STREETS FOR PEOPLE

Slow Street Wayfinding

May 21, 2021

The following design guidelines have been adapted from local, state and national best practices. It is intended to serve as a guide for city planners, engineers, and designers when designing and constructing Slow Street network facilities in the City of Detroit. The design guidelines presented here are an adapted combination of recommended standards prescribed by the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, the National Association of City Transportation Officials (NACTO) and where applicable, the Michigan Manual on Uniform Traffic Control Devices (MMUTCD 2011).

The guidelines presented here provide basic information about the design of bicycle and pedestrian wayfinding signage for the Slow Streets network and strives to support the needs of both cyclists and walkers.

Final design of any bikeway facility should be conducted by a licensed engineer using sound engineering judgment and applicable standards and guidelines.

Table of contents

PURPOSE

To implement the Slow Streets initiative, the City will identify and sign select routes to improve wayfinding among destinations in the city. A system of signed bicycle routes will advance bicycle and pedestrian transportation and recreation in the following ways:

1

Identify routes that will be easy to follow...for novice bicyclists, new bicycle commuters, new city residents, and tourists.

2

Identify a set of routes that serve the most important destinations needing bicycle access and wayfinding guidance.

3

Contribute to the physical and visual presence of bicycle facilities on the City street and roadway system, which alerts motorists and all other users of the transportation system that bicyclists have "a right to the road," and are to be expected along these and other routes throughout the City.

4

Provide a discrete, yet citywide, feature of the bicycling infrastructure that can be used as the lead feature for bicycle marketing and promotion efforts.

APPROACH

For a signed Slow Streets network to function effectively, be understood and help bicyclists and pedestrians it must be based on consistent patterns of sign design and usage. This design guideline document establishes the following features of the sign system:

SIGN TYPES:
Route, Turn, Decision

INFORMATIONAL ELEMENTS TO BE INCLUDED:
Direction arrows, place names, distance, and special network identification

STANDARD SIGN PANEL FORMATS AND COMBINATIONS INCLUDING:
Route signs, turn signs, and decision signs

CONSISTENT PLACEMENT AND USAGE ALONG A ROUTE

OBJECTIVES

Ensure continuity and consistency in features that need to communicate the same message to users regardless of location.

Ensure uniformity in features that may allow for bulk production of some signs and thus lower capital and maintenance costs.

Allow enough flexibility to address the wide variety of transportation facilities and neighborhood settings that a Slow Street network may pass through.

Ensure that the signs and messages that they communicate are visible, clear, unambiguous, timely, useful, and contribute to safe pedestrian and bicycle movements.

DETAILED DESIGN AND LOGISTICAL ISSUES

Design of graphics—symbols and logos and how they are used

Colors and how they are used

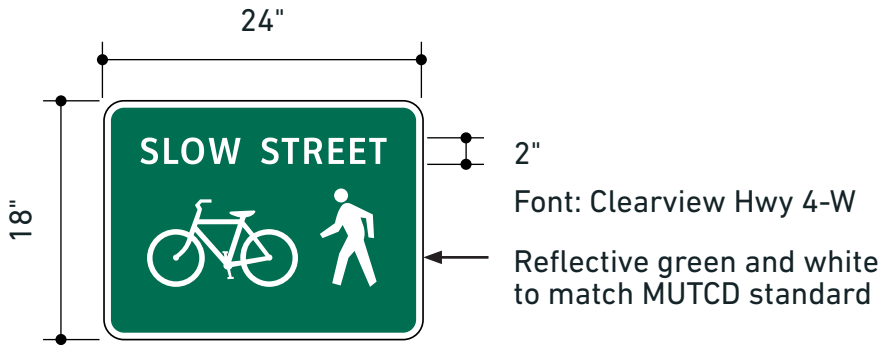
Sign sizes

Fonts styles and sizes Ensuring legibility

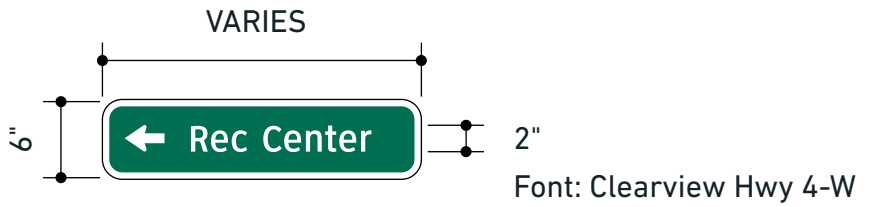
Support and post materials and method options

Recommended posting locations in the streetscape

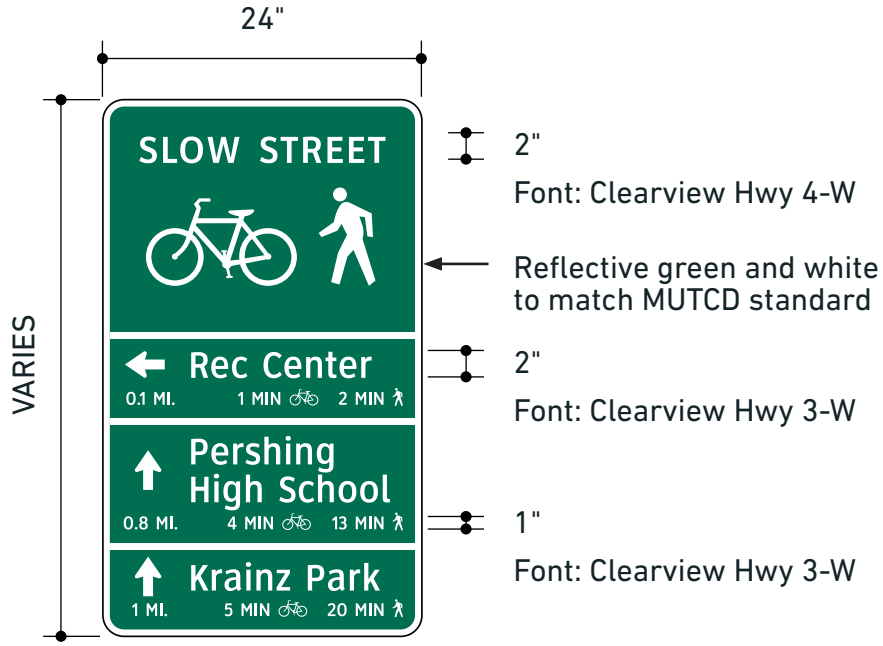
GUIDELINES



ROUTE SIGN - SSD11-1



TURN SIGN - SSD1-1



DECISION SIGN - SSD1-3C

The Slow Streets network wayfinding sign system will consist of three unique sign types identified and recommended by NACTO; Confirmation signs, Turn signs, and Destination signs.

DECISION SIGN - SSD1-2C

DECISION SIGN - SSD1-1C

SIGN TYPES

- **ROUTE SIGNS**
  Route signs identify network routes and includes network identification. The Slow Street route sign is a modified MUTCD Bike Route Guide sign (D11-1). Signs may be repeated at regular intervals so that users entering from side street will have an opportunity to know that they are on a Slow Street route.

- **TURN SIGNS**
  Turn signs inform users of route direction changes and to confirm route direction.

- **DECISION SIGNS**
  Decision signs identify network routes and include a combination of network identification, directional arrow(s), destination)s). distance(s), as well as riding and walking times. Bicycle route guide signs are used to indicate a preferred route for bicyclists and pedestrians.

OTHER SIGN TYPES

The following MUTCD signs can be paired with Confirmation Signs to provide additional information as needed.

M4-14 & M4-6

MUTCD Route Beginning and Ending

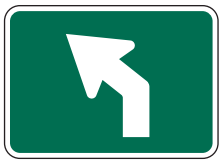
M5-1 THROUGH M6-7

MUTCD Arrow Subplates

M4-14

M4-6

M5-1



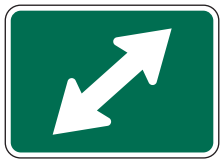
M5-2

M6-1

M6-2

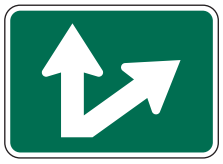
M6-3

M6-4



M6-5

M6-6



M6-7

M6-1

INFORMATIONAL ELEMENTS

- Decision signs should provide directional arrows, destination place names, as well as mileage and time at key intersections
- Mileage format should be “X.X” for distances with a fraction of a mile and “X” for whole miles.
- Decision signs may direct to a maximum of three destinations on a single sign. Place the closest destination to each sign in the top slot. Destinations that are further away can be placed in slots two and three. This allows the nearest destination to “fall off” the sign and subsequent destinations to move up the sign as users approach. For longer routes, show intermediate destinations rather than include all destinations on a single sign.
- The on-street sign system may use arrow sub-plates to indicate changes in route direction.
- The turning point to important side destinations should be marked with a decision sign and may use MUTCD sub-plates where appropriate.
- At the crossing or merging points of two bike routes the bicycle symbol should be included on the side destination sub-plate to indicate that a signed-route will be provided to the destination.
- MUTCD End sub-plates should be included at end of Slow Street route.

DESTINATIONS

Typical destinations might include the following:

ON-STREET BIKEWAYS

COMMERCIAL CENTERS

PUBLIC TRANSIT STATIONS & HUBS

SCHOOLS

CIVIC/COMMUNITY DESTINATIONS

LOCAL OR REGIONAL PARKS & TRAILS

HOSPITALS

Note: This guide does not provide a specific list of destinations. A final list of destinations must be developed by the City for each district with input from the local community.

SIGN PLACEMENT

Follow MMUTCD standards (Section 9B.01) for application and placement of sign, including mounting height and lateral placement from edge of path or roadway. Additional standards and guidelines are found in section 9B.20 – Bicycle Guide Signs.

Sign Location along shared use paths should be in accordance with the MUTCD. Signs located along urban roadways should be located behind the face of curb a minimum of 1.5 feet and in accordance with the AASHTO Roadside Design Guide. Care should be taken to assure that signs are easily seen by cyclists, pedestrians and drivers, and will not frequently be blocked by parked vehicles, queuing traffic or other obstructions. Signs should be located prior to intersections or decision points where turns are required to give sufficient time to make a decision. Signs shall be placed so as not to obstruct other regulatory or warning signs.

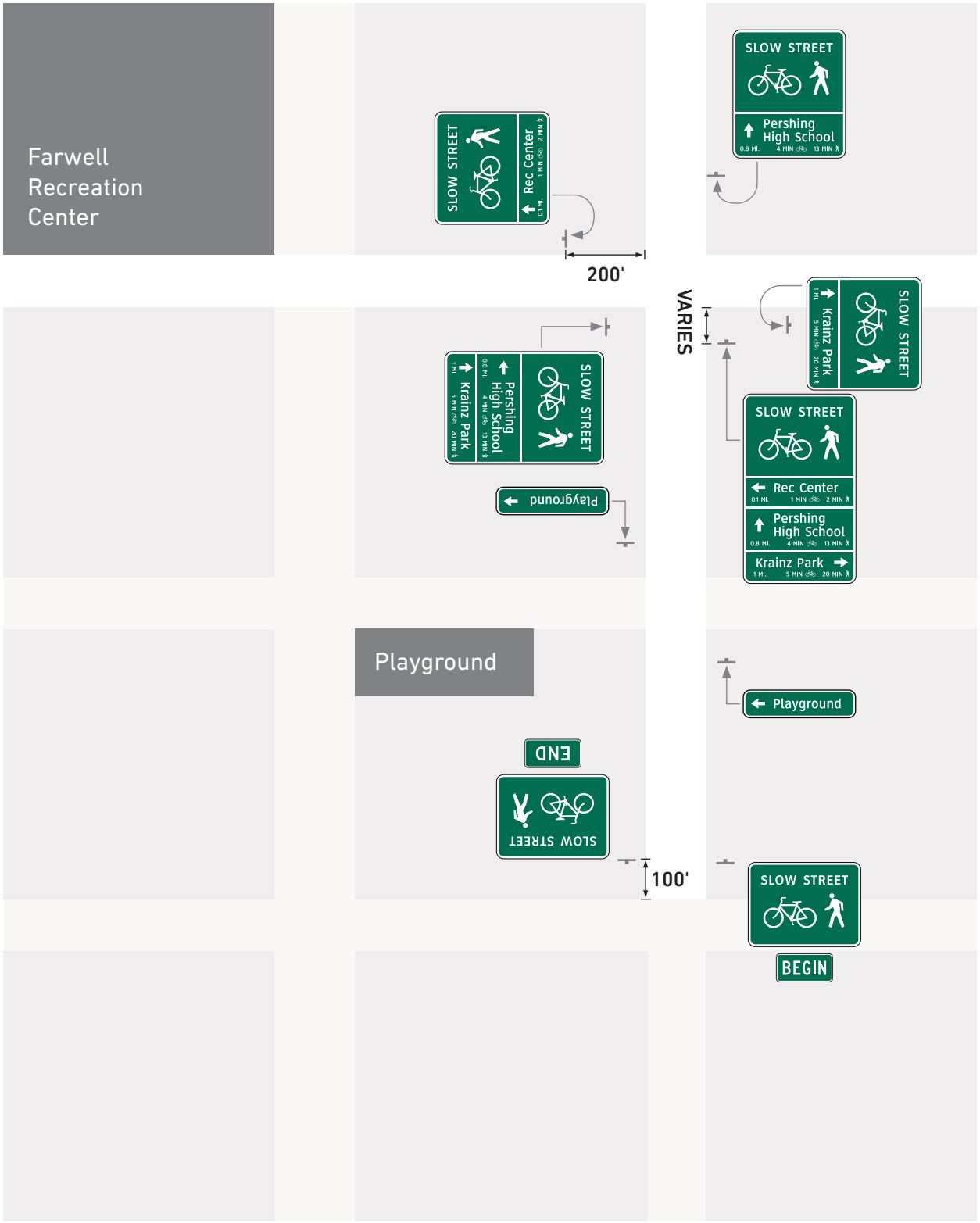
Confirmation Signs should be placed at approaches to the route. Provide at intersections, on select crossing streets (such as arterials, collectors, streets used by many bicyclists) to alert bicyclists of the signed route. At the end of the route a confirmation sign should be accompanied with an MUTCD End sub-plate.

Confirmation Signs should be placed every 2-3 blocks along on-street route, as well as on far side of major street intersections.

Confirmation sign should be provided within 200 feet after a turn in the route or after a signed approach has joined or crossed the route if the route is still part of the Slow Street network.

Decision and turn signs should be placed in advance of all turns (near side of the intersection) or decision points along the route where turns are required to give sufficient time to make a decision.

Turn signs should be used when the route to the destination is not part of the Slow Street network.


Farwell
Recreation
Center
SLOW STREET
Rec Center
0.1 MI. 1 MIN 2 MIN
200'
SLOW STREET
Pershing
High School
0.8 MI. 4 MIN 13 MIN
VARIES
SLOW STREET
Krainz Park
1 MI. 5 MIN 20 MIN
SLOW STREET
Pershing
High School
0.8 MI. 4 MIN 13 MIN
Krainz Park
1 MI. 5 MIN 20 MIN
SLOW STREET
Playground
SLOW STREET
Rec Center
0.1 MI. 1 MIN 2 MIN
Pershing
High School
0.8 MI. 4 MIN 13 MIN
Krainz Park
1 MI. 5 MIN 20 MIN
Playground
Playground
END
SLOW STREET
100'
SLOW STREET
Pershing
High School
0.8 MI. 4 MIN 13 MIN
SLOW STREET
BEGIN

SIGN DETAILS

Generally, sign details will meet the requirements established in other guidelines, standards and specifications as appropriate including the MUTCD, American Association of State Highway and Transportation Officials (AASHTO) Roadside Design Guide, Michigan Vehicle Code and City of Detroit standards and specifications.

Sign Panel Details such as sign color, size, fonts, graphics/symbols, panel layout and panel combinations should be in accordance with the MUTCD unless otherwise modified by these guidelines.

Clearview Hwy font is recommended, as it is commonly used for guide signs in the United States.

Sign Panel color is green to match MUTCD standards. Section 1A.12 of the MUTCD established the general meaning for signage colors. Green is the color used for directional guidance and is the most common color of bicycle wayfinding signage in the United States, including those included in the MUTCD.

Sign Support Details should be in accordance with the City of Detroit or Michigan Vehicle Code standards as applicable. Mount to existing utility/signal poles where feasible. Mounting signs to steel posts, wood posts, existing utility/signal poles, or other structures is generally acceptable unless otherwise contradicted by the above mentioned guidelines.

REFERENCES

SIGN CODE

MICHIGAN VEHICLE CODE

The Michigan Vehicle Code (Act 300 of 1949, which is revised from time to time) regulates vehicle operations across the state. Importantly, the MVC sets the legal and regulatory framework for speed limits in Michigan. The MVC is considered controlling legislation. Section 257.605-1 forbids cities from enacting local laws that conflict with its provisions.

UNIFORM TRAFFIC CODE

The Uniform Traffic Code supplements the MVC in the areas of traffic administration and authority, traffic control devices, rights and duties of roadway users including bicyclists and pedestrians, and parking. Unlike the MVC, cities can revise provisions in the UTC so long as the changes do not conflict with the Vehicle Code.

NATCO URBAN BIKEWAY DESIGN GUIDE

https://nacto.org/publication/urban-bikeway-design-guide/bikeway-signing-marking/bike-route-wayfinding-signage-and-markings-system/