



W. Warren Avenue Streetscape Improvements

Thursday, January 23, 2025 – 6:00 PM - COO Meeting #2

City of Detroit

Department of Public Works Complete Streets

Notice of Public Outreach

You are invited to give input on the following proposal.

PROPOSAL

W. Warren Avenue Streetscape Improvements

OUTREACH DETAILS

Virtual Community Meeting
Thursday, January 23, 2025 at 6:00 p.m.

Zoom Link:

<https://bit.ly/WWarrenStreetscapeZoomMeeting>
Meeting ID: 914 477 8107 Passcode: uwwiS9

ADMINISTRATIVE SUMMARY

The proposed project includes streetscape improvements along W. Warren Avenue between Central Street and Livernois Avenue. The project aims to address traffic safety issues, create a safe multimodal connection to the Joe Louis Greenway Warren Trailhead, and provide an inviting environment for neighbors and other roadway users. Proposed improvements will include cost-effective traffic calming treatments (e.g., lane reconfiguration, and protected bike lanes) parking lanes, spot sidewalk repair, and other low-cost streetscape amenities with a budgeted amount of \$1.25-million dollars. Construction is anticipated to begin April 2025 to be completed September 2025.

ONLINE FEEDBACK

Send feedback to:

Calvin Johnson, Project Manger, Department of Public Works
calvin.johnson@detroitmi.gov



With advance notice of seven calendar days, the City of Detroit will provide interpreter services at public meetings, including language translation and reasonable ADA accommodations. Please contact the Civil Rights, Inclusion and Opportunity Department at (313) 224-4956, through the TTY number 711, or email crio@detroitmi.gov to schedule these services.

Agenda

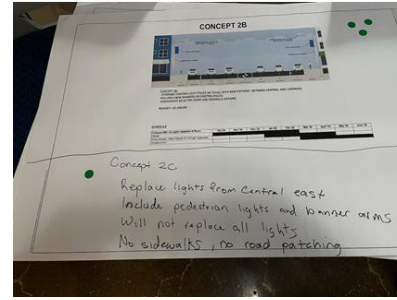
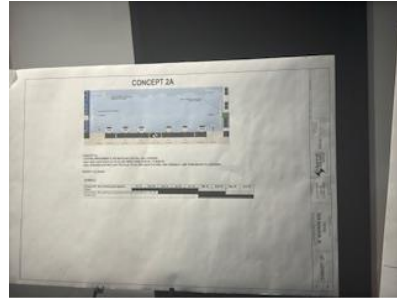
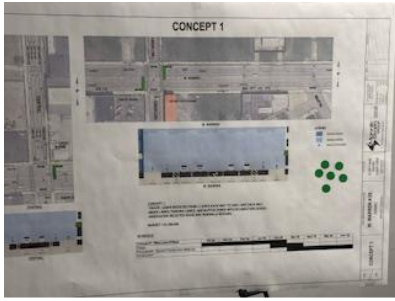
- Review Results of Community Voting
- Review Winning Concept
- Schedule
- Community Q&A
- Next steps



VOTING RESULTS FOR:

- **Concept 1 (Bike Lanes and Restoration)**
- **Concept 2A (New and Existing Light Upgrades)**
- **Concept 2B (Existing Light Upgrades and Restoration)**
- **Concept 2C (Replace Wooden Light With Metal Poles)**
- **Concept 3 (No Bike Lanes with Existing Light Upgrades)**

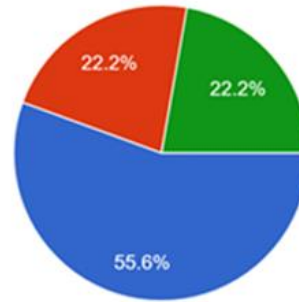




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- 6 Votes C1
- 0 Votes C2A
- 3 Votes C2B
- 1 Vote C2C
- 0 Votes C3

Which concept do you prefer?
9 responses



Survey

- 5 Votes C1
- 2 Votes C2A
- 0 Votes C2B
- 2 Votes C2C
- 0 Votes C3



Results

- **Concept 1 – 11 votes**
 - **Concept 2A – 2 votes**
 - **Concept 2B – 3 votes**
 - **Concept 2C – 3 votes**
 - **Concept 3 – 0 votes**
- **10 In-person votes**
 - **9 Survey votes**
 - **Total Of 19 votes**

The Winning Design

CONCEPT 1:

- **Travel lanes reduced from 2 lanes each way to one lane each way with a center turn lane**
- **Bike lanes, parking lanes, and buffers zones with delineators added**
- **Select road and concrete repairs**



Concept 1 Results In:

Pros

- **Cost effective traffic calming by reducing the number of travel lanes**
- **Protected bike lanes with delineators, safer and more cost effective than cycle tracks**
- **Reduced speeds from existing conditions**
- **Shorter crossing distances for pedestrian movements and roadway safety**
- **Promotes local business by traffic calming**
- **Promotes improved pedestrian mobility with increase protection from vehicle traffic**



Concept 1 Results In:

Pros

- Provides sidewalk and minor pavement repairs
- Based on the measured traffic volume of 11,000 vehicles recorder on 12/3/2024 the reduced number of lanes will accommodate current traffic volumes
- Consistent with the streetscape recommendations in the Midwest-Tireman Framework
- Meets budget of \$1,250,000

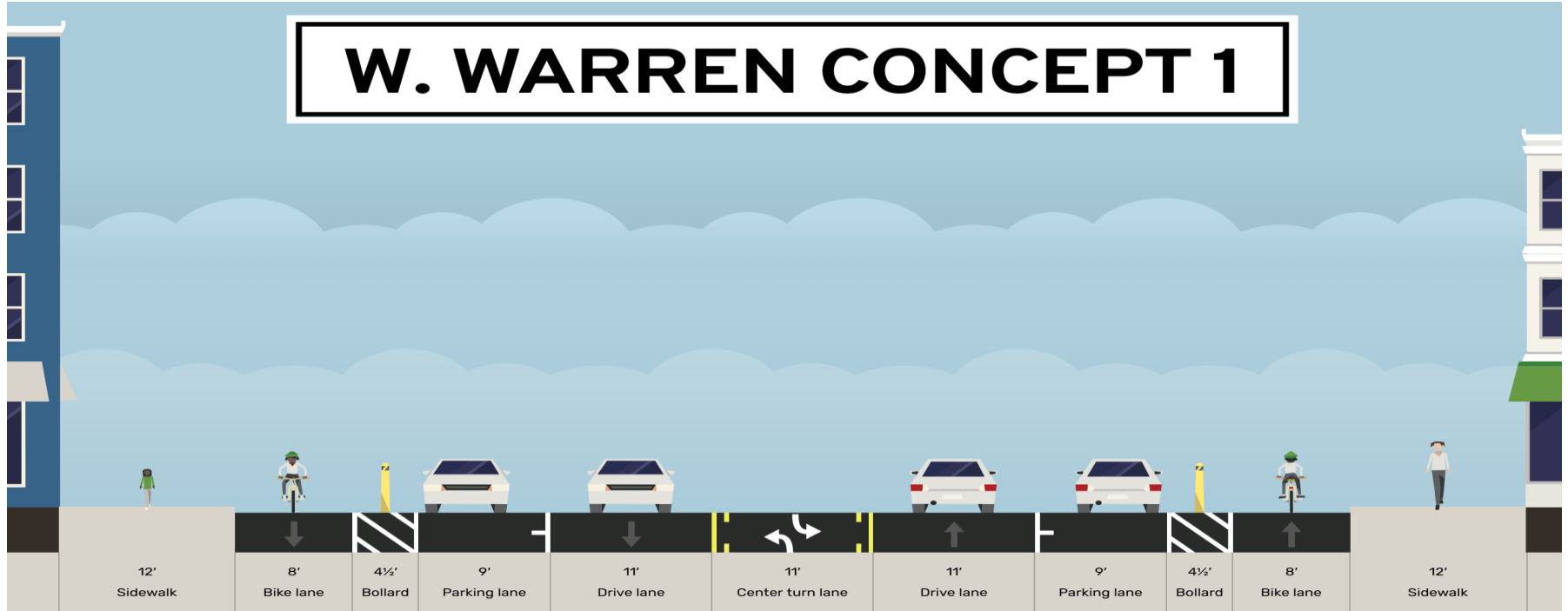
Con

- Reduced the number of travel lanes



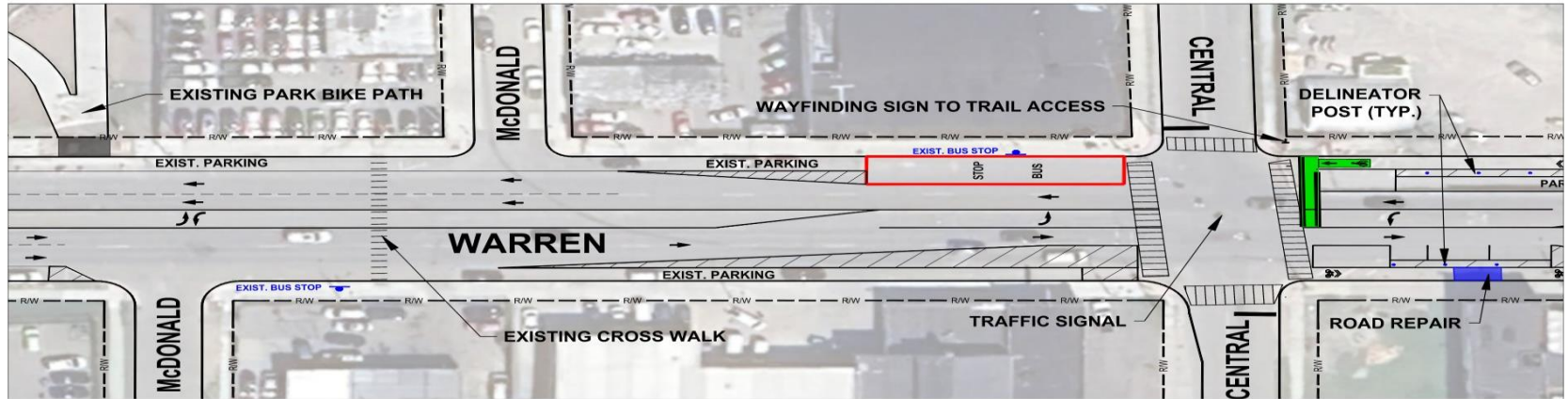
Concept #1

W. WARREN CONCEPT 1



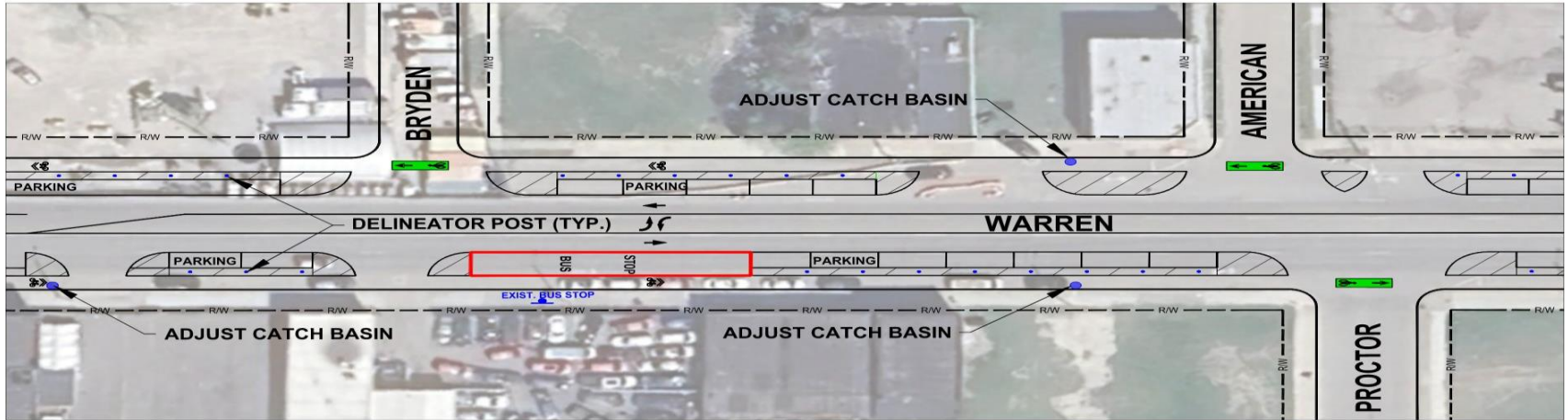
Concept #1

Warren west of Central - Exhibit 1 of 9



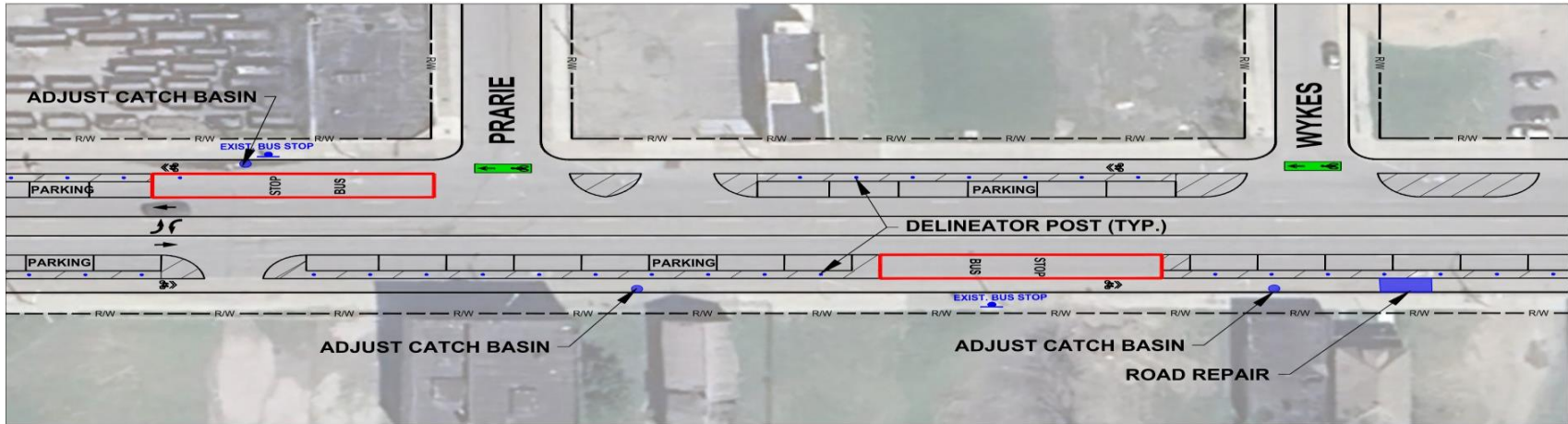
Concept #1

Warren east of Central - Exhibit 2 of 9



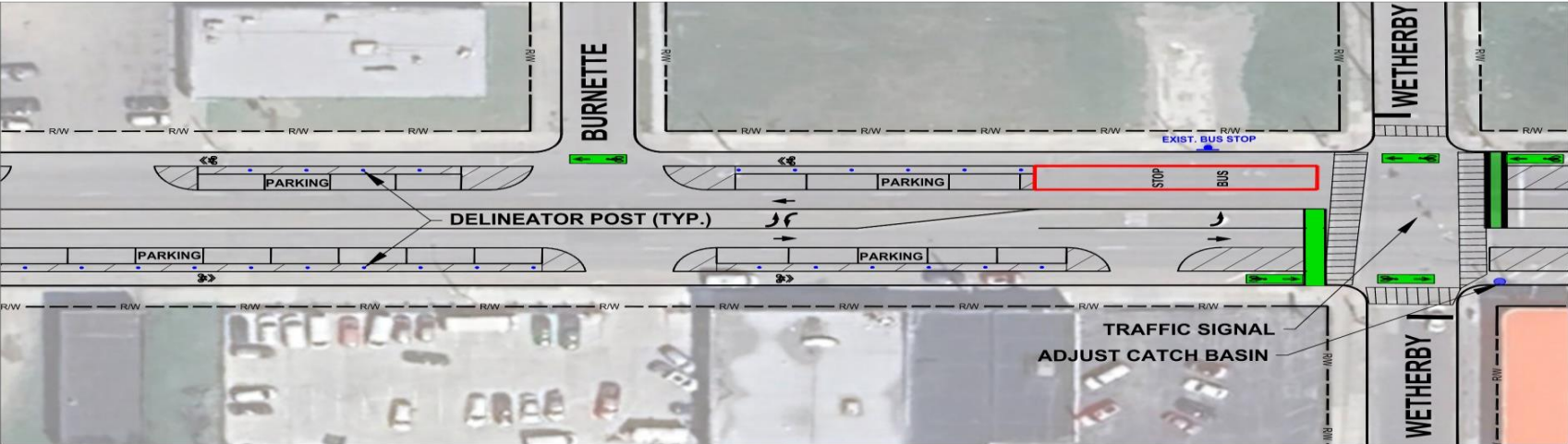
Concept #1

Warren at Prairie to Wykes - Exhibit 3 of 9



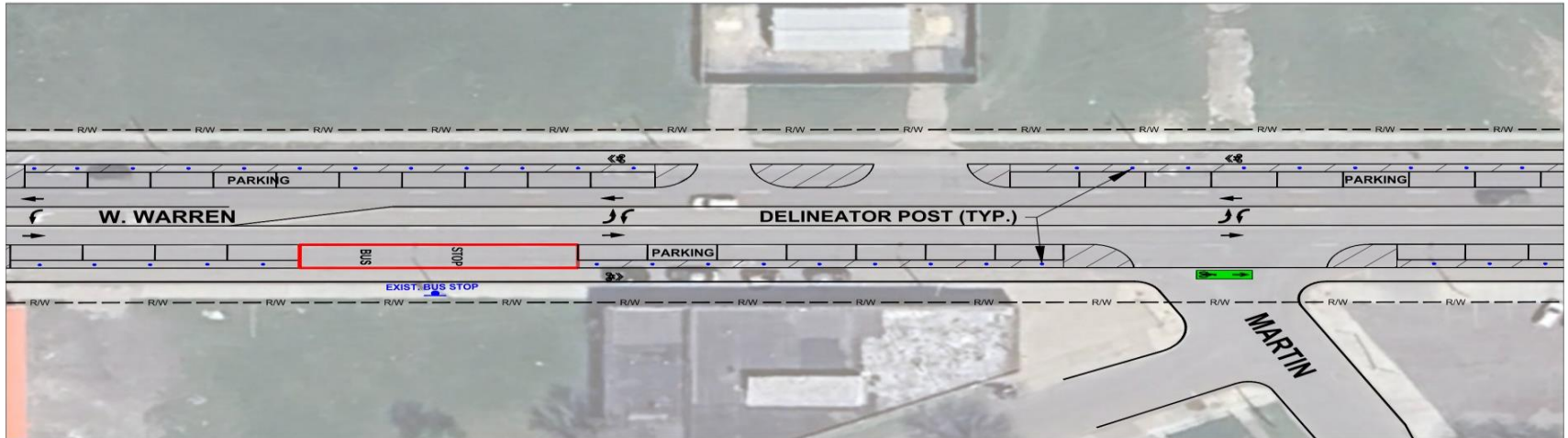
Concept #1

Warren at Burnette to Wetherby - Exhibit 4 of 9



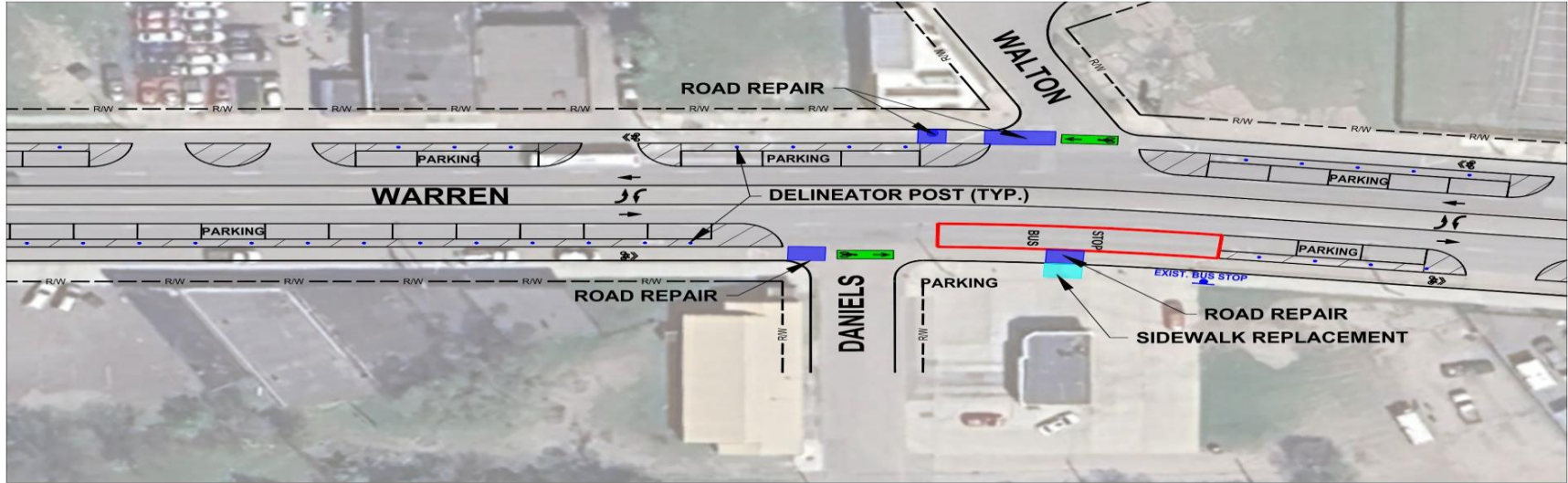
Concept #1

Warren at Martin - Exhibit 5 of 9



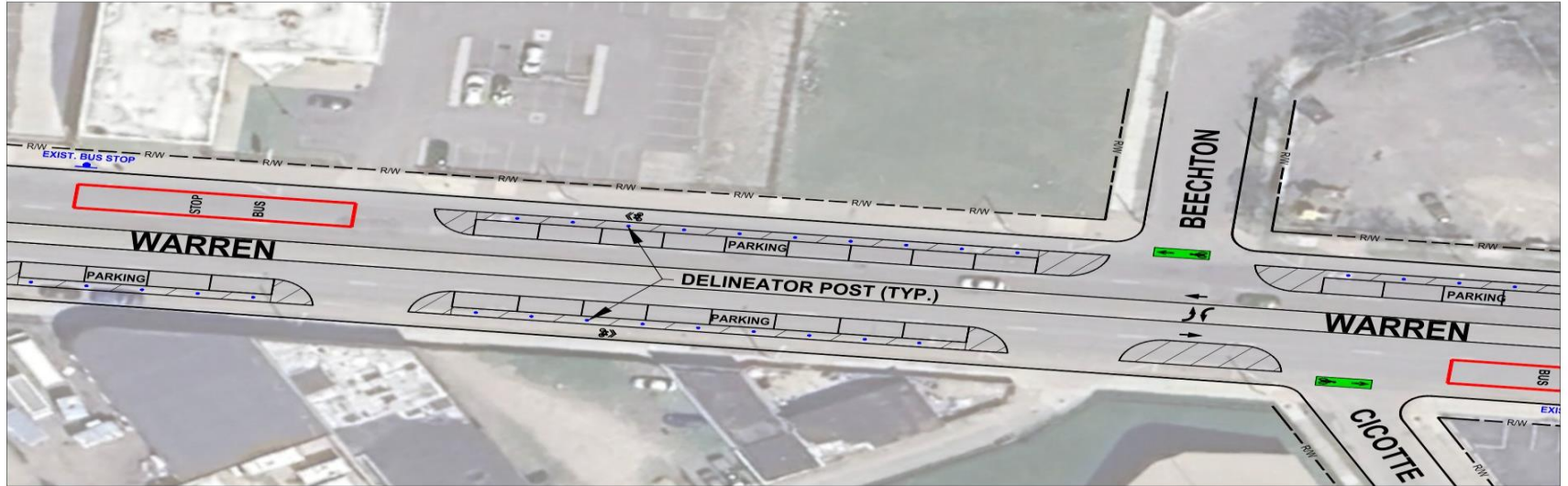
Concept #1

Warren at Daniels and Walton - Exhibit 6 of 9



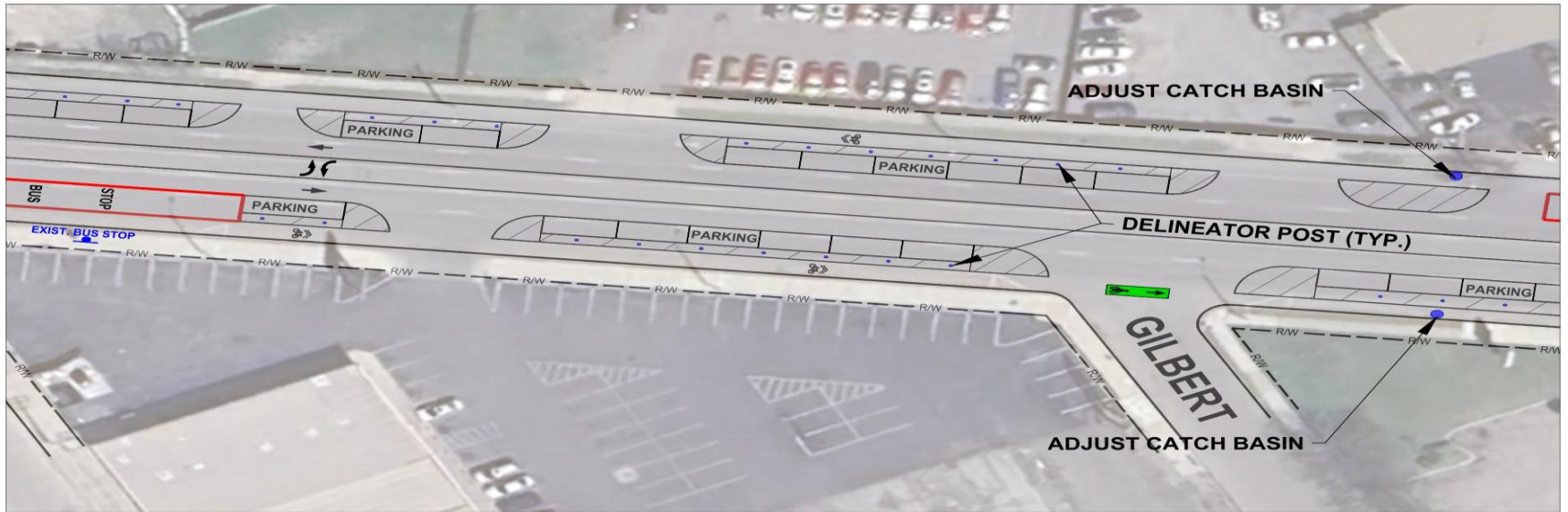
Concept #1

Warren at Beechton and Cicotte - Exhibit 7 of 9



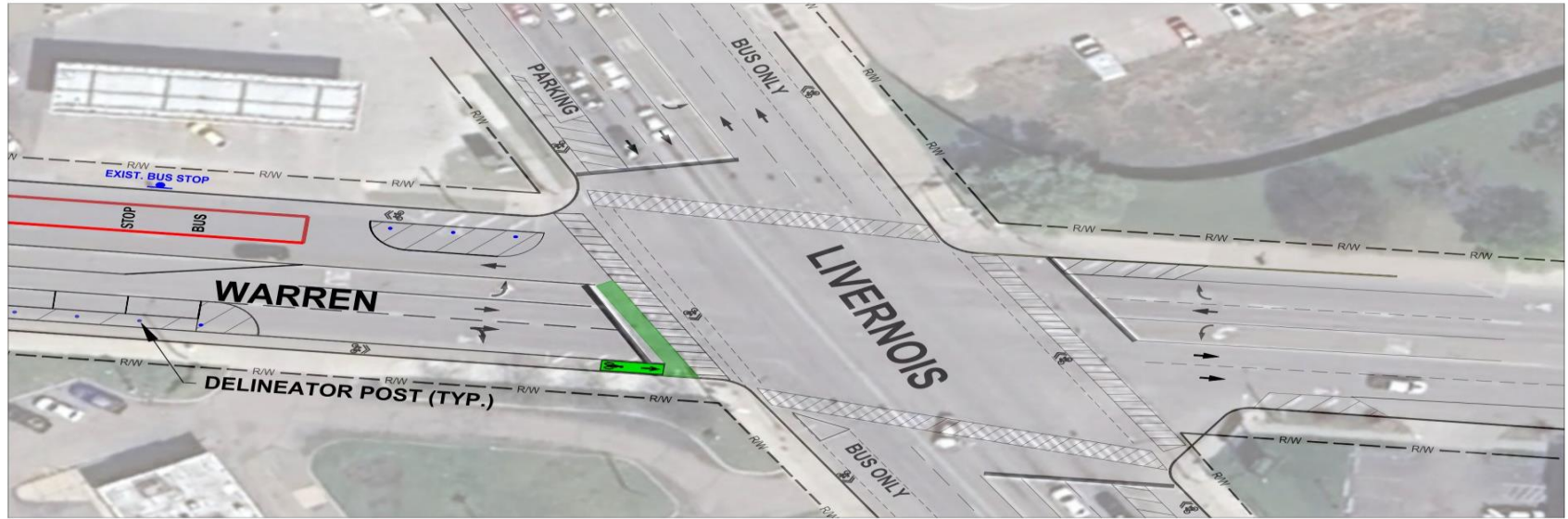
Concept #1

Warren at Gilbert - Exhibit 8 of 9



Concept #1

Warren at Livernois - Exhibit 9 of 9








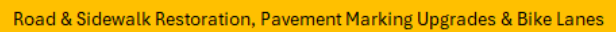
Costs and Project Schedule

- All concepts are \$1,250,000

Current
Design
Schedule



Design	
Procurement - Standard Construction Materials	
Construction	

Concept #1 - Bikes Lanes & Restoration	Oct '24	Nov '24	Dec '24	Jan '25	Feb '25	Mar '25	April '25	May '25	June '25
Design									
Procurement - Standard Construction Materials									
Construction									

Road & Sidewalk Restoration, Pavement Marking Upgrades & Bike Lanes



Community Q&A

Next Steps

- Jan 2025 - Feb 2025 - Design
- Spring 2025 - Construction



Let's connect!



Calvin Johnson

Project Manager, Complete Streets

calvin.johnson@detroitmi.gov

(313) 920-3413



TAKE PART
Opportunity Rising



SAFE STREETS FOR DETROIT

WHAT WE HEARD

84%

of survey respondents are concerned about speeding and dangerous driving.

79%

of survey respondents want to see improvements that reduce speed and increase safety.

WHAT WE KNOW

34%

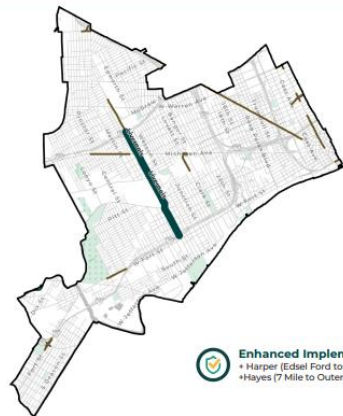
of fatal and serious crashes happen on just 3% of Detroit's streets.

DELIVERING ON STREETS FOR PEOPLE CORE VALUES

-  **Prioritizing Safety**
-  **Equity, Dignity, & Transparency**
-  **Access for All**
-  **Economic Opportunity**
-  **Public Health & Environment**

In response to residents' concerns about safety, the City of Detroit applied for and secured funding through the Safe Streets for All (SS4A) federal grant program. This transformational initiative is designed to enhance safety, reduce traffic deaths, and provide equitable access across the city. This grant builds on Streets for People, the City of Detroit's visionary Transportation Master Plan. Over 2,000 Detroiters shared their concerns and aspirations, which led to Streets for People's core values.

HERE'S WHAT'S HAPPENING IN DISTRICT 6



Enhanced Implementation Locations
• Harper (Edsel Ford to Cadieux)
• Hayes (7 Mile to Outer Drive)

Detroit City Council Districts



Legend

-  High-Injury Network
-  Rapid Implementation Projects
-  Enhanced Protection Projects
-  Highways
-  Local Streets
-  District 6



GRANT AWARD

\$31 million!

for safety improvements across 31 miles of city streets from 2024-2027.



POTENTIAL SAFETY IMPROVEMENTS

RAPID IMPLEMENTATION

Curb Extensions - Curb extensions are extensions of the sidewalk at corners or mid-block locations that slow traffic, while making narrower crossing distances for people.

High Visibility Crosswalk - High-visibility crosswalks use patterns that are easier for drivers to see from farther away, which makes it easier to know where people might be crossing on foot.

Left Turn Traffic Calming - This treatment adds raised features (i.e. curbs, bollards, rubber speed humps) to centerlines so drivers turn left at a safer angle and at slower speeds to increase safety for people crossing the street.

Pedestrian Refuge Islands - Pedestrian refuge islands (or crossing areas) are protected areas at the middle of the street to help people cross more safely and have time to wait for cars to pass.

ENHANCED PROTECTION

Road Diets - Road diets increase safety for people driving, walking, and biking by reducing the number of lanes on the street.

Raised Crosswalks - Raised crosswalks ramp up the street at crosswalks, making it easier for drivers to see people crossing and forcing drivers to slow down as the approach the crosswalk.

Protected Intersections - Protected intersections keep bicycles physically separated from cars up until the intersection, forcing drivers to turn slower, making it easier for drivers to see people walking and biking, and reducing the time that people walking and biking are in the street.

Bike Lanes - Bike lanes are dedicated spaces for people biking and often include other treatments to protect these areas from cars, including street markings, bollards, or curbs.

Enhanced Delineation - This category can include a variety of street markings, bollards, or curbs to better define space in the street for cars, people biking, and people walking.

TRAFFIC SIGNAL IMPROVEMENTS

Leading Pedestrian Intervals (LPIs) - LPIs are a type of signal timing used at intersections that allow people walking to start crossing the street before cars so they are easier for drivers to see.

Pedestrian Hybrid Beacons (PHBs) - PHBs make crossings safer by allowing people walking to stop cars with the push of a button so they can safely cross.

Rectangular Rapid Flashing Beacons (RRFBs) - RRFBs make crossings safer by adding flashing lights and signs at the side of the street to let cars know that people are crossing the street.

Pedestrian Countdown Timers - Pedestrian countdown timers show the number of seconds left to safely cross the street, allowing people to make better decisions on when to cross.



Pedestrian Refuge Islands



Protected Intersection



RRFBs

Questions?

For more information visit our website:

<https://detroitmi.gov/departments/department-public-works/complete-streets/safe-streets-all>

Contact:

SS4A@detroitmi.gov



Link

Safe Streets for Detroit:

<https://detroitmi.gov/sites/detroitmi.localhost/files/2025-01/D6.pdf>

