

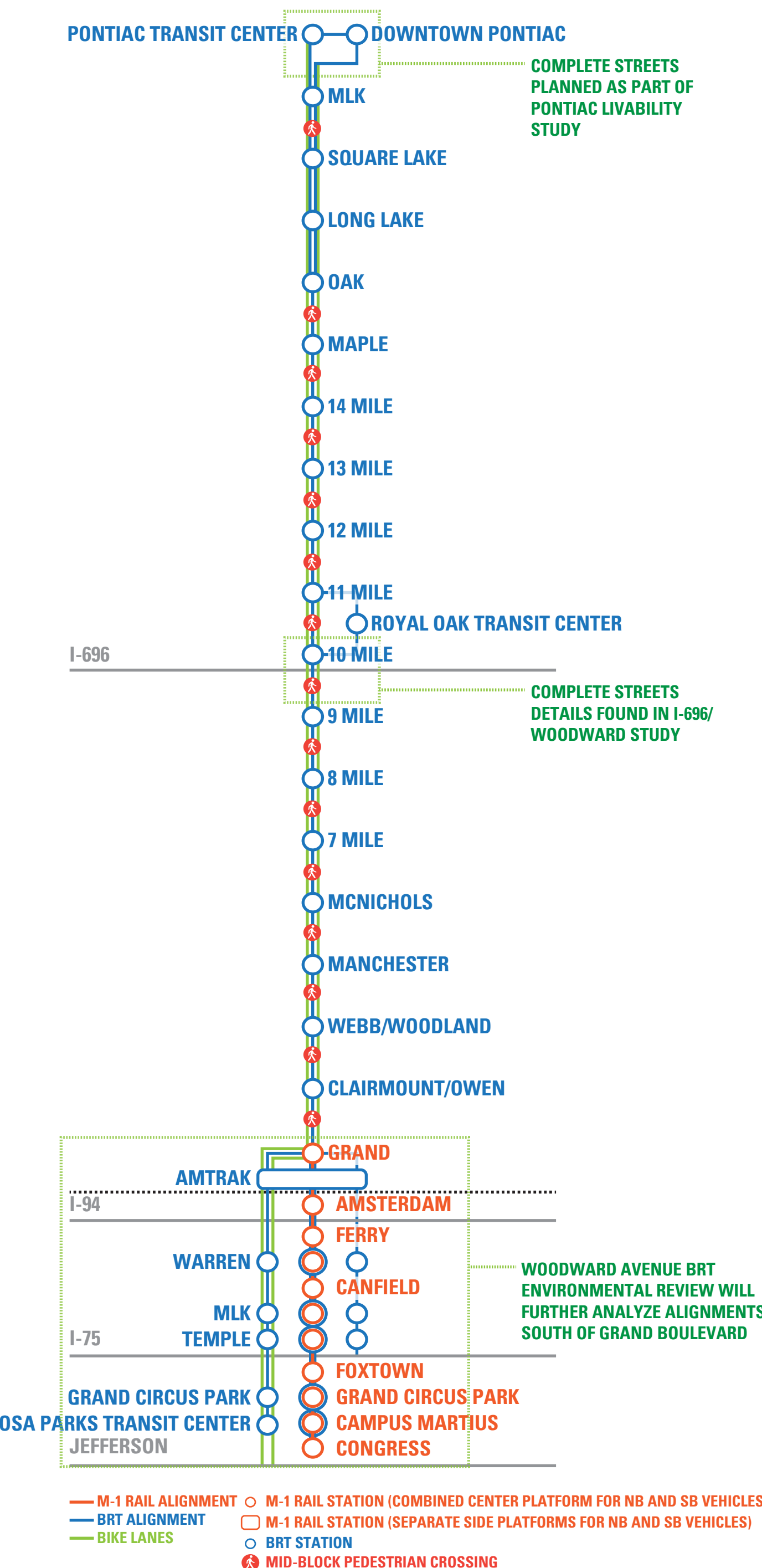
Woodward Avenue

COMPLETE STREETS

WOODWARD AT A GLANCE...

Woodward Avenue is an iconic urban scenic byway and the spine of the Detroit metropolitan region that traverses eleven communities from Downtown Detroit to the City of Pontiac. Woodward Avenue is perhaps the most critical corridor in the region and state as 1 in 10 Michiganders live along Woodward Avenue. It also represents the "Main Street" of many corridor communities, including Detroit, Highland Park, Ferndale, and Pontiac.

The future Woodward Avenue vision paints a picture of a livable, walkable, pedestrian, and transit-friendly multi-modal corridor. Building upon the future rapid transit, it aims to create a different future for Woodward Avenue that focuses on being a safe, secure, stable, well-linked, and economically stimulated place for its communities.



COMPLETE STREETS RECOMMENDED ELEMENTS FOR WOODWARD AVENUE



Street Trees

A consistent layout of street planting will bring order to Woodward Avenue and create spaces that will improve each neighborhood's identity. The proper design of irrigation and establishment of landscape maintenance protocols will help street trees to reach maturity. Mature plantings in ordered, urban streetscapes exude a sense of calm and stability. Street trees will also provide environmental benefits and assist in calming traffic.



Pedestrian Zone

Providing ample space within the pedestrian zone will synthesize a variety of activities, including the movement of pedestrians and outdoor dining/retail operations. Enhanced pedestrian crossings with curb extensions and pedestrian refuge islands (where feasible) at mid-block locations and major intersections will improve connectivity and safety for pedestrians throughout the corridor.



On-Street Parking

Maintaining on-street parking spaces (where feasible) will increase the viability of business along the corridor and will have a traffic calming effect on adjacent general purpose lanes.



Branding

Building on the brand established by the Woodward Avenue Action Association (WA3) will provide consistency and recognition throughout the corridor, further enhancing its sense of place. This brand can be applied to signage, wayfinding, kiosks, and many other elements.



Cycle Tracks

Raised cycle tracks will be constructed adjacent to sidewalks but will be delineated from pedestrian zones by unique paving colors or materials. Raised bicycle facilities will foster a greater sense of safety for less advanced cyclists and also reduce maintenance challenges.



Stormwater Management

Streetscape vegetation will be designed and programmed to filter stormwater from impervious surfaces. These elements improve the aesthetics of the street and will act as buffers between different modes of travel.



Mixed-Use Development

Complete streets will produce greater volumes of all types of travel, providing the foundation for intensified private development that combines uses. Ground floor retail with a high percentage of windows can help activate the street.



Furnishing

Streetscape elements, such as lighting, benches, trash receptacles, informational kiosks, bike share facilities, and many others, will have a powerful effect on the identity of the corridor if designed as a unified brand.



Rapid Transit

Two rapid transit systems, M-1 Rail (in construction) and Woodward Avenue bus rapid transit (BRT) (planned), will provide premium transit service throughout the corridor and are projected to serve over 40,000 users each day.



VISION

Woodward Avenue will be a complete street that provides safe and efficient means of travel for all users; creates excellent quality of place that benefits local residents; builds value for property; and inspires visitors to return.

MISSION

All stakeholders shall work together to create a cohesive corridor plan that balances the needs and benefits of all users, neighborhoods, and communities that is significantly completed by 2025.

Woodward Avenue

COMPLETE STREETS JEFFERSON AVE. TO GRAND BOULEVARD

EXISTING CONDITIONS

The width and character of Woodward Avenue is fairly consistent within this segment of the corridor. Within Downtown Detroit (south of Park Avenue), wider sidewalks have been implemented that include the use of higher quality materials, planters, street trees, and furnishings. Vehicle travel lanes within this segment have been reduced from seven (7) to four (4). Continental crosswalk design (12" bars perpendicular to the path of travel) is used within this segment at most intersections and mid-block locations. On-street parking is provided in select locations throughout this segment.

Extending from the northern portion of Downtown Detroit (north of Park Avenue) and into Midtown and New Center, nine (9) vehicle travel lanes including a center-turn lane and narrower sidewalks make up the 110' right-of-way. Throughout most of this segment, some street trees and lighting are provided within the sidewalk. Transverse crosswalk design (12" parallel lines to delineate the edge of the crosswalk) is used within this segment at most intersections and mid-block locations. On-street parking is provided throughout the entire segment.

SEGMENT COMMUNITY

Detroit

RECOMMENDATIONS








Between Jefferson and Grand Boulevard, vehicle travel lanes will be impacted by the construction of the M-1 Rail streetcar lines, which will primarily operate in curbside lanes until just before Grand Boulevard when the streetcar transitions to center-running operations. The existing nine (9) vehicle travel lanes will be reduced to seven (7), two (2) of which will share space with the streetcar. This reduction allows for wider sidewalks, the inclusion of on-street parking along the eastern edge of the street, and a median within the center turn-lane.

Planned bicycle facilities on Cass Avenue (one block west of Woodward Avenue) will serve the corridor. Cass Avenue was chosen to accommodate bicycle facilities due to concerns over bicycle safety associated with the streetcar tracks and will still allow space for future bus rapid transit (BRT) along Cass Avenue.

The pedestrian zone within this segment is recommended to include sidewalks on each side of the street at least 14' in width. Sidewalks will be constructed with enhanced finishes and materials consistent with the overall design of the corridor, although unique patterns and colors can be used to identify this segment. Continental crosswalk design will be used for all crosswalks (12" bars perpendicular to the path of travel), and may be further accented with colored paint.

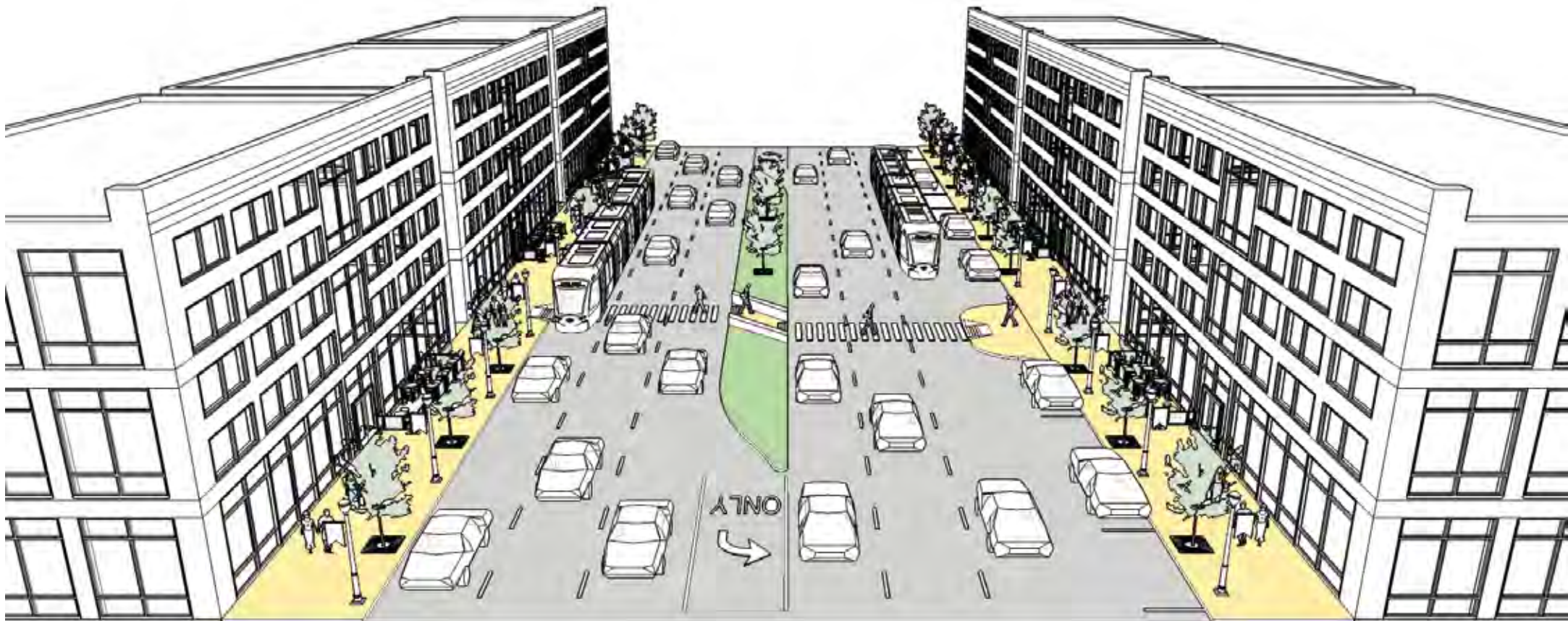
Vegetation within this segment will consist of mature street trees planted no more than 40' apart to provide a consistent canopy. The trees can be planted in designated tree grates or within vegetated planters (located both at the edge of the sidewalk and in the median), which will use a combination of soils, mulch, and plants that help filter stormwater.

Furnishing within this segment will be consistent with the design of the corridor, although unique patterns and colors can be used to identify this segment. Furnishing elements may include seating, trash receptacles, bicycle parking, wayfinding, and lighting. Branding established by WA3 will be incorporated within wayfinding elements and permanent/seasonal banners.

-  **RAPID TRANSIT**
Shared streetcar-vehicle lanes will provide premium transit in this segment
-  **PEDESTRIAN ZONE**
Wide sidewalks, enhanced pedestrian crossings with curb extensions, and pedestrian refuge islands
-  **ON-STREET PARKING**
On-street, parallel parking accommodated on the east edge of the street
-  **FURNISHING**
Amenities consistent with Woodward corridor, including space for outdoor dining, bike share facilities, and M-1 Rail stations
-  **STREET TREES**
Mature street trees in planters and/or grates spaced 40' apart
-  **STORMWATER MANAGEMENT**
Permeable paving materials for all sidewalks and filtration planters 40' apart
-  **BRANDING**
Signage, wayfinding, colors, and materials consistent with Woodward brand

VISION
Woodward Avenue will be a complete street that provides safe and efficient means of travel for all users; creates excellent quality of place that benefits local residents; builds value for property; and inspires visitors to return.

MISSION
All stakeholders shall work together to create a cohesive corridor plan that balances the needs and benefits of all users, neighborhoods, and communities that is significantly completed by 2025.



TYPICAL CROSS SECTION: JEFFERSON TO GRAND
RIGHT-OF-WAY = 120'



Woodward Avenue

COMPLETE STREETS GRAND BOULEVARD TO MCNICHOLS RD.

EXISTING CONDITIONS

This segment, between Grand Boulevard and McNichols Road, represents the narrowest right-of-way along the entire Woodward Avenue corridor. The right-of-way is 100', consisting of seven (7) vehicle travel lanes including a center turn-lane and 14' sidewalks on both sides of the street. Throughout most of this segment, some street trees and lighting are provided within the sidewalk. On-street parking is not specifically delineated in this segment, but the outside lane is generally used for this purpose. Transverse crosswalk design (12" parallel lines to delineate the edge of the crosswalk) is used within this segment at most intersections and mid-block locations.

SEGMENT COMMUNITIES

Detroit and Highland Park

RECOMMENDATIONS

Between Grand Boulevard and McNichols Road, the existing seven (7) vehicle travel lanes will be reduced to four (4). This reduction allows for dedicated transit lanes physically separated from vehicle travel lanes and two-way raised cycle tracks on each side of the street.

The two-way raised cycle tracks will be 8' in total width and will be accommodated within space from the existing sidewalk. The cycle tracks will include two 4' bicycle only lanes, delineated from the sidewalk by unique paving colors or materials and bicycle lane word, symbol and arrow markings (MUTCD Figure 9C-3). A 1' buffer and curb will separate cycle tracks from vehicular traffic. The cycle tracks will begin north of Grand Boulevard and be linked directly to planned bicycle facilities on Cass Avenue.

The remaining space from the existing sidewalk will accommodate the pedestrian-only zone. Sidewalks will be constructed with enhanced finishes and materials consistent with the overall design of the corridor, although unique patterns and colors can be used to identify this segment. Continental crosswalk design will be used for all crosswalks (12" bars perpendicular to the path of travel) and may be further accented with colored paint.

Furnishing within this segment will be consistent with the design of the corridor, although unique patterns and colors can be used to identify this segment. Furnishing elements may include seating, trash receptacles, bicycle parking, wayfinding, and lighting. Branding established by WA3 will be incorporated within wayfinding elements and permanent/seasonal banners.



RAPID TRANSIT

Dedicated bus rapid transit lanes will provide premium transit in this segment



CYCLE TRACKS

Two-way raised cycle tracks (NB + SB) adjacent to sidewalk with 1' buffer and curb will separate cycle tracks from vehicular traffic



PEDESTRIAN ZONE

Reconstructed sidewalks and enhanced pedestrian crossings



FURNISHING

Amenities consistent with Woodward corridor



STORMWATER MANAGEMENT

Permeable paving materials for all sidewalks and filtration planters 40' apart



BRANDING

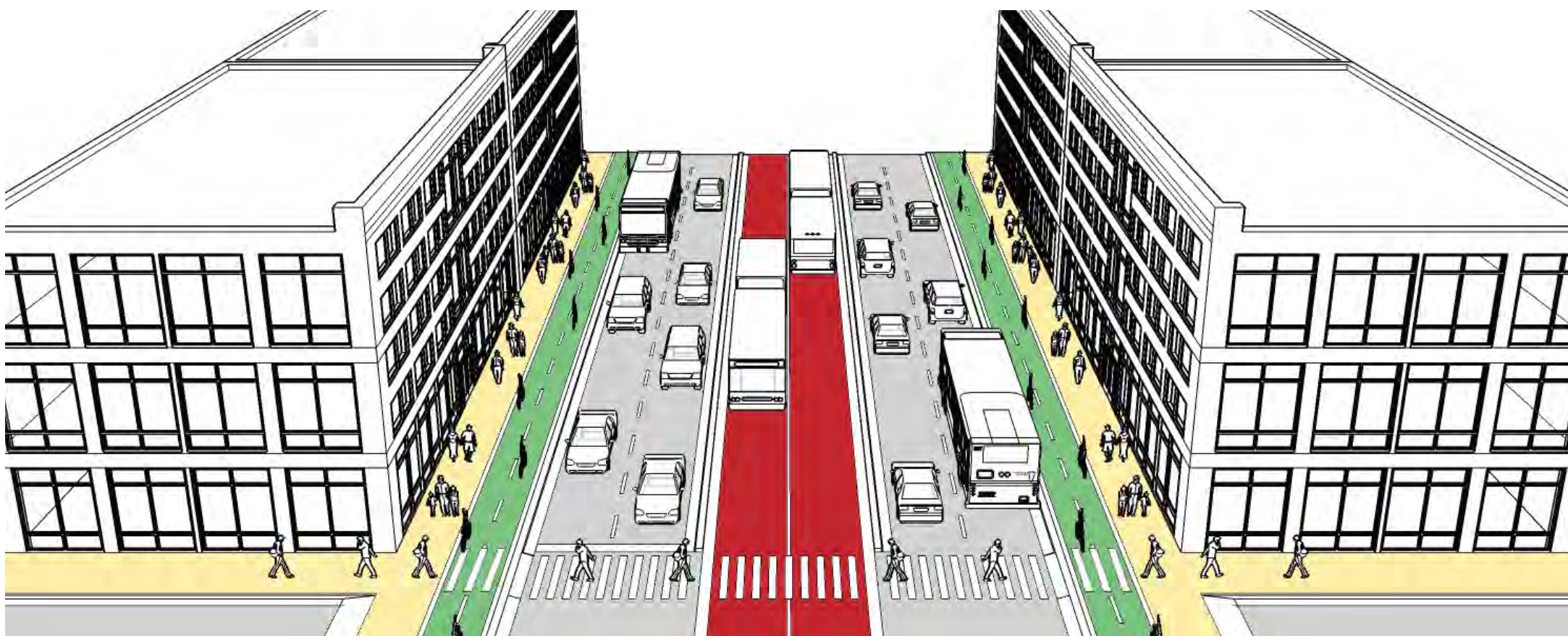
Signage, wayfinding, colors, and materials consistent with Woodward brand

VISION

Woodward Avenue will be a complete street that provides safe and efficient means of travel for all users; creates excellent quality of place that benefits local residents; builds value for property; and inspires visitors to return.

MISSION

All stakeholders shall work together to create a cohesive corridor plan that balances the needs and benefits of all users, neighborhoods, and communities that is significantly completed by 2025.



TYPICAL CROSS SECTION: GRAND TO MCNICHOLS
RIGHT-OF-WAY = 100'



Woodward Avenue

COMPLETE STREETS MCNICHOLS ROAD TO 8 MILE ROAD

EXISTING CONDITIONS

This segment, between McNichols Road and 8 Mile Road, represents the beginning of the widest right-of-way along the Woodward Avenue corridor. The right-of-way is 200', consisting of ten (10) vehicle travel lanes, a wide median, and 6' sidewalks on both sides of the street. Throughout most of this segment, some street trees and lighting are provided within the sidewalk. On-street parking is provided in select locations throughout this segment along the east edge of the street. Transverse crosswalk design (12" parallel lines to delineate the edge of the crosswalk) is used within this segment at most intersections and mid-block locations.

SEGMENT COMMUNITY

Detroit

RECOMMENDATIONS









Between McNichols Road and 8 Mile Road, the existing ten (10) vehicle travel lanes will be reduced to six (6). This reduction allows for this segment to be redesigned as a multiway boulevard that will include dedicated transit lanes physically separated from vehicle travel lanes, an enhanced pedestrian zone, two-way raised cycle tracks on each side of the street, and on-street parking on both sides of the street separated from traffic by an 8' landscaped median.

The two-way raised cycle tracks will be 8' in total width and will be accommodated adjacent to the sidewalk. The cycle tracks will include two 4' bicycle only lanes, delineated from the sidewalk by unique paving colors or materials and bicycle lane word, symbol, and arrow markings (MUTCD Figure 9C-3). A 3' buffer and curb will separate the cycle tracks from on-street parking.

The remaining 10' will accommodate the pedestrian-only zone. Sidewalks will be constructed with enhanced finishes and materials consistent with the overall design of the corridor, although unique patterns and colors can be used to identify this segment. Continental crosswalk design will be used for all crosswalks (12" bars perpendicular to the path of travel) and may be further accented with colored paint.

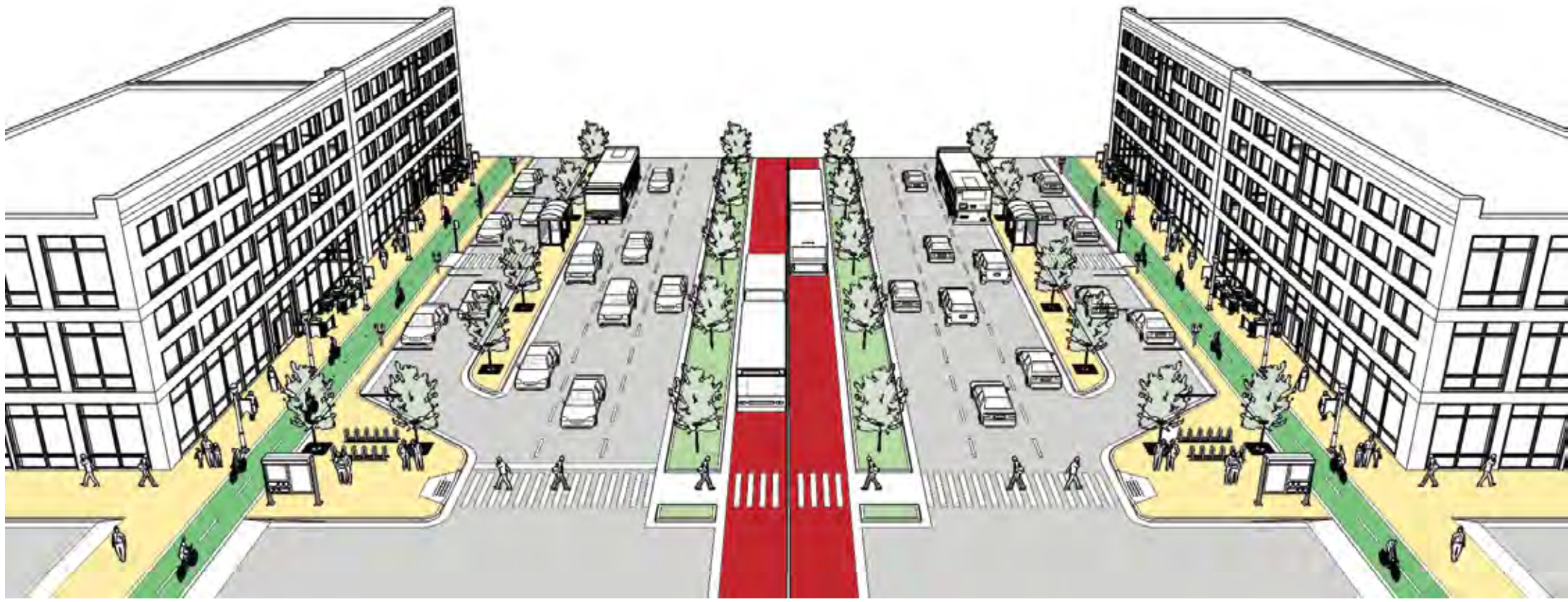
Vegetation within this segment will consist of mature street trees planted no more than 40' apart to provide a consistent canopy. The trees can be planted in designated tree grates or within vegetated planters (located both at the edge of the sidewalk and in the median), which will use a combination of soils, mulch, and plants that help filter stormwater.

Furnishing within this segment will be consistent with the design of the corridor, although unique patterns and colors can be used to identify this segment. Furnishing elements may include seating, trash receptacles, bicycle parking, wayfinding, and lighting. Branding established by WA3 will be incorporated within wayfinding elements and permanent/seasonal banners.

-  **RAPID TRANSIT**
Dedicated bus rapid transit lanes will provide premium transit in this segment
-  **CYCLE TRACKS**
Two-way raised cycle tracks (NB + SB) adjacent to sidewalk with 3' buffer from on-street parking
-  **PEDESTRIAN ZONE**
Reconstructed sidewalks, enhanced pedestrian crossings with curb extensions, and pedestrian refuge islands
-  **FURNISHING**
Amenities consistent with Woodward corridor, including space for outdoor dining and bike share facilities
-  **STREET TREES**
Mature street trees in planters and/or grates spaced 40' apart
-  **STORMWATER MANAGEMENT**
Permeable paving materials for all sidewalks and filtration planters 40' apart
-  **BRANDING**
Signage, wayfinding, colors, and materials consistent with Woodward brand
-  **ON-STREET PARKING**
On-street, parallel parking accommodated within multiway boulevard

VISION
Woodward Avenue will be a complete street that provides safe and efficient means of travel for all users; creates excellent quality of place that benefits local residents; builds value for property; and inspires visitors to return.

MISSION
All stakeholders shall work together to create a cohesive corridor plan that balances the needs and benefits of all users, neighborhoods, and communities that is significantly completed by 2025.



TYPICAL CROSS SECTION: MCNICHOLS TO 8 MILE
RIGHT-OF-WAY = 200'



Woodward Avenue

COMPLETE STREETS

8 MILE ROAD TO OAKRIDGE AVENUE

EXISTING CONDITIONS

This segment, between 8 Mile Road and Oakridge Avenue, is the first segment within Oakland County, extending through the City of Ferndale from its southern border with Detroit and its northern border with Pleasant Ridge. The Woodward Avenue / 9 Mile intersection represents the center of Downtown Ferndale, which produces higher levels of pedestrian activity extending to downtown business in each direction. The right-of-way is 200', consisting of eight (8) vehicle travel lanes, a wide median, and 6' sidewalks on both sides of the street, although frequent curb extensions into the parking areas (primarily at crosswalks) expand the sidewalk to 14'. Street trees and lighting are present within the sidewalk and median for the entire segment. On-street parking is provided throughout this segment along both edges of the street. Transverse crosswalk design (12" parallel lines to delineate the edge of the crosswalk) is used within this segment at most intersections and mid-block locations, while colored paint is used to delineate crosswalks at more prominent intersections (i.e. 9 Mile, Fielding Street).

SEGMENT COMMUNITY

Ferndale

RECOMMENDATIONS









Between 8 Mile Road and Oakridge Avenue, the existing eight (8) vehicle travel lanes will be reduced to six (6). This reduction allows for this segment to be redesigned as a multiway boulevard that will include dedicated transit lanes physically separated from vehicle travel lanes, an enhanced pedestrian zone, two-way raised cycle tracks on each side of the street, and on-street parking on both sides of the street separated from traffic by an 8' landscaped median.

The two-way raised cycle tracks will be 8' in total width and will be accommodated adjacent to the sidewalk. The cycle tracks will include two 4' bicycle only lanes, delineated from the sidewalk by unique paving colors or materials and bicycle lane word, symbol, and arrow markings (MUTCD Figure 9C-3). A 3' buffer and curb will separate the cycle tracks from on-street parking.

The remaining 10' will accommodate the pedestrian-only zone. Sidewalks will be constructed with enhanced finishes and materials consistent with the overall design of the corridor, although unique patterns and colors can be used to identify this segment. Continental crosswalk design will be used for all crosswalks (12" bars perpendicular to the path of travel) and may be further accented with colored paint.

Vegetation within this segment will consist of mature street trees planted no more than 40' apart to provide a consistent canopy. The trees can be planted in designated tree grates or within vegetated planters (located both at the edge of the sidewalk and in the median), which will use a combination of soils, mulch, and plants that help filter stormwater.

Furnishing within this segment will be consistent with the design of the corridor, although unique patterns and colors can be used to identify this segment. Furnishing elements may include seating, trash receptacles, bicycle parking, wayfinding, and lighting. Branding established by WA3 will be incorporated within wayfinding elements and permanent/seasonal banners.

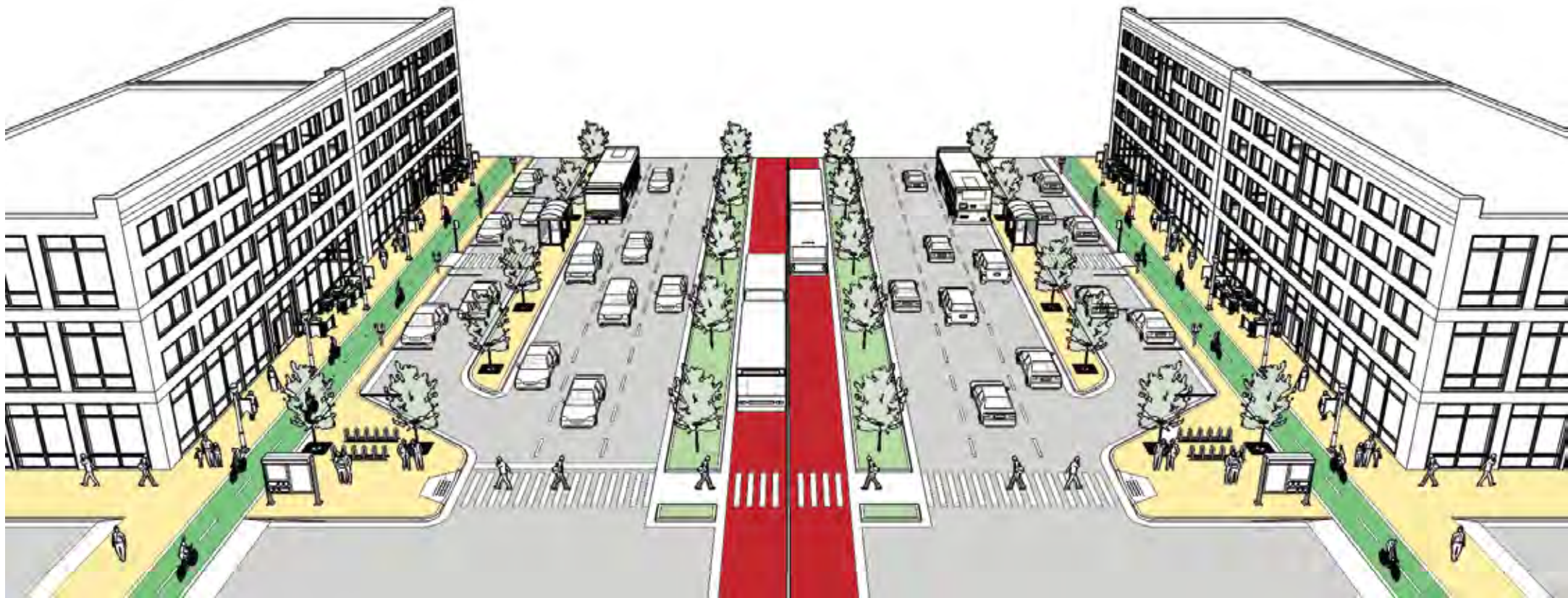
- **RAPID TRANSIT**
Dedicated bus rapid transit lanes will provide premium transit in this segment
- **CYCLE TRACKS**
Two-way raised cycle tracks (NB + SB) adjacent to sidewalk with 3' buffer from on-street parking
- **PEDESTRIAN ZONE**
Reconstructed sidewalks, enhanced pedestrian crossings with curb extensions, and pedestrian refuge islands
- **FURNISHING**
Amenities consistent with Woodward corridor, including space for outdoor dining and bike share facilities
- **STREET TREES**
Mature street trees in planters and/or grates spaced 40' apart
- **STORMWATER MANAGEMENT**
Permeable paving materials for all sidewalks and filtration planters 40' apart
- **BRANDING**
Signage, wayfinding, colors, and materials consistent with Woodward brand
- **ON-STREET PARKING**
On-street, parallel parking accommodated within multiway boulevard

VISION

Woodward Avenue will be a complete street that provides safe and efficient means of travel for all users; creates excellent quality of place that benefits local residents; builds value for property; and inspires visitors to return.

MISSION

All stakeholders shall work together to create a cohesive corridor plan that balances the needs and benefits of all users, neighborhoods, and communities that is significantly completed by 2025.



TYPICAL CROSS SECTION: 8 MILE TO OAKRIDGE
RIGHT-OF-WAY = 200'



Woodward Avenue

COMPLETE STREETS OAKRIDGE AVE. TO WASHINGTON AVE.

EXISTING CONDITIONS

This segment, between Oakridge Avenue and the area north of I-696 represents the segment that extends through the City of Pleasant Ridge from its southern border with Ferndale to its northern border with Royal Oak. The right-of-way is 200', consisting of eight (8) vehicle travel lanes, a wide median, and 6' sidewalks on both sides of the street. Street trees and lighting are present within the sidewalk and median for the entire segment. On-street parking is provided in select locations throughout this segment along the east edge of the street. Transverse crosswalk design (12" parallel lines to delineate the edge of the crosswalk) is used within this segment at most intersections and mid-block locations.

This segment includes the I-696/Woodward Avenue interchange, which presents a unique set of conditions for consideration. Please reference the I-696 Interchange Study for a detailed complete streets strategy for this area.

SEGMENT COMMUNITY

Pleasant Ridge

RECOMMENDATIONS









Between Oakridge Avenue and the area north of I-696, the existing eight (8) vehicle travel lanes will be reduced to six (6). This reduction allows for this segment to be redesigned as a multiway boulevard that will include dedicated transit lanes physically separated from vehicle travel lanes, an enhanced pedestrian zone, two-way raised cycle tracks on each side of the street, and on-street parking on both sides of the street separated from traffic by an 8' landscaped median.

The two-way raised cycle tracks will be 8' in total width and will be accommodated adjacent to the sidewalk. The cycle tracks will include two 4' bicycle only lanes, delineated from the sidewalk by unique paving colors or materials and bicycle lane word, symbol, and arrow markings (MUTCD Figure 9C-3). A 3' buffer and curb will separate the cycle tracks from on-street parking.

The remaining 10' will accommodate the pedestrian-only zone. Sidewalks will be constructed with enhanced finishes and materials consistent with the overall design of the corridor, although unique patterns and colors can be used to identify this segment. Continental crosswalk design will be used for all crosswalks (12" bars perpendicular to the path of travel), and may be further accented with colored paint.

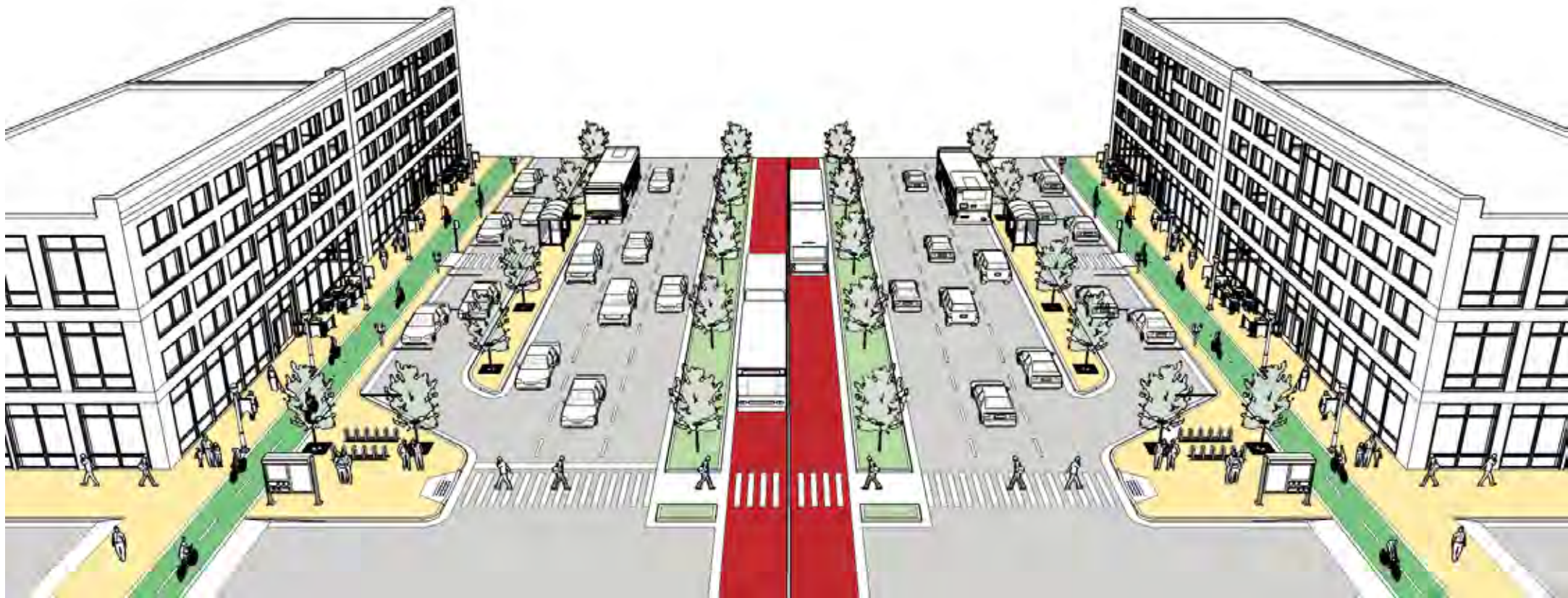
Vegetation within this segment will consist of mature street trees planted no more than 40' apart to provide a consistent canopy. The trees can be planted in designated tree grates or within vegetated planters (located both at the edge of the sidewalk and in the median), which will use a combination of soils, mulch, and plants that help filter stormwater.

Furnishing within this segment will be consistent with the design of the corridor, although unique patterns and colors can be used to identify this segment. Furnishing elements may include seating, trash receptacles, bicycle parking, wayfinding, and lighting. Branding established by WA3 will be incorporated within wayfinding elements and permanent/seasonal banners.

-  **RAPID TRANSIT**
Dedicated bus rapid transit lanes will provide premium transit in this segment
-  **CYCLE TRACKS**
Two-way raised cycle tracks (NB + SB) adjacent to sidewalk with 3' buffer from on-street parking
-  **PEDESTRIAN ZONE**
Reconstructed sidewalks, enhanced pedestrian crossings with curb extensions, and pedestrian refuge islands
-  **FURNISHING**
Amenities consistent with Woodward corridor, including space for outdoor dining and bike share facilities
-  **STREET TREES**
Mature street trees in planters and/or grates spaced 40' apart
-  **STORMWATER MANAGEMENT**
Permeable paving materials for all sidewalks and filtration planters 40' apart
-  **BRANDING**
Signage, wayfinding, colors, and materials consistent with Woodward brand
-  **ON-STREET PARKING**
On-street, parallel parking accommodated within multiway boulevard

VISION
Woodward Avenue will be a complete street that provides safe and efficient means of travel for all users; creates excellent quality of place that benefits local residents; builds value for property; and inspires visitors to return.

MISSION
All stakeholders shall work together to create a cohesive corridor plan that balances the needs and benefits of all users, neighborhoods, and communities that is significantly completed by 2025.



TYPICAL CROSS SECTION: OAKRIDGE TO I-696
RIGHT-OF-WAY = 200'



Woodward Avenue

COMPLETE STREETS WASHINGTON AVENUE TO 11 MILE ROAD

EXISTING CONDITIONS

This segment, between the area north of I-696 and 11 Mile, extends through the southern portion of Royal Oak and Huntington Woods. The right-of-way is 200', consisting of eight (8) vehicle travel lanes, a wide median, and 6' sidewalks on both sides of the street. Street trees and lighting are present within the sidewalk and median in select locations throughout this segment. The space between the sidewalk and vehicle travel lanes varies from block to block, including a variety of conditions e.g. grass lawns, slip roads with parallel parking, and slip roads with angled parking. Transverse crosswalk design (12" parallel lines to delineate the edge of the crosswalk) is used within this segment at most intersections and mid-block locations.

SEGMENT COMMUNITIES

Huntington Woods and Royal Oak

RECOMMENDATIONS

Between the area north of I-696 and 11 Mile Road, the existing eight (8) vehicle travel lanes will be reduced to six (6). This reduction allows for this segment to be redesigned as a multiway boulevard that will include dedicated transit lanes physically separated from vehicle travel lanes, an enhanced pedestrian zone, two-way raised cycle tracks on each side of the street, and on-street parking on both sides of the street separated from traffic by an 8' landscaped median.

The two-way raised cycle tracks will be 8' in total width and will be accommodated adjacent to the sidewalk. The cycle tracks will include two 4' bicycle only lanes, delineated from the sidewalk by unique paving colors or materials and bicycle lane word, symbol, and arrow markings (MUTCD Figure 9C-3). A 3' buffer and curb will separate the cycle tracks from on-street parking.

The remaining 10' will accommodate the pedestrian-only zone. Sidewalks will be constructed with enhanced finishes and materials consistent with the overall design of the corridor, although unique patterns and colors can be used to identify this segment. Continental crosswalk design will be used for all crosswalks (12" bars perpendicular to the path of travel) and may be further accented with colored paint.

Vegetation within this segment will consist of mature street trees planted no more than 40' apart to provide a consistent canopy. The trees can be planted in designated tree grates or within vegetated planters (located both at the edge of the sidewalk and in the median), which will use a combination of soils, mulch, and plants that help filter stormwater.

Furnishing within this segment will be consistent with the design of the corridor, although unique patterns and colors can be used to identify this segment. Furnishing elements may include seating, trash receptacles, bicycle parking, wayfinding, and lighting. Branding established by WA3 will be incorporated within wayfinding elements and permanent/seasonal banners.



RAPID TRANSIT

Dedicated bus rapid transit lanes will provide premium transit in this segment



CYCLE TRACKS

Two-way raised cycle tracks (NB + SB) adjacent to sidewalk with 3' buffer from on-street parking



PEDESTRIAN ZONE

Reconstructed sidewalks, enhanced pedestrian crossings with curb extensions, and pedestrian refuge islands



FURNISHING

Amenities consistent with Woodward corridor, including space for outdoor dining and bike share facilities



STREET TREES

Mature street trees in planters and/or grates spaced 40' apart



STORMWATER MANAGEMENT

Permeable paving materials for all sidewalks and filtration planters 40' apart



BRANDING

Signage, wayfinding, colors, and materials consistent with Woodward brand



ON-STREET PARKING

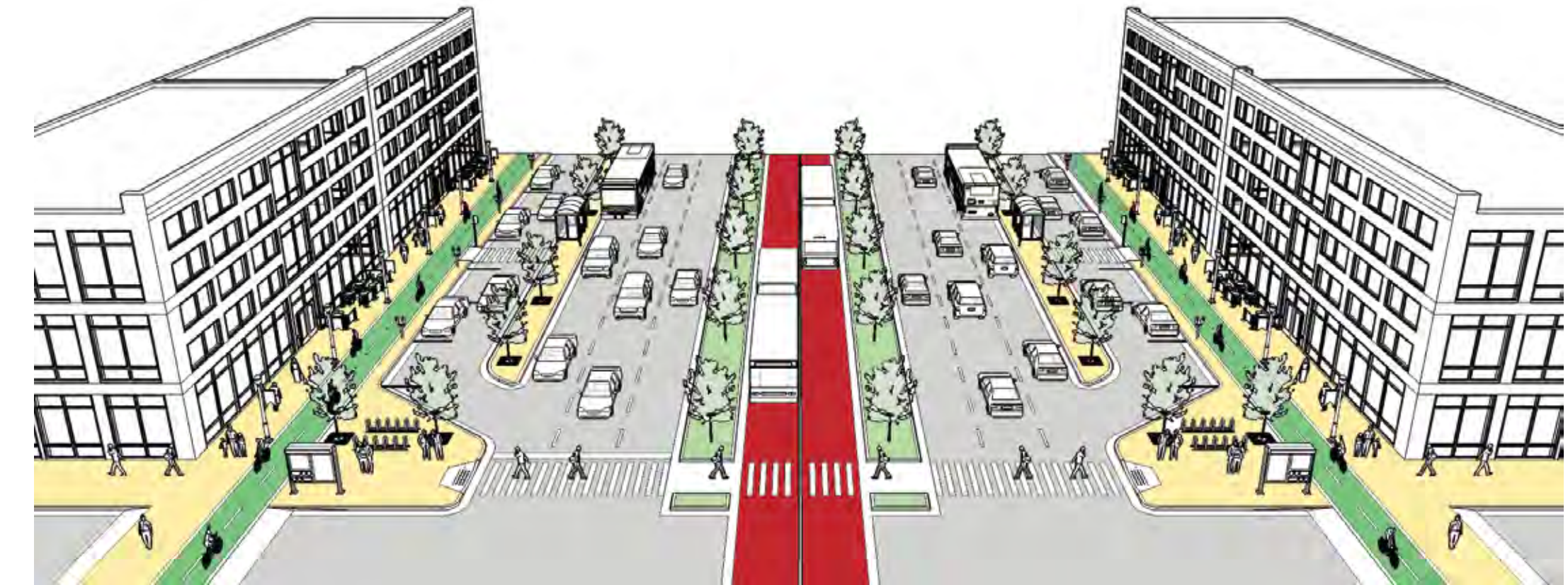
On-street, parallel parking accommodated within multiway boulevard

VISION

Woodward Avenue will be a complete street that provides safe and efficient means of travel for all users; creates excellent quality of place that benefits local residents; builds value for property; and inspires visitors to return.

MISSION

All stakeholders shall work together to create a cohesive corridor plan that balances the needs and benefits of all users, neighborhoods, and communities that is significantly completed by 2025.



TYPICAL CROSS SECTION: I-696 TO 11 MILE
RIGHT-OF-WAY = 200'



Woodward Avenue

COMPLETE STREETS 11 MILE ROAD TO 14 MILE ROAD

EXISTING CONDITIONS

This segment, between the area north of I-696 and 11 Mile, extends through the southern portion of Royal Oak and Huntington Woods. The right-of-way is 200', consisting of eight (8) vehicle travel lanes, a wide median, and 6' sidewalks on both sides of the street. Street trees and lighting are present within the sidewalk and median in select locations throughout this segment. The space between the sidewalk and vehicle travel lanes varies from block to block, including a variety of conditions e.g. grass lawns, slip roads with parallel parking, and slip roads with angled parking. Transverse crosswalk design (12" parallel lines to delineate the edge of the crosswalk) is used within this segment at most intersections and mid-block locations.

SEGMENT COMMUNITIES

Berkley and Royal Oak

RECOMMENDATIONS









Between 11 Mile Road and 14 Mile Road, the existing eight (8) vehicle travel lanes will be reduced to six (6). This reduction allows for this segment to be redesigned as a multiway boulevard that will include dedicated transit lanes physically separated from vehicle travel lanes, an enhanced pedestrian zone, two-way raised cycle tracks on each side of the street, and on-street parking on both sides of the street separated from traffic by an 8' landscaped median.

The two-way raised cycle tracks will be 8' in total width and will be accommodated adjacent to the sidewalk. The cycle tracks will include two 4' bicycle only lanes, delineated from the sidewalk by unique paving colors or materials and bicycle lane word, symbol, and arrow markings (MUTCD Figure 9C-3). A 3' buffer and curb will separate the cycle tracks from on-street parking.

The remaining 10' will accommodate the pedestrian-only zone. Sidewalks will be constructed with enhanced finishes and materials consistent with the overall design of the corridor, although unique patterns and colors can be used to identify this segment. Continental crosswalk design will be used for all crosswalks (12" bars perpendicular to the path of travel) and may be further accented with colored paint.

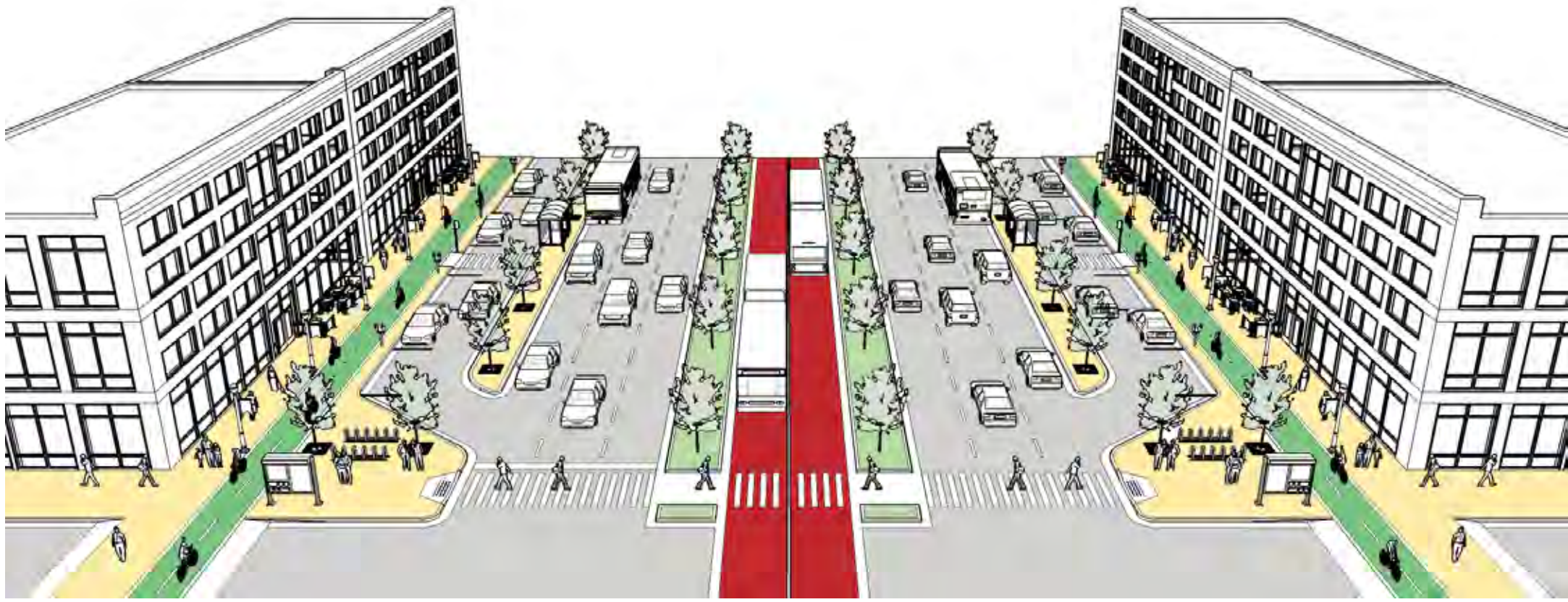
Vegetation within this segment will consist of mature street trees planted no more than 40' apart to provide a consistent canopy. The trees can be planted in designated tree grates or within vegetated planters (located both at the edge of the sidewalk and in the median), which will use a combination of soils, mulch, and plants that help filter stormwater.

Furnishing within this segment will be consistent with the design of the corridor, although unique patterns and colors can be used to identify this segment. Furnishing elements may include seating, trash receptacles, bicycle parking, wayfinding, and lighting. Branding established by WA3 will be incorporated within wayfinding elements and permanent/seasonal banners.

-  **RAPID TRANSIT**
Dedicated bus rapid transit lanes will provide premium transit in this segment
-  **CYCLE TRACKS**
Two-way raised cycle tracks (NB + SB) adjacent to sidewalk with 3' buffer from on-street parking
-  **PEDESTRIAN ZONE**
Reconstructed sidewalks, enhanced pedestrian crossings with curb extensions, and pedestrian refuge islands
-  **FURNISHING**
Amenities consistent with Woodward corridor, including space for outdoor dining and bike share facilities
-  **STREET TREES**
Mature street trees in planters and/or grates spaced 40' apart
-  **STORMWATER MANAGEMENT**
Permeable paving materials for all sidewalks and filtration planters 40' apart
-  **BRANDING**
Signage, wayfinding, colors, and materials consistent with Woodward brand
-  **ON-STREET PARKING**
On-street, parallel parking accommodated within multiway boulevard

VISION
Woodward Avenue will be a complete street that provides safe and efficient means of travel for all users; creates excellent quality of place that benefits local residents; builds value for property; and inspires visitors to return.

MISSION
All stakeholders shall work together to create a cohesive corridor plan that balances the needs and benefits of all users, neighborhoods, and communities that is significantly completed by 2025.



TYPICAL CROSS SECTION: 11 MILE TO 14 MILE
RIGHT-OF-WAY = 200'



Woodward Avenue

COMPLETE STREETS 14 MILE ROAD TO QUARTON ROAD

EXISTING CONDITIONS

This segment, between 14 Mile Road and Quarton Road, extends through the City of Birmingham and a portion of Bloomfield Township. The right-of-way is 200', consisting of eight (8) vehicle travel lanes, a wide median, and 6' sidewalks on both sides of the street. Street trees and lighting are present within the sidewalk and median in select locations throughout this segment. The space between the sidewalk and vehicle travel lanes varies from block to block, including a variety of conditions e.g. grass lawns, slip roads with parallel parking, and slip roads with angled parking. Transverse crosswalk design (12" parallel lines to delineate the edge of the crosswalk) is used within this segment at most intersections and mid-block locations.

SEGMENT COMMUNITIES

Birmingham and Bloomfield Township

RECOMMENDATIONS

Between 14 Mile Road and Quarton, the existing eight (8) vehicle travel lanes will be reduced to six (6). This reduction allows for this segment to be redesigned as a multiway boulevard that will include dedicated transit lanes physically separated from vehicle travel lanes, an enhanced pedestrian zone, two-way raised cycle tracks on each side of the street, and on-street parking on both sides of the street separated from traffic by an 8' landscaped median.

The two-way raised cycle tracks will be 8' in total width and will be accommodated adjacent to the sidewalk. The cycle tracks will include two 4' bicycle only lanes, delineated from the sidewalk by unique paving colors or materials and bicycle lane word, symbol, and arrow markings (MUTCD Figure 9C-3). A 3' buffer and curb will separate the cycle tracks from on-street parking.

The remaining 10' will accommodate the pedestrian-only zone. Sidewalks will be constructed with enhanced finishes and materials consistent with the overall design of the corridor, although unique patterns and colors can be used to identify this segment. Continental crosswalk design will be used for all crosswalks (12" bars perpendicular to the path of travel) and may be further accented with colored paint.

Vegetation within this segment will consist of mature street trees planted no more than 40' apart to provide a consistent canopy. The trees can be planted in designated tree grates or within vegetated planters (located both at the edge of the sidewalk and in the median), which will use a combination of soils, mulch, and plants that help filter stormwater.

Furnishing within this segment will be consistent with the design of the corridor, although unique patterns and colors can be used to identify this segment. Furnishing elements may include seating, trash receptacles, bicycle parking, wayfinding, and lighting. Branding established by WA3 will be incorporated within wayfinding elements and permanent/seasonal banners.



RAPID TRANSIT

Dedicated bus rapid transit lanes will provide premium transit in this segment



CYCLE TRACKS

Two-way raised cycle tracks (NB + SB) adjacent to sidewalk with 3' buffer from on-street parking



PEDESTRIAN ZONE

Reconstructed sidewalks, enhanced pedestrian crossings with curb extensions, and pedestrian refuge islands



FURNISHING

Amenities consistent with Woodward corridor, including space for outdoor dining and bike share facilities



STREET TREES

Mature street trees in planters and/or grates spaced 40' apart



STORMWATER MANAGEMENT

Permeable paving materials for all sidewalks and filtration planters 40' apart



BRANDING

Signage, wayfinding, colors, and materials consistent with Woodward brand



ON-STREET PARKING

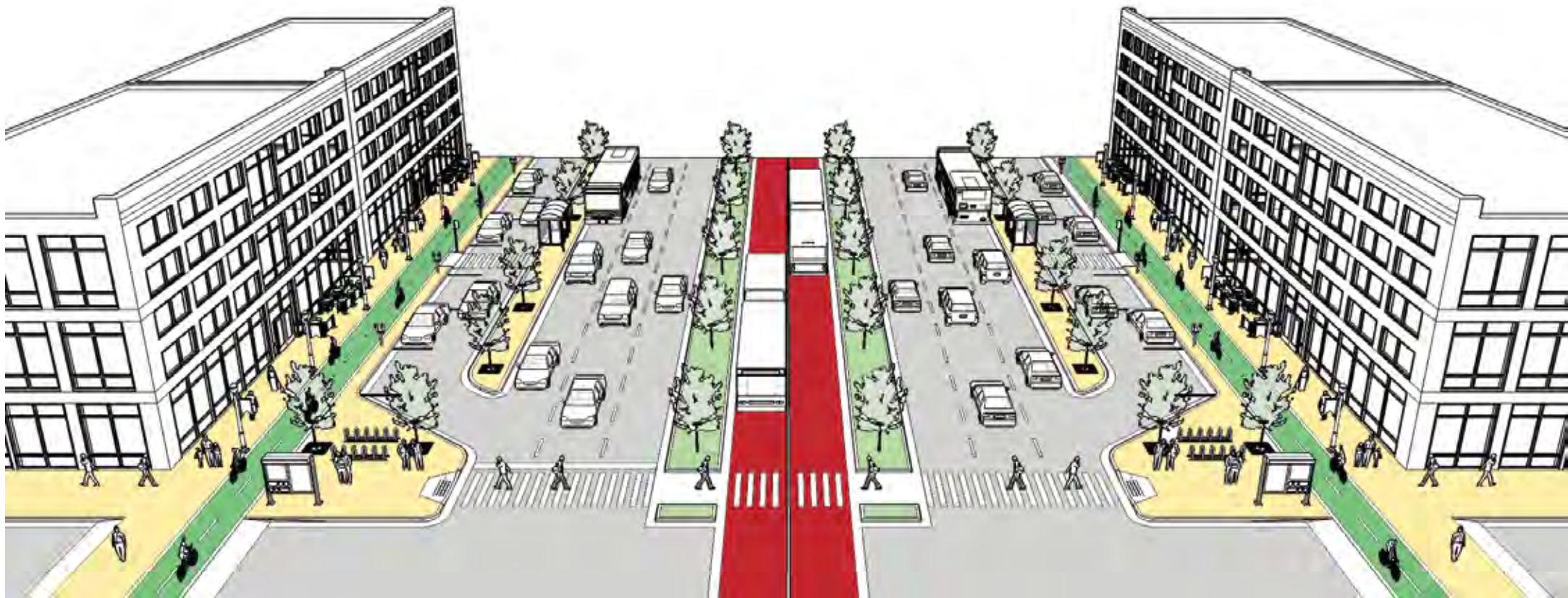
On-street, parallel parking accommodated within multiway boulevard

VISION

Woodward Avenue will be a complete street that provides safe and efficient means of travel for all users; creates excellent quality of place that benefits local residents; builds value for property; and inspires visitors to return.

MISSION

All stakeholders shall work together to create a cohesive corridor plan that balances the needs and benefits of all users, neighborhoods, and communities that is significantly completed by 2025.



TYPICAL CROSS SECTION: 14 MILE TO QUARTON
RIGHT-OF-WAY = 200'



Woodward Avenue

COMPLETE STREETS QUARTON ROAD TO SOUTH BOULEVARD

EXISTING CONDITIONS

This segment, between Quarton Road and South Boulevard, extends through the City of Bloomfield Hills and Bloomfield Township. The right-of-way is 200', consisting of eight (8) vehicle travel lanes and a wide median. Sidewalks are only present in select locations within Bloomfield Township, north of Hickory Grove Road. Street trees and lighting are present within the sidewalk and median in select locations throughout this segment. The space between the edge of the right-of-way and vehicle travel lanes varies from block to block, including a variety of conditions e.g. grass lawns, driveways, and surface parking access. Transverse crosswalk design (12" parallel lines to delineate the edge of the crosswalk) is used within this segment at most intersections.

SEGMENT COMMUNITIES

Bloomfield Hills, Bloomfield Township, and Pontiac

RECOMMENDATIONS

Between Quarton Road and South Boulevard, the existing eight (8) vehicle travel lanes will be maintained, although one (1) lane in each direction will be converted to a shared transit-vehicle lane adjacent to the median.

Two-way raised cycle tracks will be 8' in total width and will be accommodated within space between the existing curb and newly constructed sidewalks. The cycle tracks will include two 4' bicycle only lanes, delineated from the sidewalk by unique paving colors or materials and bicycle lane word, symbol and arrow markings (MUTCD Figure 9C-3). A 1' buffer and curb will separate the cycle tracks from vehicular traffic.

The sidewalks will be constructed with enhanced finishes and materials consistent with the overall design of the corridor, although unique patterns and colors can be used to identify this segment. Continental crosswalk design will be used for all crosswalks (12" bars perpendicular to the path of travel) and may be further accented with colored paint.

Vegetation within this segment will consist of mature street trees planted no more than 40' apart to provide a consistent canopy. The trees can be planted in designated tree grates or within vegetated planters (located both at the edge of the sidewalk, in the landscaped buffer, and in the median), which will use a combination of soils, mulch, and plants that help to filter stormwater.

Furnishing within this segment will be consistent with the design of the corridor, although unique patterns and colors can be used to identify this segment. Furnishing elements may include seating, trash receptacles, bicycle parking, wayfinding, and lighting. Branding established by WA3 will be incorporated within wayfinding elements and permanent/seasonal banners.



RAPID TRANSIT

Mixed traffic bus rapid transit lanes will provide premium transit in this segment



CYCLE TRACK

Two-way raised cycle tracks (NB + SB) adjacent to sidewalk with 1' buffer and curb will separate the cycle tracks from vehicular traffic



PEDESTRIAN ZONE

Connect to shared-use path (6') on both sides of the street in Bloomfield Township. Addition of sidewalks in the remaining section with enhanced pedestrian crossings and curb extensions



STREET TREES

Mature street trees in planters and/or grates spaced 40' apart



FURNISHING

Amenities consistent with Woodward corridor, including space for bike share facilities



STORMWATER MANAGEMENT

Permeable paving materials for all sidewalks and filtration planters 40' apart



BRANDING

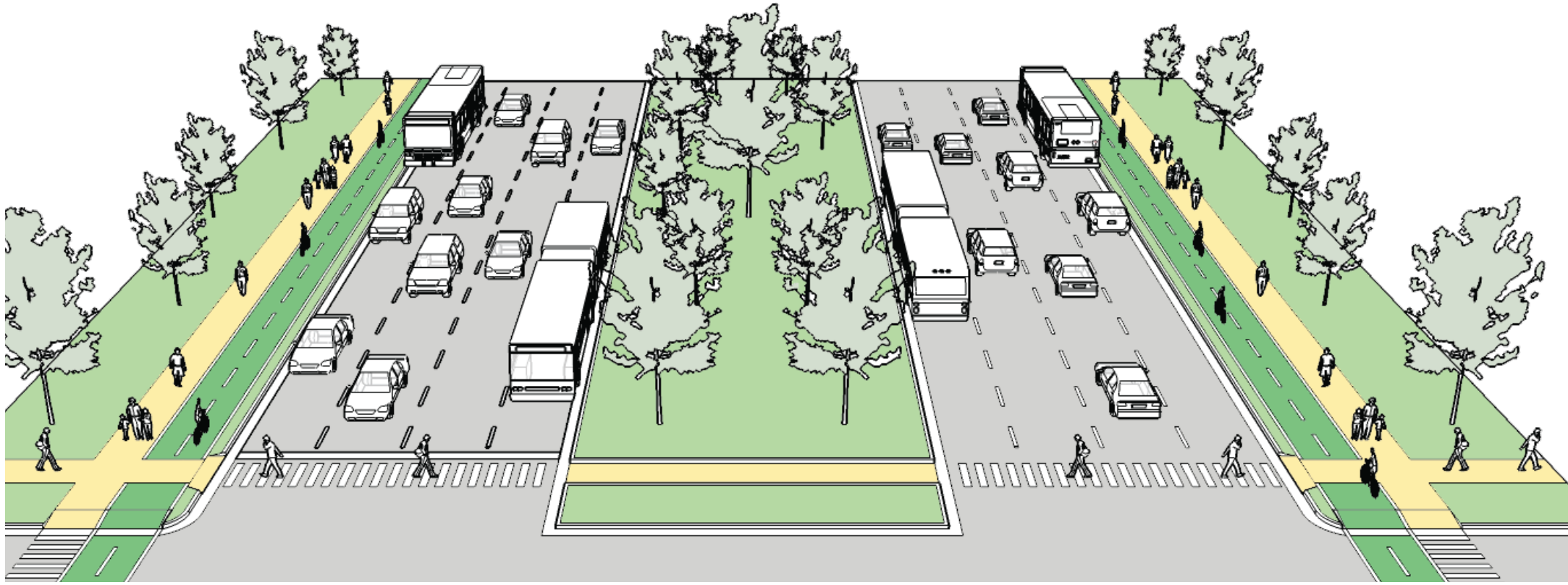
Signage, wayfinding, colors, and materials consistent with Woodward brand

VISION

Woodward Avenue will be a complete street that provides safe and efficient means of travel for all users; creates excellent quality of place that benefits local residents; builds value for property; and inspires visitors to return.

MISSION

All stakeholders shall work together to create a cohesive corridor plan that balances the needs and benefits of all users, neighborhoods, and communities that is significantly completed by 2025.



TYPICAL CROSS SECTION: QUARTON TO SOUTH
RIGHT-OF-WAY = 200'



Woodward Avenue

COMPLETE STREETS SOUTH BOULEVARD TO PONTIAC LOOP

EXISTING CONDITIONS

This segment, between South Boulevard and the Pontiac Loop, extends through the City of Pontiac from its southern border with Bloomfield Township to the southern edge of its downtown. The right-of-way is 120', consisting of six (6) vehicle travel lanes, a narrow median, and 6' sidewalks on both sides of the street. Street trees and lighting are present within the sidewalk and median in select locations throughout this segment. The space between the sidewalk primarily consists of grass lawns and driveways. Transverse crosswalk design (12" parallel lines to delineate the edge of the crosswalk) is used within this segment at most intersections and mid-block locations.

SEGMENT COMMUNITY

Pontiac

RECOMMENDATIONS

Between South Boulevard to the Pontiac Loop, the existing six (6) vehicle travel lanes will be reduced to four (4). This reduction allows for dedicated transit lanes and two-way raised cycle tracks on each side of the street.

The two-way raised cycle tracks will be 8' in total width and will be accommodated within space from the existing sidewalk. The cycle tracks will include two 4' bicycle only lanes, delineated from the sidewalk by unique paving colors or materials and bicycle lane word, symbol, and arrow markings (MUTCD Figure 9C-3). A 1' buffer and curb will separate the cycle tracks from vehicular traffic.

The remaining space will accommodate the pedestrian-only zone. Sidewalks will be constructed with enhanced finishes and materials consistent with the overall design of the corridor, although unique patterns and colors can be used to identify this segment. Continental crosswalk design will be used for all crosswalks (12" bars perpendicular to the path of travel) and may be further accented with colored paint.

Furnishing within this segment will be consistent with the design of the corridor, although unique patterns and colors can be used to identify this segment. Furnishing elements may include seating, trash receptacles, bicycle parking, wayfinding, and lighting. Branding established by WA3 will be incorporated within wayfinding elements and permanent/seasonal banners.



RAPID TRANSIT

Dedicated bus rapid transit lanes will provide premium transit in this segment



CYCLE TRACK

Two-way raised cycle tracks (NB + SB) adjacent to sidewalk with 1' buffer and curb will separate the cycle tracks from vehicular traffic



PEDESTRIAN ZONE

Reconstructed sidewalks, enhanced pedestrian crossings with curb extensions, and pedestrian refuge islands



FURNISHING

Amenities consistent with Woodward corridor, including space for outdoor dining and bike share facilities



STREET TREES

Mature street trees in planters and/or grates spaced 40' apart



STORMWATER MANAGEMENT

Permeable paving materials for all sidewalks and filtration planters 40' apart



BRANDING

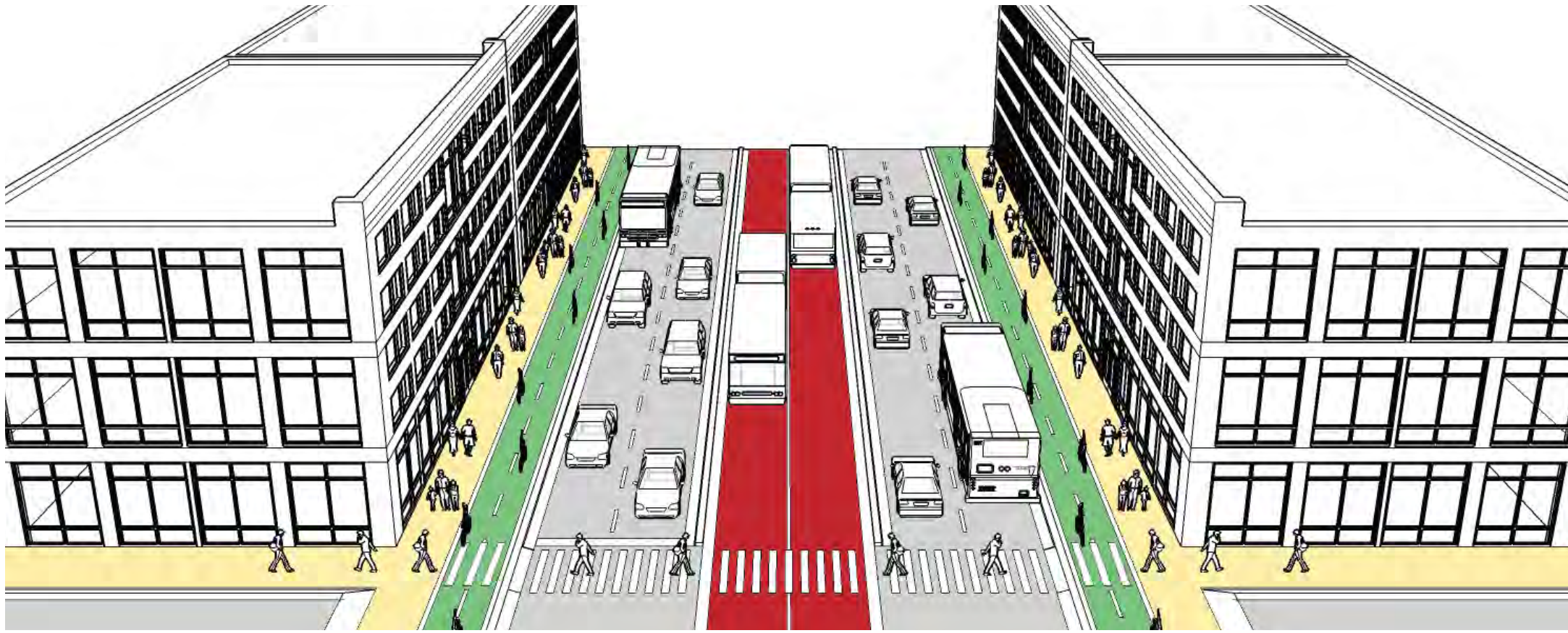
Signage, wayfinding, colors, and materials consistent with Woodward brand

VISION

Woodward Avenue will be a complete street that provides safe and efficient means of travel for all users; creates excellent quality of place that benefits local residents; builds value for property; and inspires visitors to return.

MISSION

All stakeholders shall work together to create a cohesive corridor plan that balances the needs and benefits of all users, neighborhoods, and communities that is significantly completed by 2025.



TYPICAL CROSS SECTION: SOUTH TO PONTIAC LOOP
RIGHT-OF-WAY = 120'



Woodward Avenue

COMPLETE STREETS PONTIAC LOOP

EXISTING CONDITIONS

This segment includes the entire Pontiac Loop that encompasses Downtown Pontiac. The right-of-way is 90', consisting of four (4) to five (5) northbound travel lanes and 5' to 10' sidewalks that are set 5' to 10' back from the roadway.

The "loop" segregates Downtown Pontiac from surrounding communities, hindering economic growth, cutting off businesses from surrounding neighborhoods, and leaving small residential pockets isolated from community context and amenities.

The right-of-way is a physical barrier to pedestrian access and activity in Downtown Pontiac, while the one-way direction of traffic promotes high speeds and in several areas makes it difficult and confusing for people to access the downtown.

SEGMENT COMMUNITY

Pontiac

RECOMMENDATIONS

The Recommended Alternative of the Downtown Pontiac Transportation Assessment is a balanced improvement that consists of:








- 1. Two-way conversion of the entire Woodward Loop**
- Four (4) to five (5) lane cross section on the west side serving as a through route,
 - Two (2) to three (3) lane cross section on the east side serving as a local street

The local street fits both the downtown and neighborhood context and functions as a local street with an on-road cycle track and some on-street parking.

- 2. Enhanced bicycle and pedestrian amenities**
- Completion of the sidewalk network
 - Two-way on-road cycle track on the east side
 - Two-way shared use path on the west side
 - Addition of a narrow landscaped median
 - Rerouting the Clinton River Trail through downtown Pontiac using Pike Street

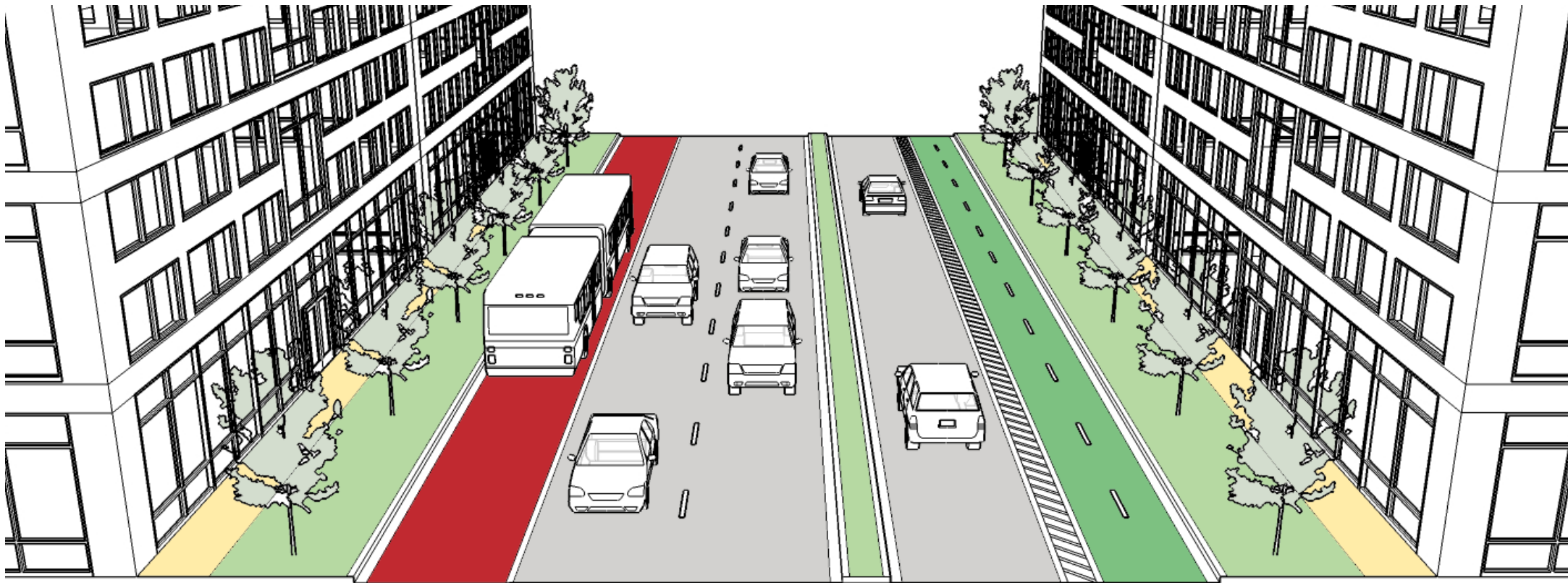
- 3. Connection of Wesson Street across Woodward Avenue**

- 4. Creation of a "Gateway" at the southern end of the Woodward Loop**

- **RAPID TRANSIT**
Dedicated bus rapid transit lanes will provide premium transit in this segment
- **CYCLE TRACK**
Two-way cycle tracks (east) and a two-way shared use path (west)
- **PEDESTRIAN ZONE**
Reconstructed sidewalks, enhanced pedestrian crossings with curb extensions, and pedestrian refuge islands
- **FURNISHING**
Amenities consistent with Woodward corridor, including space for outdoor dining and bike share facilities
- **STREET TREES**
Mature street trees in planters and/or grates spaced 40' apart
- **STORMWATER MANAGEMENT**
Permeable paving materials for all sidewalks and filtration planters 40' apart
- **BRANDING**
Signage, wayfinding, colors, and materials consistent with Woodward brand

VISION
Woodward Avenue will be a complete street that provides safe and efficient means of travel for all users; creates excellent quality of place that benefits local residents; builds value for property; and inspires visitors to return.

MISSION
All stakeholders shall work together to create a cohesive corridor plan that balances the needs and benefits of all users, neighborhoods, and communities that is significantly completed by 2025.



TYPICAL CROSS SECTION: PONTIAC LOOP
RIGHT-OF-WAY = 90'

