

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

Based on safety concerns identified by over 2,000 Detroit survey respondents, the City of Detroit secured funding through the Safe Streets for All (SS4A) federal grant program. Safe Streets for Detroit & Detroit Safe Access to Transit aim to improve corridor and intersection safety, reduce traffic deaths, and ensure a equitable access citywide.

HERE'S WHAT'S HAPPENING IN DISTRICT 4



GRANTS AWARDED

SAFE STREETS FOR DETROIT, \$31 million!

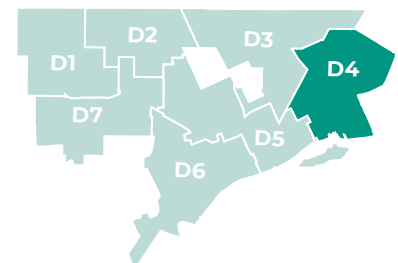
Safety improvements across 31 miles of City streets! Including vulnerable user improvements.

DETROIT SAFE ACCESS TO TRANSIT, \$31 million!

Safety improvements across 56 street intersections! Based on bus stops and transfers.

TOTALING \$62 million!

Detroit City Council Districts



Legend

- High-Injury Network
- Rapid Implementation Projects
- Enhanced Protection Projects
- Highways
- Local Streets
- District 4

Safe Streets for Detroit

- Chalmers (7 mile to Harper)
- Shoemaker (McClellan to St. Jean)
- Van Dyke (E. Warren to Vernor)
- Harper (Edsel Ford to Cadieux)
- Hayes (7 Mile to Outer Drive)
- VU: Kelly & Mayfield (Commemoration Park)
- VU: E Warren & Alter Rd (Corrigan Park)



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.

Questions?

For more information visit our website:
detroitmi.gov/SS4A

Contact:
SS4A@detroitmi.gov

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

- DSAT Bus Transfer
- Bus Stop

Additional DSAT improvement options may be considered beyond those listed.

