

## Existing Zoning

The Woodward alignment between the proposed Comerica Park/Foxtown and Hazelwood Street/Holbrook Street stations is a mix of zoning types including B4 (General Business District), B5 (Major Business District), B3 (Shopping District), R6 (High Density Residential), PC (Public Center District), and PD (Planned Development District). Within a half mile of the alignment, the mix of uses continues, adding R1-R3 (Low Density Residential), R4-R5 (medium Density Residential) and some M1 (Limited Industrial District).

North of Hazelwood, within the City of Detroit, the zoning is less diverse. The alignment is mainly zoned B4 and Low Density Residential within a half mile of Woodward Avenue. Also within the half mile boundary, there are limited areas of Medium Density Residential and intersecting B4 corridors.

The existing zoning along the Woodward alignment between Foxtown and Hazelwood would translate well to support TOD. It has a good mix of commercial and high density residential areas. Future north the zoning is less diverse, similar to the zoning in the other alignments.

### **7.3 No-Build Alternatives**

The No-Build Alternatives for the Gratiot, Michigan and Woodward Avenue alignments included both roadway and transit elements. The DTOGS project defined three distinct transit elements associated with the Gratiot, Michigan and Woodward No-Build Alternatives to correspond with each of these three alignments. The roadway and transit system improvements defined for the No-Build Alternatives were also part of the TSM, BRT and LRT Alternatives.

#### **7.3.1 Roadway Elements**

The No-Build Alternatives included all capacity-related transportation system projects that were listed in SEMCOG's TIP for the Detroit-Warren-Livonia Metropolitan Statistical Area (MSA) for fiscal years 2006 through 2008. **Table 7-1** on the next page presents capacity projects for Wayne County. In addition to the TIP projects, the No-Build Alternatives also included the financially-constrained capacity-related transportation projects in the DTOGS project area as presented in SEMCOG's RTP, presented in **Table 7-2** on the following page.

All of the roadway improvements presented in **Tables 7-1** and **7-2** were included in the TSM and Build Alternatives.

### **7.3.2 Transit Elements**

The No-Build Alternatives included increasing service frequency and reorganizing feeder bus routes to optimize travel times. The No-Build Alternatives did not include adding new routes. The No-Build alignments were:

- Gratiot Avenue (DDOT Route 34) between Eight Mile Road and downtown Detroit, where Route 34 would operate on eight-minute headways and some cross routes were adjusted to pulse with Route 34. **Figure 7-4** shows the Gratiot Avenue No Build Alternative’s cross routes and revised headways.
- Michigan Avenue (DDOT Route 37) between Greenfield Village in Dearborn and downtown Detroit, where Route 37 would operate on 15-minute headways and some cross routes were adjusted to pulse with Route 37. **Figure 7-5** shows the Michigan Avenue No Build Alternative’s cross routes and revised headways.
- Woodward Avenue (DDOT Route 53) between Eight Mile Road and downtown Detroit, where Route 53 would operate on six-minute headways and some cross routes were adjusted to pulse with the Route 53. **Figure 7-6** shows the Woodward Avenue No Build Alternative’s cross routes and revised headways.

The transit elements of the No-Build Alternatives did not entail modifications to the alignment or operations of buses in downtown Detroit.

**Appendix H** presents the detailed operating plan for each of the twelve alternatives.

**Table 7-1**  
**SEMCOG 2006-2008 TIP Capacity Projects<sup>1</sup>**

Community	Year	Roadway	Extent	Description
Detroit	2007	Ambassador Bridge Gateway	City of Detroit	Construct three new structures and improve bridge access

<sup>1</sup> Only projects within the DTOGS project area are shown.

**Table 7-2  
SEMCOG 2030 RTP Capacity Projects<sup>1</sup>**

Community	Year	Roadway	Extent	Description
Dearborn	2005	I-94	At Schaefer	Reconfigure and reconstruct ramps
Detroit	2006-2010	Ambassador Bridge Enhancement Project	Detroit Plaza to Windsor Plaza	Construct replacement span
Detroit	2006-2010 2011-2015	I-94	I-96 to Connor	Widen to four lanes in both directions Add CD roads Reconstruct interchanges
Detroit	2011-2015	Ambassador Bridge Gateway	City of Detroit	Improve bridge access
Detroit	2011-2015	Chalmers	Chandler Park to I-94	Add center left turn lane Revise signal
Detroit	2011-2015	Dickerson	Outer Drive to Mack	Add center left turn lane Revise signal
Detroit	2011-2015	Hayes	Seven Mile to State Fair	Add center left turn lane Revise signal
Detroit	2011-2015	Linwood	Grand River to McGraw	Add center left turn lane Revise signal
Detroit	2011-2015	Linwood	Lodge to Puritan	Add center left turn lane
Detroit	2011-2015	Livernois Avenue	Outer Drive to Puritan	Reconstruct from a nine-lane road to six-lane boulevard
Detroit	2011-2015	Mt. Elliot	Seven Mile to State Fair	Add center left turn lane Revise signal
Detroit	2011-2015	Puritan	Linwood to Log Cabin	Add center left turn lane Revise signal

### Guideway Requirements

The No-Build Alternatives did not entail exclusive transit guideway for DDOT Routes 34, 37 and 53.

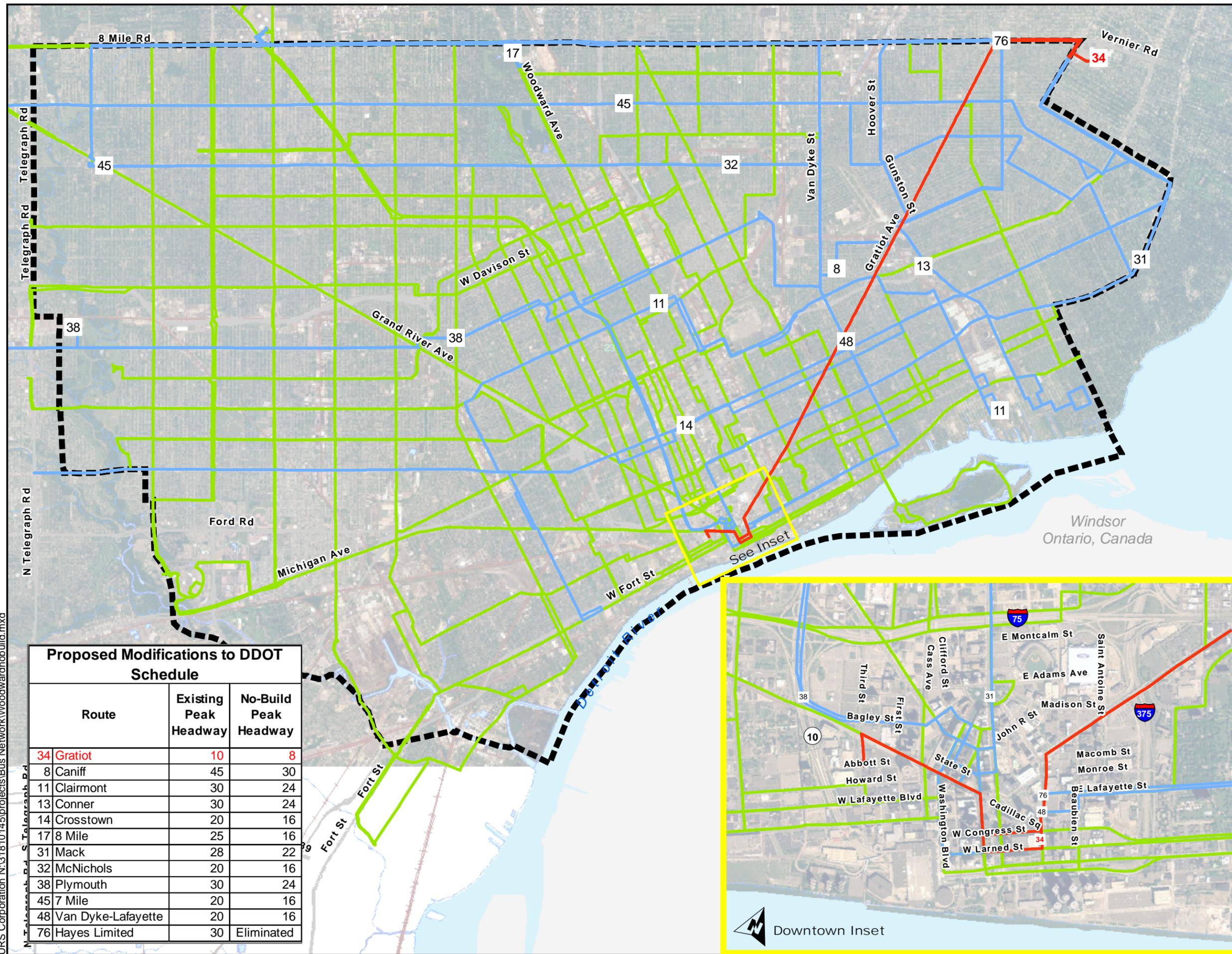
### Transit Vehicles

The No-Build Alternatives would continue to use DDOT's current type of transit vehicles, i.e. 40-foot buses.

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Figure 7-4

# Proposed Service Plan for Gratiot Avenue No Build Alternative



**Legend**

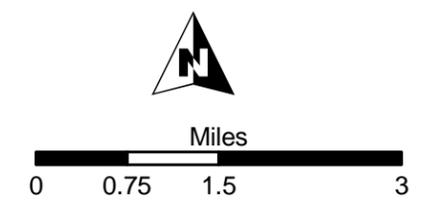
**DDOT Routes**

- Route 34 - Gratiot
- Modified Bus Routes
- Unmodified Bus Routes

**Map Symbols**

- Study Area
- Primary Road
- Secondary Road
- Railroads
- Lake, River

April 6, 2009

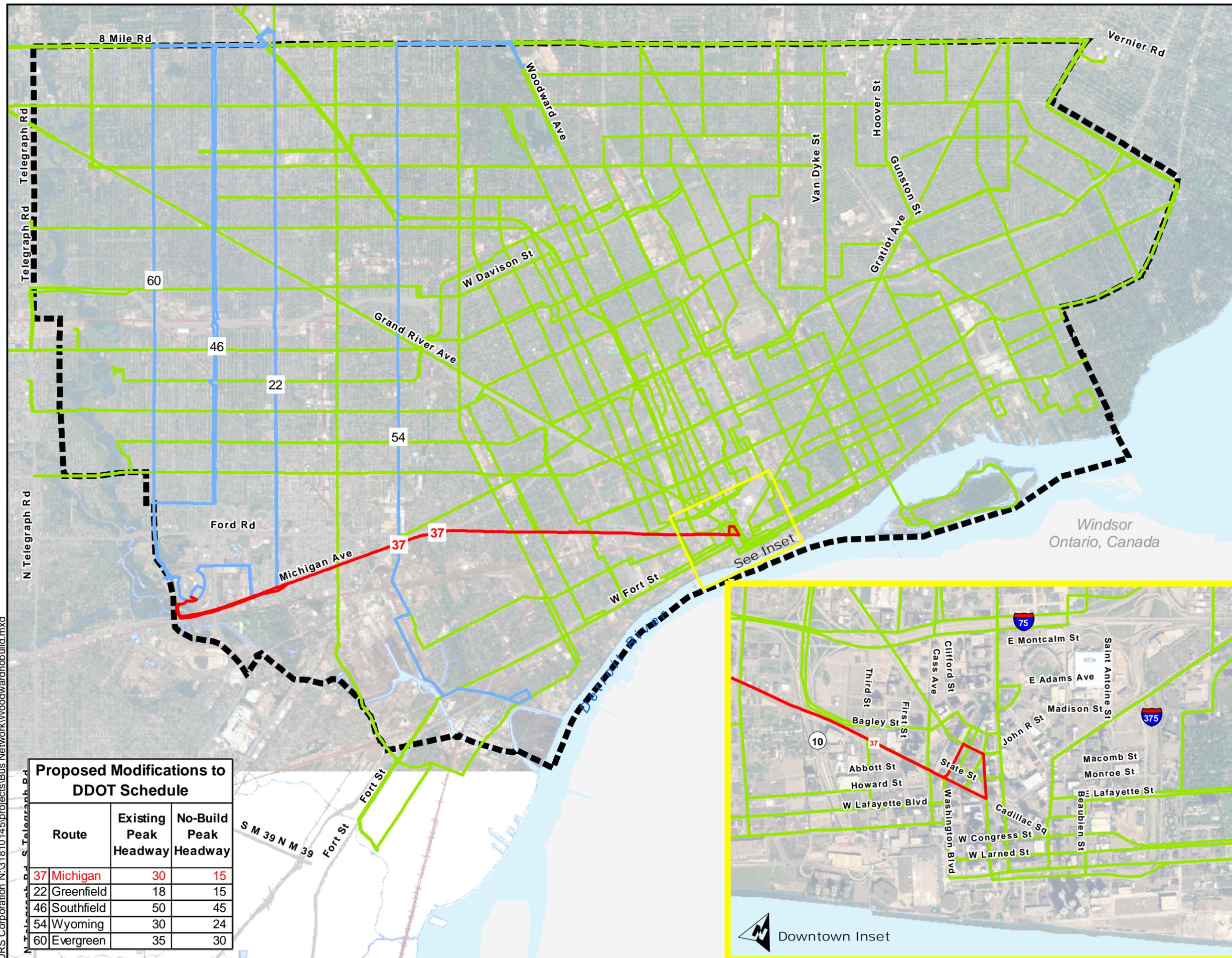


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Figure 7-5

# Proposed Service Plan for Michigan Avenue No Build Alternative



**Legend**

**DDOT Routes**

- Route 37 - Michigan
- Modified Bus Routes
- Unmodified Bus Routes

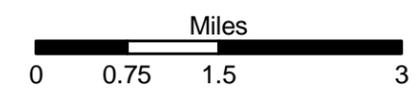
**Map Symbols**

- Study Area
- Primary Road
- Secondary Road
- Railroads
- Lake, River

**Proposed Modifications to DDOT Schedule**

Route	Existing Peak Headway	No-Build Peak Headway
37 Michigan	30	15
22 Greenfield	18	15
46 Southfield	50	45
54 Wyoming	30	24
60 Evergreen	35	30

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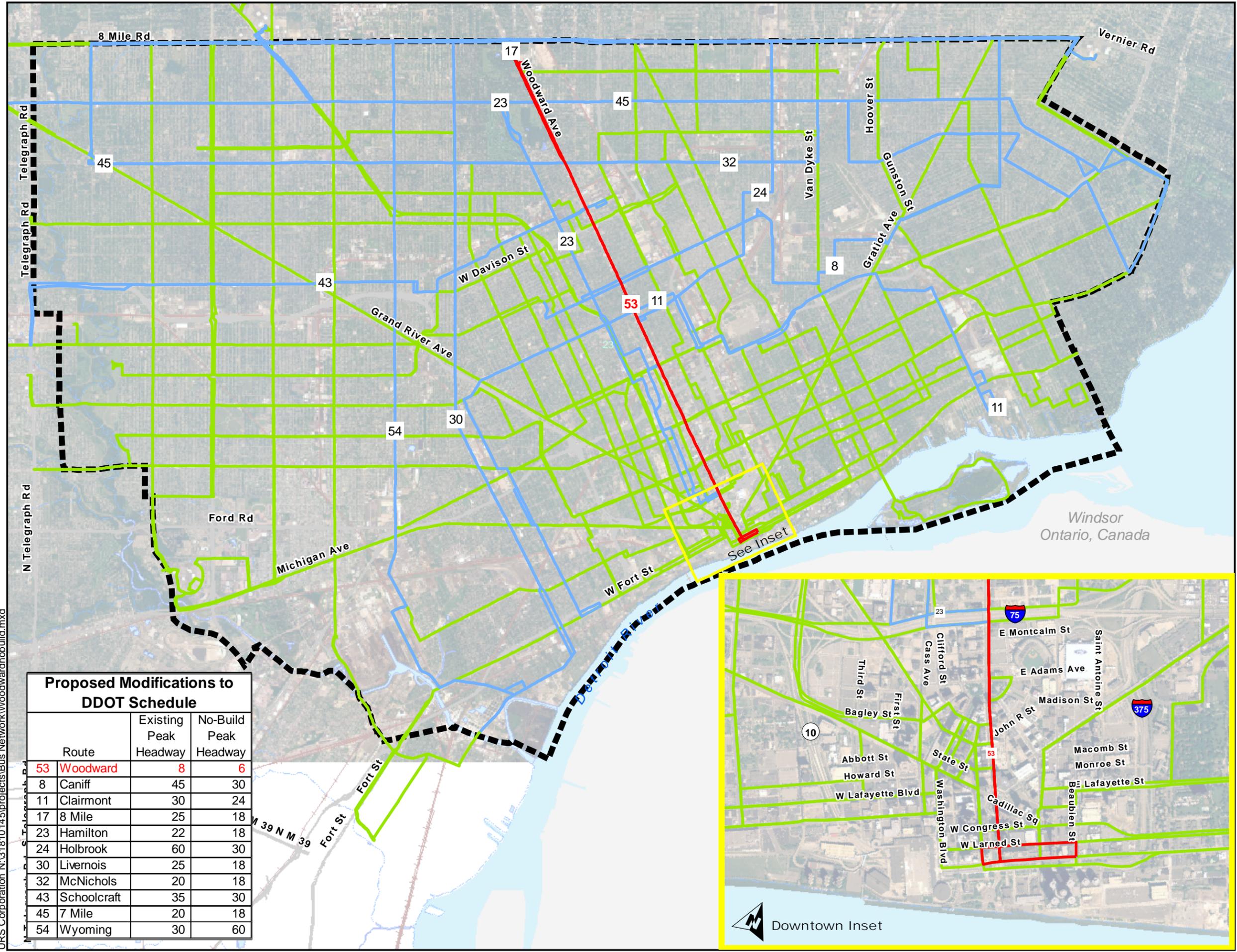


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Figure 7-6  
**Proposed Service Plan  
 for Woodward Avenue  
 No Build Alternative**



**Proposed Modifications to  
 DDOT Schedule**

Route	Existing Peak Headway	No-Build Peak Headway
<b>53 Woodward</b>	<b>8</b>	<b>6</b>
8 Caniff	45	30
11 Clairmont	30	24
17 8 Mile	25	18
23 Hamilton	22	18
24 Holbrook	60	30
30 Livernois	25	18
32 McNichols	20	18
43 Schoolcraft	35	30
45 7 Mile	20	18
54 Wyoming	30	60

**Legend**

**DDOT Routes**

- Route 53 - Woodward
- Modified Bus Routes
- Unmodified Bus Routes

**Map Symbols**

- Study Area
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### Transit Stations

The No-Build Alternatives would use existing bus stops and did not entail construction of new bus stops along Gratiot, Michigan or Woodward Avenues.

### Frequency and Hours of Service

The No-Build Alternatives maintained existing hours of service and assumed the following frequency of service during peak times:

**Table 7-3  
Proposed Weekday Hours and Frequencies of Service – No-Build Alternatives**

Route	Hours of Service	Peak Frequency
34 – Gratiot	4 AM to 3 AM	8 minutes
37 – Michigan	5 AM to 2 AM	15 minutes
53 – Woodward	4 AM to 3 AM	6 minutes

### Travel Speed and Travel Time

Because the No-Build Alternatives would use existing roadways (Gratiot, Michigan and Woodward Avenues) in mixed traffic, there were no changes in travel speeds or travel times on Routes 34, 37 and 53 relative to current or year 2030 conditions.

### Fare Structure

The No-Build Alternatives would use DDOT’s existing fare and transfer structure, presented in **Table 7-4**.

**Table 7-4  
Current DDOT Fare Structure**

Fare Type	Fare
Adult Base Fare / Transfer	\$1.50 / \$0.25
Student Fare (with DDOT Student ID) / Transfer	\$0.75 / \$0.25
Senior/Disabled / Transfer	\$0.50 / \$0.10
Medicare Cardholder / Transfer	\$0.75 / \$0.10
Children under 44 inches tall with adult (limit three)	Free