

Downtown Pontiac

Transportation Assessment

Building Connections between Downtown and Neighborhoods



Community Open House Workshop

March 17, 2011

**PARSONS
BRINCKERHOFF**





Goals for Today

Improve your understanding of this project

Share our findings on the current transportation conditions

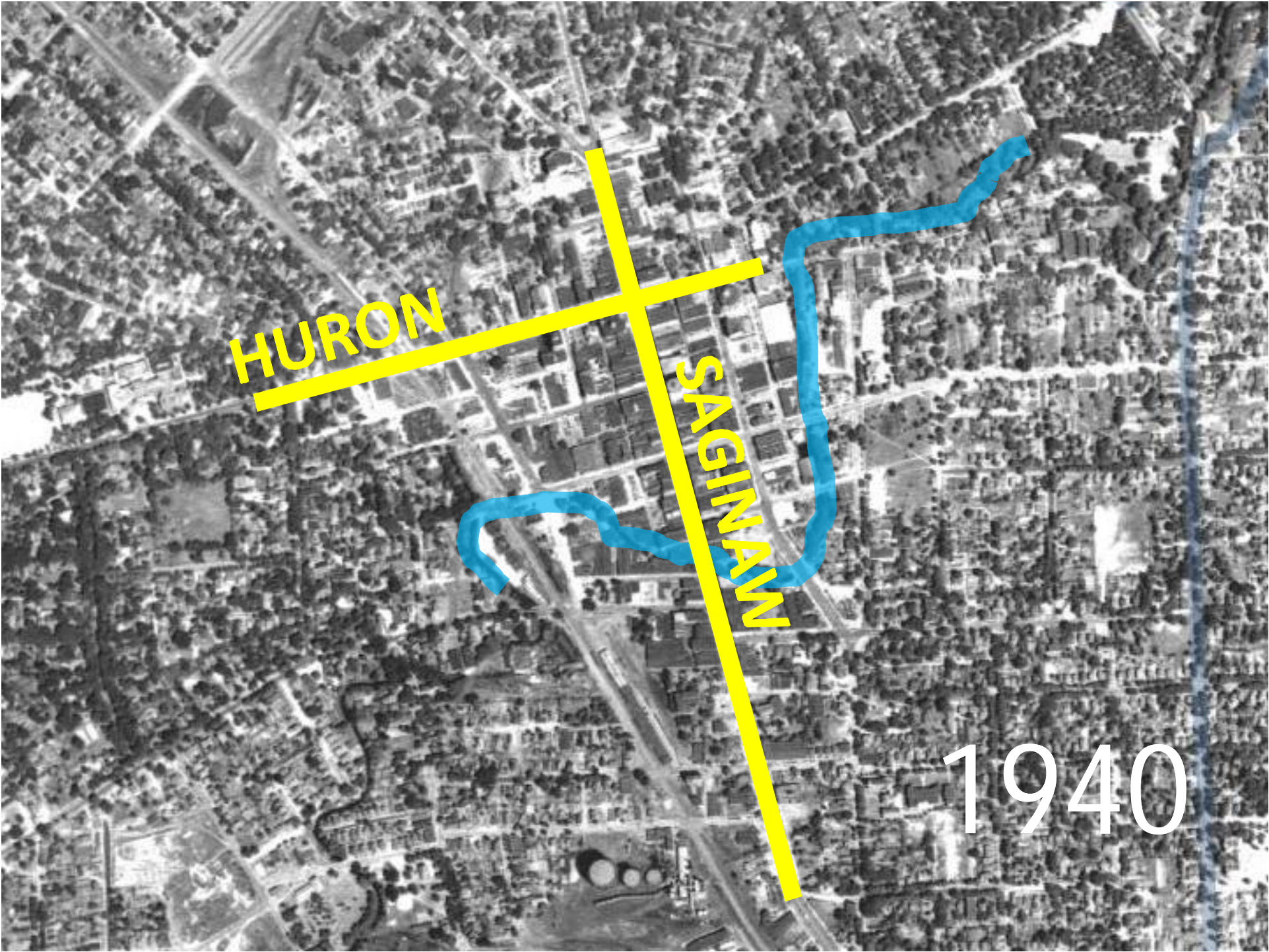
Collect your ideas on short and long term improvements

Understand your issues and concerns

Leon Jukowski
Mayor, City of Pontiac



L. Brooks Patterson
Oakland County Executive



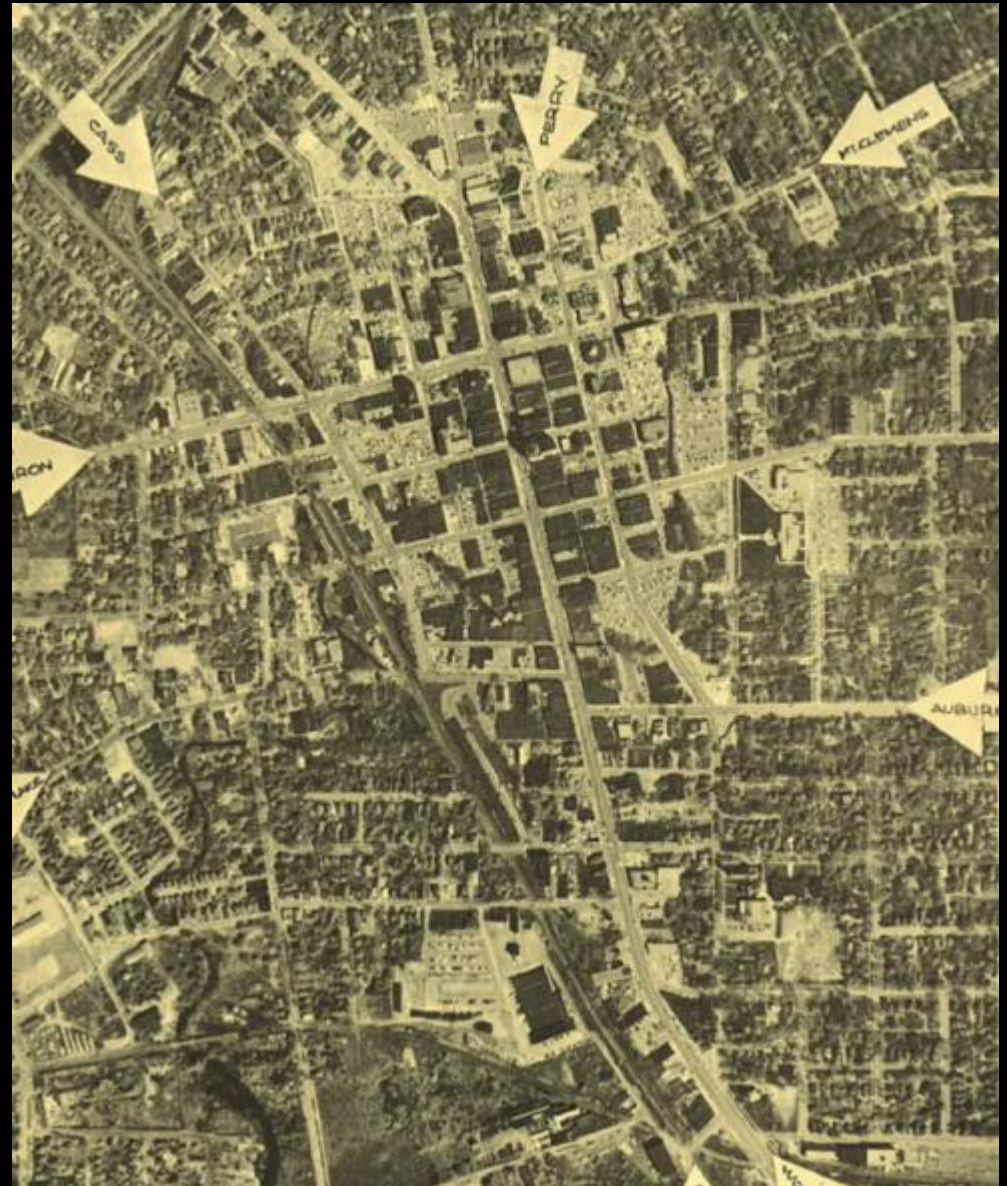
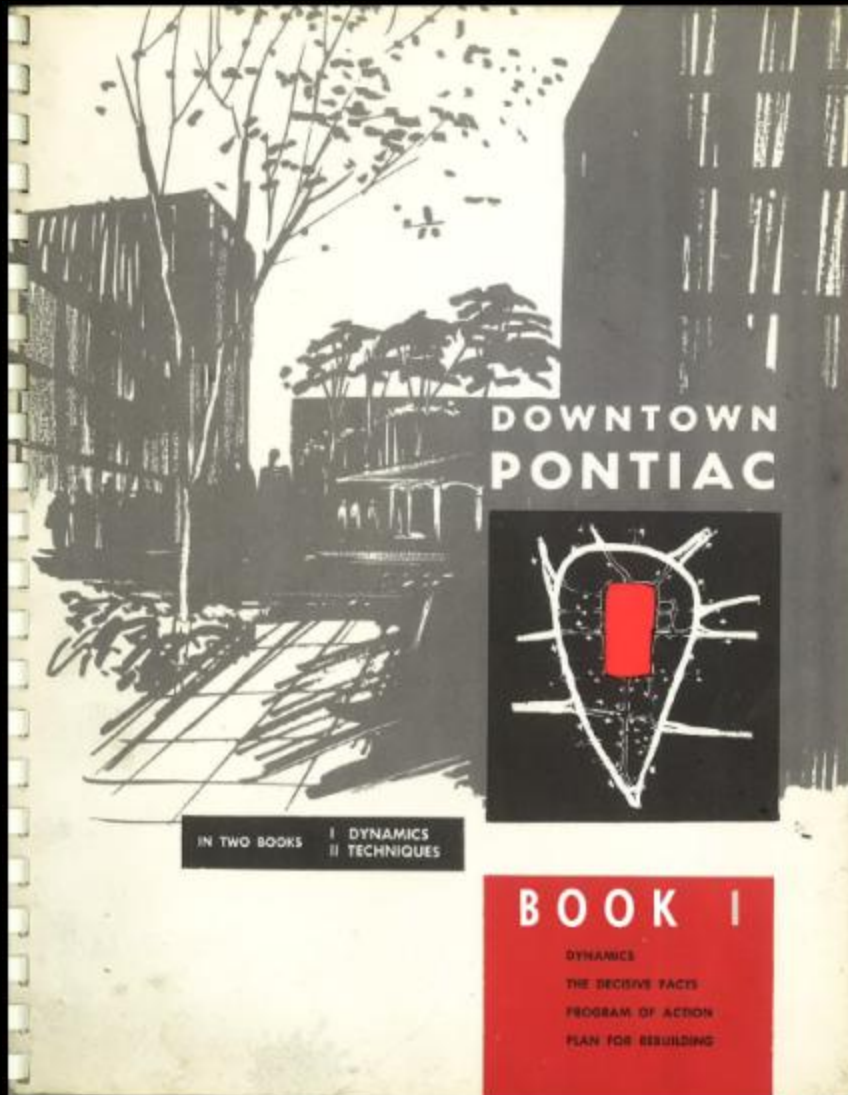
HURON

SAGINAW

1940

Downtown Pontiac Book 1

April 18, 1962



Downtown Pontiac Book 1

April 18, 1962

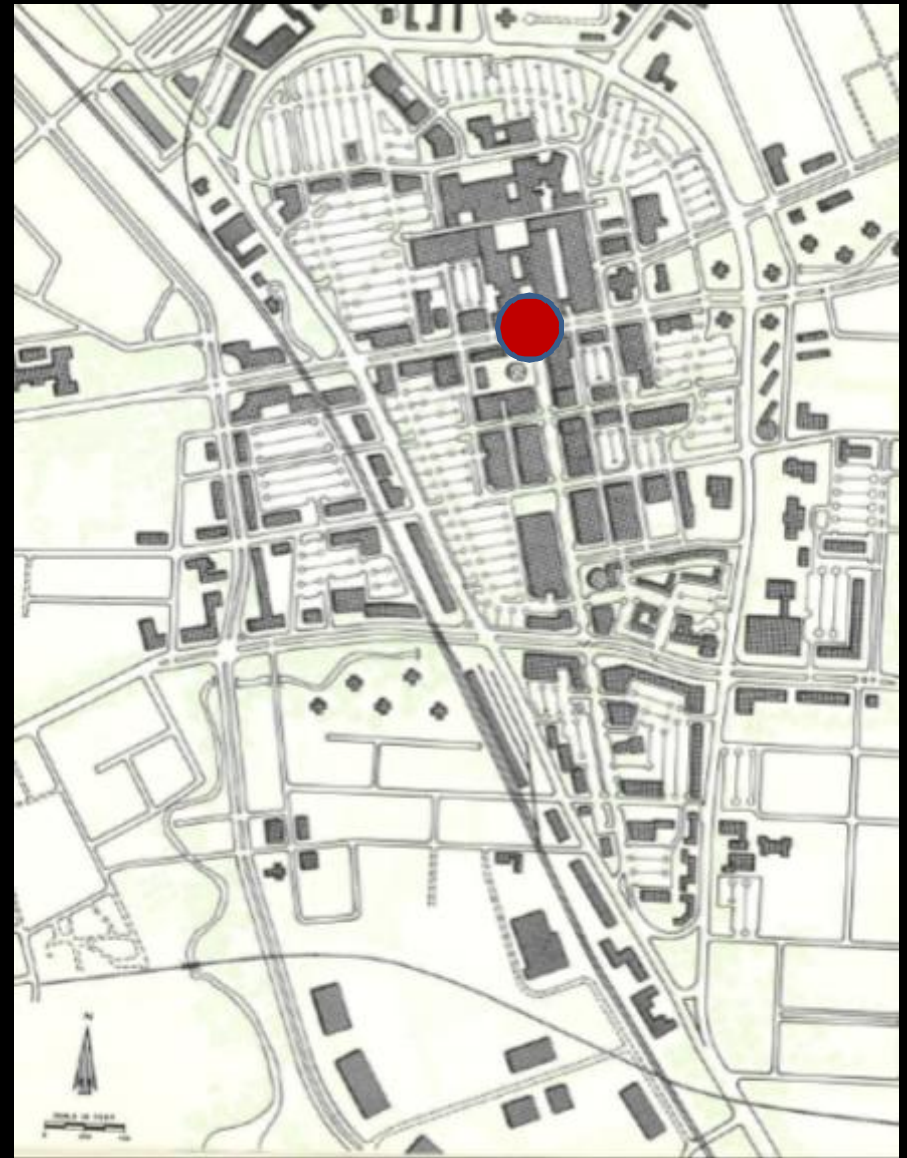
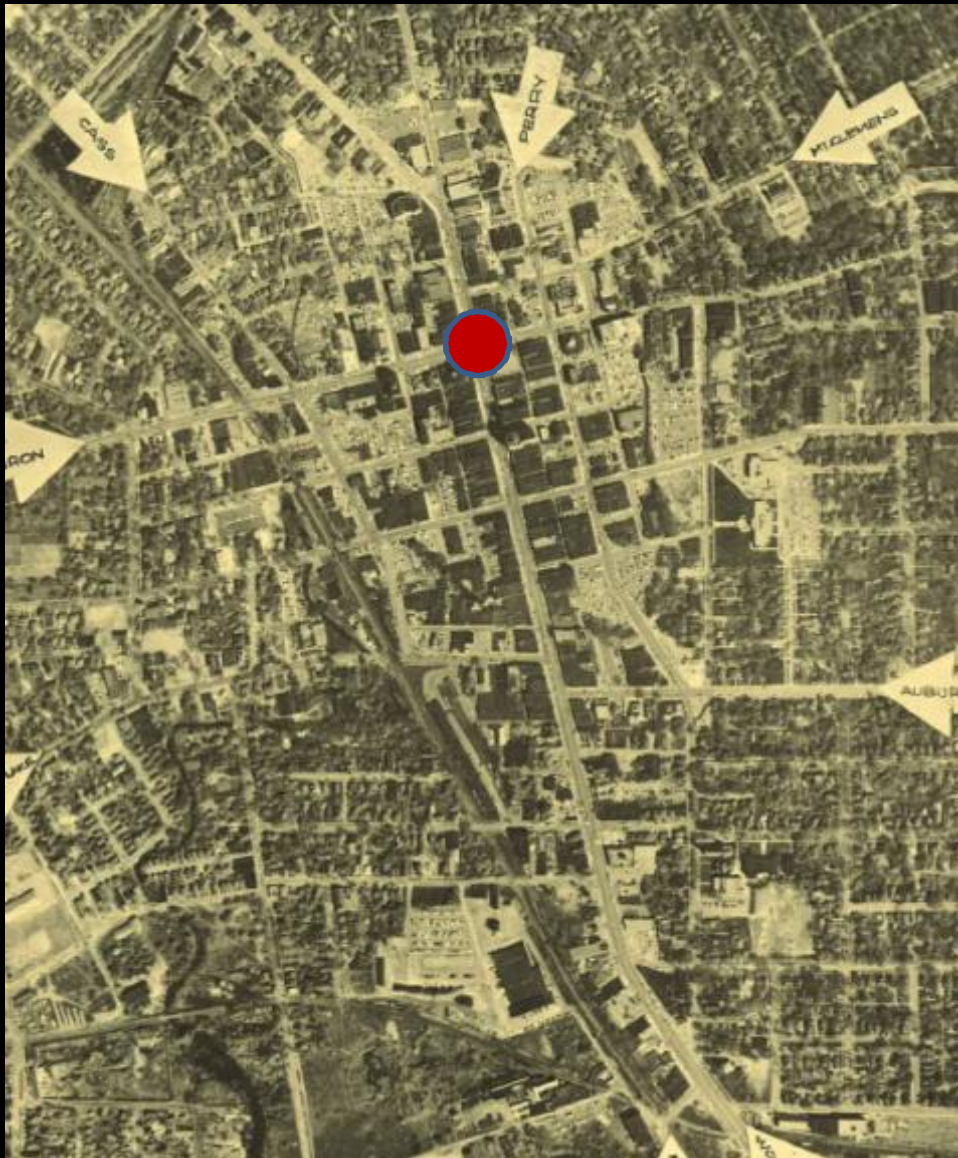
- 1) To open up the bottleneck of Downtown Pontiac for through traffic.
- 2) To create for the business district inside the Perimeter Ring the layout and design of a super shopping center with a better overall approach, access and circulation plan than any private shopping center.

town type movements. The major external routes will be capable of diverting traffic around the hard core of Downtown, traffic that has a destination other than Downtown."

The Michigan State Highway Department predicts, from recent studies they have conducted, that the 75,000 vehicles a day, that are approaching Downtown Pontiac now, will increase up to 155,000 vehicles a day by 1980.

Downtown Pontiac Book 1

April 18, 1962



An aerial, black and white photograph of a city grid. A prominent feature is a large, rectangular enclosure that has been built around a section of the city, effectively cutting off a neighborhood from the rest of the downtown area. The buildings within the enclosure appear to be in various stages of demolition or are completely destroyed. The surrounding city grid is dense with buildings and streets.

Land acquired
River enclosed
Buildings torn down
Loop built
Neighborhoods cut off from their downtown

25,000 residents lost
30,000 jobs lost



Everywhere but Pontiac

The purpose of this study to find the best ways to better connect downtown, neighborhoods and the broader community by readapting the Woodward Loop and improving the street, sidewalk and bike path system.

Project Purpose

It can't do it all, but...

what it can do

It is envisioned that improving this network will improve livability and the long term economic health of the downtown and surrounding neighborhoods.



Livability Principles

1. Provide more transportation choices.
2. Promote equitable, affordable housing.
3. Enhance economic competitiveness.
4. Support existing communities.
5. Coordinate policies and leverage investment.
6. Value communities and neighborhoods.



Major Components

- 1 Previous Studies and Reports
- 2 Current and Future Traffic Conditions
- 3 Stakeholder Input, Ideas and Concerns
- 4 Plan and Recommendations



Thank You Your Input is Important

Workshop Stations

- 1 Grant Overview
- 2 Transportation Conditions
- 3 Tactical Urbanism
- 4 Complete Streets
- 5 Woodward Loop Alternatives
- 6 What Do You Think?

