

Streets for People

District Meetings
June 2021



Agenda

1. What is Streets for People?
2. We heard you!
3. What we will do
4. What happens next?



What is Streets for People?



Streets for People Summary

Project Vision

The City of Detroit is developing Streets for People, a transportation plan **to make it easier and safer for all Detroiters to move around the city.**

Project Key Deliverables

We will create the **SFP Plan** and **SFP Design Guide** to guide how the City will invest in and design our streets and sidewalks over the next 10 years.



Streets for People Values



1. SAFETY FIRST

Streets should be safe for all Detroiters
- no more crashes, no more deaths.

2. EQUITY, DIGNITY, AND TRANSPARENCY



Detroiters, these are YOUR streets -
help us make them work best for you.

3. ACCESS FOR ALL

All Detroiters should be able to easily move
around the city, no matter their age or ability.



4. ECONOMIC OPPORTUNITY



Improve access to jobs and support
neighborhoods by designing
better streets and mobility options.



5. PUBLIC HEALTH

Better mobility options can improve the
health of Detroiters and reduce pollution.

What We've Accomplished

Laid the Groundwork

- Set Values and Goals
- Analyzed Existing Conditions
- Identified Equity Areas
- Identified the High Injury Network
- Safely engaged Detroiters around needs and vision

Identified Networks and Priorities

- Developed Modal Networks and Modal Priorities
- Drafted a citywide low stress Slow Streets Network
- Drafted Curb Priorities

Developed Technical Tools

- Drafted SFP Design Guide
- Developed Project Delivery Checklist
- Applied Project Delivery Process to Case Study Streets to model the way
- Codified OMI Pilot Evaluation Process
- Drafted traffic study and site plan review guidance for developers and reviewers



Where We're Going

Safety & Equity

Between 2014 – 2018, **435 people** were killed in traffic crashes in Detroit. **Another 1,639** were seriously injured.

And these numbers only represent the crashes that were reported.

Source: MDOT, 2019

Our streets should be safe, welcoming places for all. Unfortunately, we are not meeting our vision.

ON AVERAGE, over one hundred people a year die in traffic crashes on our streets. Hundreds more suffer serious and life-altering injuries. These victims are our neighbors, friends, and family members. To unlock opportunity and make our city a desirable place to live, our goal must be to eliminate these unacceptable tragedies and curb the behaviors that make our streets uncomfortable places to travel, mingle, and visit.

Our concept of street safety goes beyond traffic crashes. We acknowledge that many people, especially the most vulnerable in our society, feel unsafe or excluded in public spaces. We will design spaces in which residents and visitors to Detroit of all backgrounds and identities feel safe from harm, welcomed, and uplifted.

Detroit has one of the highest traffic fatality rates in the country.

Among large cities, we rank third in overall fatality rate and sixth in pedestrian fatality rate, when adjusted for population.

Total Fatalities

Rank	City	Fatality Rate*
1	Los Angeles, CA	18.28
2	Waco, TX	18.01
3	Detroit, MI	15.30
4	San Jose, CA	15.15
5	Albuquerque, NM	15.04
6	Oklaoma City, OK	14.83
7	St. Louis, MO	14.61
8	San Antonio, TX	14.32
9	San Antonio, TX	14.14
10	San Jose, CA	13.98

Pedestrian Fatalities

Rank	City	Fatality Rate*
1	Phoenix, AZ	4.55
2	San Jose, CA	4.47
3	Albuquerque, NM	4.16
4	San Jose, CA	4.10
5	San Antonio, TX	4.23
6	Detroit, MI	4.38
7	San Antonio, TX	4.08
8	San Jose, CA	3.85
9	St. Louis, MO	3.88
10	Portland, OR	3.84

*Per 100,000 people. Source: MDOT, American Road & Builders Builders' Bureau, 2018

It's not enough just to be safe from death or serious injury. Our streets need to be places that support personal safety.

ALL TOO OFTEN, people on our streets experience situations that make them feel personally unsafe or uncomfortable. This can be anything from harassment, like getting yelled at from a passing car, to violence. You may even have your own experience. These types of events degrade our quality of life by making it more challenging to use our transportation system.

Fortunately, we can design our streets with this type of safety in mind. Elements like lighting and wide sidewalks can enhance the comfort and safety of walking, and marked on-street parking—located between where people drive and where people bike or walk—can create room that acts like a buffer between people traveling by different methods.





We heard you!

Phase I + Phase II Engagement

Phase I:

- Partnered with **10 COMMUNITY ORGANIZATIONS**
- Sent an **ONLINE SURVEY** sent to over 30,000 residents
- Installed **BILLBOARDS** and **BUS ADS**
- Had over 16,000 **WEBSITE** and **SOCIAL MEDIA** interactions

Phase II:

- Released **SURVEY + ONLINE MAP**
- Distributed **PRINT MATERIALS**
- Hosted **COMMUNITY MEETINGS**
- Conducted **FOCUS GROUPS**
- Posted **UPDATES ON SOCIAL MEDIA**

Which year of day for better streets in your neighborhood?

STREETS

with speed cushions

FOR

PEOPLE

who drive kids to school.

The City of Los Angeles is developing streets with speed cushions to make streets safer for everyone. We're looking for your input. Help us decide where to put them. Tell us what you think. We'll listen.

1. VISIT OUR WEBSITE: www.lacounty.gov/streets

2. CALL: (818) 372-3333

3. EMAIL: streets@lacounty.gov

4. TEXT: (818) 372-3333

5. PUBLIC MEETINGS: www.lacounty.gov/streets

6. CONTACT YOUR LOCAL COUNCIL MEMBER

7. CONTACT YOUR LOCAL SENATOR

8. CONTACT YOUR LOCAL REPRESENTATIVE

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Phase I + Phase II Takeaways

#1: DETROITERS WANT AND DESERVE SAFE STREETS

Thank you to the 1250+ Detroiters that filled out our most recent online survey!

The vast majority of focus group participants and respondents over both surveys and would like to see the City address **speeding (#1 concern)**.

84%

of survey respondents are concerned about speeding and other forms of dangerous driving as they moved about Detroit

79%

of survey respondents would like to see improvements that reduce speed and increase safety



Many survey respondents identified **safety as a barrier to transit use**



Phase I + Phase II Takeaways

#2: DETROITERS WANT BASIC INFRASTRUCTURE, BUT THAT'S NOT ALL

Detroiters are concerned about basic infrastructure like broken sidewalks, broken glass in bike lanes, poor road condition, and lighting, but share a vision of streets that provide mobility choices for people regardless of how they chose to travel and add vibrancy to their neighborhoods.

62%

of respondents want improvements that balance the needs of all users (those who walk, bike, take transit, and drive)

55%

of respondents want improvements that create more vibrant communities



Phase I + Phase II Takeaways

#3: DETROITERS WANT OPTIONS

Respondents would like to walk and bike more, but personal and traffic safety concerns, inadequate maintenance, and incomplete networks are major barriers. Transit is not currently an attractive option for many respondents.



33% of those who responded do not walk at all, or rarely – but **81% said they would like to walk more**



58% of those who responded do not bike at all, or rarely – but **69% said they would like to bike more**



87% of those who responded do not take public transit at all, or rarely and only 33% said they would like to take public transit more





What we will do...



Finalizing the Action Plan

1. SAFETY

2. MOBILITY OPTIONS

3. HEALTH &
ENVIRONMENT

4. EQUITY &
ENGAGEMENT



STRATEGIES



Priority Actions



Finalizing the Action Plan

Safety			
	Strategy	Action	Responsible Department(s)
Short Term Action (1-2 years)	Launch a Traffic Safety Campaign	Identify funding for a safety campaign focused on reducing serious injuries and fatalities from traffic crashes	DPW
	Address the High Injury Network	Use HIN as a factor in annual capital program development	DPW
	Evaluate Progress on Safety	Establish regular safety reporting	DPW
	Implement a Citywide Slow Streets Network	Develop guidelines for tactical urbanism and interim treatment projects	DPW
Long Term Action (3-5+ years)	Address the High Injury Network	Evaluate all City Jurisdiction HIN corridors for safety improvements and implement rapid-delivery and capital safety countermeasures	DPW
		Coordinate with MDOT and Wayne County to address HIN corridors outside of City Jurisdiction	DPW



Safety

- **Launch a Traffic Safety Campaign** focused on the dangerous driving behaviors that lead to serious injuries and deaths
- **Address the High Injury Network**, the 3% of streets that account for 40% of crashes in the city
- **Reduce Speeding** on streets throughout the city
- **Implement the Citywide Slow Streets Network** so all Detroiters have access to low stress streets for walking and biking
- **Evaluate Progress on Improving Safety** through street projects and programs to identify successful tools and opportunities



Mobility Options

- **Make it Easier to Connect to Transit** if you're walking, biking, rolling, or driving
- **Encourage Developments to Support Transit, Walking, and Biking**
- **Expand the Separated Bike Network** so that more Detroiters can safely travel across the city by bike and scooter
- **Expand Shared Mobility Options** so that more Detroiters have affordable, flexible, and useful transportation choices
- **Partner with Businesses** to encourage people to try new ways to travel



Health & Environment

- **Get the Word Out** about existing and new ways to travel and new facilities, greenways, and destinations
- **Improve Connections to Greenways, Parks, and Community Destinations** so that it is easier to be healthy and active for people of all ages and abilities
- **Activate Greenways** with art and activities that make everyone feel included
- **Expand the Tree Canopy and Green Stormwater Infrastructure** to make streets more pleasant, vibrant, and sustainable



Equity & Engagement

- **Continue Education and Encouragement** under the Streets for People brand
- **Use Digital Tools and Community Ambassadors to Reach More Detroiters** during planning and design
- **Expand Outreach during Construction** so everyone knows about the improvements are coming and the impacts
- **Host Pilots and Demonstrations** so that people can get a feel for new types of infrastructure or mobility services and offer feedback

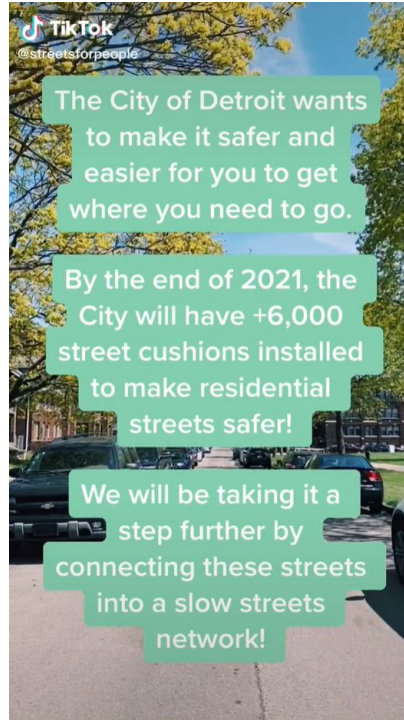




What happens next?

Phase III Engagement

- **PUBLIC SERVICE ANNOUNCEMENTS** via TikTok to inform Detroiters on what the city is doing and how to move safely
- **DISTRICT MEETINGS** in each council district
- **PRIORITY SURVEY** to let Detroiters rank the city's next steps



visit
detroit.mi.gov/streetsforpeople
to help make Detroit

safer
more equitable

healthier
& more accessible

 **STREETS FOR PEOPLE**
TikTok @streetsforpeople



Next Steps

1. Present @ district meetings **JUNE**
2. Gather more feedback/priorities from residents (meetings + web survey + social) **JUNE**
3. Finalize Action Plan **JUNE**
4. Complete SFP Plan **JULY**
5. SFP carried forward by city (safety campaign, near-term improvements to city processes, early capital/program investments) **2021 + BEYOND**





THANKS!

Contact us at:
streetsforpeople@detroitmi.gov

Learn more at:
detroitmi.gov/streetsforpeople

