

# 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 equitable access citywide.

## GRANTS AWARDED

**SAFE STREETS FOR DETROIT, \$31 million!**

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

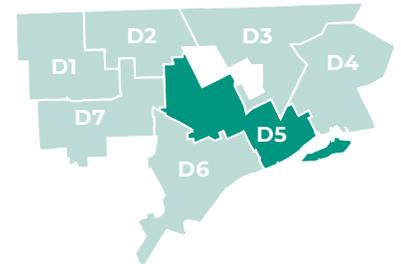
**DETROIT SAFE ACCESS TO TRANSIT, \$31 million!**

Safety improvements across 56 bus stop intersections! Locations include bus stops and transfers.

**TOTALING \$62 million!**

## HERE'S WHAT'S HAPPENING IN DISTRICT 5

Detroit City Council Districts



### Legend

- High-Injury Network
- Rapid Implementation
- Enhanced Protection
- Highways
- Local Streets
- District 5



### Safe Streets for Detroit

- Linwood (Davison to Tuxedo)
- Mack Ave (Dequindre to Gratiot)
- Van Dyke (E. Warren to Vernor)
- VU: St. Aubin & Lafayette (Dequindre Cut)

### Detroit Safe Access to Transit

- + (4) Bus Stops Improvements
- + (5) Bus Transfer Improvements



# SAFETY INFRASTRUCTURE IMPROVEMENTS

## RAPID IMPLEMENTATION

Quick-build, lower-cost measures to deliver safety benefits. These can include upgraded pavement markings, paint-and-post curb bump-outs, signage, and signal timing improvements.

**Curb Extensions** - Sidewalk extended at the corner or mid-block locations which slow traffic, while making narrower and shortened crossings. ● ●

**High Visibility Crosswalk** - Pavement markings that are easier for drivers to see from far away, which make it easier to know where pedestrians cross. ● ●

**Pedestrian Refuge Islands** - Protected areas in the center of the street for safe crossing. ●



Pedestrian Refuge Islands

## ENHANCED PROTECTION

Permanent infrastructure safety improvements that can include concrete curb bump-outs, improved bike lanes, and pedestrian refuge islands.

**Raised Crosswalks** - An elevated pedestrian crossing, used as a traffic-calming and visual safety feature.

**Improved Bike Lanes** - Existing bike lanes identified for safety upgrades.

**Enhanced Delineation** - A variety of street markings, bollards, or curbs to define different spaces in the street for people driving, biking, and walking.

## TRAFFIC SIGNAL

**Leading Pedestrian Intervals (LPIs)**- A type of signal timing used at intersections that allows crossing preference to pedestrians before traffic.



**Pedestrian Hybrid Beacons (PHBs)**- Overhead traffic signals at midblock crossings for pedestrian safety.

**Rectangular Rapid Flashing Beacons (RRFBs)**- Flashing light and street sign indicating pedestrian crossing.

**Pedestrian Countdown Timers**- A type of signal timing that gives pedestrians a countdown to cross safely.



Pedestrian Countdown Timers



RRFBs

- DSAT Bus Transfer
- DSAT Bus Stop

*Additional DSAT improvement options may be considered beyond those listed.*

## Questions?

For more information visit our website:  
[detroitmi.gov/SS4A](http://detroitmi.gov/SS4A)

Contact:  
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