

**To:** Council Member Angela Whitfield-Calloway, District 2

**From:** Ron Brundidge, Director, DPW

**Date:** April 11, 2025

**Re:** Responses to 2025-2026 DPW Budget Analysis

---

Please find below responses to your questions sent on 3/26/2025, regarding the Fiscal Year 2026 Proposed Budget for the Department of Public Works.

- 1. The sidewalk replacement program seems to be a success. Briefly describe the program and plans for FY 2025-26. What problems has DPW faced with the program and how can City Council assist?**

In the last eleven years, DPW has replaced 639,000 flags of damaged sidewalk. In fiscal year 2025-26, DPW budgeted for the replacement of 10,000 sidewalk flags citywide.

- 2. The speed hump program celebrated its installation of ten thousand speed bumps and a decrease in pedestrian accidents of 22%. Please confirm these numbers. Is there still a demand for additional speed humps? What is the sunset plan for this program?**

Since the inception of the program, DPW has installed 10,738 speed humps. The speed humps have had a dramatic effect in reducing pedestrian accidents. Citywide, the number of pedestrian accidents has decreased by 22%. However, on streets where speed humps have been installed, the pedestrian accident rate has gone down by 38%.

The demand for new speed humps has gone down; we currently have requests for 600 speed humps; 200 new units will be installed in 2025-26. When the demand for new speed humps no longer exists, we will still have to maintain the capacity to replace damaged humps or humps removed during a repaving process.

- 3. Although few in numbers, there are still civil cases filed against the City of Detroit based on the defective highway exception to governmental immunity. What is the schedule used by DPW to inspect street under city jurisdiction. What is the procedure for defects near DWSD drains and manhole covers? What is the procedure for defects near other utilities located on a city street, berm, or sidewalk?**

DPW inspects all roads annually to determine their condition. Major roads are evaluated and assigned a condition PASER rating of 1-10. The results of these annual inspections are used to determine our priorities for roads to be repaved. Sidewalk inspections are conducted because of routine inspections, as well as complaints received from residents. When road defects are identified near other utilities such as DWSD drains, DPW works directly with those entities to ensure that the root cause of the defect is addressed prior to completing road restoration.

- 4. DPW still picks up trash and maintains trash receptacles along major corridors. Does DPW have plans to increase the number of trash receptacles and the frequency of pick ups? Can DPW coordinate with D-DOT for more trash receptacles at bus stops and bus shelters? What would be the estimated costs involved?**

DPW has the capacity to expand the number of litter containers along commercial corridors, as well as having the capacity to increase the frequency of collections, if needed at high usage locations. DPW policy is to install litter containers at bus stop locations where DDOT has indicated that there is a high volume of riders entering and exiting their buses. The litter containers are heavy-duty, aesthetically pleasing, and bolted into the sidewalk. The cost is approximately \$450 per unit.

- 5. DPW coordinates trash pick ups at illegal dumping sites throughout the city. How does DPW work with neighborhood groups to clean alleys, vacant lots, and other locations that need clean up?**

DPW fully supports neighborhood cleanup activities by providing equipment and staffing to remove all collected debris. It is preferred that the cleanup efforts are coordinated through the Council District Department of Neighborhoods managers to ensure that locations are not inadvertently missed.

- 6. DPW is charged with monitoring temporary alley closings and temporary street closings. How does DPW supervise these closings to ensure compliance with the terms of the temporary closures?**

DPW will issue permits for the temporary closures of streets, sidewalks, and/or alleys. During the time that the closures are in place, DPW Construction Inspectors monitor the sites to ensure full compliance with the terms of the permit.

- 7. DPW is charged with alley clean outs. After decades of neglect, some alleys are in need of a high level of cleaning which is beyond the capacity of neighborhood groups. What is the plan for cleaning alleys in District 2 and across the city?**

DPW has responsibility for public alleys that have not been vacated, DPW provides any required repairs of the alley surface. This work can include the grading of unpaved alleys or filling potholes and low spots in paved alleys. For alleys with an excessive amount of overgrowth, DPW works in concert with the General Services Department to remove growth that is beyond the scope of the residents' ability to maintain.

- 8. The residents of the University Community in District 2 complain that they cannot easily access Palmer Park via walking or biking due to narrow sidewalks along Seven Mile Road and McNichols Road.**

- a. **Does the City of Detroit have jurisdiction over Seven Mile Road between Parkside and Pontchartrain? Can the sidewalk be expanded on the south side of Seven Mile Road? Can the parking lane be converted into a bike lane?**

Seven Mile Road, west of Woodward, is under the jurisdiction of Wayne County. This includes the referenced segment between Parkside and Pontchartrain. Any changes to the configuration of the road, such as widening sidewalk and/or adding a bike lane, can only be implemented with the full support and approval of Wayne County. We will initiate conversations with Wayne County DPS leadership to determine if there is interest in pursuing this topic.

- b. **Does the City of Detroit have jurisdiction over McNichols Road between Parkside and Hamilton? Can the sidewalk on the north side of McNichols Road be improved or widened? Can a bike lane be installed along the north side of McNichols Road?**

This segment of McNichols Road borders Detroit and Highland Park. The southern portion of the road is under the jurisdiction of Highland Park, while the northern portion is owned by the City of Detroit. Although the north side of this road is the city of Detroit's jurisdiction, it is preferred that both agencies support any changes to the road configuration before implementing major changes such as incorporating a bike lane. DPW will investigate this request, however it's important to note that the width of McNichols Road is likely not wide enough to support a protected bike lane. Installing an unprotected bike lane along this segment of heavily travelled McNichols would not be our preferred approach.

9. **Can DPW convert its fleet of vehicles to electric vehicles or hybrid vehicles? What other steps can DPW take to make its operations more "green"?**

DPW has been working in concert with the General Services Department to expand our fleet of electric or hybrid vehicles. This year we will be receiving seven (7) hybrid pick-up trucks and two grant funded electric garbage trucks.

10. **Can the Motor City Makeover be expanded to four dates during the year? What would be the expense involved?**

The Motor City Makeover dates for 2025 have already been established and shared with the community. There are three Saturday dates this year, however each of the 7 City Council districts has a defined date for this year's Motor City Makeover activities. Historically, MCM has been limited to the first three (3) Saturdays in May, as the fourth Saturday often occurs during Memorial Day weekend.