DETROIT EAST RIVERFRONT BIKEWAY

CONSTRUCTION PROJECT

LRP-426

CITY OF DETROIT

RECREATION DEPARTMENT

FINAL PROJECT REPORT

This document was prepared in part through financial assistance provided by the Coastal Zone Management Act of 1972, administered by the Office of Coastal Zone Management, National Oceanic and Atmospheric Administration

AUTHENTICATED
U.S. GOVERNMENT
INFORMATION
GPO

DETROIT EAST RIVERFRONT BIKEWAY

CONSTRUCTION PROJECT

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FINAL PROJECT REPORT

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PROGRESS REPORT EAST RIVERFRONT BIKE ROUTE CONTINUATION GRANT

October 15, 1982

CONTRACT TASKS:

A. DESIGN OF IMPROVEMENTS:

1. Studies of construction and signage improvements were completed by an interdepartmental team composed of representatives of the Detroit Department of Transportation, the Recreation Department Grants and Planning Unit and Landscape Design Unit, the Project Bicycle Consultant, and as needed, representatives of Community and Economic Development Department, City Engineers, Planning Department, and the Southeast Michigan Council of Government Bicycle Planner. (See Appendix for detailed reports)

B. BIKE ROUTE IMPROVEMENTS AND LINKS NORTH:

1. North Links: Minimal improvements were recommended by the study team. The railroad crossing at Guoin and Chene was covered, and six signs installed along Chene Street between the Chene Park site and the Coleman A. Young Recreation Center serving the resident populations of near east side and Lafayette and Elmwood Park neighborhoods.

2. Bike Route:

a. Five rail crossings were covered by asphalt including Woodbridge-Grand Trunk Railroad, Guoin-Chene Street, Guoin-Joseph Campeau, Wight-Adair and Wight-Mt. Elliott Streets.

b. At the request of the Recreation Department Conrail filled in the side of stretches of rail tracks running along Wight Street. This improved the appearance of the street at no cost to the project.

c. Extra bollards were placed on Atwater Street to extend the sidewalk route between St. Aubin and Orleans across from Container Marine Corporation where the right-of-way is almost impossible to use.

d. Nine curb-cuts were placed along East Jefferson Avenue and two on Belle Isle to connect the sidewalk route with Belle Isle and Gabriel Richard Park at the trail end.

e. Minor additional roadway improvements were completed as recommended in the Detroit Department of Transportation Study and Construction documents submitted to you on June 4, 1982.

C. HART PLAZA EXTENSION:

a. The study of this area recommended against any major construction improvements at this time, but suggested street-striping improvements, extensive signage installation and grate replacements and curb cuts.

b. Signs were placed between St. Antoine Street and to Cobo Hall Promenade in order to connect the 1981 route to the bike-parking at Hart Plaza.

c. Curb cuts were constructed at three locations to allow bicycles to connect to the bike parking.

d. New striping changing the three lanes under the Atwater Street Tunnel to two lanes (thus creating 16 feet right-of-way) as well as improvements to the paving in the area where completed as part of the Grand Prix Improvements at no cost to the project.

e. Grates will be replaced at no cost to the project by Department of Public Works and Detroit Department of Transportation during 1982-1983 as part of their ongoing maintenance activities.

f. The tunnel adjacent to the Atwater Street Tunnel under Hart Plaza will be studied further for potential use for bicycles and will be improved if this is found feasible at no cost to the project.

D. SIGNAGE:

a. 36 signs were fabricated and installed by Detroit Department of Transportation as indicated in the Signage Documents mailed to you June 4, 1982. Most signs used camera ready art prepared for the 1981 project; some new lettering had to be prepared by Detroit Department of Transportation signage shop. Signs for the bike parking sites are now under construction.

E. USER AMENITIES:

1. Bike Racks: 16 bike racks were installed at three riverfront locations including the East and West sides of Hart Plaza and south of Cobo Hall on the Cobo Hall Promenade. Two additional bike racks were placed at the Coast Guard Monument and Interpretive Sign Site on Mt. Elliott and Wight Streets.

2. Landscaping: The landscaping element is the only major task still incomplete at this time. Low-cost landscaping plans to improve the route end locations and sites around the 1981 Project Interpretive Signs were prepared by staff of the Recreation Department Landscape Design Unit. Since trees were most appropriately planted in late October-early November, permission was requested to delay this project element until that time. Funds which were originally reserved for the purchase of grates (which will now be supplied by the City at no cost to the project) were reprogrammed into this project element in order to extend the landscaping to the trail end at Gabriel Richard Park. Construction of this element is under way, and the recommended design for Gabriel Richard Park is attached.

F. INTERPRETIVE AND PROMOTIONAL ACTIVITIES:

1. Interpretive Plaques:

Content for possible historical plaques for businesses in the East Riverfront area was developed by the Historic Designation Advisory Board staff. The material was then submitted to 10 companies in the east riverfront area. Six firms responded positively and indicated that they would be willing to pay for the manufacture and installation of a plaque on their building if it were at a reasonable cost. The approved signs were typeset and are now under review by the interested companies and restaurants. Signs will be installed later this year at no cost to the project.

2. Booklets and Brochures:

a. A booklet "Detroit's East Riverfront - People and Places of Yesterday" on the history of the East Riverfront was prepared by Kathryn Kozora, the Wayne State University Consortium Intern working with this project. The booklet was revised and completed as part of Ms. Kozora's Summer Intern responsibilities and printed by the Chamber of Commerce at no direct cost to the project. Individual copies of the booklet will be distributed free to schools and interested groups, but a contribution is being requested for any multiple copies in order to reprint the brochure in the future. Organizations such as the Detroit Boat Club have already indicated their willingness to contribute towards a reprinting fund in order to supply their entire membership with copies of this booklet. (Copy enclosed)

b. The East Riverfront Brochure was reprinted and distributed by the Department, the Visitors Center, etc.

c. A new brochure "Detroit's Riverfront Parks" was designed and prepared by the Recreation Department and the Department of Public Information and distributed throughout the community.

d. The Riverfront Conference Proceedings were prepared and distributed to the attendees and other interested individuals and group leaders.

e. All previous Detroit Coastal Management Program studies were reproduced and distributed to 10 universities and regional libraries in Southeast Michigan as well as to other City Departments and selected research organizations so that they would be available to interested citizens and students. (See enclosed Distribution List)

3. Promotional Rides and Tours:

5 East Riverfront rides were sponsored by the Recreation Department and publicized throughout the community. Additional bus tours, individual rides and walks for organizations such as The Association of Municipal Professional Women were held during the summer.

4. Research and Advocacy:

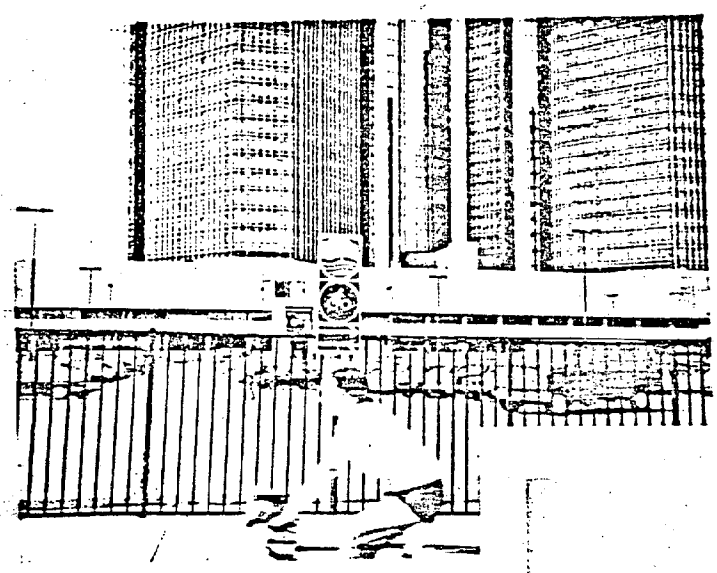
Project coordinator, interns and consultants participated actively in a variety of tasks related to riverfront public access improvements including successful advocacy for inclusion of continuous bicycle pedestrian pathway through proposed East side developments, continuation of engineering research on the West Riverfront Bike Path by the Detroit Department of Transportation interdepartmental team, and presentation of numerous audio-talks and visual presentations throughout the Southeast Michigan area.

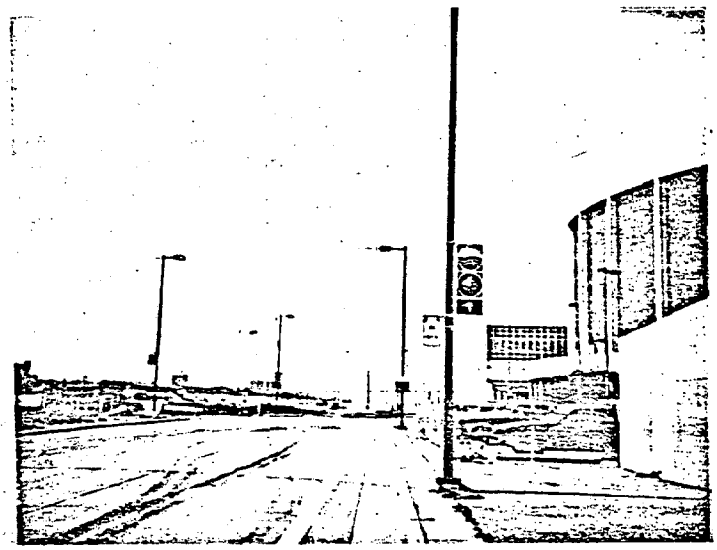
East Riverfront Bicycle Route Continuation Project
City of Detroit
Recreation
Budget - Actual and In-Kind Expenditures
October 1, 1981 through September 30, 1982

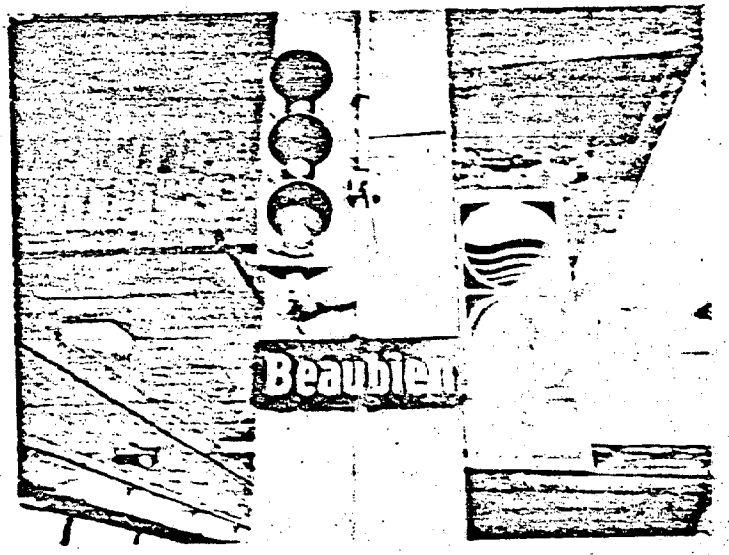
A. Grant Funded Expeditures	Budgeted		Actual Expenses & In-Kind Expenses
I. Construction & Signage	$34,900.00		$30,224.00
II. User Amenities	8,400.00		5,213.56
III. Consultant Fees	3,500.00		3,374.00
IV Interpretive and Promotional Activities	1,200.00		3,580.68
Sub-Total	$48,000.00		$42,392.24
B. City Share Expenditures			
Funds Available		$5,607.76	
V Coordination, Supervision and Desing	12,000.00		29,036.97
Total Project Costs	$60,000.00		$71,429.21

CITY OF DETROIT
RECREATION DEPARTMENT

East Riverfront Bike Route: Hart Plaza Extension
Examples of signage in place, August 26, 1982





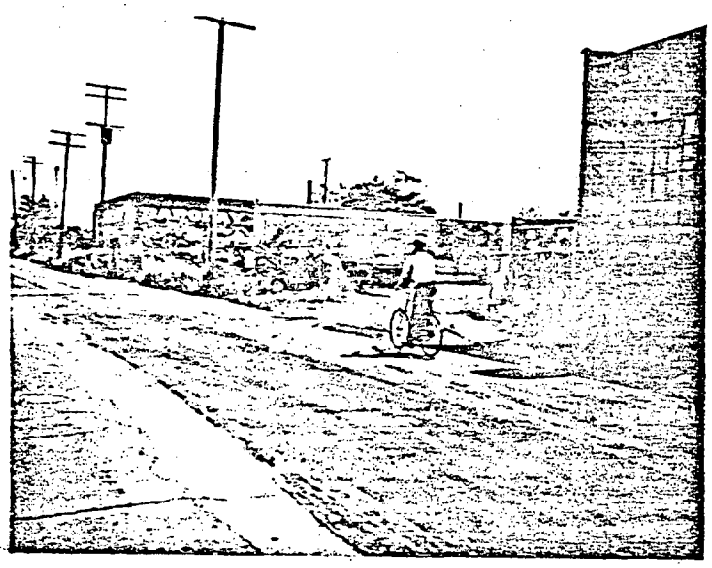


CITY OF DETROIT

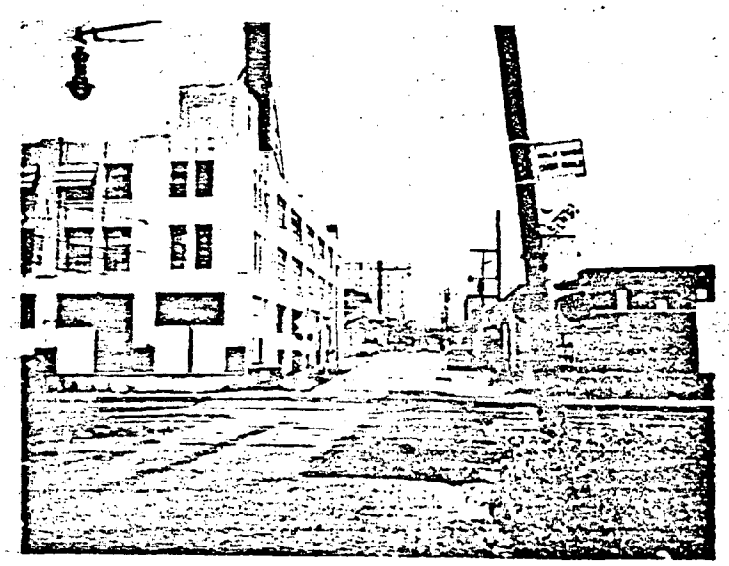
RECREATION DEPARTMENT

East Riverfront Bike Route:
Examples of construction (covering railroad spurs)
August 26, 1982

1. Wight Street- east of Adair intersection



2. Woodbridge: Grand Trunk Rail Crossing

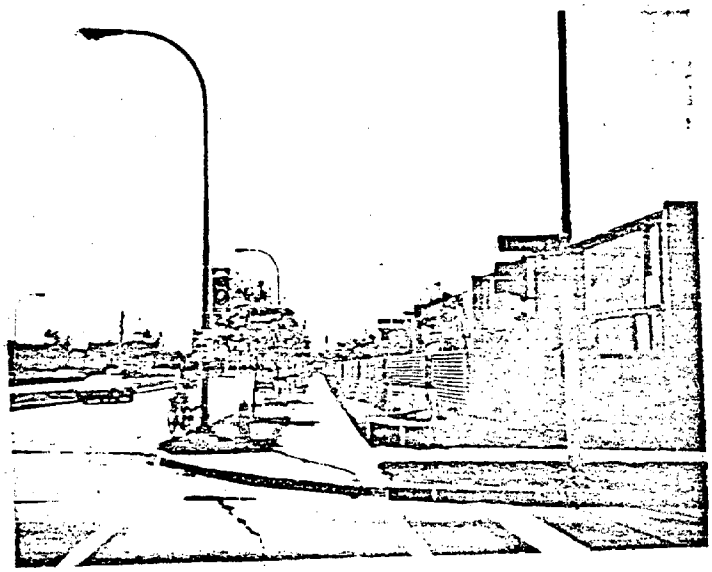


ITY OF DETROIT
RECREATION DEPARTMENT

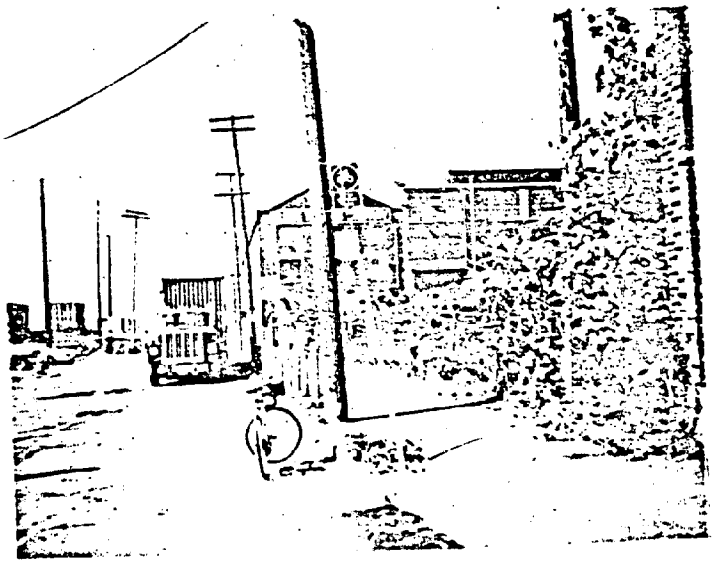
EAST RIVERFRONT BIKE ROUTE: SIGNAGE IMPROVEMENTS (Route North)
CONSTRUCTION IMPROVEMENTS (Present Route)

August 26, 1982

1. Lafayette at CHene STreet



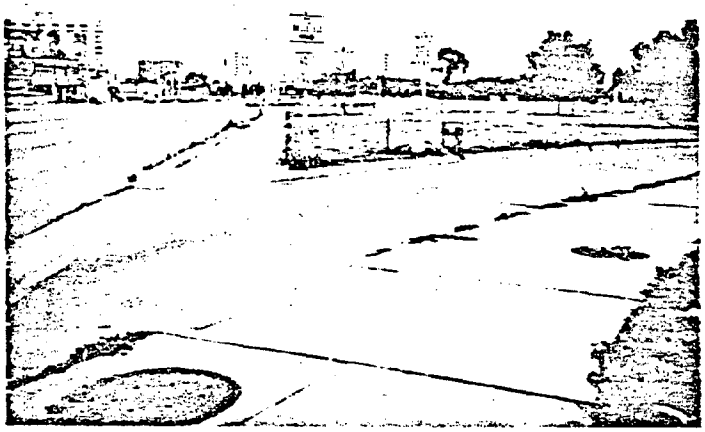
2. Atwater, west of St. Aubin: Improved lip for sidewalk route; extended bollards.(Striping not yet in place)



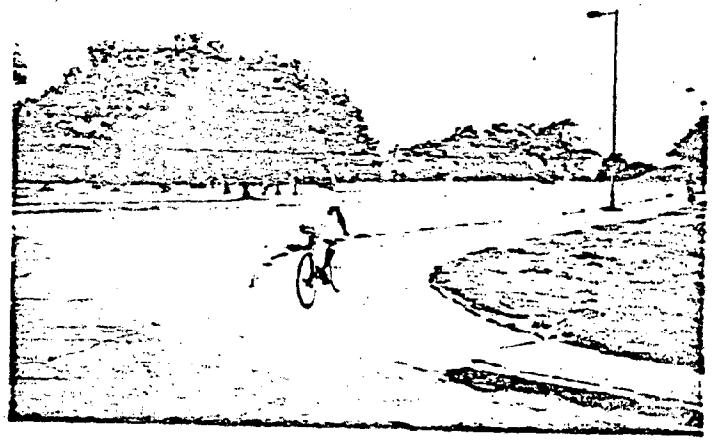
CITY OF DETROIT
CREATION DEPARTMENT

East Riverfront Bike Route: Belle Isle Entrance
Examples of construction (curb cuts) in place
August 26, 1982

1. Belle Isle Bridge and E. Jefferson Avenue



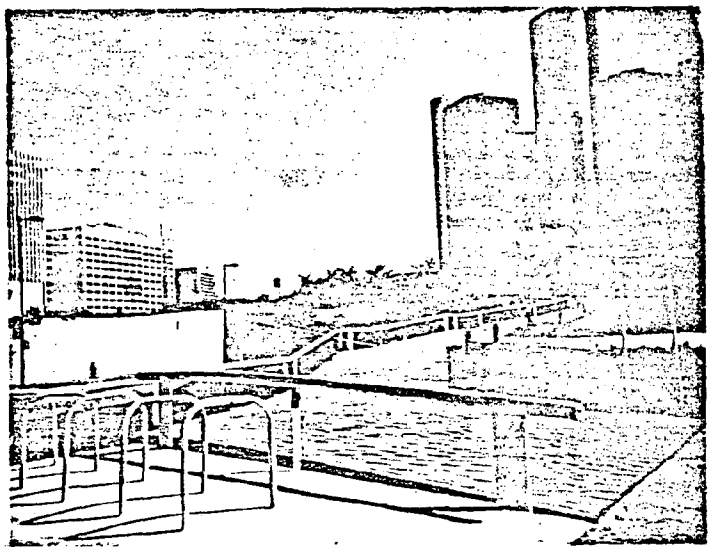
Belle Isle: Returning north to bridge route

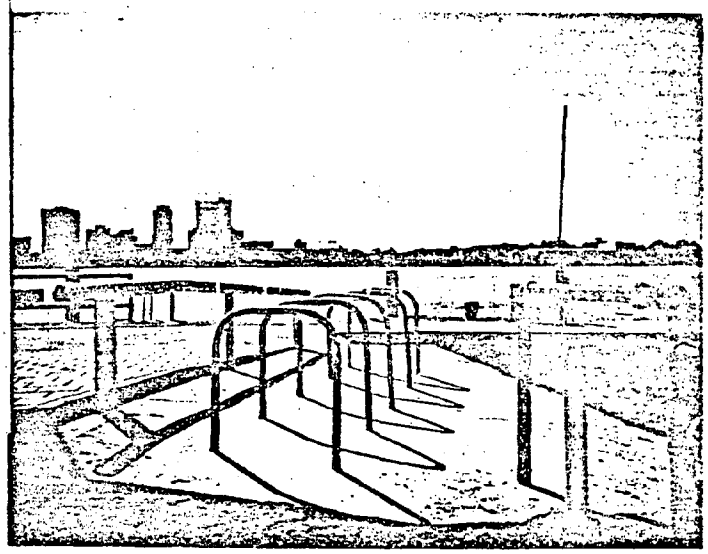


CITY OF DETROIT
RECREATION DEPARTMENT

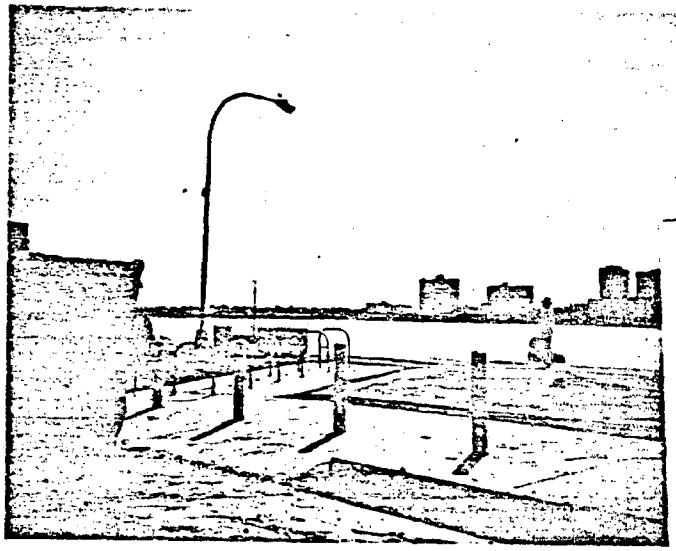
EAST RIVERFRONT BIKE ROUTE CONSTRUCTION: HART PLAZA BICYCLE RACK INSTALLATION
SEPTEMBER 9, 1982

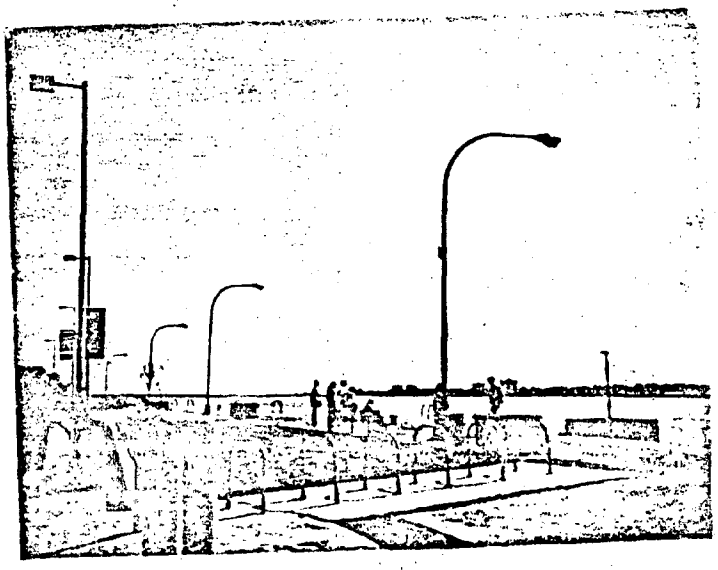
1. Hart Plaza (West side)





2. Cobo Hall Promenade





Form C of D-68-1E

City of Detroit

RECREATION DEPARTMENT

October 13, 1982

TO: Harriet Saperstein
Recreation Facilities Coordinator

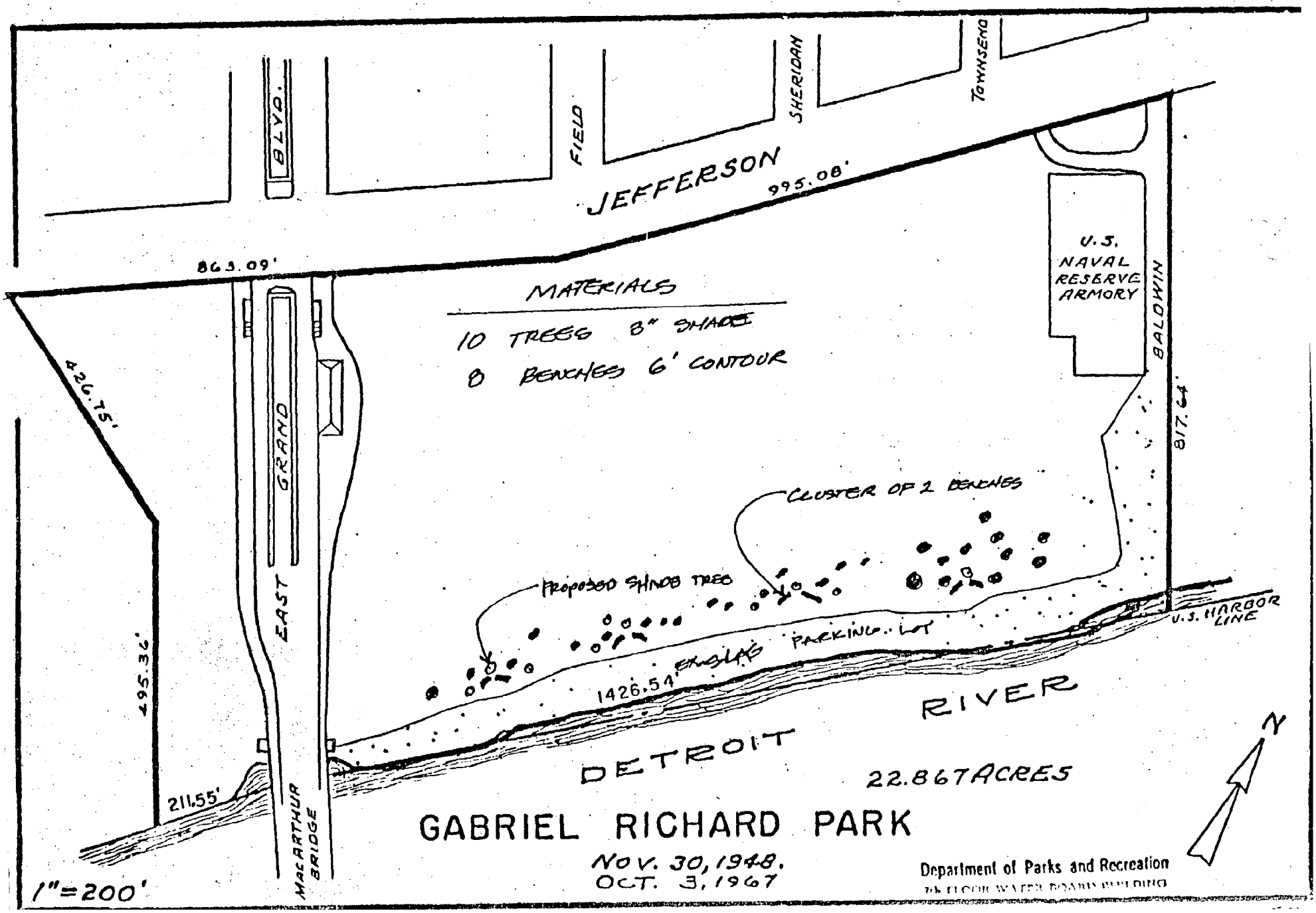
FROM: Craig Bristow
Associate Landscape Architect

SUBJECT: Cost Estimate for #69 - Gabriel Richard Park

Item	Quantity	Cost/Unit (Installed)	Total Cost
6' Contour Bench	8	$500.00	$4,000
Shade Tree, 3" Cal.	10	$300.00	$3,000

Unit cost includes labor. This project can be expanded (or reduced) by unit cost.

CB:gl



BLVD.
FIELD
SHERIDAN
TOWNSEND
JEFFERSON
995.08'
863.09'
U.S. NAVAL RESERVE ARMORY
BALDWIN
817.64'
MATERIALS
10 TREES 8" SHADE
8 BENCHES 6' CONTOUR
426.75'
GRAND
EAST
CLUSTER OF 2 BENCHES
PROPOSED SHADE TREE
EXISTING PARKING LOT
U.S. HARBOR LINE
1426.54'
495.36'
RIVER
DETROIT
22.867 ACRES
211.55'
MACARTHUR BRIDGE
N
GABRIEL RICHARD PARK
NOV. 30, 1948.
OCT. 3, 1967
Department of Parks and Recreation
1"=200'

E A S T R I V E R F R O N T B I C Y C L E S T U D Y - 1 9 8 2

City of Detroit - Recreation Department

REPORT OF BICYCLE CONSULTANT

THOMAS L. Pendleton

9/15/82

INTRODUCTION

This Report has two parts: the narrative, summarizing activities, and the appendix, with specific reports and recommandations for the future. The narrative is divided into the three parts of participation in meetings, investigations in the field, and independent research in the field.

MEETING PARTICIPATION

There were several meetings on this project dealing with various aspects of the Study. These were primarily held at the offices of the Detroit Department of Transportation, and involved representatives of several divisions of that Department, Recreation personnel, and, as needed, people from Planning, Development, and SEMCOG. My role was primarily to review suggestions and developments presented at these meetings, in order to keep the prospective of the bicyclists in the project. My contributions covered engineering, standards and guidelines, expected usage, and specific items such as signs and parking racks. These meetings - including preparation and follow-up - consumed about forty percent of my involved time.

FIELD INVESTIGATIONS

Between meetings it was necessary to visit the East Riverfront project area personally. These visits would be either alone or with one or more representatives of the Recreation Department. The major concerns included: location and information on directional signing, location and type of racks for bicycle parking at points of interest, traffic flow characteristics at specific trouble spots along the route, and review of progress of installation of racks, signs, and traffic controls. Considerable time was spent evaluating traffic options in the two underpass areas: Hart Plaza tunnel and

the Rennaisance Center. Investigations were undertaken by automobile, by bicycle, and by foot (in increasing order of time involved). These field investigations consumed about thirty percent of my time on this Study.

FIELD RESEARCH

In addition to dealing with matters brought up at the joint meetings, I was asked to investigate some other items independently. These are reported on in the Appendices. They include: parking improvements at Hart Plaza, parking additions and replacement at Belle Isle (thus covering the two terminal points on the East Riverfront Bikeway), and recommendations for future action and study. In addition, I checked into other options we might consider, and their use in other communities. This was done primarily by telephone, but did involve some personal visits (which were done on my own, as the time involved ran over that allowed in the Study Grant). Preparation of the final report used about five percent of the time allowed, and the other independent field research involved the remaining twenty-five percent.

Thomas S Pendleton

Thomas S Pendleton
Bicycle Consultant
September 15, 1982

EAST RIVERFRONT BICYCLE STUDY

A P P E N D I X

A. Parking on Hart Plaza

Bicycle parking has been provided on Hart Plaza for many years. There are two sites of bike racks, both along Jefferson. The installation at the west end, near the Veterans' Memorial building, currently has about six usable racks in it (each holding one bike). There appear to have been more which were removed at some point, plus some still present have been badly vandalized so as to be unusable. The eastern installation is next to the Visitors' Center, near Ford Auditorium. These racks receive more use and are in better condition. However, they were installed too close together, and so some of them are unusable; about a dozen bikes can reasonably be parked here at present. This spot is also used by motorcycles, parked chained to the bicycle racks. All these racks are of the "Rally Rack 200" design and manufacture. This rack was pretty much "state of the art" when they were installed. However, we have learned much about bicycle parking since then.

One thing which has been learned which is applicable here is that racks must be easy to use and understandable. People are not willing to read directions to learn how to properly use these existing racks. Thus the design needed is one which either clearly implies the correct way to use the rack, or can be used in any way with equally satisfactory performance. Racks must also not be a hazard to pedestrians and other vehicles using the area. Racks can either be designed with this in mind, or they can be placed to as to minimize this hazard. (This has been tried at Hart Plaza: the two installations have orange pipes over the racks at the ends to act as guard rails.) At such an important æsthetic spot as Hart Plaza, the bicycle racks should not be intrusive: they should either be inconspicuous (as the current ones are) or should be attractive in their own right. Inconspicuous racks tend toward being hazards - as above - or being lost.

Therefore a new design in bicycle racks was developed. This has been installed along the East Riverfront Bikeway at selected spots already (at three locations along the River by Hart Plaza and at the Coast Guard Station memorial). It consists of a simple steel pipe bent into an inverted, elongated U-shape, imbedded in concrete (usually as part of the walkway). These

are available commercially, but can also be made in-shop. The ones used in this project to date have been made by the City of Detroit. They are galvinized to reduce on-going maintenance. Any form of cable, chain, or U-shaped lock will work with these racks, and the bicycle may be placed at any angle against them. The rack supports the frame of the bike, thus reducing potential for damage from being bumped into.

RECOMMENDATIONS:

It is recommended that the existing Rally Racks 200 all be removed. In their places would be provided the above-described hoop racks. Each of these racks accomodates two bicycles, and installation spacing must be planned with this in mind.

At the western end fo the Plaza, near the Veterans' Memorial building, the new racks should be placed at right angle to the current installation, so as to intrude less into the passage area. The number of racks which could be placed here is limited only by linear space. However, six racks should amply satisfy the demand at this specific location.

Moving east, there can be another installation across the walkway from the above site, near the stairs leading to The Underground restaurant. Racks here would also serve to guide pedestrians and bikers away from the stairs and possible collisions with people coming up. If used in this manner, a single rack on each side of the stairs would probably suffice. These could be doubled if need be.

A bit further east, on the river side of the walkway again, there is potential for another installation. It has been suggested that the existing walkway around the top of the ampitheater be extended out to this walkway, thus reducing the amount of human intrusion upon the plantings here. If this is done, bicycle racks should definitely be placed at the entrance to the extension, and bikes are not to be taken further into the Plaza.

Going east along the"Phase One" walkway again, there is an existing entrance to the ampitheater walkway ring. There are two large vertical metal structures here, looking to be some form of ventilation for below. Here is the one place it is recommended to place bike racks off the main walkway: placement of racks along the walkway ring approach, near the metal structures, would enable people standing along the ampitheater balcony to look back and see their bicycles - an important criteria to many. It is suggested that about four racks - for eight bicycles - would be the minimum number suitable here. New concrete would need to be poured for these racks.

At the main ramp down to the fountain there is the major need for racks. This is the area where bikers with their machines are most often stopped from proceeding further (bikes are not allowed on the main part of Hart Plaza, but are not stopped along the "Phase One" walkway we have been discussing). Thus a major installation here would be appropriate, both to serve those bikers aware of the restriction and to provide a place for patrol officers to direct bikers who have been stopped. It is recommended that a minimum of six racks be installed here, and more would be appropriate (up to about ten). This would be at the far right corner of the walkway, southwest of the Noguchi Tower.

Racks could also be placed at the opposite edge of the ramp, southeast of the Noguchi Tower. Located near a row of ventilation grills, these racks would serve much the same purpose as those immediately above, so should probably wait until the former spot is filled before being installed. The space here is almost limitless. The number installed should reflect the need at the time.

Finally, replacement racks are needed at the Visitors' Center. Space should also be provided nearby for motorcycles. These latter should really be parked on the street, as motor vehicles may not be parked on sidewalks. However, if no street space can be provided, some place in this area should be designated for motorcycles, with some provision made for locking posts. There should be space here for another ten racks of the hoop style, with proper installation. There is also space further south (approaching Ford Auditorium) in the nitches between the planters. However, these spots are not very visible from normal places people stand, so the bikes there would not be under much surveillance. Thus they are not likely to be used except in case of nothing else being available.

Altogether, these recommended rack installations should meet existing demand for bicycle parking in this area of Hart Plaza. As the area becomes better known as a place to which to bike, more may be needed. Although this part of the Plaza, along Jefferson, is removed from the immediate scope of the East Riverfront Study, it is necessary to improve the poor bicycle parking here as it is still the major approach for bikers to the Plaza.

The bike racks removed from Hart Plaza should be saved for future use in another location where they might be more suitable.

B. Parking on Belle Isle

There is very little parking for bicycles along Belle Isle. That which exists is usually of inadequate design and often poorly placed. Acknowledging that racks must support the frame of the bike, be attractive and obvious, and be simple to use (both in design and in location), it is again recommended t that hoop style rack be used here. This design will also serve to tie the entire Riverfront Bikeway parks together.

Moving in a generally counter-clockwise direction from the MacArthur Bridge (as the traffic also moves), racks are suggested at the following locations:

Canoe Rental...at the moment canoes are rented from the Flynn Pavilion. One the main rental is back here, racks should be placed here as well. About six to eight racks would seem a logical starting number, serving twelve to sixteen bicycles.

(Scott Fountain does not appear to need racks, as there are sign posts already present in sufficient quantity to serve the need.)

The Casino...this is a major destination on Belle Isle, both as a refreshment counter and as a senior center. A minimum of six racks would be needed here, at the main entrance. These racks should be placed as close to the entrance as possible, as otherwise bikers will ignore them and chain their bikes to sign posts and such at closer spots.

Flynn Pavilion...as long as canoes and paddleboats are rented here bike racks are needed. Once it it primarily a skating facility, the need will obviously go down. However, judicious placement of the racks now would enable them to continue to serve the area, particularly the music shell.

Dossin Great Lakes Museum...another major attraction, and one which will have bikes left for an extended period of time, there should be racks for about sixteen to twenty bikes here (8-10 racks).

Whitcomb Conservatory...has bike racks which are inadequate. They should be replaced with hoop racks for the same capacity.

Field House, Handball Courts...this athletic complex clearly needs good bicycle parking, as these sports tend to appeal to bikers as well. The best plan would probably be to split the racks between the tennis courts and the handball courts across the road. Some might be provided at the basketball courts as well. In all cases, these racks should be highly visible, preferably from the courts. A total of about twelve racks should

be provided at these locations.

Loiter Way...has some old-fashioned "school-type" racks. These could be left, as security is not a high concern here. Replacement would be preferable of course, to maintain the uniformity of racks in the park.

The Nature Center...has some new racks. Unfortunately, they are of an outmoded design, holding only the front wheel and allowing the rest of the bike to fall over (thus often bending the front wheel). They should be removed and replaced with a number of hoop racks of similar capacity.

Beach...now has an old school-type rack on one side of the bathhouse. It should be replaced with about ten racks on each side, placed so that the bicycles can be seen by their owners while on the beach or in the water.

Parcourse...as exercisers often use bicycles, a few racks should be placed at the beginning of the course. Signs designating the course should be replaced.

Normally it should not be necessary to place signs directing people to bicycle parking racks, as the racks should be obvious. If some location on Belle Isle is not so clear, then signs would be called for.

This report is not suggesting specific spots at each location for the racks, as the landscape architects and planners for Belle Isle need to have that latitude necessary to fit the racks into the environment properly.

C. Ideas for the Future

These are ideas I have had during the course of this Study, flowing from discussions during the project. They are essentially matters for future study and/or action.

A logical follow-up to this Study would be to review all riverfront parks with an eye toward bicycle access and parking. There are a number of these which would clearly benefit from being tied in with the East and West Riverfront Bikeways, and would increase usage at all.

In line with this, the West Riverfront study should be continued, especially in regard to continuing it westwards to the City limits. The East needs to be continued to the limits at Grosse Pointe, as well. It is clear that such extensions need study before implementation, as there are problems with each.

General access by bicycle to the river is a concern. Study should be made of improvement necessary to draw bikers, especially along such obvious corridors as East and West Grand Boulevard, Grand River, and Outer Drive. This could tie in with a whole study of access to the whole downtown, to include such corridors as Woodward, Gratiot, and Michigan.

Access to the Cultural Center at Wayne State University and the New Center by General Motors (which is on Grand Boulevard) should also be improved and such use encouraged.

Bicycle parking throughout the downtown is in need of review. For example, there are a number of low, concrete, front-wheel-holding racks which pose a hazrd to pedestrians and do not serve bicyclists adequately. They should be replaced, being sure that the locations are appropriate.

Two more items to be borne in mind when working with bicycling and bike access: a specific one is to pay close attention to the bicyclists' input on such projects as the environmental review of the East Riverfront. A more general one is to always bear in mind that bicyclists are a varied group. Because of fears many people have in large cities, they tend to travel in small groups when involved in recreation (commuting is different, as are large, organized tours); thus road widths and signal timings must allow for two to four cyclists traveling together. No other form of transportation has such a variation of speed commonly present: from a pre-schooler to a racer, the speed (and skill) may vary by a factor of more than 10. If it is

Recreation Department
Water Board Building
735 Randolph Street
Detroit, Michigan 48226
(313) 224-1100

Coleman A. Young, Mayor
City of Detroit

November 24, 1982

Mr. David J. Warner
Coastal Management Program Project Representative
Office of Coastal Zone Management
Michigan Department of Natural Resources
P. O. Box 30028
Lansing, Michigan 48909

Dear Mr. Warner:

Re: Final Report, 1982 East Riverfront Bike Route Continuation Grant

Enclosed is a set of slides and an addendum to the October 15, 1982 final report on the East Riverfront Bike Route Construction Grant. Two task elements were incomplete at the time of the October 15 report:

A) Publications, i.e., final printing of the East Riverfront History booklet.

B) User Amenities, i.e., landscaping at three sites: Woodbridge and St. Antoine, Belle Isle/Uniroyal, Gabriel Richard Route End.

Both of these elements have been completed:

A) Publications: 1000 booklets were printed and distribution has begun. Paper and the manpower for collating and supplying the booklet was supplied by the Recreation Department and absorbed by the Department rather than charged to the project. Offset plates and printing was contributed by the Chamber of Commerce Project PRIDE.

One organization, the Detroit Boat Club, mentioned and pictured in the brochure, has requested (and received) 200 booklets. Since their request was so large they will be making a courtesy contribution to a Riverfront Reprinting Fund for future publications.

Daniel H. Krichbaum, Director

November 24, 1982

Mr. David J. Warner
Coastal Management Program Project Representative
Office of Coastal Zone Management
Michigan Department of Natural Resources
P. O. Box 30028
Lansing, Michigan 48909

B) User Amenities/Landscaping: All three landscaping/user amenity items were completed at a cost of $9,483.76 to the project, and an additional cost of $8,430.71, absorbed by the Recreation Department and shown as a matching contribution. A total of 11 benches, trees and bushes were planted. Additional landscape improvements include a walkway splash strip at Woodbridge, etc. The cost was higher than estimated because in two cases (Woodbridge and Belle Isle) workmen struck concrete foundations and extensive additional work had to be done to place the plantings properly.

This should complete the report summarizing all activities related to the East Riverfront Bike Route Construction Grant. I would like to thank you for your support and participation in this project. I might note that we have received a small grant which will support some of the costs of programming the bike route next year and allow us to continue offering weekend tours. We are pleased to be able to show you our continuing commitment to the use of this facility.

Sincerely,

Harriet Saperstein

HARRIET SAPERSTEIN
Project Coordinator

HS:gl

Nouveau Corporation
8200 East Jefferson
Detroit, Michigan 48214
(313) 824-8500

November 16, 1982

Harriet Saperstein
Recreation Facilities Coordinator
Detroit Recreation Department
Room 1710, Water Board Bldg.
735 Randolph
Detroit, Michigan 48226

Re: 1983 Summer Riverfront Bicycle Tours

Dear Ms Saperstein:

Nouveau Corporation and it's president John R. Selden, will co-sponsor and underwrite the cost, up to $250.00, of the 1983 Riverfront Summer Bicycle Tours.

We will be sponsoring the 4-Tour Project for 1983 and depending upon the public response, would consider expanding our sponsorship to 8 tours for 1984.

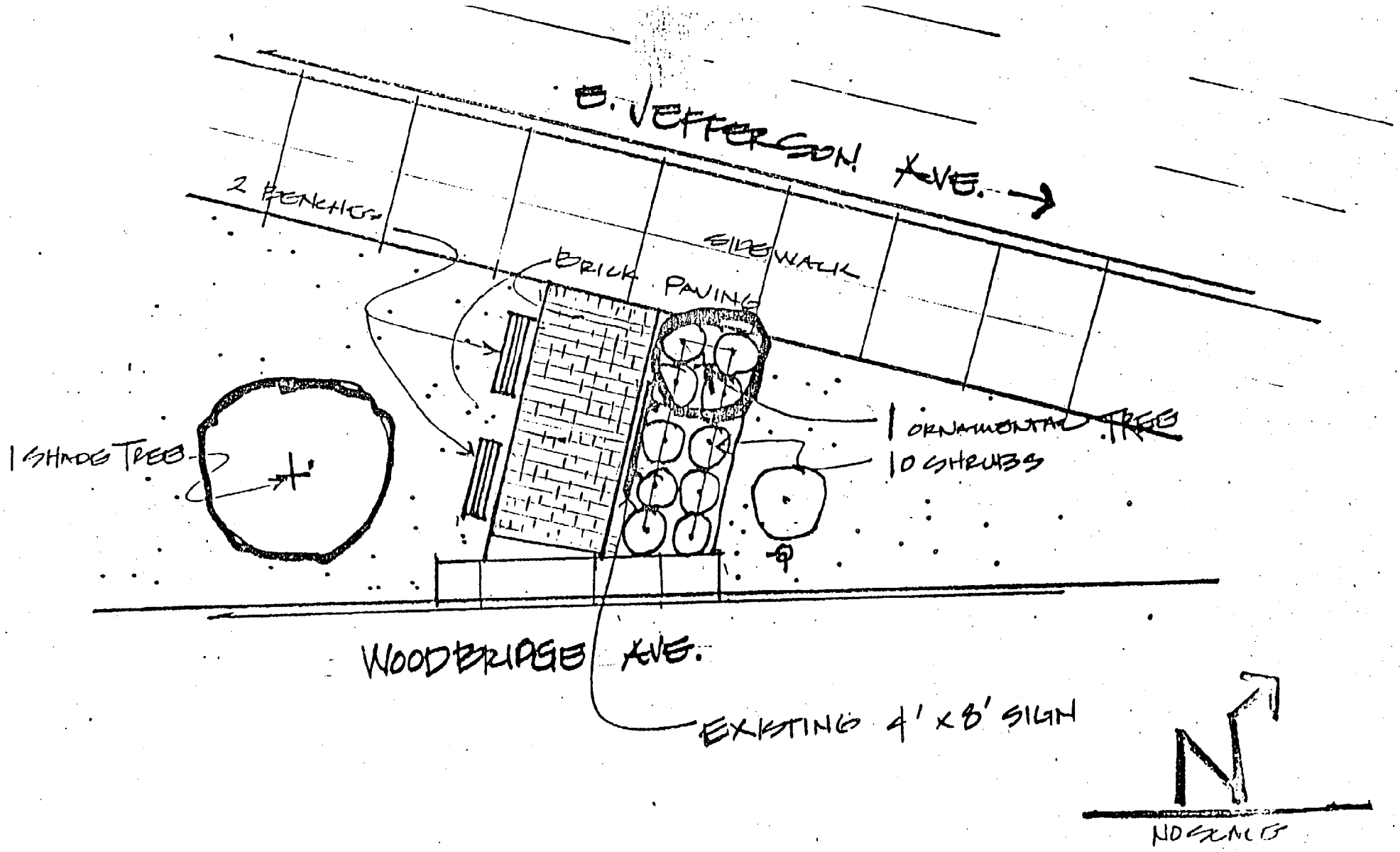
We would appreciate appropriate credit in any publicity or brochures that might be forthcoming.

Sincerely

John R. Selden, President

JRS/ld

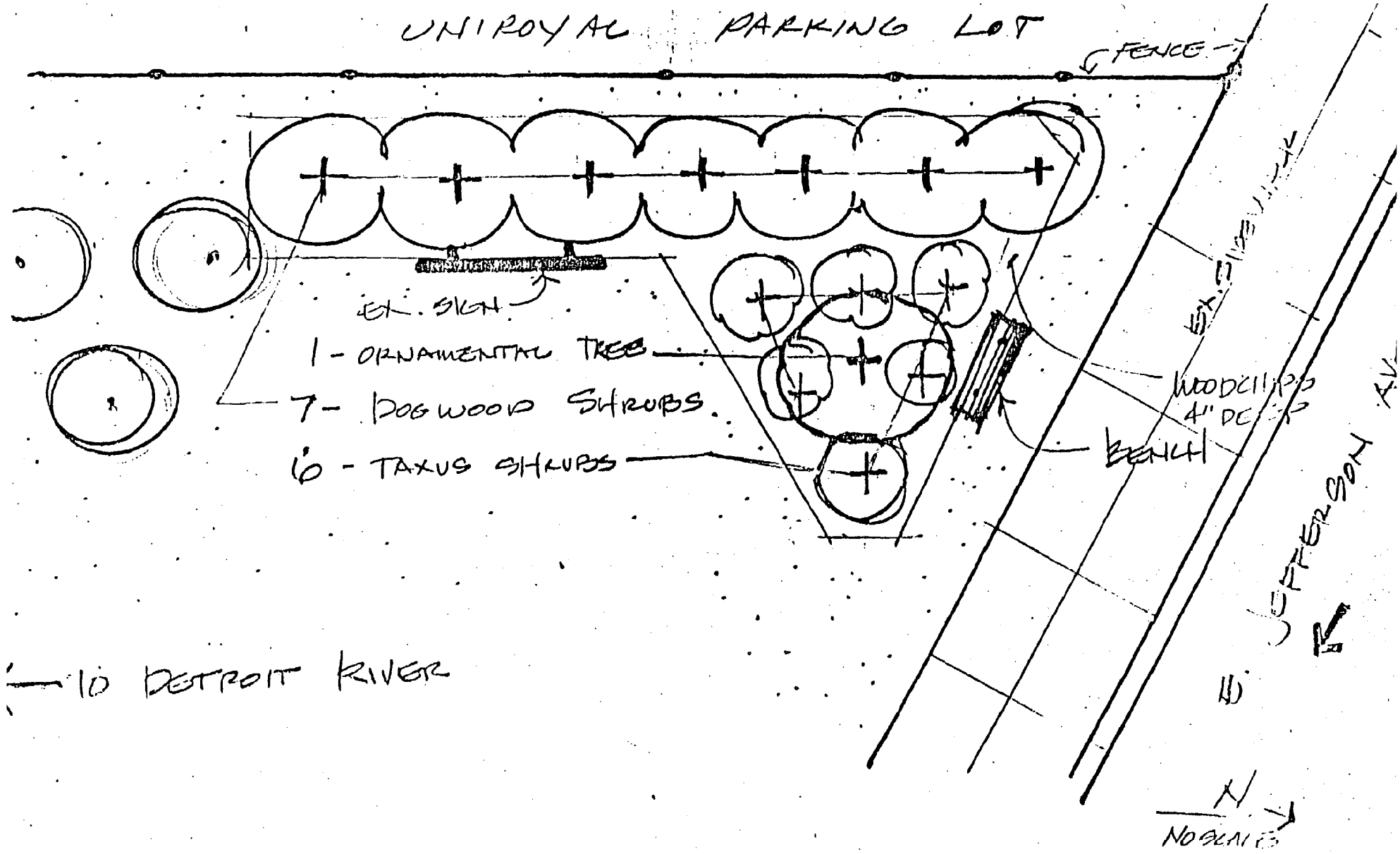
cc: D. Krichbaum, B. Lloyd
G. Cooper, A. Norden- Partners



WOODBRIDGE & E. JEFFERSON CZM SIGN

LANDSCAPE PLAN - CITY OF DETROIT • REC. DEPT. • LANDSCAPE DESIGN UNI

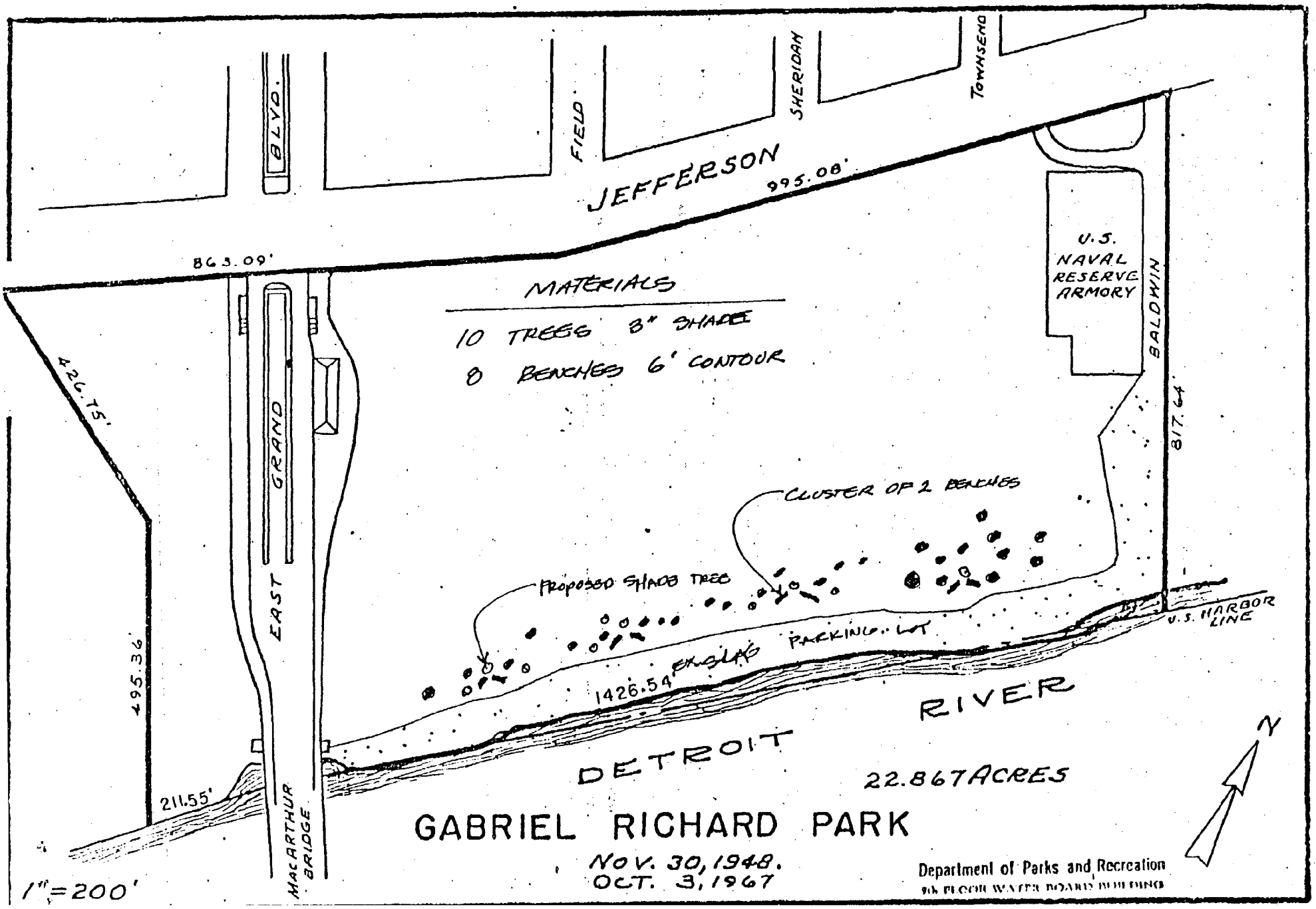
C. BRISTOW 9/82



BELLE ISLE ENTRY AREA - CZM SIGN

LANDSCAPE PLAN - CITY OF DETROIT - REC. DEPT. - LANDSCAPE DESIGN

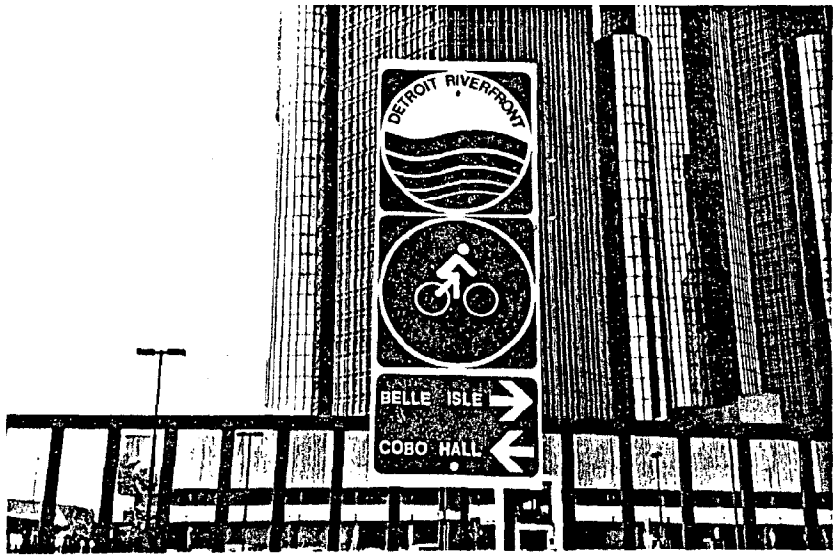
C. BRIGHTMO 9/..


BLVD.
FIELD
SHERIDAN
TOWNSEND
JEFFERSON
995.08'
863.09'
U.S. NAVAL RESERVE ARMORY
BALDWIN
817.64'
MATERIALS
10 TREES 3" SHADE
8 BENCHES 6' CONTOUR
426.75'
GRAND
EAST
CLUSTER OF 2 BENCHES
PROPOSED SHADE TREE
PARKING LOT
U.S. HARBOR LINE
495.36'
1426.54'
RIVER
DETROIT
22.867 ACRES
211.55'
MACARTHUR BRIDGE
GABRIEL RICHARD PARK
NOV. 30, 1948.
OCT. 3, 1967
Department of Parks and Recreation
9th FLOOR WATER BOARD BUILDING
1" = 200'
N

East Riverfront Bike Route

Construction & Signage

1982 Continuation Grant



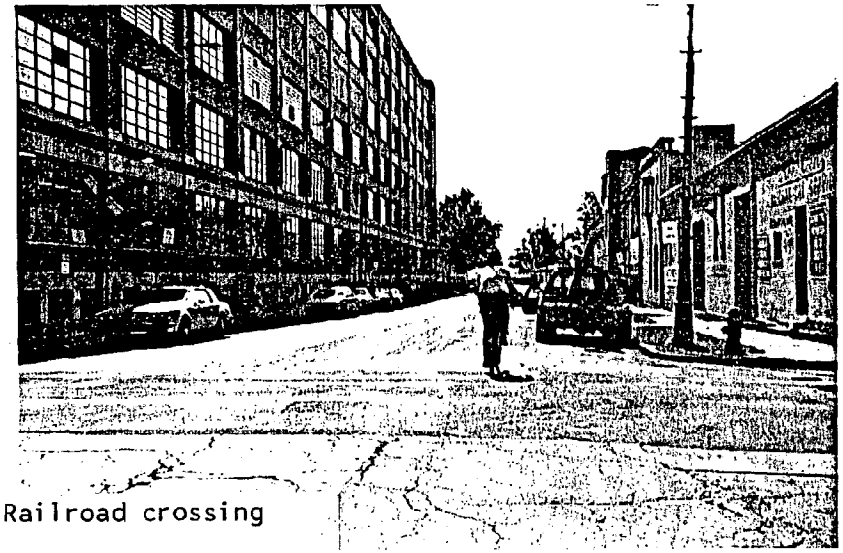
CITY OF DETROIT RECREATION DEPARTMENT
MICHIGAN DEPARTMENT OF NATURAL RESOURCES COASTAL MANAGEMENT PROGRAM
NOVEMBER 1982

CITY OF DETROIT
RECREATION DEPARTMENT

East Riverfront Bike Route: Construction Examples
October 1982

Before (April 1982)

After (October 1982)



Jos. Campeau Street: Railroad crossing

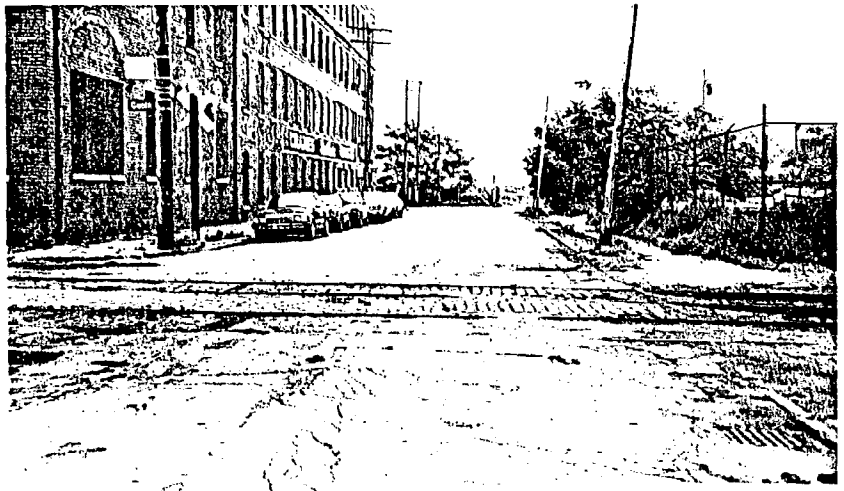
Wight Street: Railspur crossing and new signage

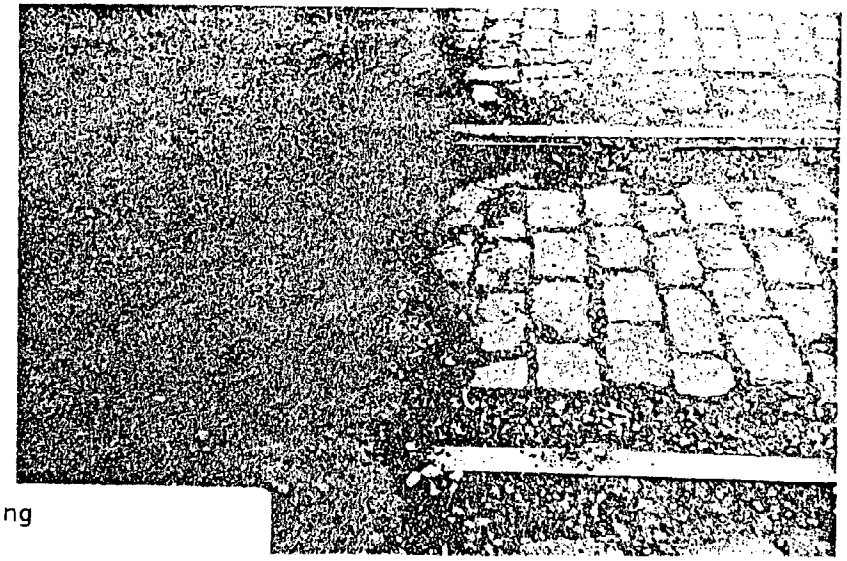
CITY OF DETROIT
RECREATION DEPARTMENT

East Riverfront Bike Route: Construction Examples
October 1982

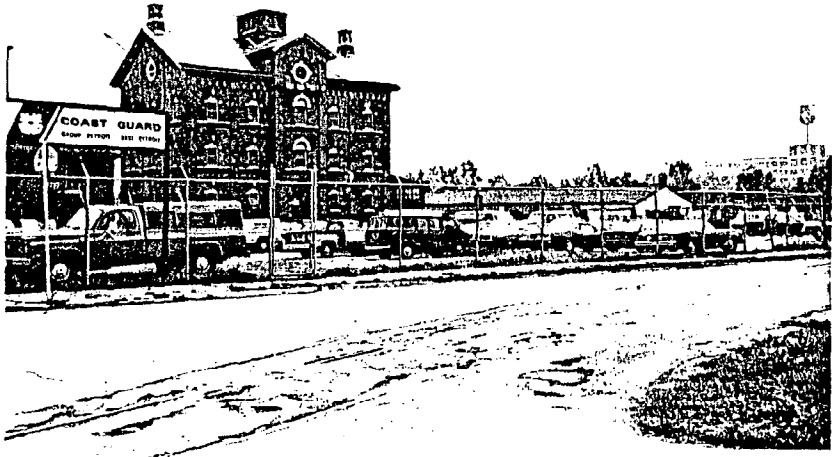
Before (April 1982)

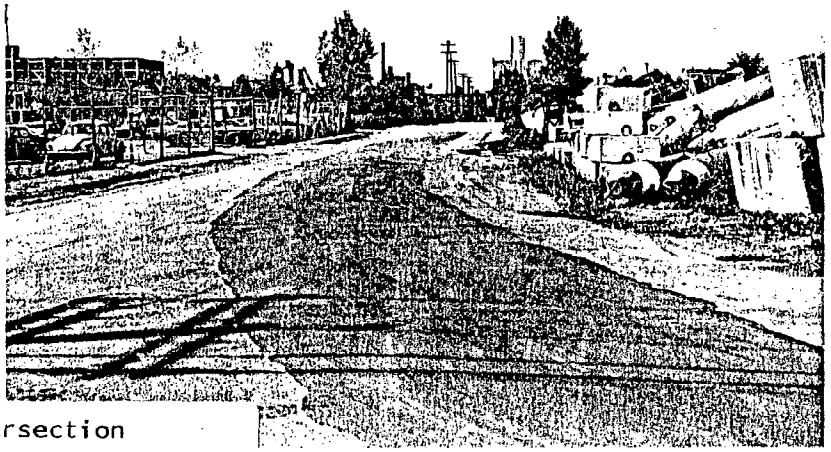
After (October 1982)





Chene Street: Railroad crossing





Mt. Elliott/Wight Street: Intersection improvements

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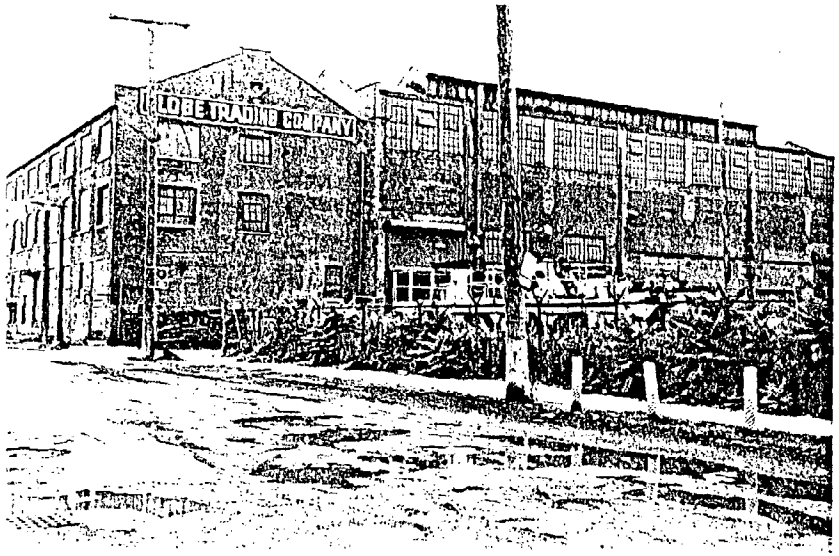
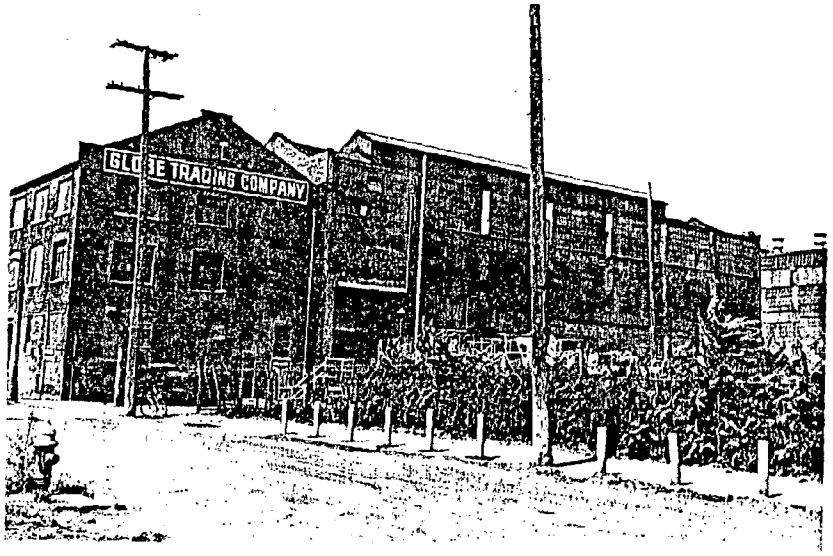
RECREATION DEPARTMENT

East Riverfront Bike Route: Construction Examples
October 1982

Before (April 1982)



After (October 1982)



Atwater Street: Bollards for sidewalk route

HS:11/82

CITY OF DETROIT
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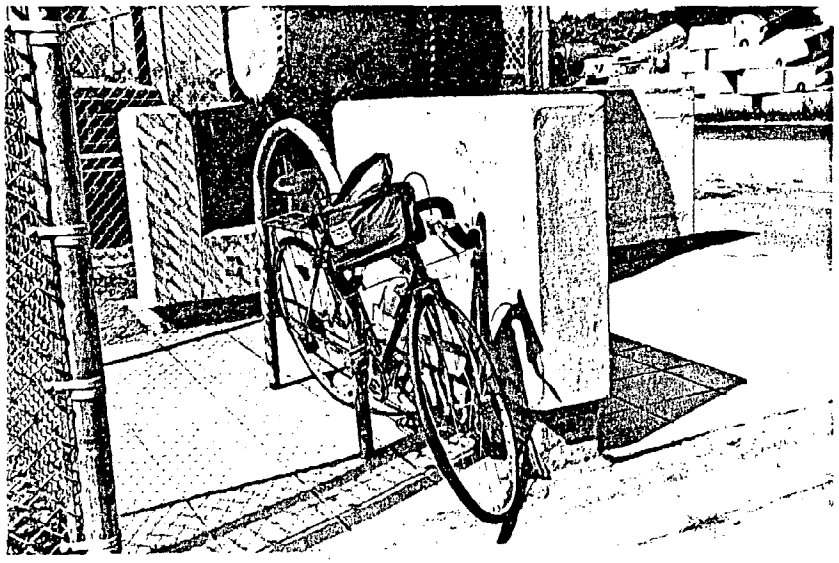
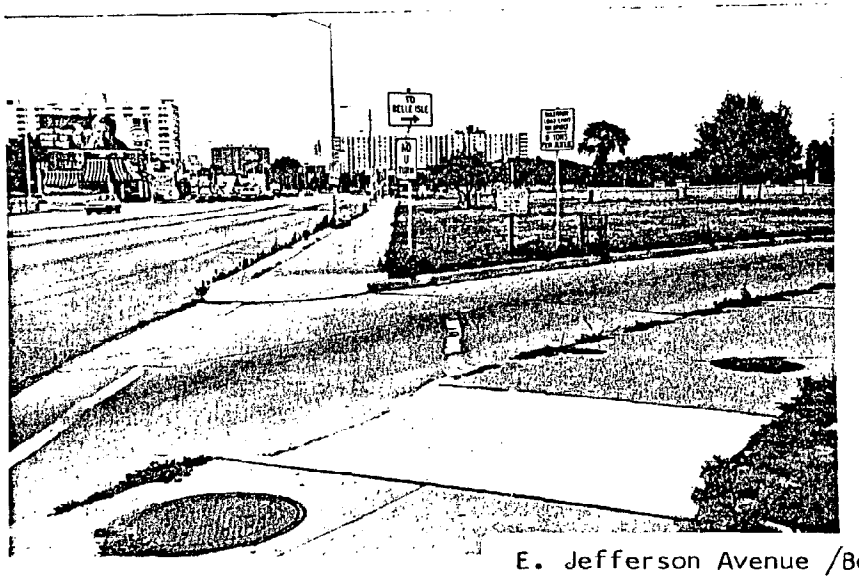
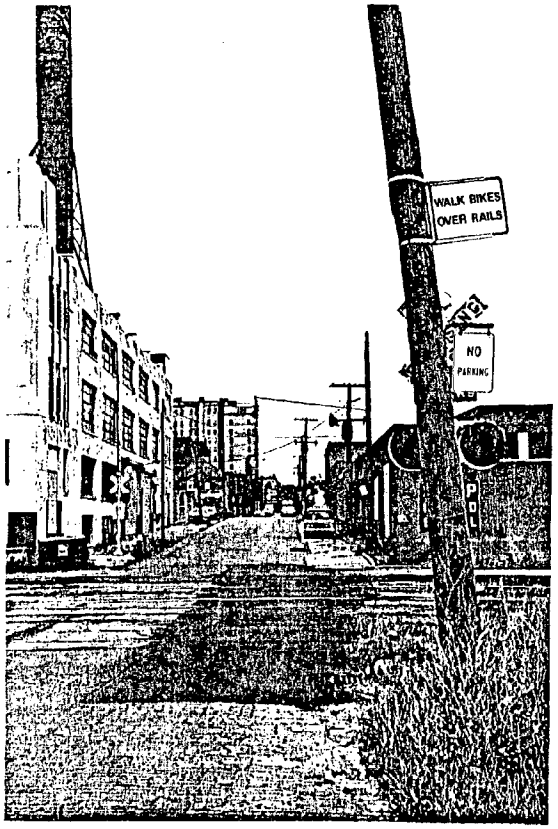
East Riverfront Bike Route: Construction Examples
October 1982



Bike Parking: Mt. Elliott Street, by
Monument and Interpretive Sign



E. Jefferson Avenue /Belle Isle:
Curb Cuts



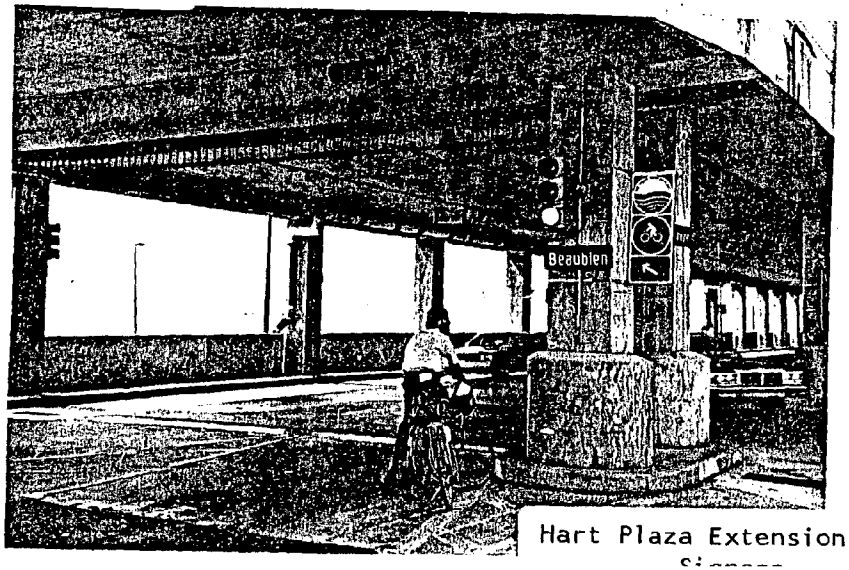
Woodbridge Avenue: Grand Trunk R.R. Crossing

CITY OF DETROIT
RECREATION DEPARTMENT

East Riverfront Bike Route: Signage Examples
October 1982

Hart Plaza/Cobo Hall: Signage Extension

Cobo Hall Promenade: Signage



Hart Plaza Extension: Ren Cen Easement
Signage

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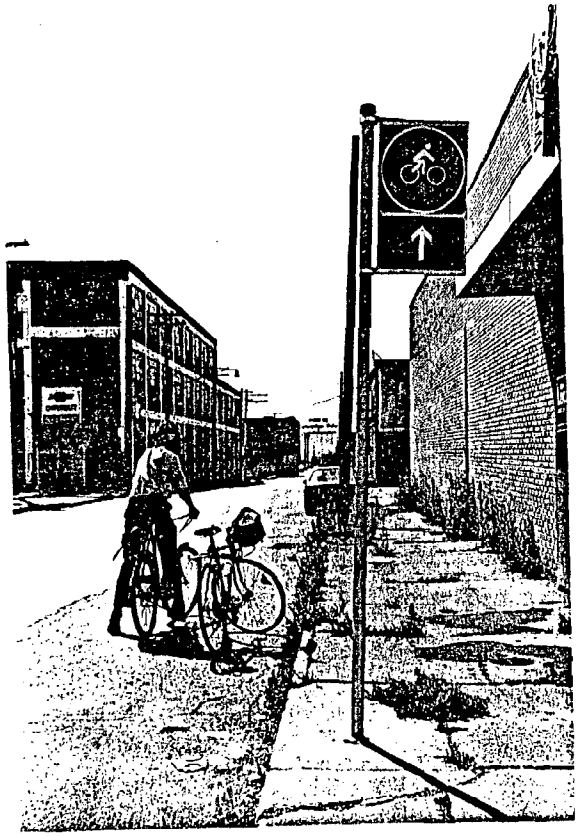
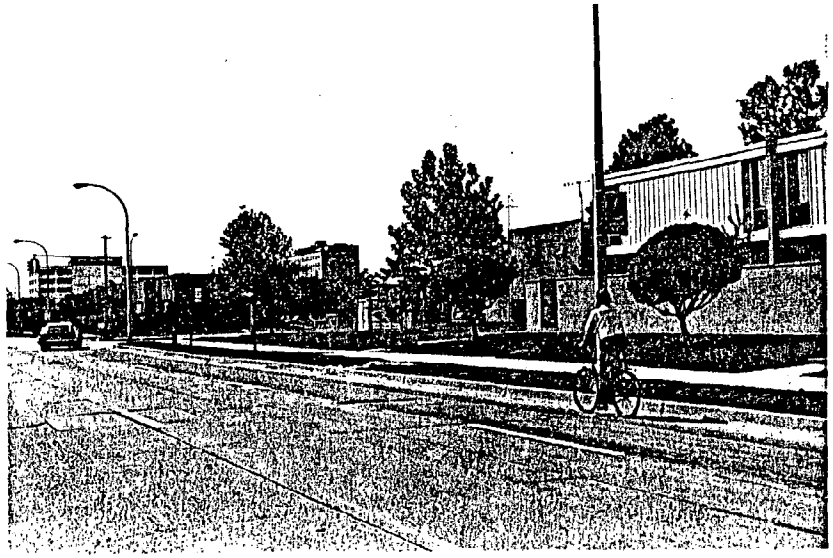
RECREATION DEPARTMENT

East Riverfront Bike Route: Signage Examples
October 1982



Chene Street: at E. Jefferson:
Extension signage

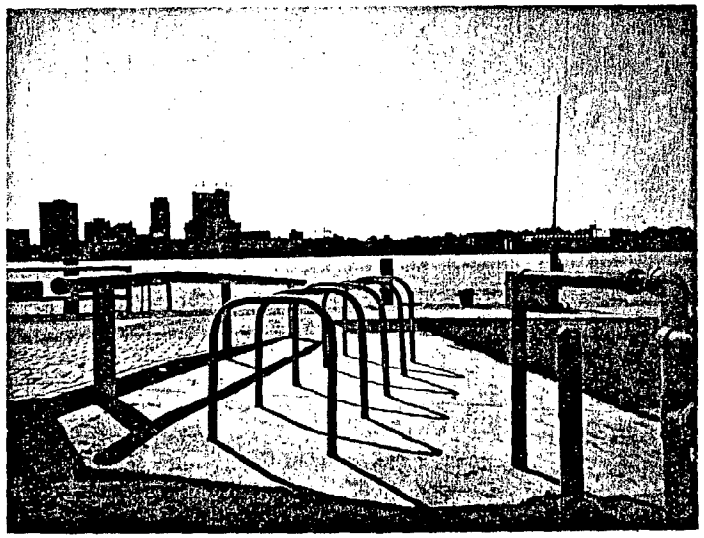


Chene Street (n. of E. Jefferson):
Extension Signage

CITY OF DETROIT
RECREATION DEPARTMENT

East Riverfront Bike Route: Construction Examples
October 1982

E. Jefferson/St. Antoine:
Landscaping by Interpretive Sign



Hart Plaza:
Bike Parking

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