

WELCOME!

Southeast Oakland County Safe Streets for All

COMMUNITY MEETING #2

July 17, 2024

Project Area

The study area includes: Oak Park, Ferndale, Hazel Park, Pleasant Ridge, Huntington Woods, Berkley and Madison Heights



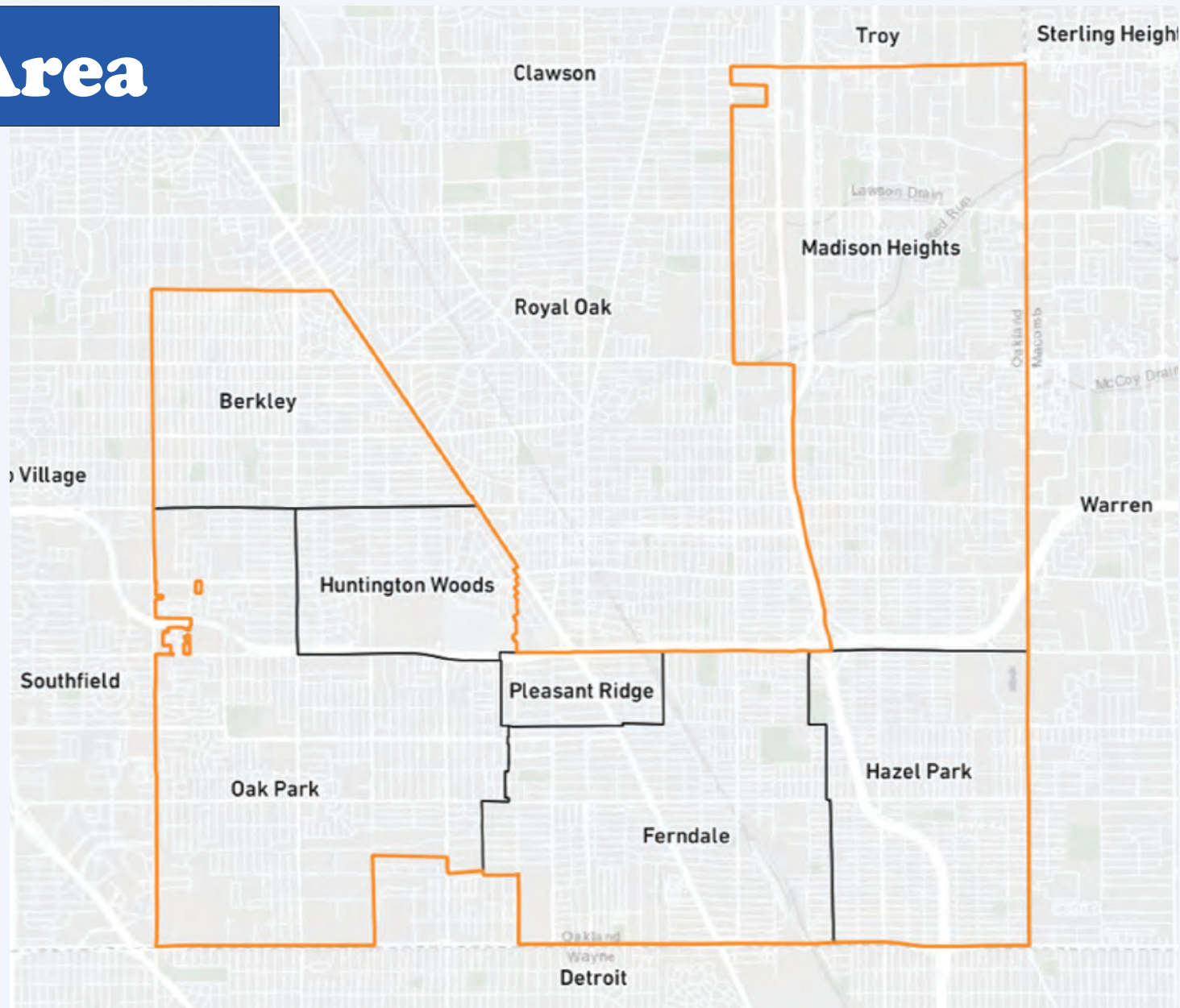
Study area size: 23.6 sq. mi.



Population: 116,316 (2020)



Number of crashes: 26,835
(2019-2023)



Safe Streets for All (SS4A)

PROJECT OVERVIEW

In 2023, the cities of Ferndale, Pleasant Ridge, Hazel Park, Oak Park, Madison Heights, Huntington Woods, and Berkely were awarded grant funding to develop a joint Safety Action Plan through the Safe Streets and Roads for All (SS4A) program, an effort to reduce and eliminate traffic-related fatalities and serious injuries on our streets. This project is funded by the Bipartisan Infrastructure Law and it supports the National Roadway Safety Strategy and USDOT goal of zero roadway deaths.

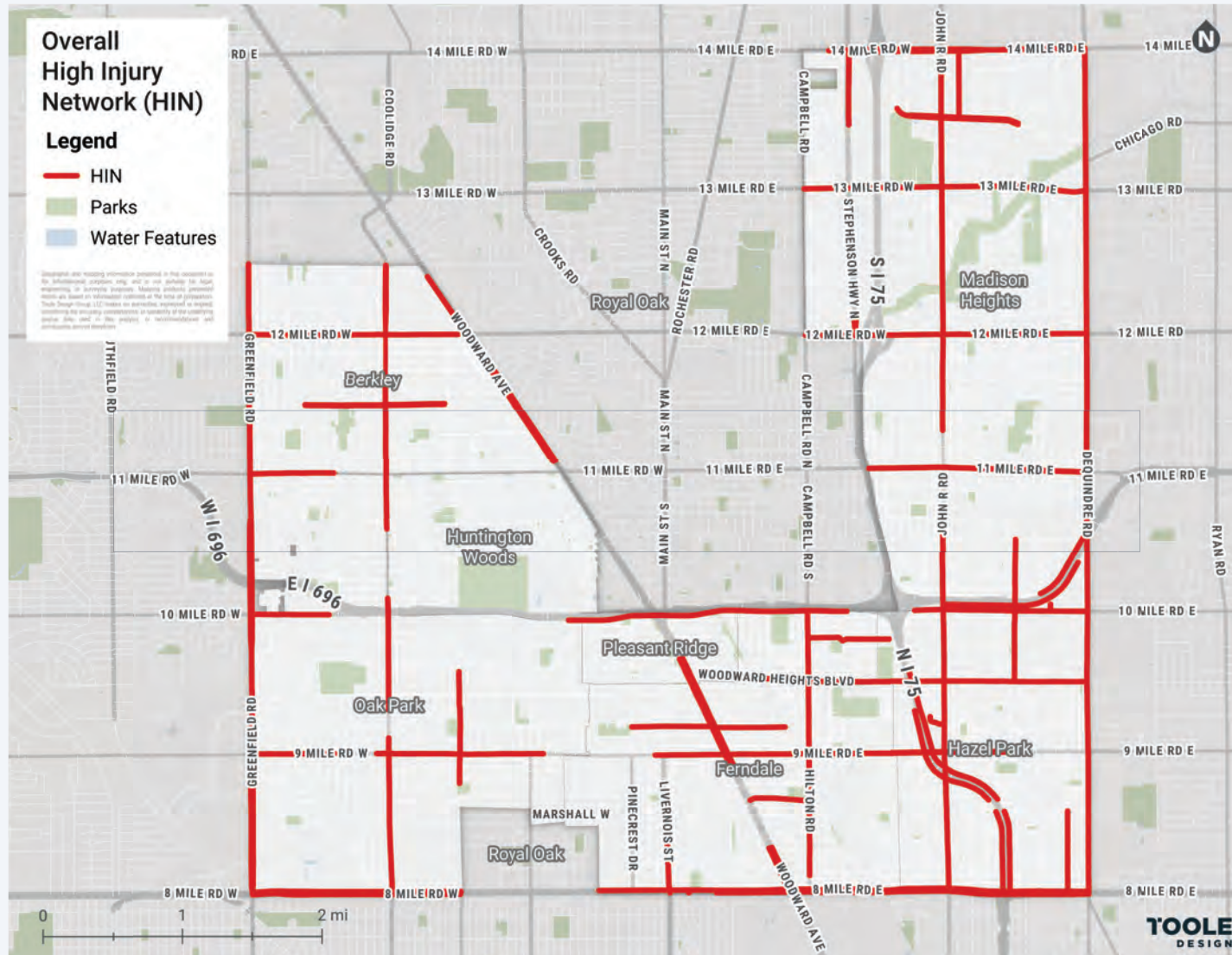
The Safety Action Plan will identify the areas in each community that experience higher than average levels of traffic injuries and recommend treatments for making roadways safer in each of the partner communities

TONIGHT: We are looking at crash data and hearing your feedback on how to prioritize improvements.

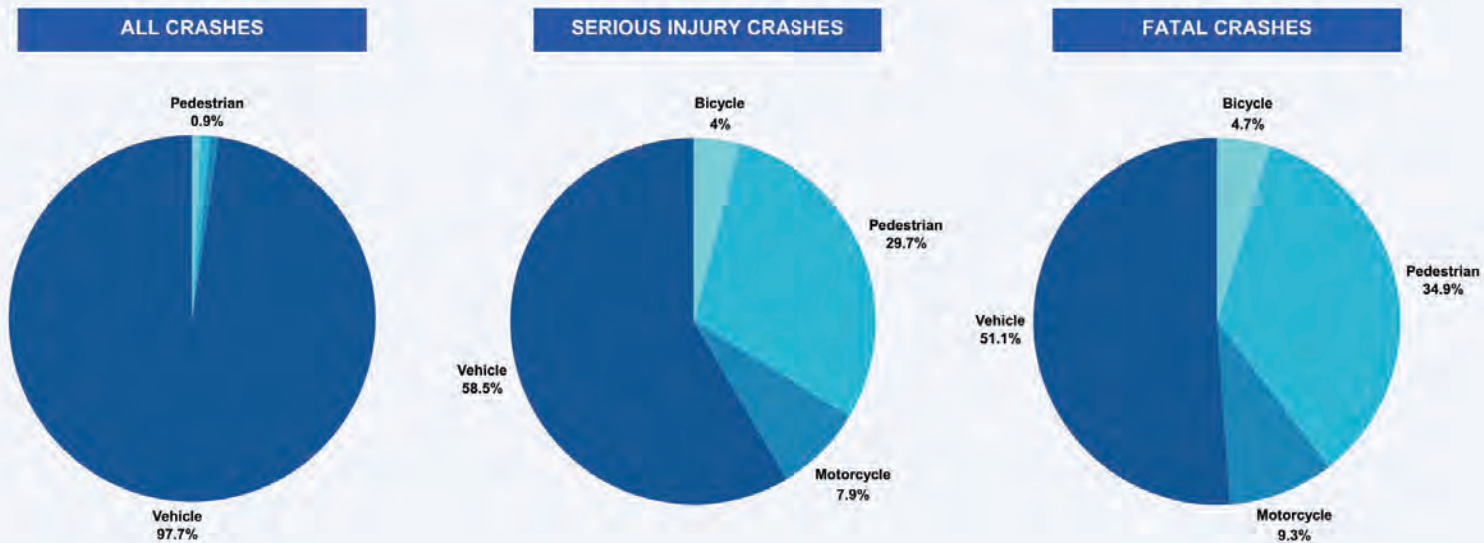
PROJECT TIMELINE



Are you surprised by any of the HIN?



Crash Analysis



The crash data was used to conduct a historical crash analysis in two phases:

Crash Mapping – a series of maps that identified HIN streets with the greatest historical crash risk and most in need of safety improvements based on where crashes have occurred.

Descriptive Crash Analysis – a statistical analysis of key crash factors to understand circumstances of crashes to devote resources to prevent leading causes of crashes in the future.

When a crash occurs and first responders are dispatched, the police investigate the details and reasons for the crash. **Information from the scene of the crash, contributing factors that led to a crash, and information of parties involved are recorded on a crash report form.**

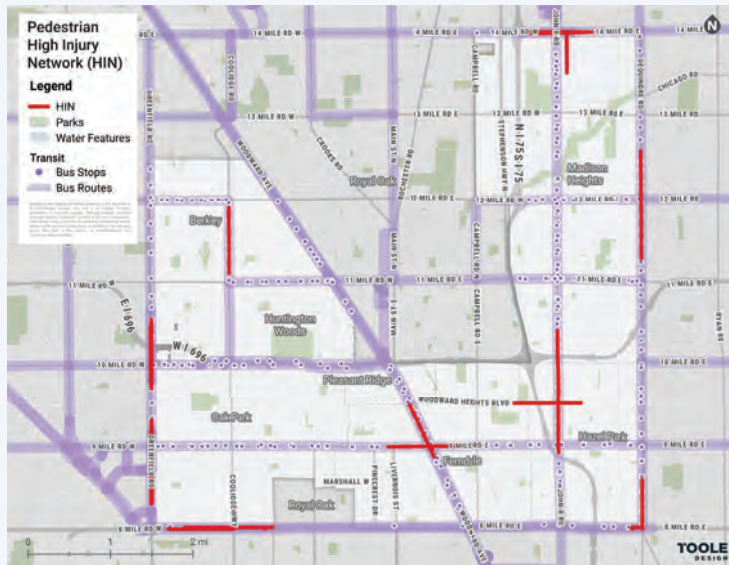
Why focus on fatal and serious injury crashes?

Since Vision Zero is focused on eliminating fatal and serious injury crashes, crash injury severity was a constant throughout the crash analysis conducted across the study area.

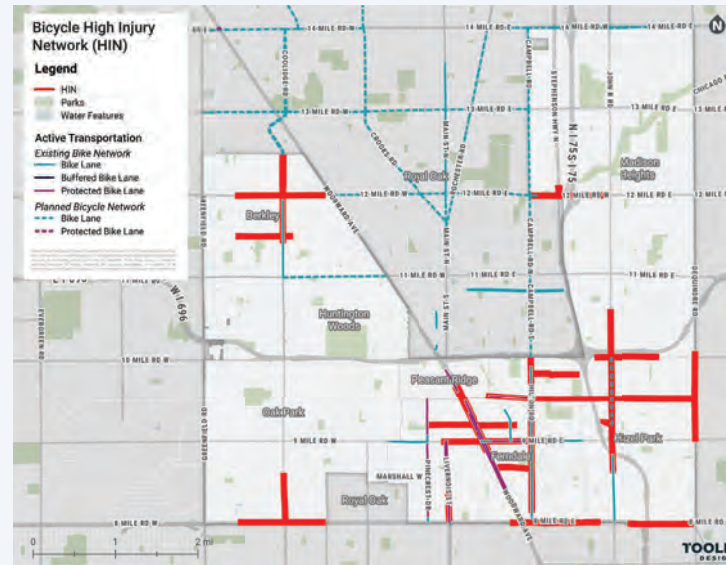
Why focus on vulnerable road users?

Vulnerable road users include anyone outside of a motor vehicle that protects them from injury. Those road users outside of a vehicle, including pedestrians, bicyclists, and motorcyclists, have a greater risk of death or serious injury if involved in a crash.

High Injury Network (HIN) Development



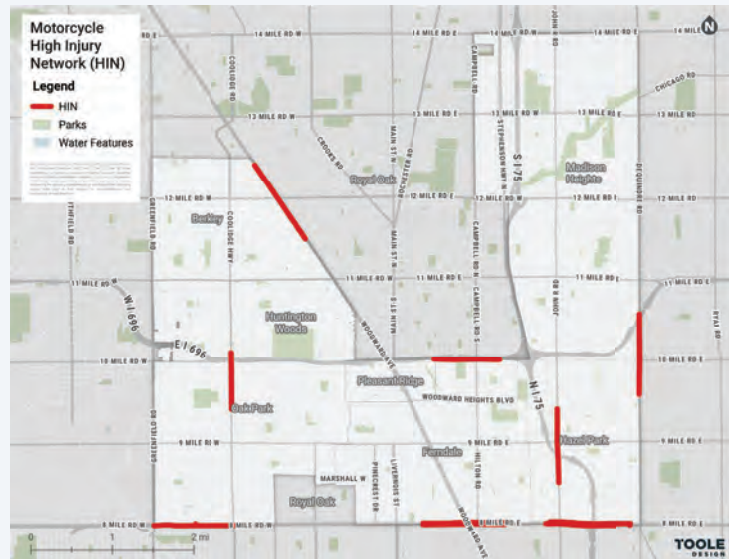
Crashes involving a motor vehicle driver and a pedestrian



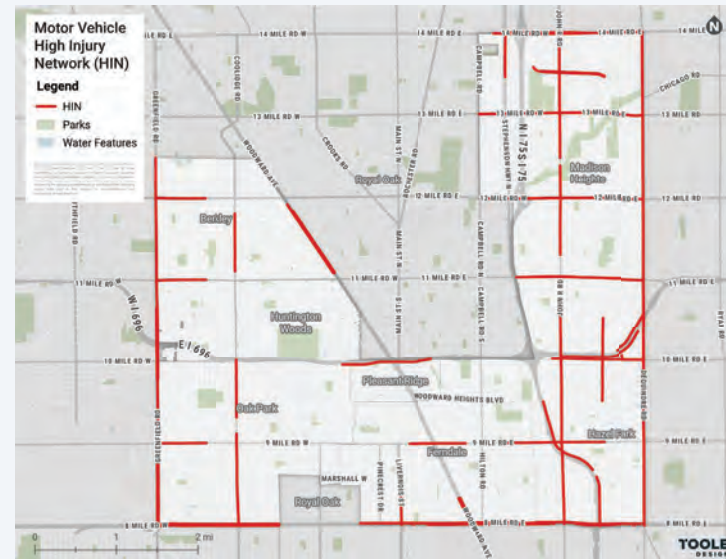
Crashes involving a motor vehicle driver and a bicyclist

The HIN is developed from an analysis of fatal and serious injury crashes from 2019 - 2023. Streets that are dangerous for pedestrians aren't always the same streets that present safety concerns for people driving.

To understand these differences, pedestrian, bicycle, motorcycle, and vehicle crashes are each analyzed separately and combined into an overall HIN.



Crashes involving a motorcyclist



Crashes involving motor vehicle drivers only

PlaceIt!

Kids' Perspectives of Safe Streets

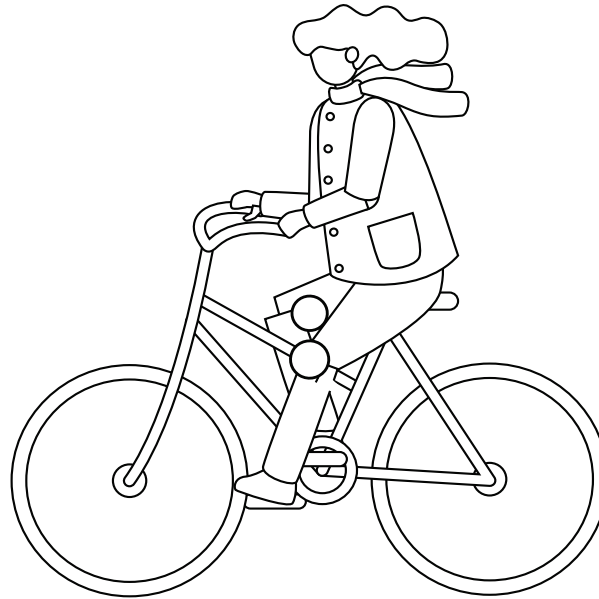
Coloring and Mapping Exercise

SE Oakland County SS4A

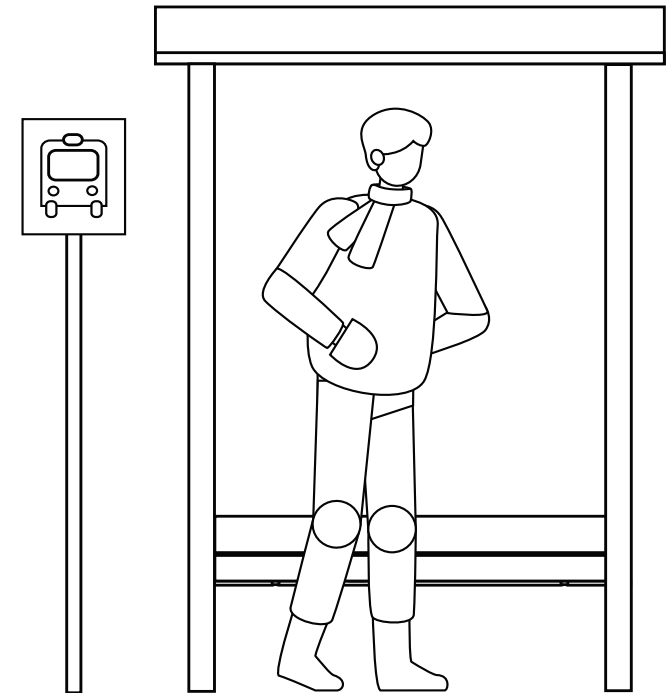
Walking



Biking

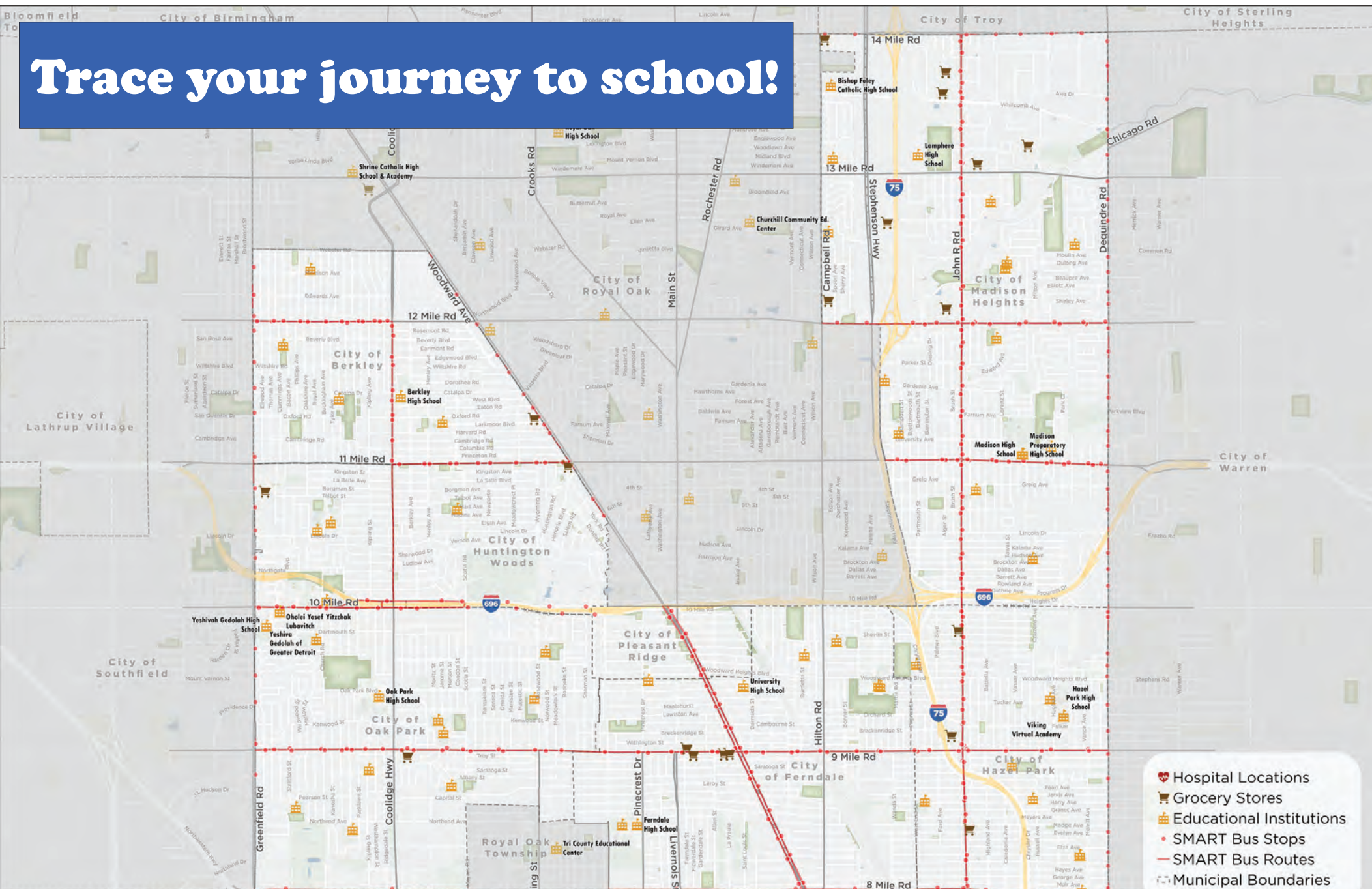


Bus



TOOLE
DESIGN

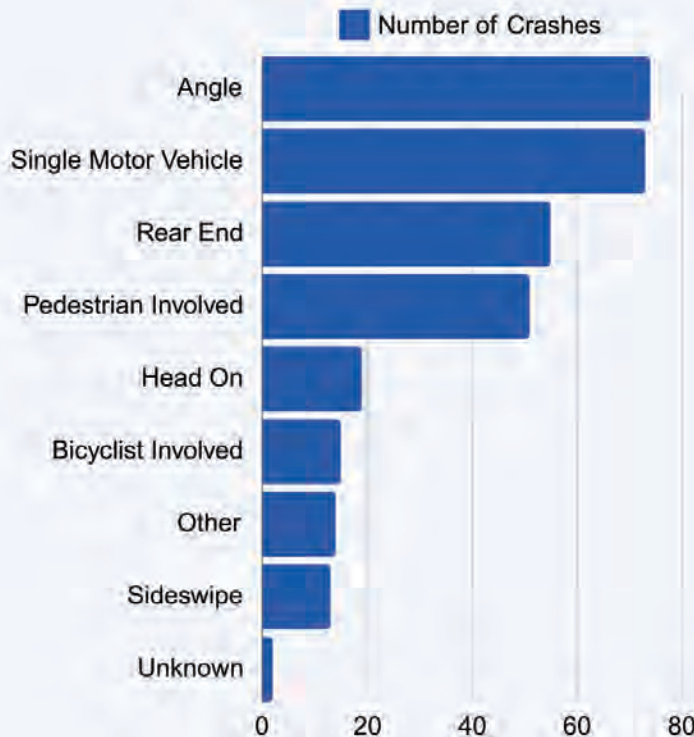
Trace your journey to school!



What types of crashes occur in SE Oakland?

Angle motor vehicle crashes are the most common cause of Fatal or Severe Injuries (FSI), followed by single motor vehicle crashes, and rear end crashes.

The safety improvements below can address these crash types, place a dot on the ones you would like to see in your neighborhood.



FSI Crash Type 2019-2023



Pedestrian Refuge Island



Rectangular Rapid Flashing Beacons



Speed Feedback Signs



All ages and abilities facilities
(separated bike lanes, sidewalks,
high visibility crosswalks)



Road Diet



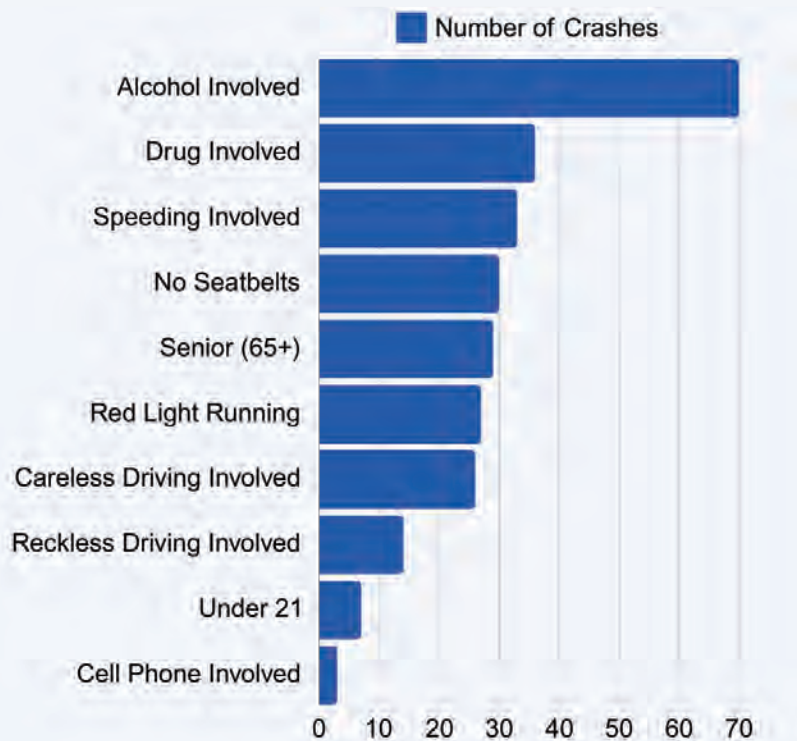
Road Safety Audits



Speed Camera

Top Contributing Factors to FSI Crashes

Contributing factors are attributes or actions that may have contributed to the crash. The most common contributing factors in Fatal or Severe Injuries (FSI) crashes are alcohol use, drug use, and speeding. The least common reported crash behaviors in FSI crashes were cell phone use and younger drivers (under 21). Limitations in police reporting may impact the accuracy of and likely underreport of some of these numbers, which is a common issue in crash reporting nationwide.



What are your ideas for addressing these behaviors in your community?

Add your comments below!

Top Contributing Factors to FSI Crashes, 2019-2023

How are crashes impacting your community?

The crash analysis provides a data-driven basis for understanding the scope of fatal and serious injury (FSI) traffic crashes in the cities of Berkley, Ferndale, Hazel Park, Huntington Woods, Madison Heights, Oak Park, and Pleasant Ridge. The analysis looked at crashes that occurred between 2019 and 2023.

In SE Oakland County, most crashes occur on just a few streets.



475

miles of streets
in the project
study area



23

miles of streets
on the High
Injury Network
(HIN)

73%
of crashes
+

84%

of fatalities and
serious injuries
occur on just

5%

of streets



11%

of streets have a
speed limit of
40-45MPH
but account for

44%

of FSI crashes



Most

of the vehicle
high injury
network is
made up of high
volume, multi-
lane streets



All

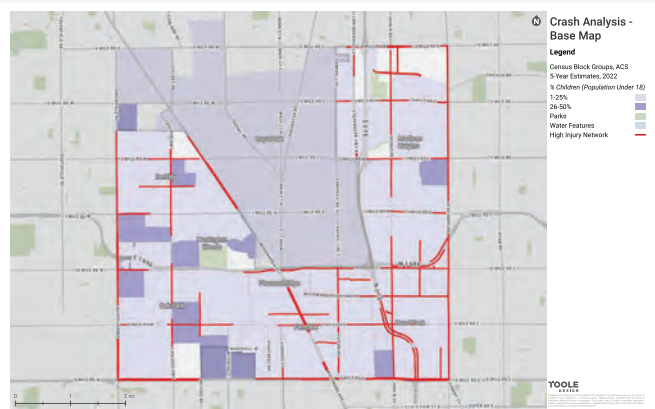
of the
streets on the
pedestrian HIN
have a bus
route

(excl. Woodward Heights Blvd.)

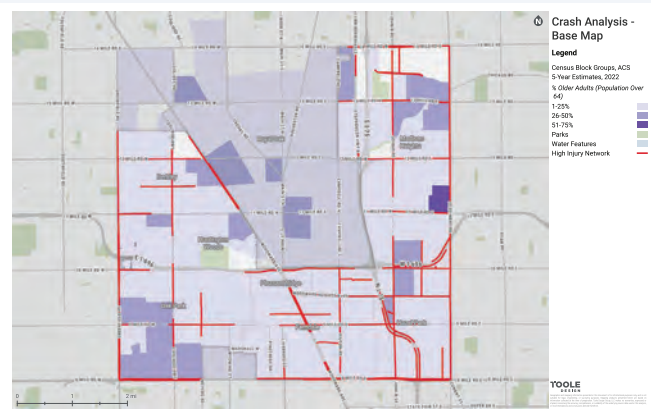
Top Priority High Injury Network Streets

The streets on the High Injury Network (HIN) cannot be improved all at once, but instead will be improved in phases over time. We want to hear your ideas on how projects should be prioritized.

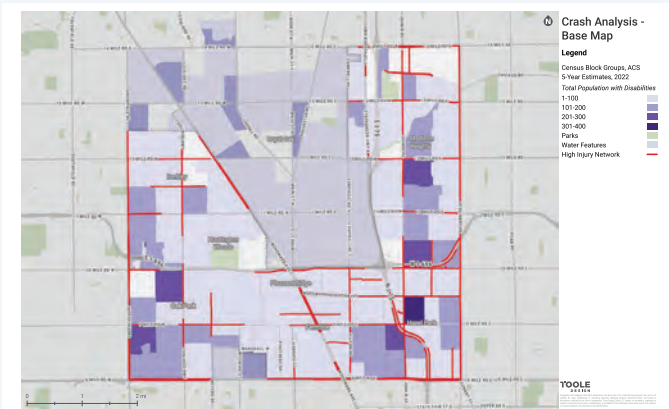
Look at the maps below to see examples of how the HIN impacts different locations/populations and rank the prioritization methods on the handout.



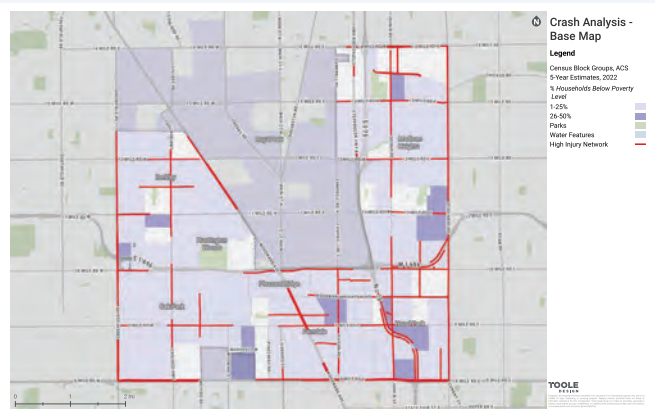
Areas With a High Percentage of Children



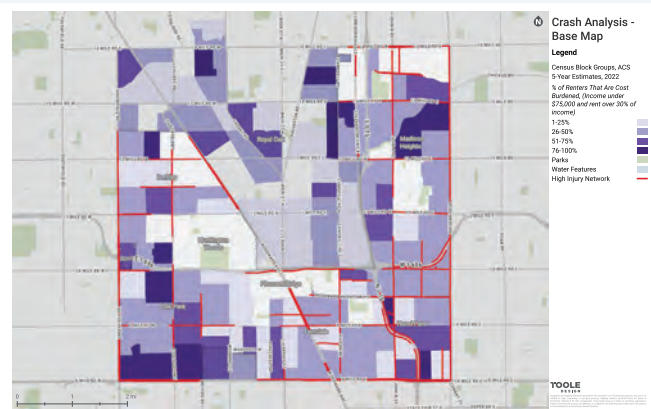
Areas With a High Percentage of Older Adults (64+)



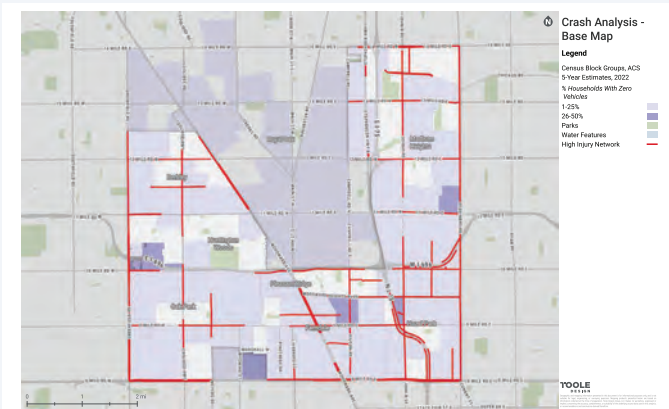
Areas With a Higher Percentage of People with Disabilities



Lower-Income Areas



Areas Where Renters are Cost Burdened



Areas With a Higher Percentage of Households with Zero Vehicles