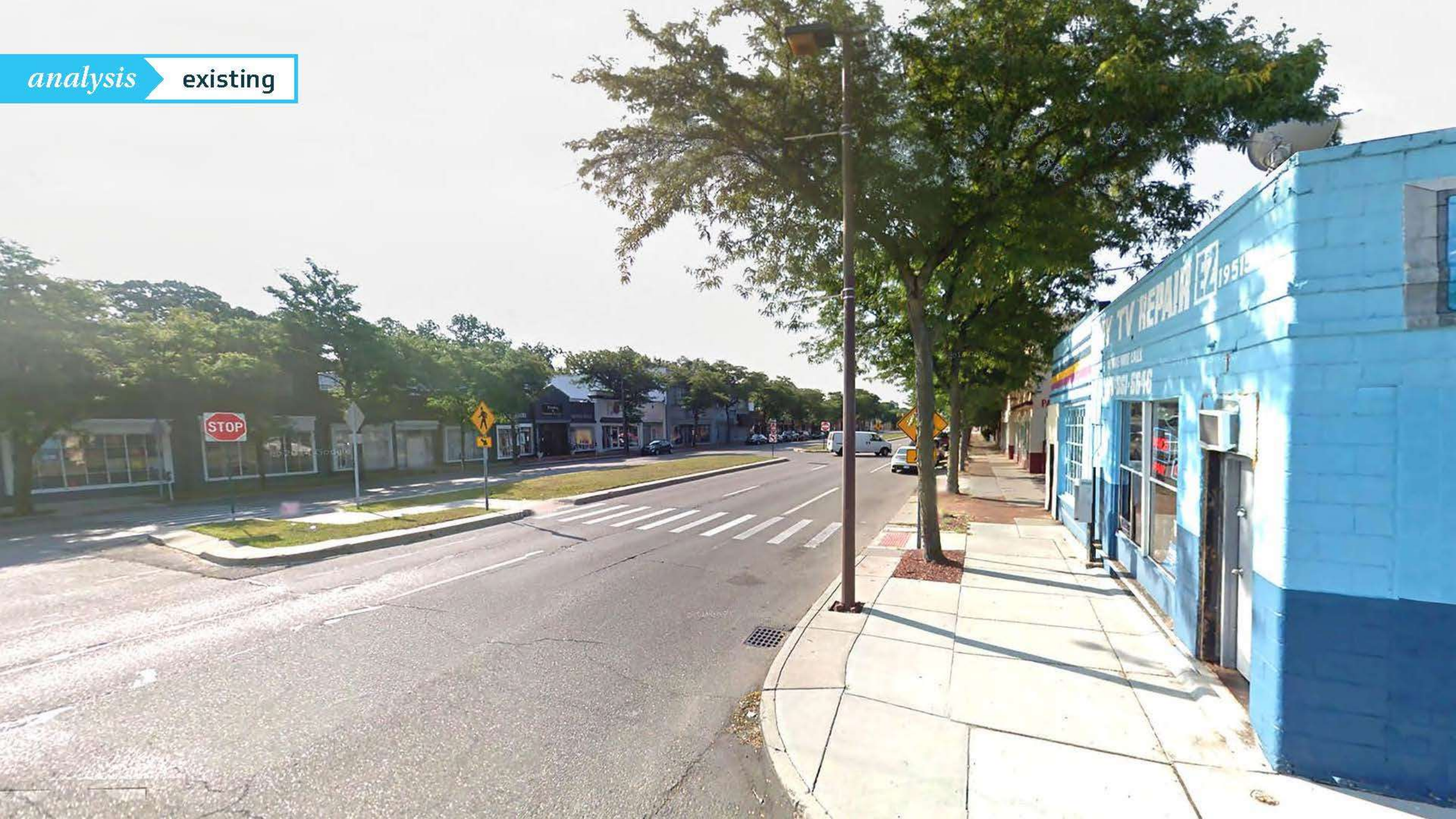
EXTENDED SIDEWALK PROMOTES PEDESTRIAN ACTIVITY

MEDIAN REDUCED TO MAKE ROOM FOR PROTECTED BIKE LANES AND EXTENDED SIDEWALK



**AVENUE OF FASHION** proposed section







*design*

livernois option B

