

WELCOME!

Thank you for being here!

Welcome to an opportunity to share your voice as we discuss the future of the Plainfield Corridor. Join the conversation and learn about the exciting changes and new ideas coming to our community. Please explore the stations and ask us questions as you go!

LEARN
ABOUT THE
CORRIDOR
PROJECT

EXPLORE
THE DESIGN
CONCEPTS &
PLANS

ENGAGE
& ASK
QUESTIONS

SHARE
YOUR
THOUGHTS!



WHO

MDOT, Plainfield Township Staff, and Progressive AE have been working collaboratively to improve the Corridor for the people and businesses of Plainfield Township.



WHAT

MDOT is currently preparing for a 2025 resurfacing project from I-96 to Airway Street. We are working to make additional roadway improvements such as driveway closures, taper reductions, lane width reductions, and the installation of landscaping and medians. This is the beginning of the long-range effort to re-imagine the Corridor; efforts will continue in the future.



WHY

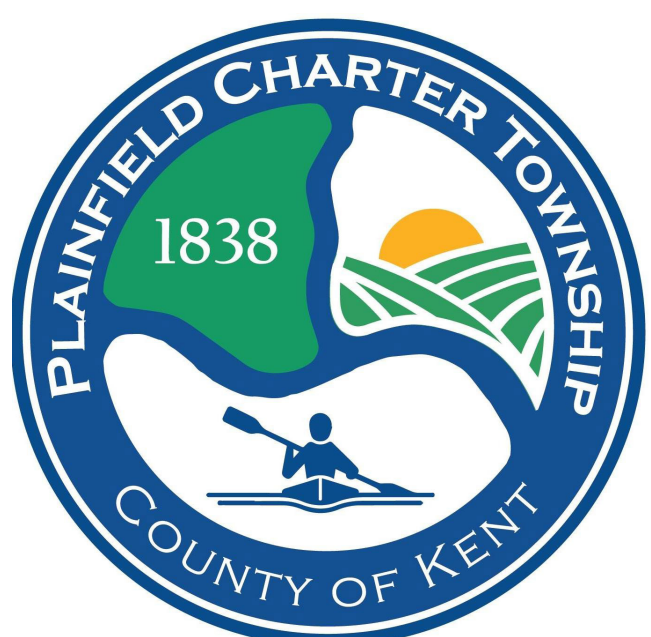
In alignment with the goals of the “Reimagine Plainfield” Plan, we want to make the Corridor a place that safely and effectively serves its users. Slowing vehicle speeds, reducing crashes, creating an inviting space for non-motorized users, and elevating the aesthetic quality of the Corridor are our guiding objectives.



OVERVIEW

Plainfield Corridor Improvements

1





PROJECT SCOPING

PROPERTY OWNER COLLABORATION

COMMUNITY EVENT

FINAL PLAN DESIGNS

CONSTRUCTION BEGINS!

SUMMER 2023 - WINTER 2023

FALL 2023 - WINTER 2024

*TODAY!
JANUARY 16TH*

WINTER 2024 - FALL 2024

SPRING 2025

The project team determined what improvements would be beneficial and feasible based on previous public input.

Meetings were held with property owners impacted by proposed improvements. Ideas were shared!

This is an opportunity to share project plans with the community, allowing us to engage in discussion and gather feedback.

Through collaboration with property owners and feedback gathered from the public, final plans will be developed and sent out for bids.

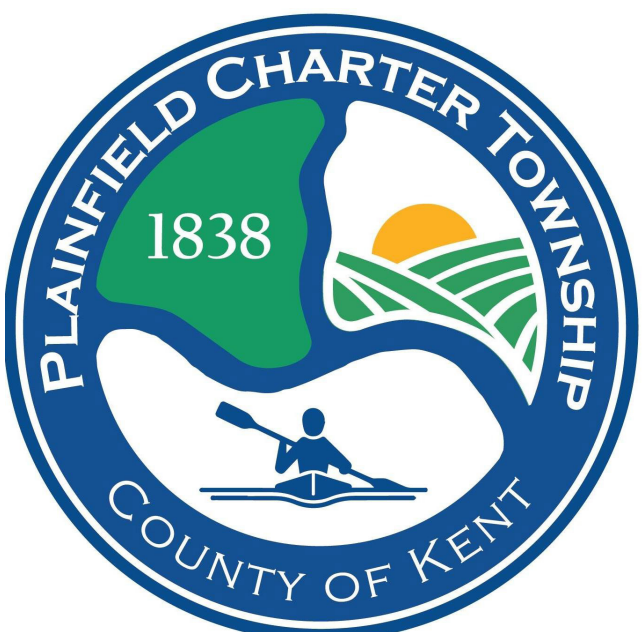
Exciting improvements will begin to take shape along the Corridor!

CONTINUES THROUGHOUT

PROCESS

Plainfield Corridor Improvements

2





A visionary plan to transform the Plainfield Avenue Corridor.
The Plainfield Corridor is continually transforming into vibrant and prosperous places that are intentionally designed to serve the needs of our community.

The Reimagine Plainfield Corridor Plan was adopted by the Township Board on May 24, 2021. Goals from this plan that are implemented throughout the proposed Corridor improvements include the following:

IMPROVE THE STREETScape: Separate pedestrians from cars by adding landscaping and trees to provide vertical and visual separation between the street and sidewalk, and the sidewalk and parking areas.

INSTALL LANDSCAPED MEDIANS: Visually reduce the width of the road and smooth traffic flow. Median width should accommodate a variety of plantings and provide adequate refuge for pedestrians crossing the street.

REMOVE CURB CUTS: Redevelopment provides the greatest opportunity to remove curb cuts. Reducing the number of driveway curb cuts will improve safety by limiting crossing movements to fewer locations. It will also reduce vehicle and pedestrian conflicts.

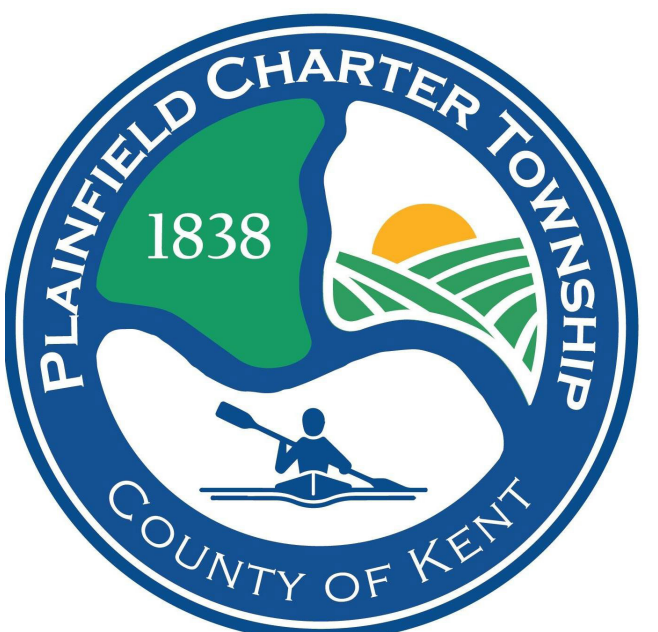
Plainfield Township will continue to work towards achieving the Reimagine Plainfield vision; this project is our starting point!



VISION

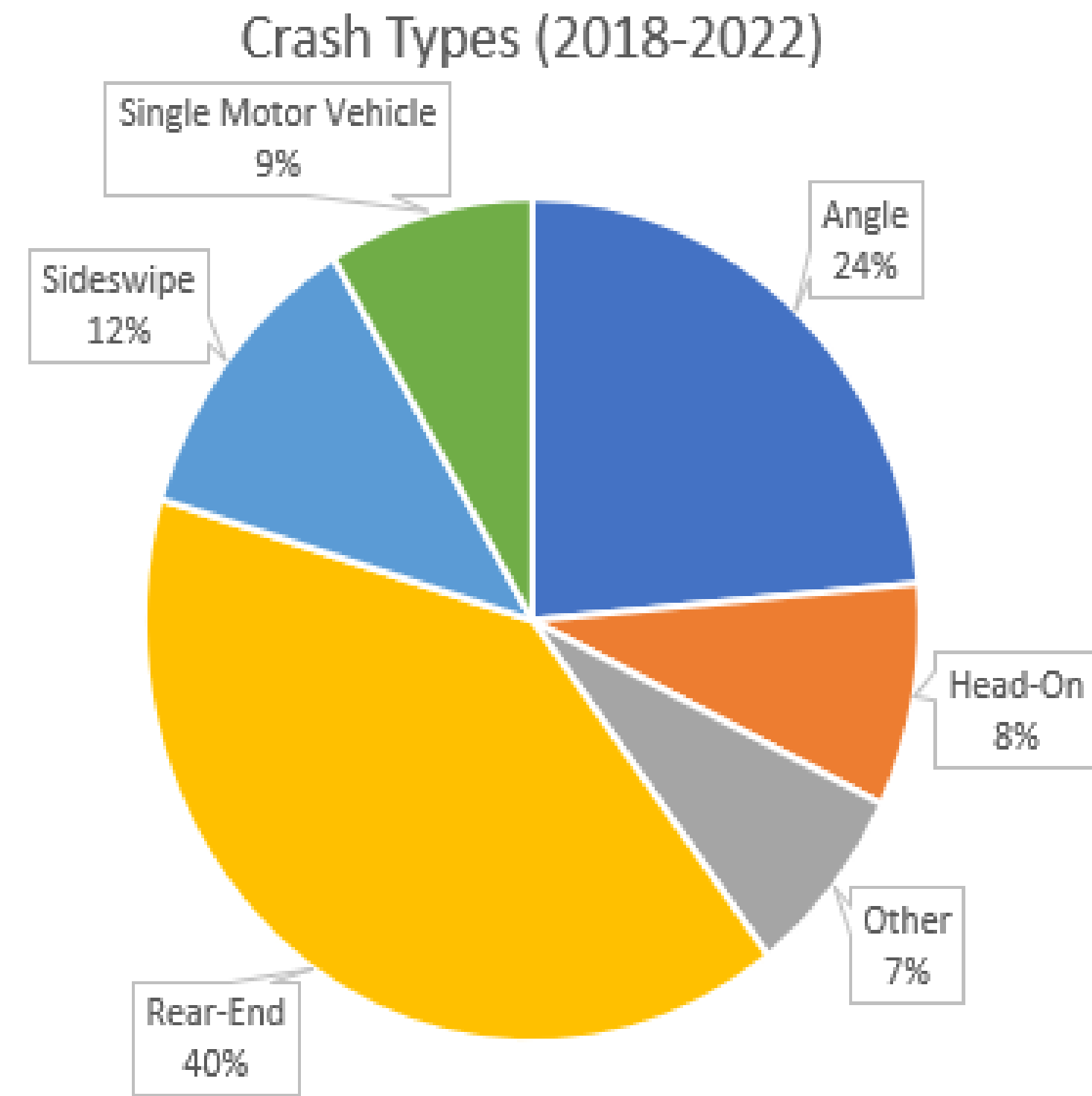
Plainfield Corridor Improvements

3

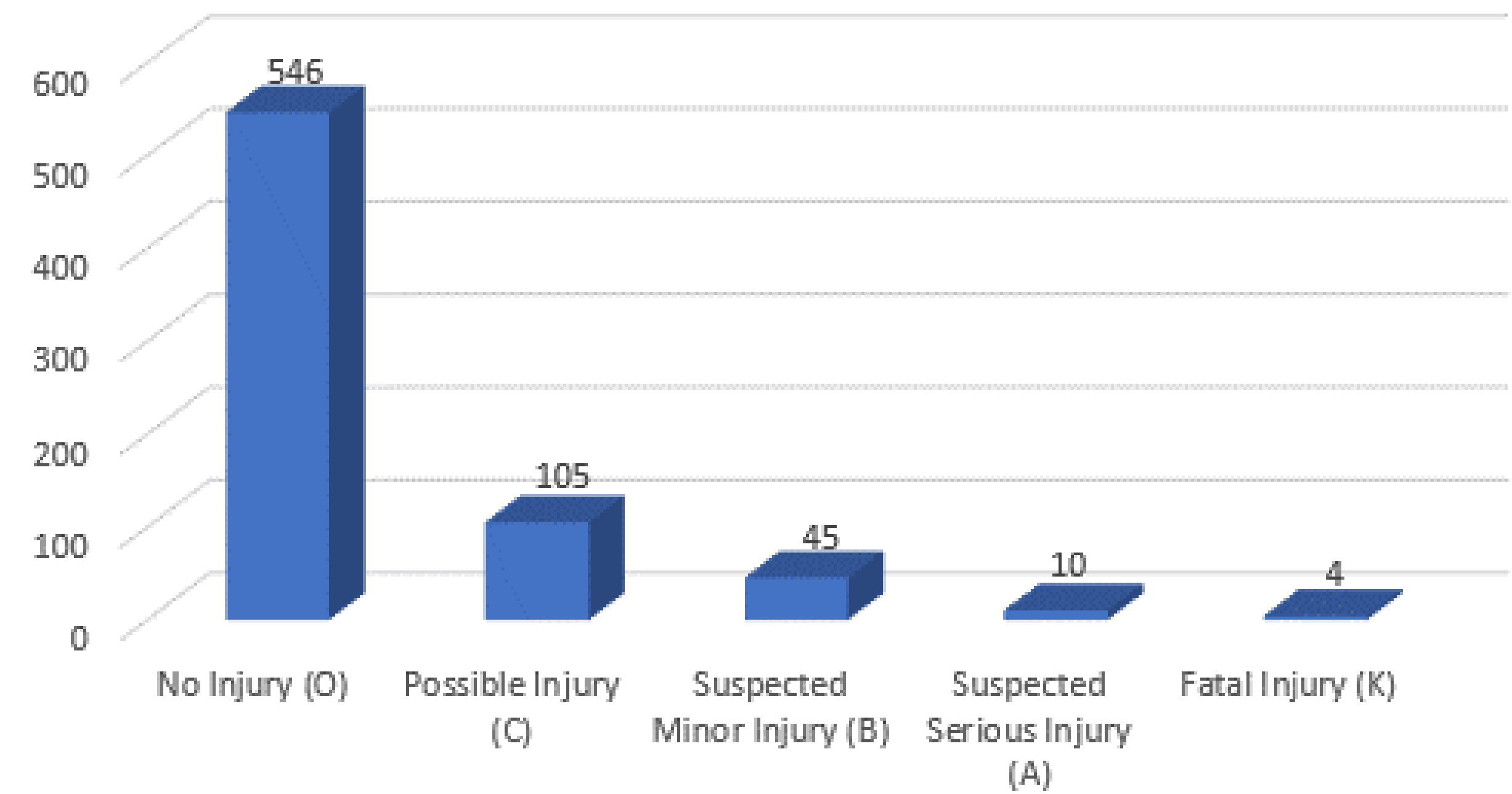


CRASH ANALYSIS

From 2018 to 2022, there were over 700 crashes along Plainfield Avenue between I-96 and Airway Street, including **10** crashes resulting in severe injuries and **4** fatal crashes.



Crash Severity (2018-2022)



Plainfield Avenue exhibits higher crash rates than 36th Street and 44th Street, local connector streets that feature similar elements to manage access, as well as US-131, a limited-access freeway. Plainfield Avenue does have lower crash rates than similar roads, such as Alpine Avenue or 28th Street, which could in part be due to lower traffic volumes along Plainfield Avenue.

Corridor	Annual Average Daily Traffic	Total Crash Rate (Crashes per 100 million vehicle-miles traveled)	Severe Crash Rate (Severe crashes per 100 million vehicle-miles traveled)	Fatal Crash Rate (Fatal crashes per 100 million vehicle-miles traveled)	Combined Severe and Fatal Crash Rate
M-37 (Alpine Avenue) from 3 Mile Road NW to Lamoreoux Drive NW ¹	38,500	967	18.4	0.9	19.3
M-11 (28th Street) from Byron Center Avenue to Madison Avenue SE ¹	45,000	688	12.5	4.2	16.6
M-44 Connector (Plainfield Avenue) from 4 Mile Road NE to Airway Street NE	24,700	570	9.6	1.2	10.8
44th Street from Division Avenue SE to Walma Avenue SE ²	36,300	397	6.5	0.0	6.5
US-131 from 28th Street SE to Cherry Street SE ³	124,500	356	5.4	1.0	6.3
36th Street from Division Avenue SE to Kalamazoo Avenue SE ²	17,300	335	1.6	1.6	3.2

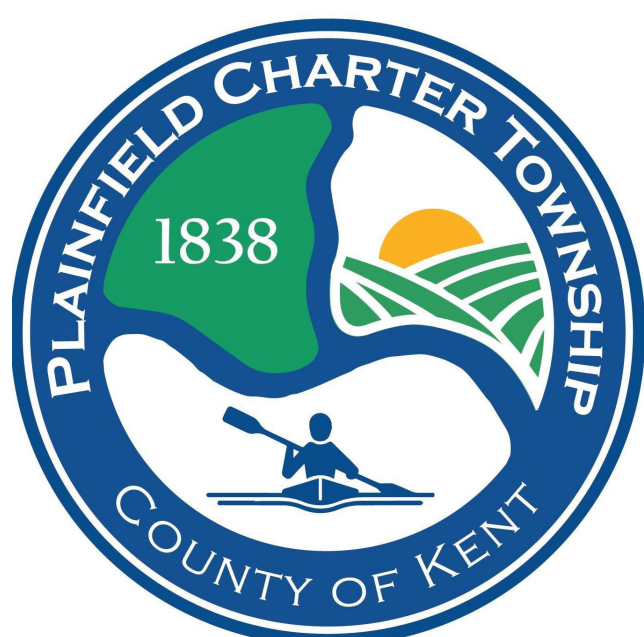
¹ Roadways with similar characteristics as M-44 Connector (Plainfield Avenue)
² Roadways with access-controlling features, such as medians and 'Michigan lefts'
³ Limited-access interstate highway

Source: Michigan Traffic Crash Facts

SAFETY

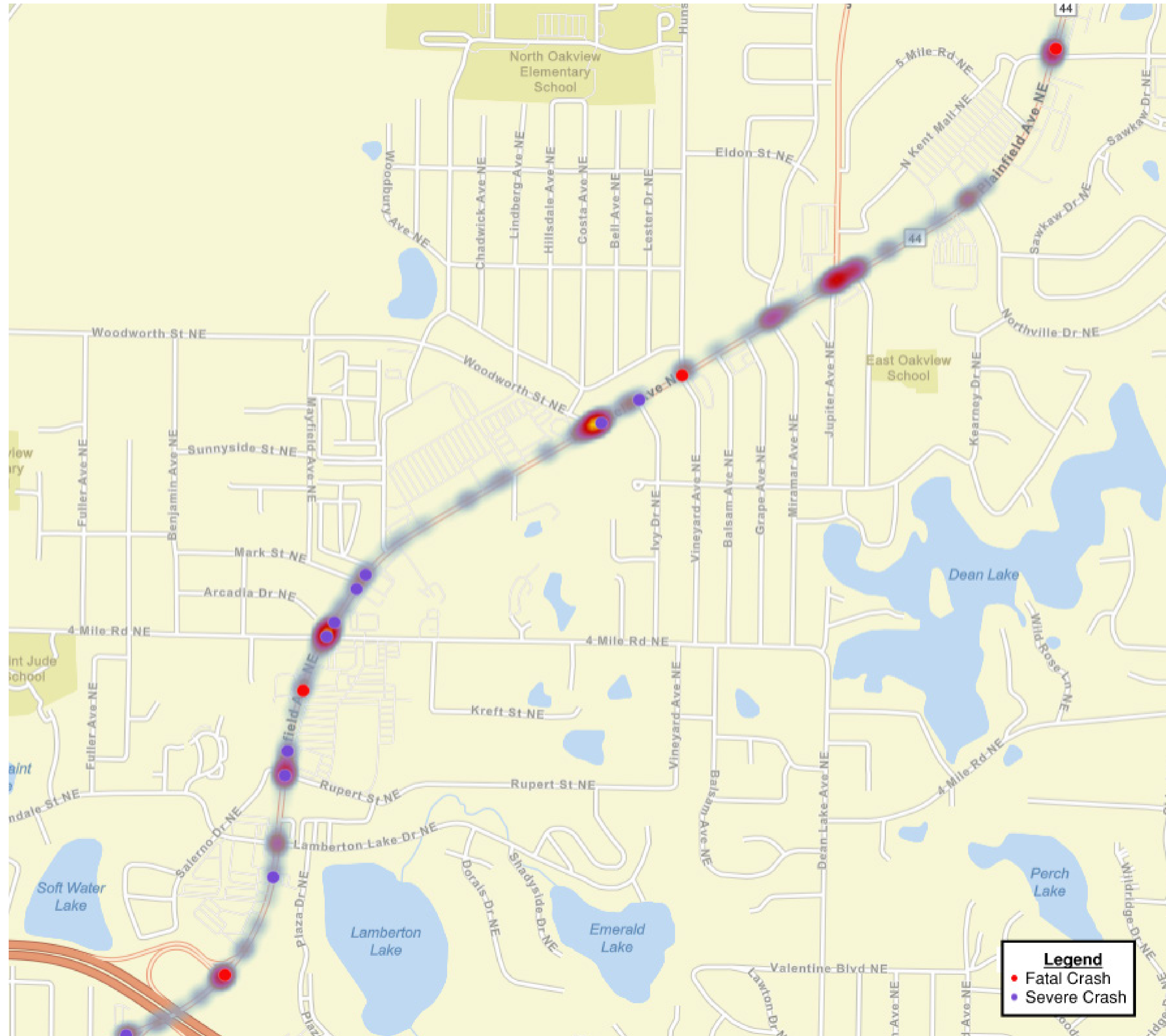
Plainfield Corridor Improvements

4



CRASH DATA

The heat map below provides an overview of crashes on the Corridor, highlighting severe and fatal crashes.



Source: Michigan Traffic Crash Facts

SAFE SYSTEM APPROACH

The Federal Highway Administration (FHWA) promotes the use of the Safe System Approach to make roads safer by designing them to reduce the severity of accidents. Safety is collaborative and proactive and must be prioritized by all in road design.

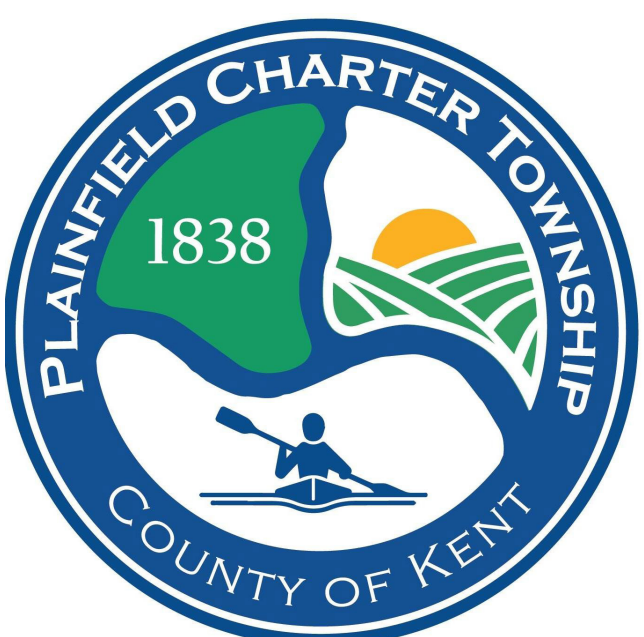


Proposed improvements are intended to calm traffic and reduce the likelihood of severe crashes while maintaining appropriate traffic operations.

SAFETY

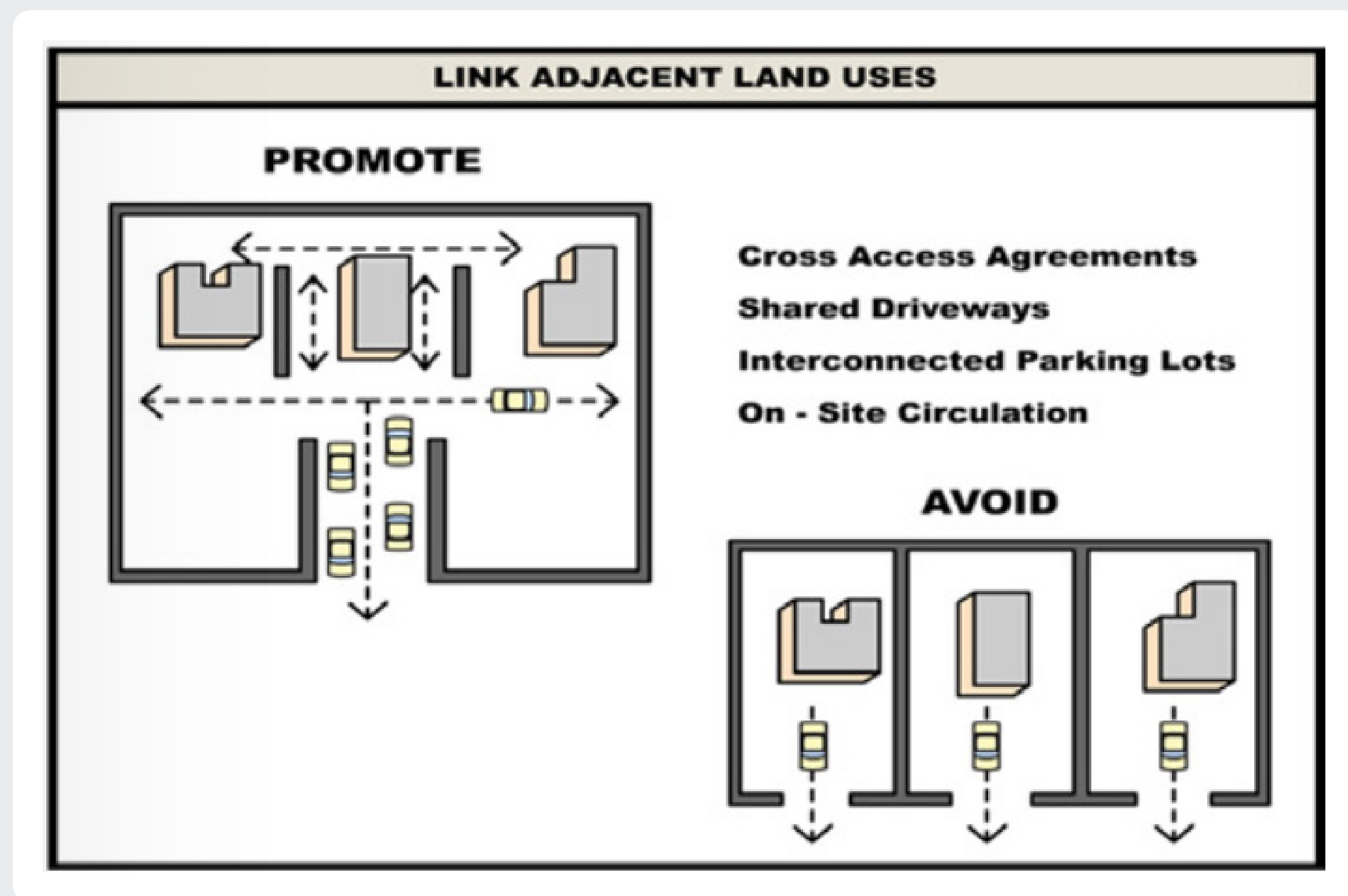
Plainfield Corridor Improvements

5



To achieve the goals for the Corridor, 5 different elements have been included throughout the design plans. The elements are as follows and are further outlined on the following boards:

Access Management, Landscaping, Taper Reductions, Lane Width Reductions, and Medians



Reducing curb cuts improves safety for all road users, including pedestrians, drivers, and bicyclists.

ACCESS MANAGEMENT

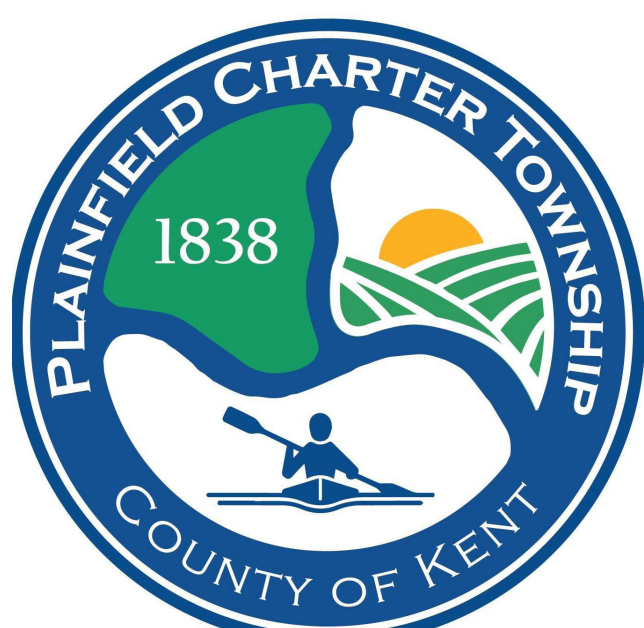
Access management is a set of proven techniques that can help **improve traffic safety, reduce crashes, reduce traffic congestion and maintain the flow of traffic** by managing the location, design and type of access to property. This is best achieved with a corridor-wide approach and will continue to be addressed through future improvements.

Progressive AE has been having discussions with property owners along the corridor in areas where it has been determined that driveway closures or cross-access enhancements would improve safety for both drivers and pedestrians.

ELEMENTS

Plainfield Corridor Improvements

6



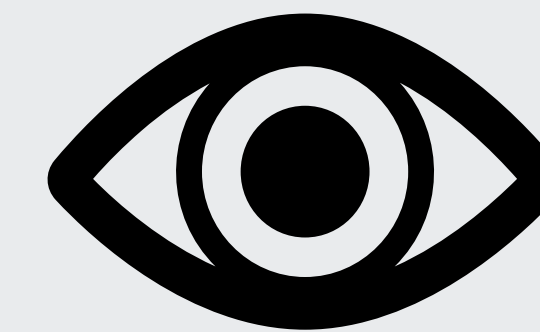


LANDSCAPING

Landscaping will be added throughout the corridor in the form of **street trees, shrubs, and grasses**. The goal of increased landscaping is to increase the **vibrancy** and **aesthetic quality** of the Corridor as well as **encourage safer traveling speeds**.



Trees have been shown to calm traffic and reduce vehicle speeds by appearing to **narrow the width of the roadway**. Without trees, the open space gives drivers the illusion that they have more control to drive faster. *If a street looks like a highway, people will treat it like a highway.*

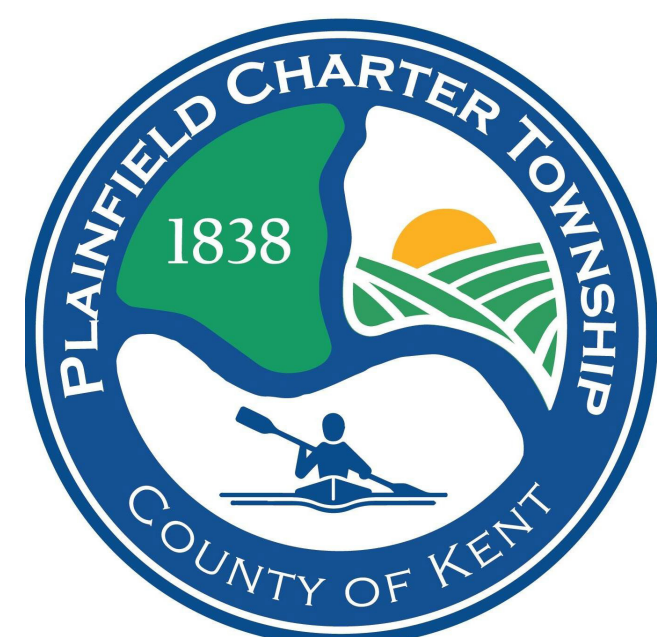


Trees also provide a **psychological cue** that lets us know we are in an area where people live, making us more conscious of the possibility of the presence of pedestrians and unexpected incidents. This makes us slow down and **pay greater attention** to what's going on around us.

ELEMENTS

Plainfield Corridor Improvements

7



TAPER REDUCTIONS

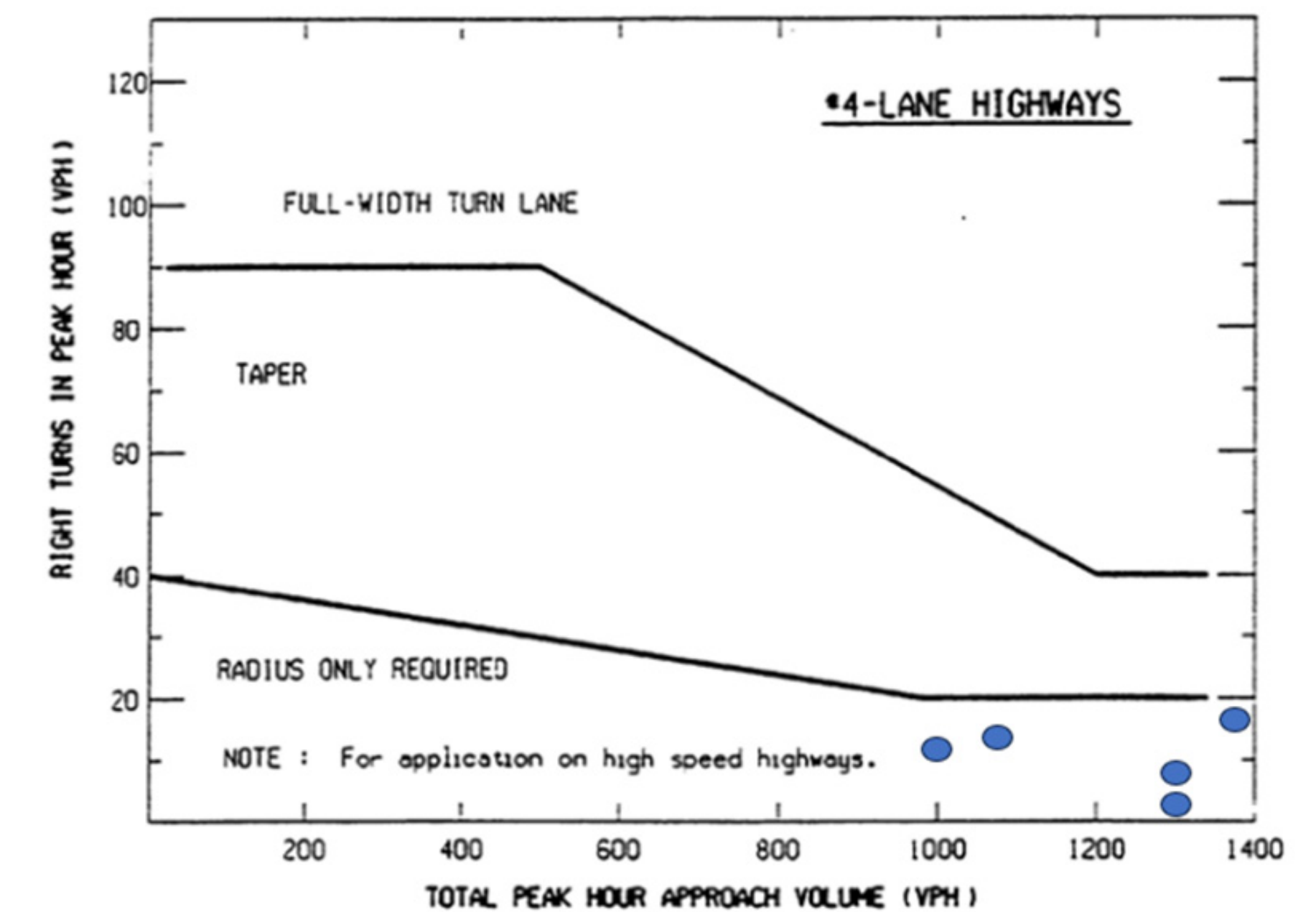
Tapers allow cars to pull to the side of the road as they prepare to turn into a driveway. In various areas along the Corridor, it was determined that some tapers are **excessively large**. Removing tapers and replacing them with **green space** allows for **greater physical separation between pedestrians and vehicles** while also **reducing the amount of impervious pavement** along the roadway.



To determine which locations were eligible for taper removals, trip generation calculations were performed to determine the number of entrances into a driveway during the peak hour of traffic. Locations with sufficiently low right-turning volumes were deemed appropriate for taper removal.

Driveway	Existing Taper Length	Existing Full-Width Turn Lane Length (ft)	Existing Driveway Length (ft)	Estimated Hourly Right-Turn Volume
O'Reilly Auto Parts	55	60	115	19
Dykema Law Offices	110	0	110	8
Prestige Floor Covering	60	0	60	4
Paul Medawar Fine Jewelry and Good Dog GR	125	0	125	12
Fox Kia North	140	0	140	15

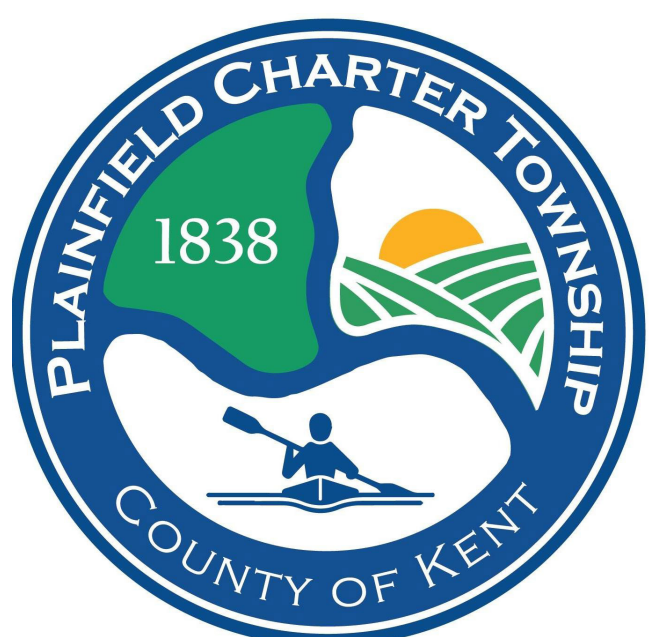
Taper Methodology Chart



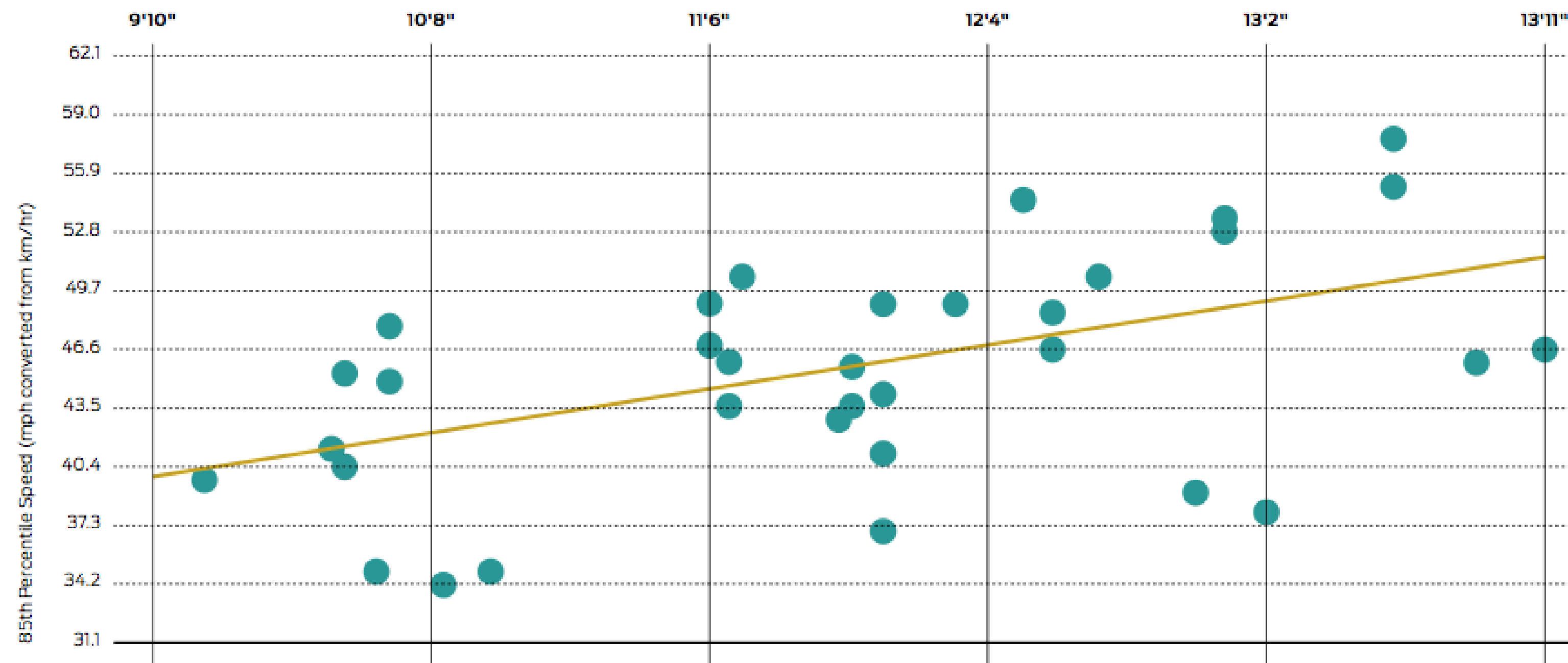
ELEMENTS

Plainfield Corridor Improvements

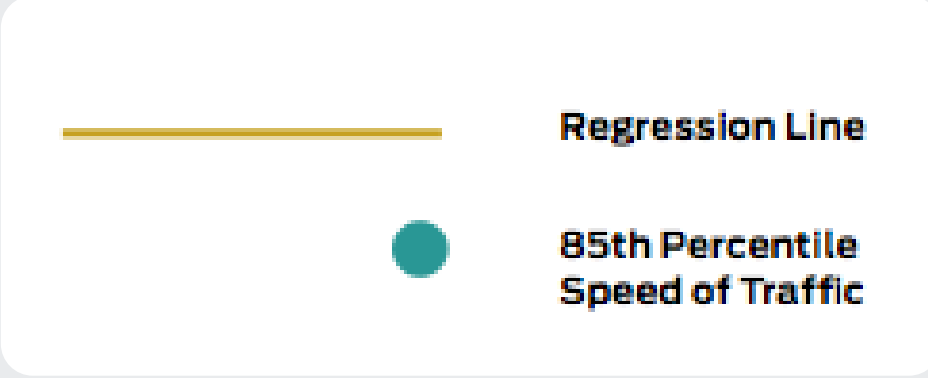
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Average Lane Width (feet converted from meters)



"As the width of the lane increased, the speed on the roadway increased... When lane widths are 1 m (3.3 ft) greater, speeds are predicted to be 15 km/h (9.4 mph) faster."
 Chart source: Fitzpatrick, Kay, Paul Carlson, Marcus Brewer, and Mark Wooldridge. 2000. "Design Factors That Affect Driver Speed on Suburban Streets." *Transportation Research Record* 1751: 18-25.



LANE WIDTHS

As lane widths increase, so do travel speeds. By narrowing the lanes from 12' to 11', we anticipate **safer traffic flow**. Implementing **11' lanes** will maintain **sufficient widths** while also making the user feel **more aware** of the space they have to utilize.

Two main areas along the Corridor were identified as "focus areas" where the use of medians would create noticeable changes that improve safety and aesthetic quality.

1. Meijer/Woodworth Intersection

2. Jupiter Intersection



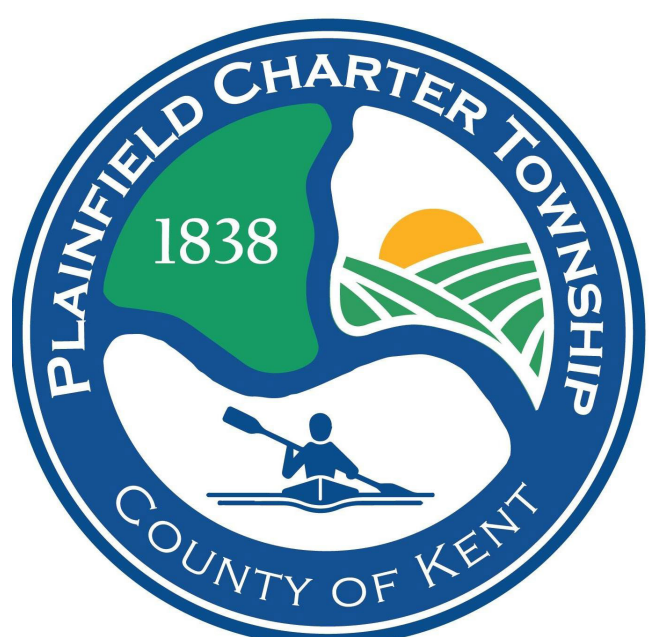
MEDIANS

We anticipate construction of approximately 5 medians that will aid in **slowing the speeds of road users, reducing turning conflicts, and changing the feel of the roadway.**

ELEMENTS

Plainfield Corridor Improvements

9



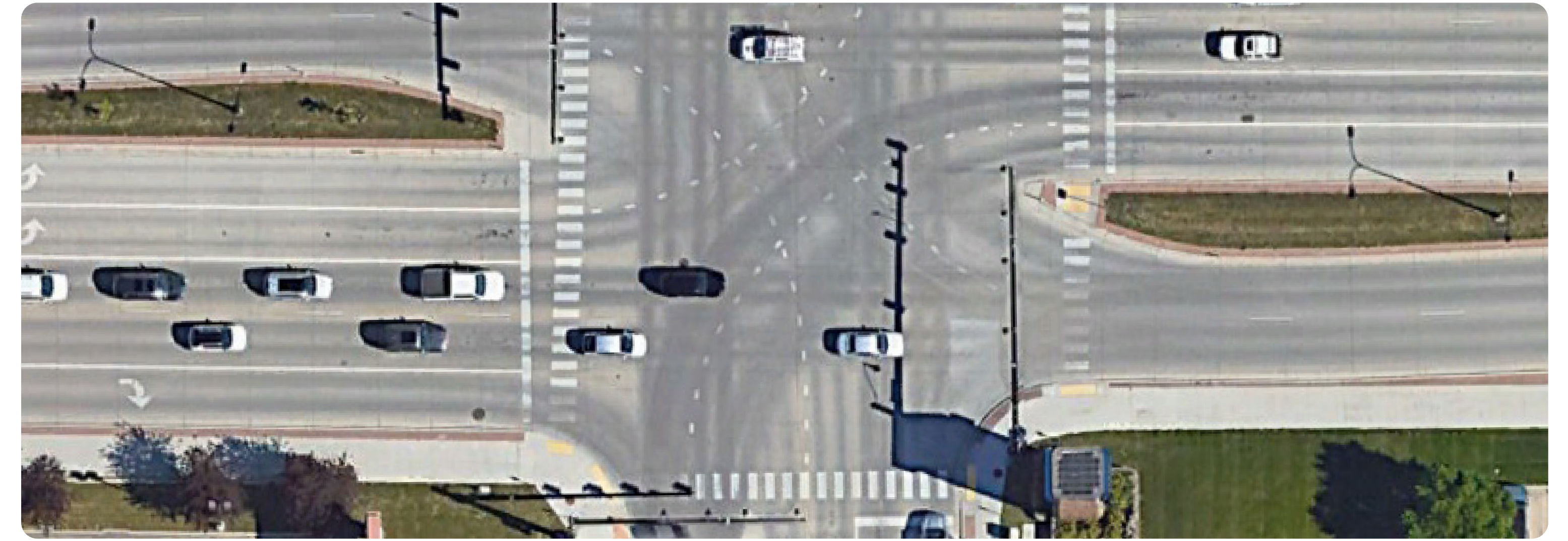
WHAT?

Traffic calming consists of physical design and other measures put in place on existing roads to reduce vehicle speeds and improve safety for pedestrians.

HOW?

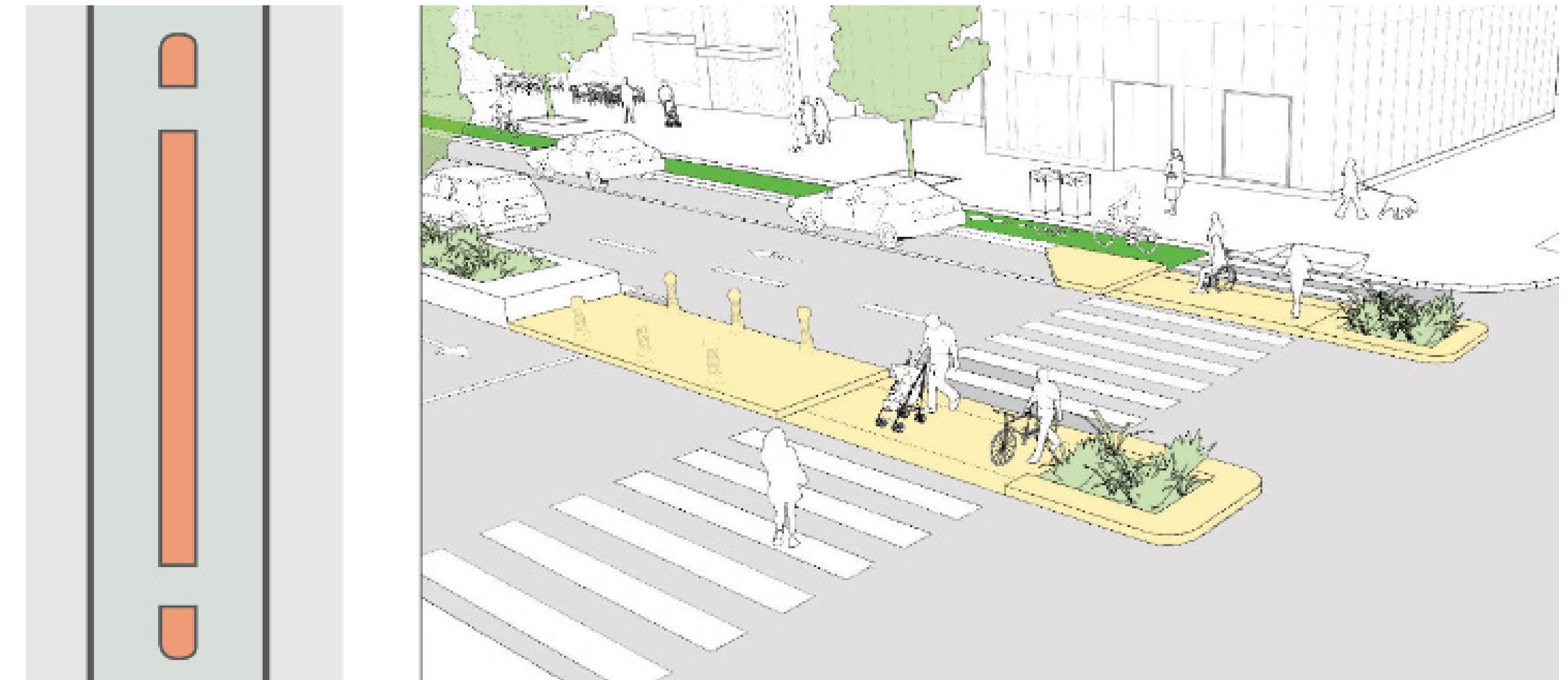
LANDSCAPING

- Enhances visual attractiveness
- Provides visual stimulation
- Reinforces the possibility of pedestrian presence



MEDIANS

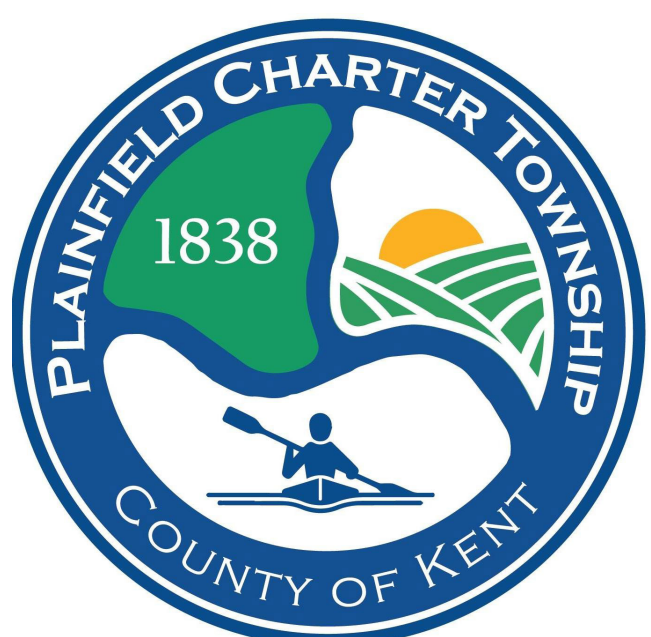
- Visually narrow the width of the travel lane
- Provide opportunities for landscaping within the roadway
- Provide physical separation between opposing travel lanes



TRAFFIC CALMING

Plainfield Corridor Improvements

10



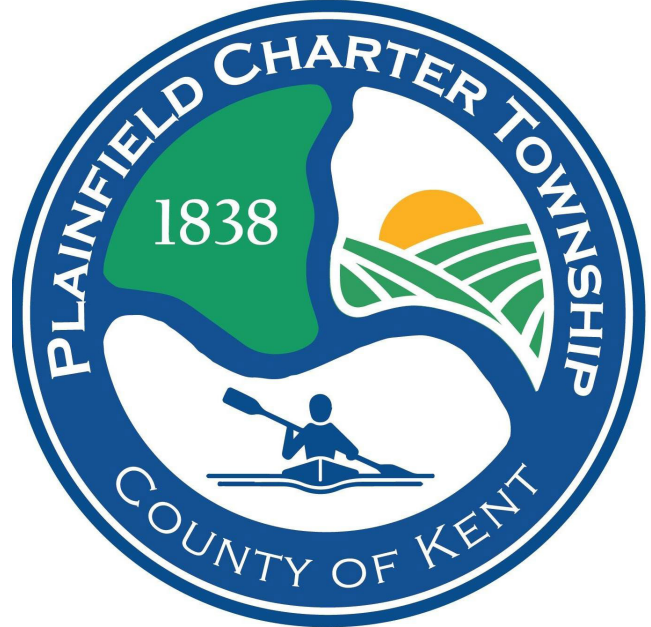
The following medians are what are currently being **proposed** and are subject to refinement based on continued discussions with the community and property owners. These depict the general locations.

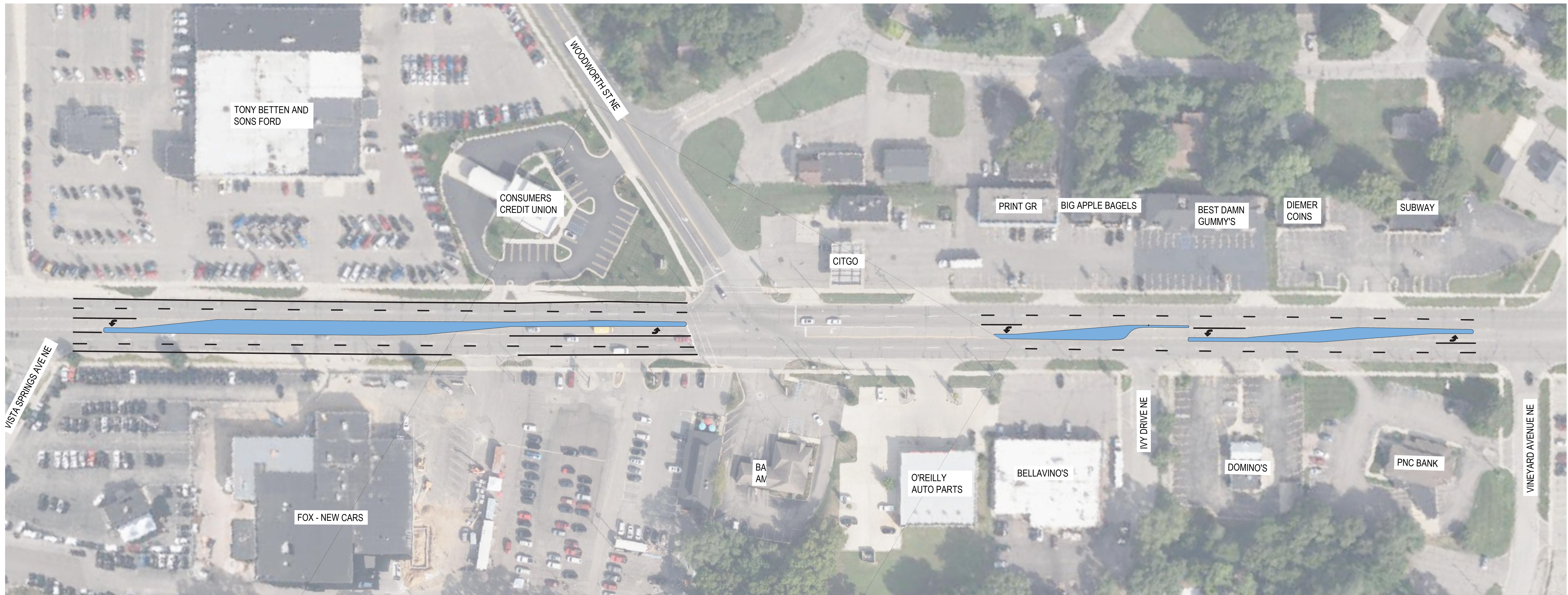
What are your thoughts?



PROPOSED PLANS

Plainfield Corridor Improvements



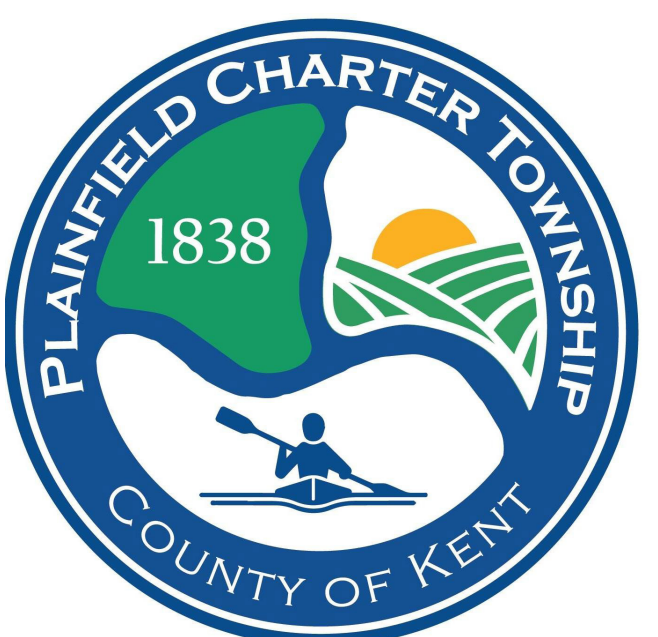


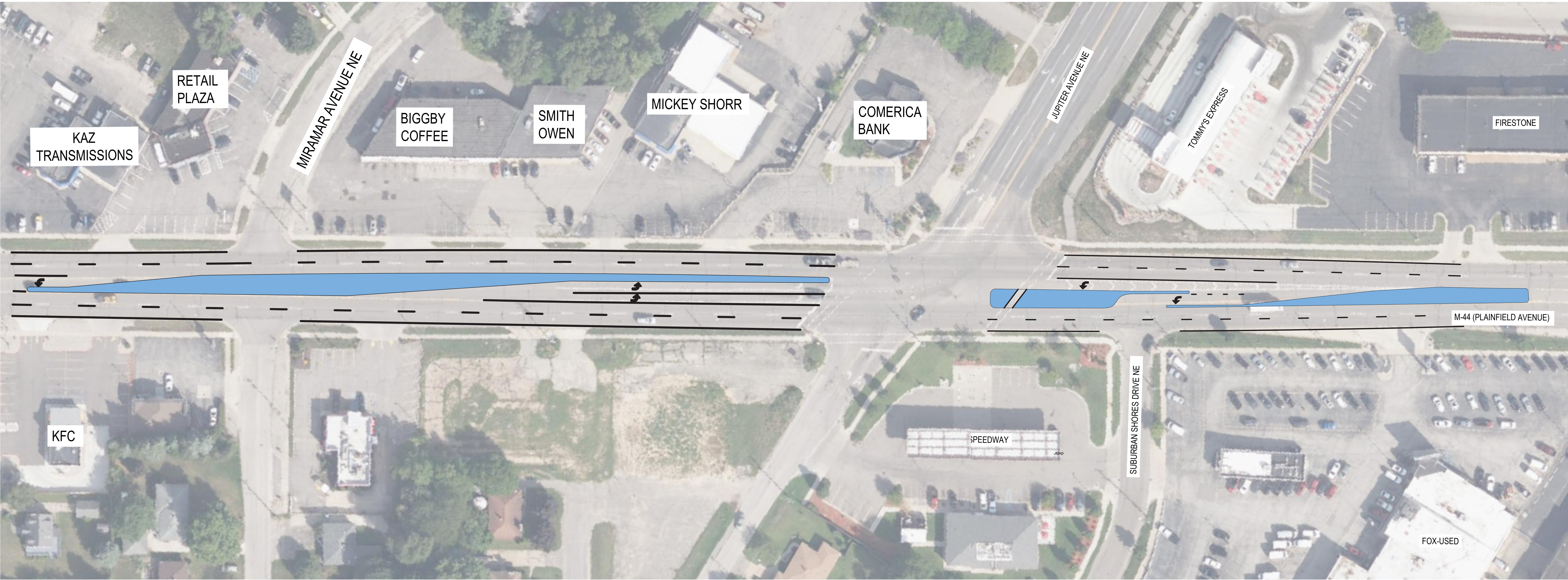
What are your thoughts?

PROPOSED PLANS

Plainfield Corridor Improvements

12



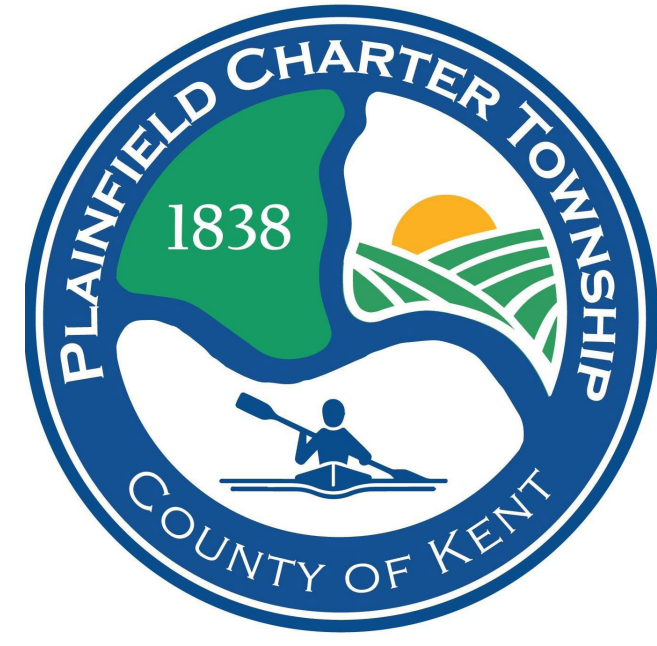


What are your thoughts?

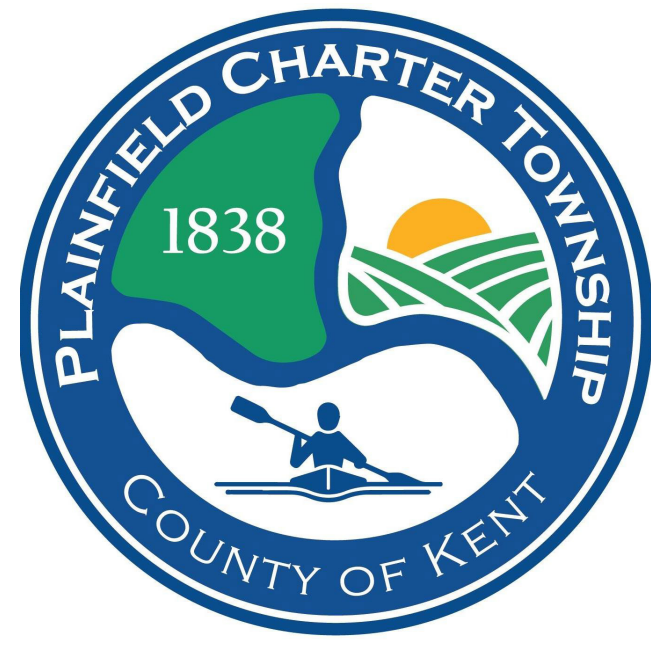
PROPOSED PLANS

Plainfield Corridor Improvements

13



progressive|ae



THANK YOU!

Do you have additional thoughts to share or ideas we should consider implementing? Use the Post-It notes to add your ideas to this board.

Thank you for joining us!

For any additional feedback you would like to share, please scan the QR code!

