Safe Routes to School

Detroit Public Schools Community District & the City of Detroit
Todays Presenters

Jenya Abramovich
Southeast Michigan Council of Governments, Transportation Planner

Caitlin Macron-Malloy
City of Detroit, Deputy Director
Complete Streets

Officer Regina Hardy
Detroit Public Schools Police Department, Safe Routes Program Manager

Katie Alexander
Michigan Fitness Foundation, Director, Safe Routes to School
Safe Routes Detroit
<table>
<thead>
<tr>
<th>Schools</th>
<th>% of Walkers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fisher Lower</td>
<td>21%</td>
</tr>
<tr>
<td>Fisher Upper</td>
<td>22%</td>
</tr>
<tr>
<td>Brewer</td>
<td>29%</td>
</tr>
<tr>
<td>Brown</td>
<td>20%</td>
</tr>
<tr>
<td>Carleton</td>
<td>39%</td>
</tr>
<tr>
<td>Carstens</td>
<td>29%</td>
</tr>
<tr>
<td>Clark</td>
<td>31%</td>
</tr>
<tr>
<td>King</td>
<td>66%</td>
</tr>
<tr>
<td>Pulaski</td>
<td>33%</td>
</tr>
<tr>
<td>Wayne</td>
<td>25%</td>
</tr>
</tbody>
</table>
Southeast Michigan Council of Governments

Developing Regional Solutions

Southeast Michigan Council of Governments
The people of Southeast Michigan benefit from a connected, thriving region of small towns, dynamic urban centers, active water fronts, diverse neighborhoods, premier educational institutions, and abundant agricultural, recreational and natural areas.

SEMCOG Vision
Southeast Michigan has…

- 93 cities
- 24 villages
- 115 townships
- 7 counties
- 18 regional & international airports
- Over 25,000 miles of public roads
- More than 2,900 bridges
- 20 watersheds
- 115 townships
- 49 post-secondary educational institutions
Implementing Regional Plans
Transportation Alternatives Program

• Promote holistic and regionally significant outcomes

• Consistent with and implement regional plans
Promoting Holistic & Regionally Significant Outcomes

- Extend or enhance **regional bicycle & pedestrian networks / corridors / trails**
- **Improve pedestrian access** to public spaces, core services, & quality of life amenities
- Utilize **green infrastructure** to improve the quality of our water, air, & wildlife
- **Attract people to commercial areas & community amenities**, such as downtowns, parks & civic centers
- Implement **complete streets principles** that accomplish multiple outcomes, including traffic calming, increased safety, & promoting pedestrian & bicycle travel
Supporting Communities & SRTS

- Technical Assistance
- Data & Mapping
- Education & Encouragement
Technical Assistance

- Walking Audits
- Planning Meetings
- Technical Reviews
Data & Mapping

- Traffic crash data
- Traffic volume data
- Nonmotorized data
- Community profiles
- Access management information
Education & Encouragement
Education & Encouragement
Spaces for People, Detroit’s People

Caitlin Malloy-Marcon
Deputy Director, Department of Public Works
City of Detroit
DETROIT STATS

- 139 Square Miles
- 7 Districts
- 160+ Neighborhoods
- Approx. 2,700 Miles of roads (65% of public open space)
DETROIT MOBILITY STATS

- **Over 4,200 people bike to work every day.**

- **The City of Detroit installed more protected bike lanes than any US city in 2018!**
  (Over 19 miles in one season)

- **Over 83,000 people ride DDOT buses daily!**

- **In Detroit, people made over 50,000 rides on scooters in the first months of their launch in 2018 and over 100,000 rides when MOGO bike share launched in 2016.**

- **Detroit’s share of bike commuters has increased more than any other US City.**

- **No matter the mode of travel, 100% of all trips end as a pedestrian.**
CHANGE, DRIVEN BY DETROITERS
GEOGRAPHIC CONNECTIONS
VACATED RAIL – DEQUINDRE CUT
CARVING OUT SPACE

SPATIAL JUSTICE

Our streets are overwhelmingly designed to serve the needs of drivers, leaving those who rely on or prefer to walk, bike, or take transit, left with poor facilities and little space to comfortably move through the City.
ON-STREET
STREET CHANGES

BEFORE

AFTER
TRAFFIC CALMING

What is a speed hump?
Speed humps are rounded raised areas of asphalt or prefabricated rubber constructed across the roadway width.

Why install speed humps?
Speed humps are designed to reduce vehicular speed on residential local streets that have a single travel lane in each direction.

What are the advantages of speed humps?
- Speed humps are an effective tool in reducing speeds.
- Most drivers will slow down to avoid jarring their vehicle or choose another route.
- Installation does not require the removal of parking spaces.

How does the City of Detroit choose where to install speed humps?
Working with City Council and The Department of Neighborhoods District Managers, traffic engineers evaluate suggested locations based on the following criteria and engineering judgment:

- Residential streets with a speed limit of 25 MPH
- Priority to streets adjacent to active schools and parks
- Daily traffic volumes between 200 - 4000 vehicles
- DPD records of speeding and vehicle crashes
- Street used as a known “cut through” for a major road
- Support of the residents on the block

Department of Public Works: 313-224-3901
Photo: Speed Humps on Lawrence St, Detroit.
NEW GUIDELINES

- Modal Network
- Street Design Guidelines
- Benchmarks
- Safety Guidelines
DPS Community District’s Safe Routes to Schools

A City-Wide Safety Initiative
HOW DO WE START A SAFE ROUTES PROGRAM

- Start a Team
- Register Your School
- Complete a Registration Form
- Action Plan
- Walking Audits
- Conduct a Survey
EDUCATE YOUR COMMUNITY
DEVELOP A SAFE ROUTE TASK FORCE
Get Volunteers Involved

- Develop Patrol Groups
- Neighborhood Watch Organizations
- Eyes and Ears Partners (Business, Churches and Citizens)
Plan Special Events

- Bike to School Day (Incorporate School, Parents and Partnership Participation)

- Walk to School Day (the same as above)

- Safety Trainings (How to support your SRTS Program, Gun Safety Awareness, Anti-Bullying, Project Safe Campus)

- In-School Safety Seminars for Students, Parents and Staff (Traffic Planning, How to Develop a Safety Patrol Unit)

- Back to School Rally (Showcase the older students talents during the events, teach them the roles of service expected by them)
Get the Children Involved

- Recruit older students to serve as Safety Monitors

- Allow older students to assist in the special events planning

- Allow the students the opportunity to express appreciation and gratitude for Safe Routes to Schools
Continue to Survey Your School Community

- Get the opinions of those benefiting from the program
- Take suggestions on how to improve the school’s Safe Routes to Schools Programming
- Keep stakeholders aware of any anticipated changes that may affect the project (timelines, groundbreaking date and any changes in the action plan)
Keep informed of your progress.

School Leadership
Superintendent
Chief of Police
Principal
Students and Parents
Collaborative Partners
Funding Opportunities

- Banks
- Donations
- Foundations
- Fundraisers
- Grants
- Philanthropist
SRTS Funding in Michigan
Safe Routes to School
District-wide Project

- INDIVIDUAL SCHOOL APPLICATIONS TO DISTRICT-WIDE
- LARGEST DISTRICT-WIDE PROJECT TO DATE
- UTILIZED MULTIPLE EVALUATION METHODS
- WORKED WITH AND INTERVIEWED MULTIPLE PARTNER AGENCIES
City of Detroit
Safe Routes to School, SNF Planning Areas, and Joe Louis Greenway

Safe Routes to School by Round
- Round 1 (10)
- Round 2 (9)
- Round 3 (15)
- Round 4 (Potential Schools) (11)

SNF Planning Areas
JoeLouisGreenway
Initial Assessments
Project Impact
Primary & Secondary Route Maps
Inclusion & Expansion
Leveraging Partnerships
What’s Next?
Q & A

Jenya Abramovich, AICP
Transportation Planner
SEMCOG
abramovich@semcog.org
(313) 398-7441

Caitlin Malloy-Macron
Deputy Director, Complete Streets
City of Detroit
macron@detroitmi.gov
313-224-3906

Officer Regina Hardy
Detroit Public Schools
Community District
Regina.hardy@detroitk12.org
313-748-6008

Katie Alexander
Director of Safe Routes to School
Michigan Fitness Foundation
kalexander@michiganfitness.org
517-908-3830