



# DETROIT BIKE LANES

Planning and Development | April 18, 2018

# JEFFERSON IMPROVEMENTS

1. Pilot Complete Streets Program [May 2018]
2. Corridor Planning [2018]
3. Design [2018-2019]
4. Utilities [2019-2020]
5. Construction [2020-2021]





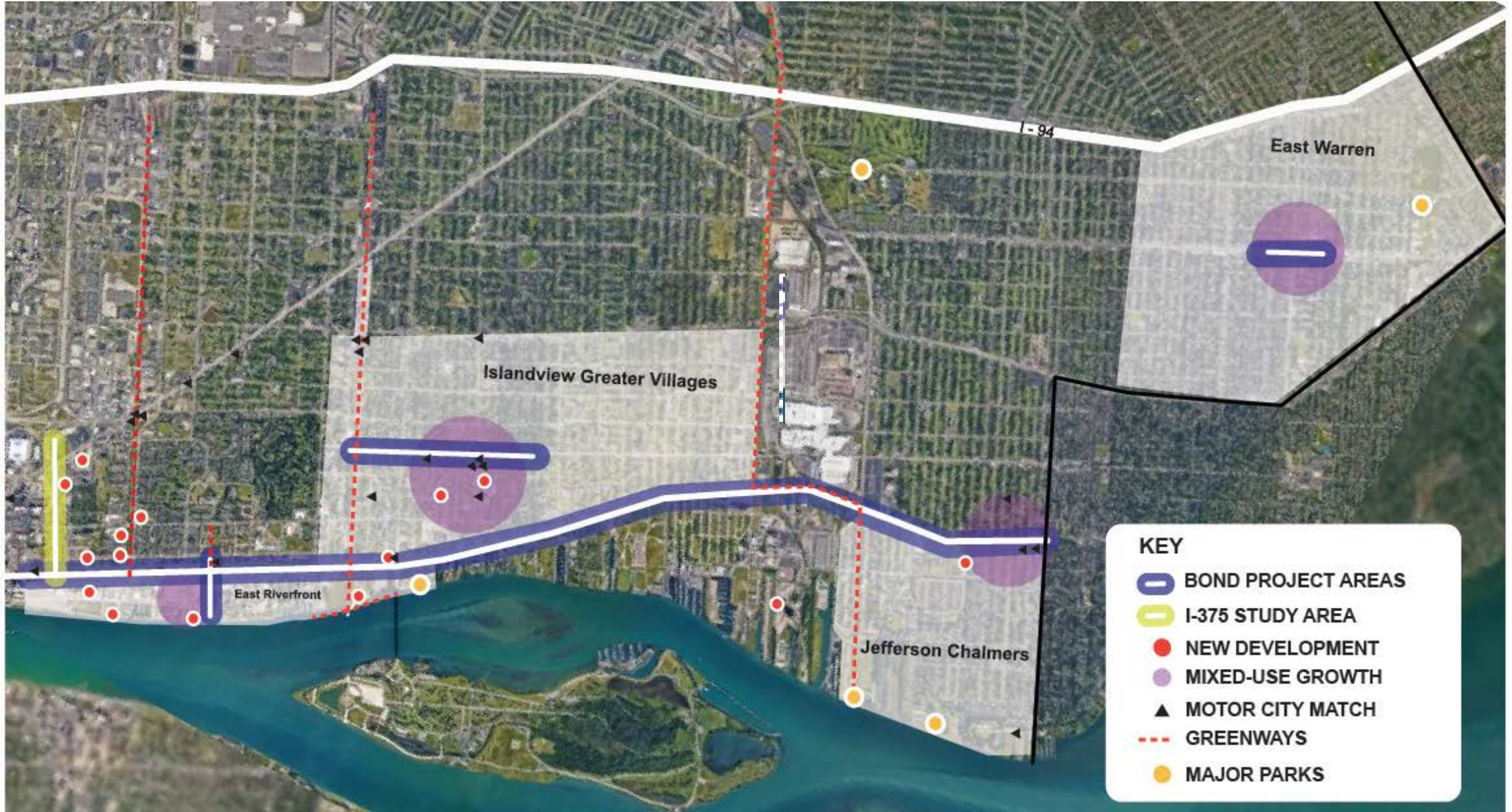
# ALIGNING INFRASTRUCTURE IMPROVEMENTS

- Resurfacing roads
- Safety Improvement Projects
- Bond streetscapes





# CONTRIBUTING FACTORS





# CURRENT LOWER EASTSIDE BICYCLE NETWORK





# PROPOSED LOWER EASTSIDE BICYCLE NETWORK





# RETHINKING ROADS

- Safe for 8 year olds to 80 year olds
- More choices for all users
- In 2016, 25.2% of Detroiters reported not having access to a vehicle \*
- Improved pedestrian conditions
- Slower but steady traffic

\*2016 American Community Survey



Photo taken by James Brown on Soul Roll



# DETROIT BICYCLE CULTURE

- Over 60 neighborhood bicycle clubs
- 504% increase in bicycle commuters between 2000-2016\*
- Dequindre Cut opened in 2009
- Mogo Bike Share launched 2017

\*The League of Michigan Bicyclists. *Where We Ride: Analysis of bicycle commuting in American cities. 2016.*



Photo taken by James Brown on Soul Roll



# BIKE LANE BENEFITS FOR DRIVERS

- Separation of space for road users
- Orderly flow of traffic
- Easy to see bicyclists
- Clearly marked parking
- Buffer for drivers to get out of their car





# BIKE LANE BENEFITS FOR PEDESTRIANS

- Bicycles off the sidewalks
- Additional protections for pedestrians from traffic
- Shorter crossing distance
- Better visibility
- Refuge areas for crossing the street
- “Traffic calming” effect





# BIKE LANE BENEFITS FOR BICYCLISTS

- Increased comfort level for bicyclists of all ages
- Protected space
- Reduces fear & risk of collisions with vehicles
- “Traffic calming” effect
- Reduces the risk of “dooring”



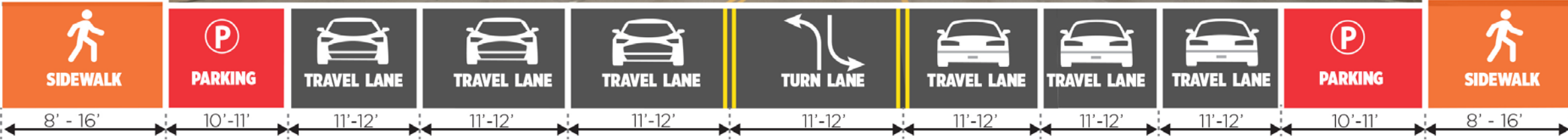
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**COMPLETE STREETS  
PILOT PROGRAM**



# CURRENT CONFIGURATION



Colors are for representation purposes only



# IMPROVED CONFIGURATION



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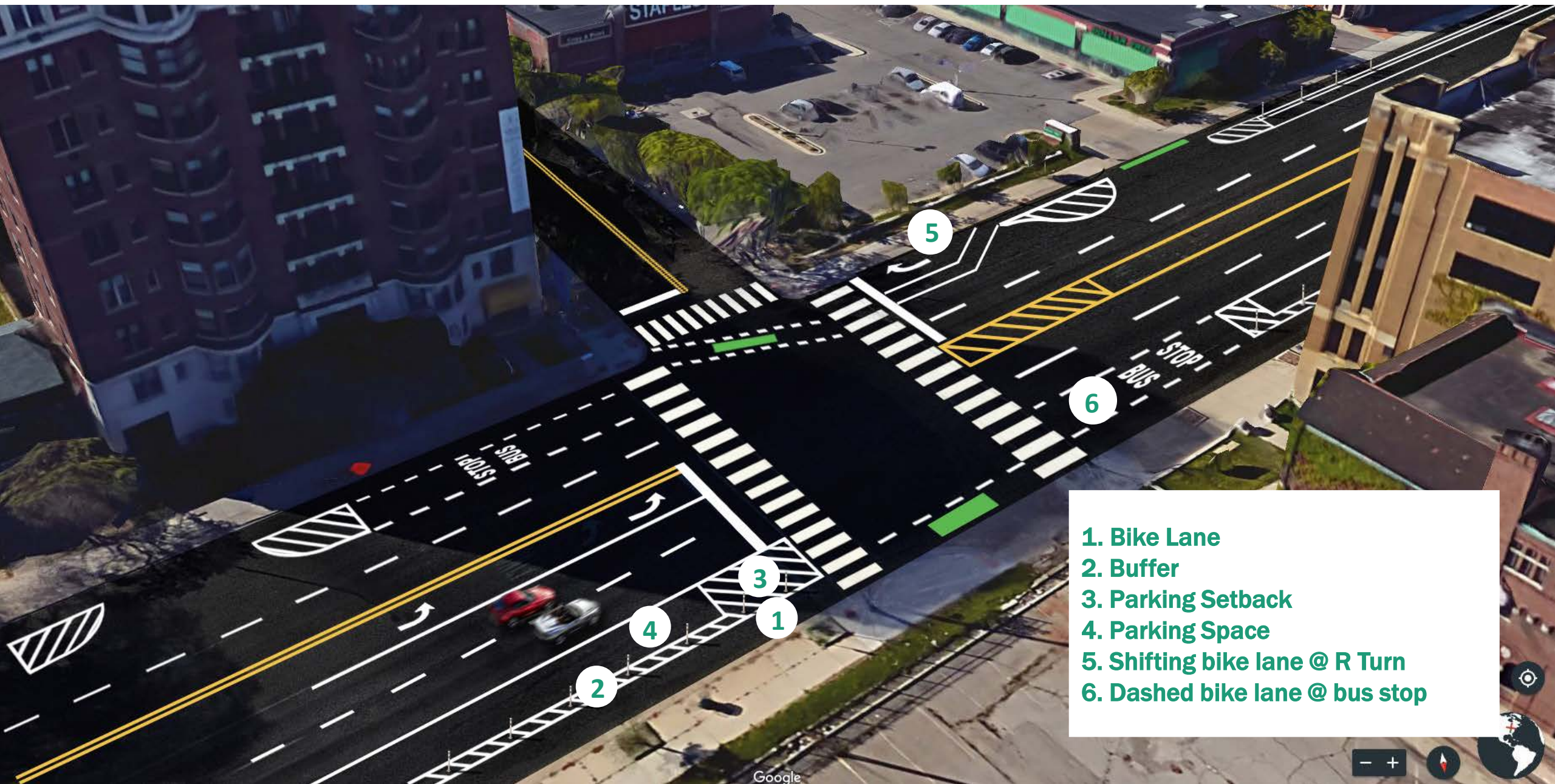


# CURRENT CONDITION





# IMPROVED CONDITION



1. Bike Lane
2. Buffer
3. Parking Setback
4. Parking Space
5. Shifting bike lane @ R Turn
6. Dashed bike lane @ bus stop



# LONG TERM PLANNING



# WHY IMPROVE EAST JEFFERSON AVENUE?

- Improve safety
- Connect neighborhoods to the riverfront
- Support business growth and attraction
- Increase neighborhood access to local retail





# CHALLENGES

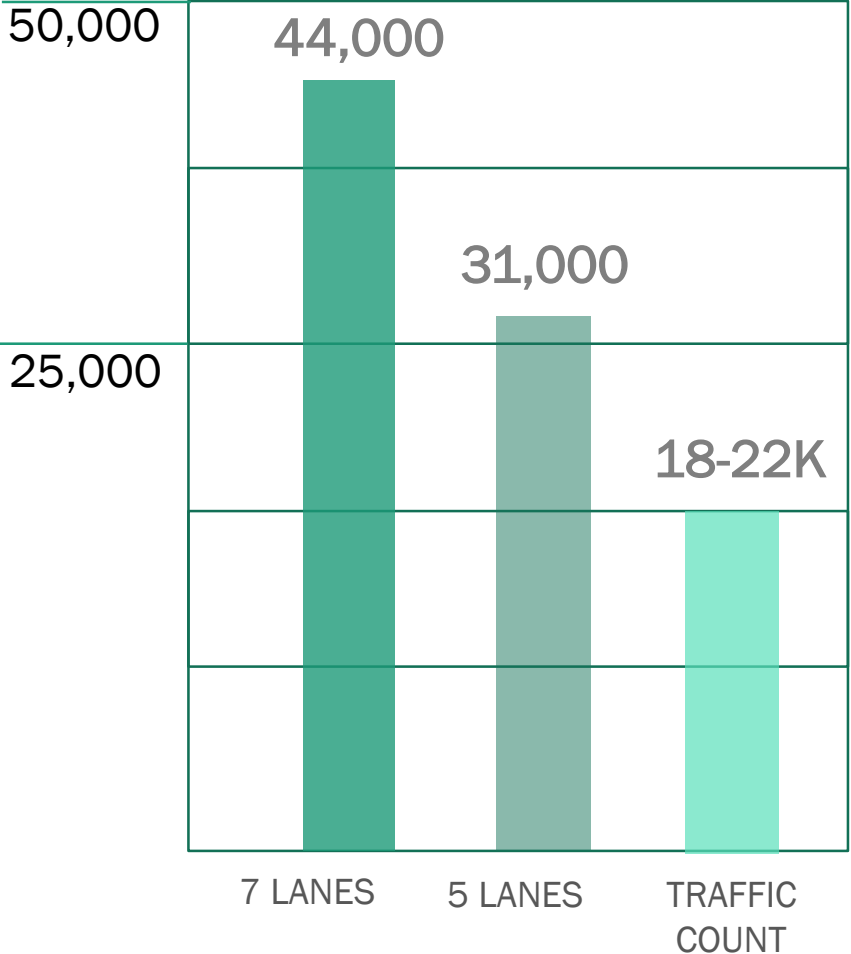
- Speeding
- High crash rate
- Needs utility upgrade
- Roadway pavement condition
- Difficult to cross
- Difficult for dense, urban development
- High commercial vacancy



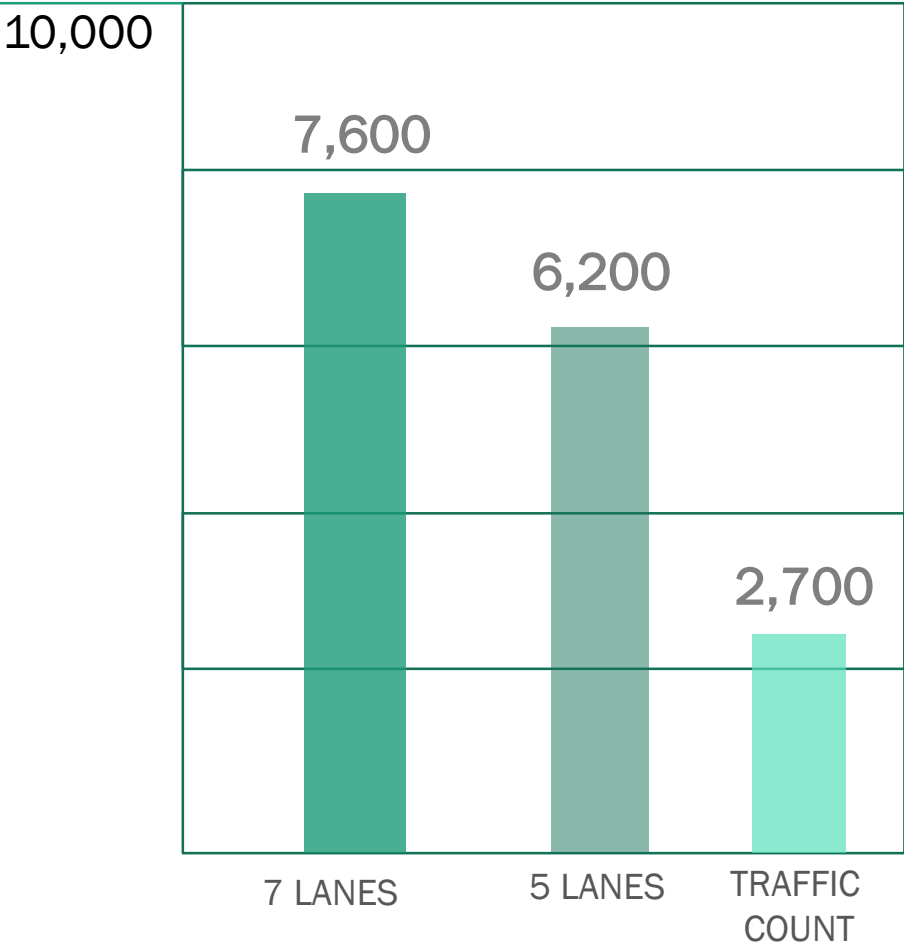


# TRAFFIC CALMING BY THE NUMBERS

### CAPACITY



### RUSH HOUR TRAFFIC



# STAR RATING



The International Road Assessment Programme (iRAP) is a non-profit dedicated to saving lives through safer roads.

MDOT has used iRAP to survey over 120,000 miles of public roads



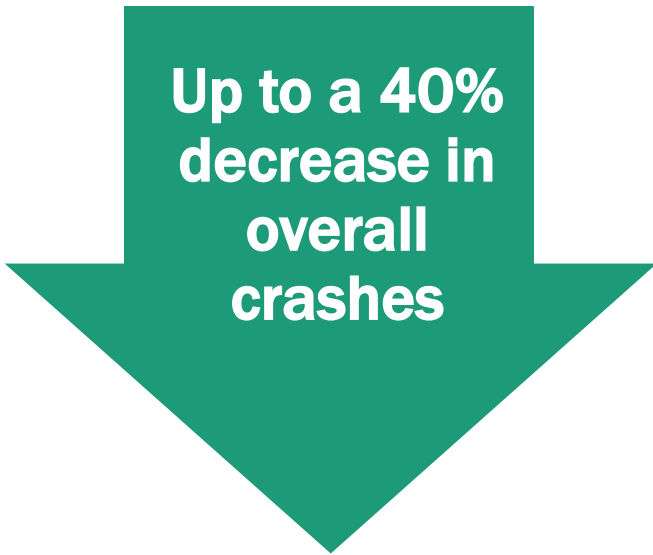
# BENEFITS OF COMPLETE STREETS



Fewer  
vacant  
storefronts



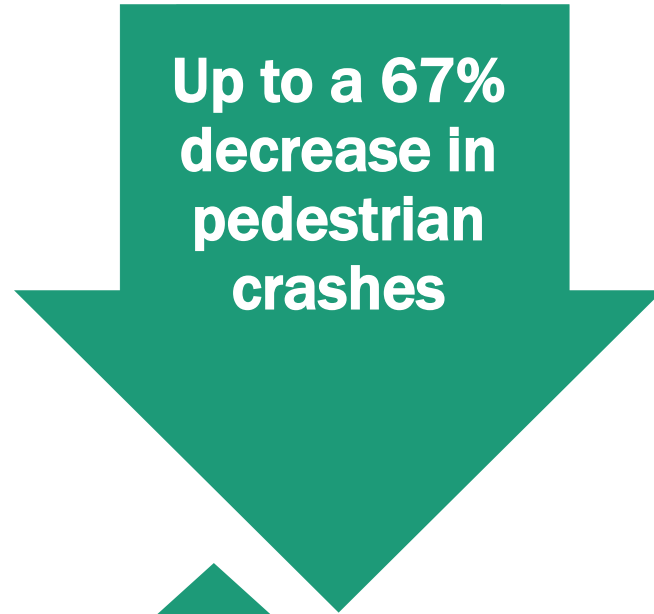
Increase  
in retail  
sales



Up to a 40%  
decrease in  
overall  
crashes



Up to a 30%  
decrease in  
speeding



Up to a 67%  
decrease in  
pedestrian  
crashes



Protected bike  
lanes can lead  
to a 177%  
increase in  
bicycle use

**NEXT STEPS**



# **JOIN US!**

- **Complete streets construction pilot to begin in May**
- **District 4 Community Meeting- April 23<sup>rd</sup>**
- **JEI Business Breakfast Update- April 27<sup>th</sup>**
- **Corridor Plan Community Engagement kick-off in late summer**

**THANK YOU**