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TO: The Honorable Detroit City Council

FROM: David Whitaker, Director   
Legislative Policy Division Staff

DATE: July 26, 2024

RE: **RESOLUTION REQUESTING FOR MDOT TO CONDUCT A ROAD DIET STUDY  
FOR FORT STREET**

Council Member Gabriela Santiago-Romero has requested that the Legislative Policy Division draft a resolution requesting that the Michigan Department of Transportation (MDOT) perform a road diet study of Fort Street between Schaefer Road and West Outer Drive.

Please contact us if we can be of any further assistance.

**BY COUNCIL MEMBER GABRIELA SANTIAGO-ROMERO**

**RESOLUTION REQUESTING FOR MDOT TO CONDUCT A ROAD DIET STUDY FOR FORT STREET**

**WHEREAS,** The City of Detroit desires to improve the safety and accessibility of Fort Street between Schaefer Road and West Outer Drive; and

**WHEREAS,** This section of Fort street is currently a 6-lane road, and residents have expressed their concern with vehicular traffic speeding, running red lights, and frequent traffic accidents including collisions with bus shelters; and

**WHEREAS,** This stretch of Fort Street is in the Boynton community which includes many seniors and families with children in addition to the Kemeny Recreation Center, the Mark Twain School for Scholars, Detroit Fire Department Engine 48, and many local businesses; and

**WHEREAS,** A “road diet” refers to the conversion of a 3 or 4-lane street to a 2-lane street by removing lanes which can then be used to accommodate pedestrians and other modes of transportation, principally bikes; and

**WHEREAS,** Both in Michigan and across the United States, road diets have become an increasingly popular method of reducing vehicle collisions and pedestrian fatalities, and studies have shown that narrowing streets can result in a significant reduction in these incidents by reducing vehicle speeds and opportunities for collisions;<sup>1</sup> and

**WHEREAS,** In addition to addressing safety concerns, road diets can also improve the quality of life for residents by reducing the size of a large street that can act as a barrier between neighborhoods and by altering the street to include more pedestrian improvements and opportunities for bicycle lanes; and

**WHEREAS,** Before pursuing any particular project to address the issues on Fort Street, there must be a comprehensive traffic study to determine whether a road diet will be an effective solution for the particular needs of the community; **NOW THEREFORE BE IT**

**RESOLVED,** The Detroit City Council strongly urges the Michigan Department of Transportation (MDOT) to conduct a traffic study on Fort Street between Schaefer Road and West Outer Drive to determine the effectiveness of a potential road diet and to work with the City of Detroit to design a solution that meets the needs of the community; **THEREFORE, BE IT FINALLY**

**RESOLVED,** That the Detroit City Clerk is directed to send this resolution the Bradley C. Wieferich, P.E., MDOT Director and Troy Hagon, MDOT Director of Governmental Affairs, Mayor Mike Duggan, and Ron Brundidge, Director of the Detroit Department of Public Works.

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<sup>1</sup> Per E Garder, The impact of speed and other variables on pedestrian safety in Maine, Accident Analysis & Prevention, Volume 36, Issue 4, 2004; Andrew Keatts, Rice University Kinder Institute for Urban Research. “What Are ‘Road Diets,’ and Why Are They Controversial?” September 10, 2015.