

Meeting Agenda & Community Concerns

Introduction

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Brush Park Has Changed.....

Brush Park has evolved into a dense, mixed-use community since 2018, attracting residents, visitors, and new developments. Its proximity to major venues, the Midtown Loop, and the forthcoming Joe Louis Greenway has created increased vehicle, pedestrian, and bicycle activity.

To ensure safety and quality of life for residents—including a large senior population requiring accessible mobility—BPNA seeks collaboration with city departments to implement long-term, people-centered infrastructure and enforcement solutions.

Hazardous Intersection

John R / Mack Intersection - Southbound

- Southbound traffic makes aggressive shifts to remain on John R due to parking configuration.
- Vehicles parked too close to the intersection impede visibility and traffic flow.



*John R has two southbound lanes at Mack.
Left lane: Left turn only.
Right lane: Right turn/thru traffic.*



*South facing view from right lane at
John R & Mack*

BPNA request:

Move the west-side parking lane back 100 ft from Mack to improve sight-lines and turning movement safety.

Hazardous Intersection

John R / Mack Intersection - Northbound



*Northbound John R at Mack.
Center lane: Straight/thru traffic only, Right lane: Right turn only*

Despite “Straight Only” pavement markings, northbound drivers frequently make illegal left turns onto Mack.

BPNA recommendation:

- Install “No Left Turn” signage on traffic signals.
- Add “Westbound Mack Traffic – Use Michigan U-Turn” directional signage on the east side of John R.

On-Street Parking

Visibility Issues

- High-roof vehicles parked near intersections obscure STOP signs and limit driver visibility



Southbound John R @ Erskine



Southbound Brush St @ Alfred

On Street Parking

Crosswalk & Driveway Obstruction

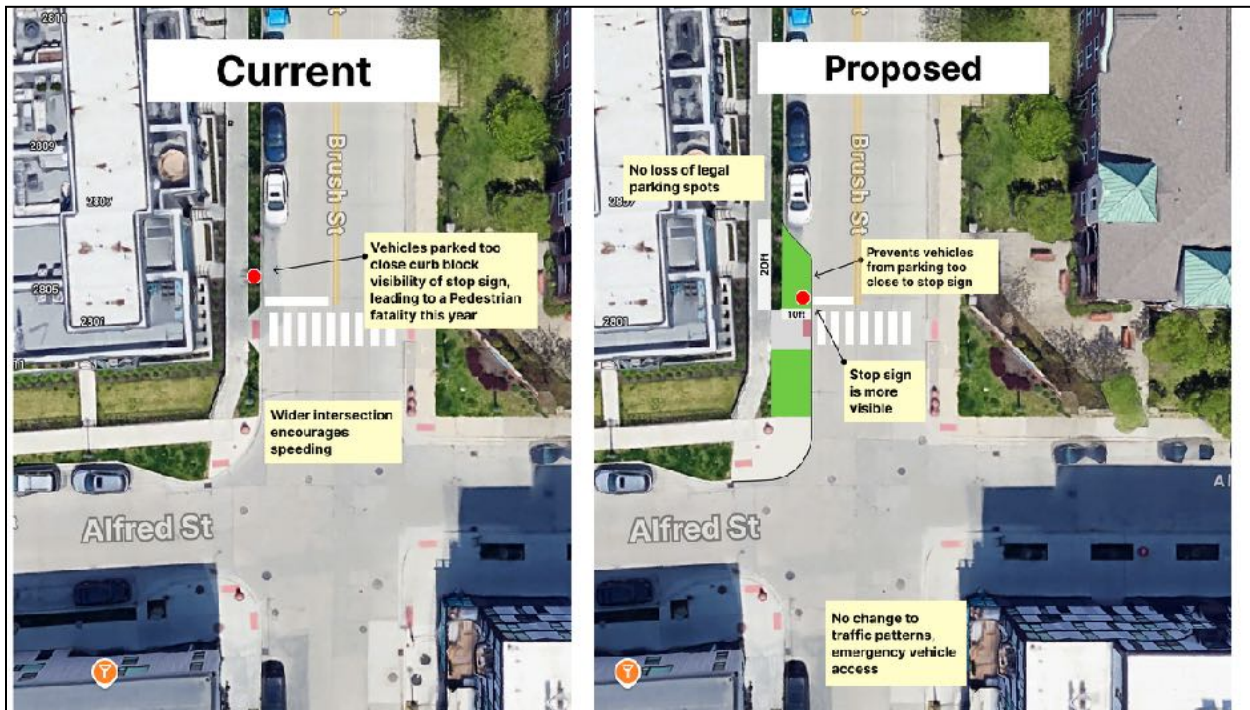
Drivers routinely park too close to corners, alleys, and crosswalks.



BPNA recommends:

- Add curb cut-outs on John R and Brush to:
- Improve STOP sign visibility
- Enhance sight-lines for vehicles exiting alleys/ driveways
- Prevent vehicles from blocking crosswalks

Alley entrance on Brush St between Edmund Place & Alfred St



Speeding Drivers & Pedestrian Safety

- Speed bumps cannot be installed on John R or Brush Streets because both are designated emergency routes.
- A senior pedestrian was struck and seriously injured while crossing Brush at Wilkins.
- Brush Street has only one STOP sign (at Alfred) between Mack and the I-75 Service Drive.
- Anticipated traffic will further increase with the completion of the 184-unit “Midblock” development at Brush and Watson.
- John R “Pedestrian Crosswalk” signs are frequently knocked down by speeding drivers.
- The renovated John R. Watson Park has significantly increased pedestrian traffic in the area.
- There is no pedestrian crossing signage for the MEWS pedestrian pathway at Alfred.
- Drivers’ visibility is limited due to vehicles parked on both sides of Alfred Street.



Southern facing view of Brush St & Watson intersection



John R. & Watson southern crosswalk

Speeding Drivers & Pedestrian Safety



Raised Crosswalk

Raised marked crosswalk at sidewalk level that slows drivers.

- Appropriate for streets with speed limit of 35 mph or less and on emergency vehicle routes
- Typical approach ramp width 10'. Typical crosswalk width 15', minimum 10' with 6" height. Consider bicyclist comfort and frequency of emergency vehicle or freight use when grading.
- Advanced warning signs are required. Signage and pavement markings should follow the MMUTCD.
- Consider drainage impacts in design.
- Width of flat area should span the full width of pedestrian and bike crossing markings.

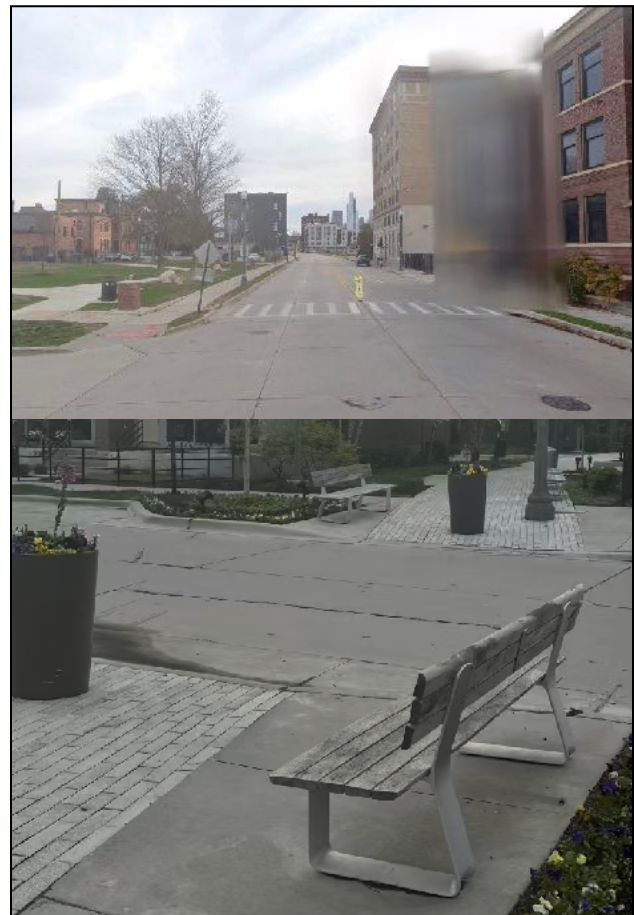
The Michigan Manual on Uniform Traffic Control Devices (MMUTCD) does allow for raised crosswalks on emergency routes.

BPNA requests:

Install raised crosswalks:

John R south of Watson – slows traffic near the park and eliminates the need for a sign in the crosswalk that is repeatedly damaged.

Alfred between John R and Brush – connects the MEWS pedestrian pathway and acts as a traffic-calming device.



Speeding Drivers & Pedestrian Safety

BPNA Requests:

- Add STOP signs and high-visibility crosswalk markings at:
- John R & Watson (northwest corner, with curb cut-outs)
- Brush & Watson
- Enhance crosswalk signage on John R at Eliot and Watson for better pedestrian awareness.



DWSD Alley Maintenance

- Partially paved alleys lead to clogged drains and standing water (notably near John R-Watson Park, Work Order #257845).
- Residents are manually pumping water to mitigate flooding

BPNA Request:

Accelerate maintenance response and implement a routine cleaning schedule for Brush Park alleys.



Parking Enforcement

- Persistent illegal parking on residential streets and vacant lots during events.
- School buses idle and block crosswalks and driveways.
- City employees park in prohibited zones.
- Individuals illegally charge for parking on unlicensed lots.
- Comerica encourages school events, but either does not communicate or provide parking for school buses



Illegal parking 2621 Brush St (NW corner of Brush & Adelaide) during Afro Future festival, garbage left behind for resident clean up

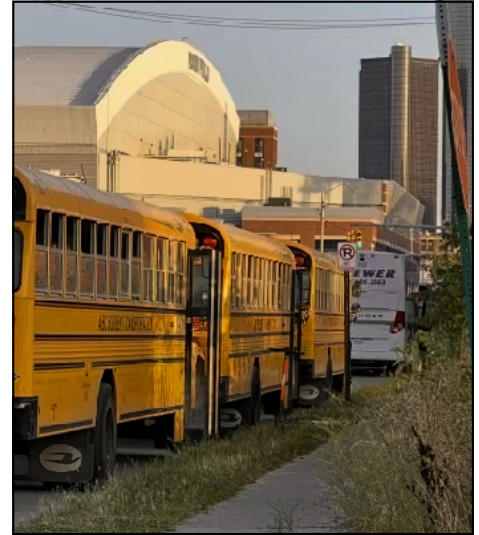


Buses parked on Adelaide during sporting events and concerts

Parking Enforcement

BPNA Request:

- Increase enforcement presence during event days.
- Clarify enforcement jurisdiction between DPD and BSEED.
- Strengthen penalties for repeat offenders.



*Buses idle on Brush St in
NO PARKING zones during events*



*City of Detroit Employees illegally parking on
Eliot St between John R & Woodward*

Residential Permit Parking (RPP) Zones

- Implementation of the Northern Brush Park RPP Zone has been delayed for over a year due to objections from fraternal organizations and the Masonic Lodge.
- Current RPP boundaries are imbalanced and overly restrictive, creating inequity in parking availability and enforcement.
- Ticket fines are too low to deter violations: RPP tickets are currently \$45, while nearby stadium and arena garages charge \$50 or more. Drivers often choose to park illegally in Brush Park rather than pay for event parking.



- Zone 416 total of **3** parking spaces (Alfred – south Woodward to John R)
- Zone 417 total of **3** parking spaces (Alfred – north Woodward to John R)
- Zone 418 total of **34** parking spaces
 - Alfred – south bound (John R to Brush) provides 27 parking spaces
 - Brush – west (Alfred to Adelaide) provides 7 parking spaces
- Zone 419 total of **43** parking spaces
 - Alfred –north bound (John R to Brush) provides 27 parking spaces
 - Brush (Alfred to the alley) provides 7 parking spaces
 - John R (Edmund to Alfred) provides 9 parking spaces
- Zone 420 total of **64** parking spaces
 - Edmond – north & south (John R to Brush) 57 parking spaces
 - Brush – west (Edmond southbound to alley) 7 parking spaces
- Zone 421 total of **47** parking spaces
 - Watson – north & south (John R to Brush)
- Zone 422 total of **13** parking spaces (John R – Watson to Edmund)
- Zone 423 total of **12** parking Spaces (John R – Erskine to Watson)

Zones 418 and 419 illustrate the issue — Zone 418 has nine fewer spaces yet includes two high-density apartment buildings, while residents there are ticketed if they park across the street in available Zone 419 spaces.

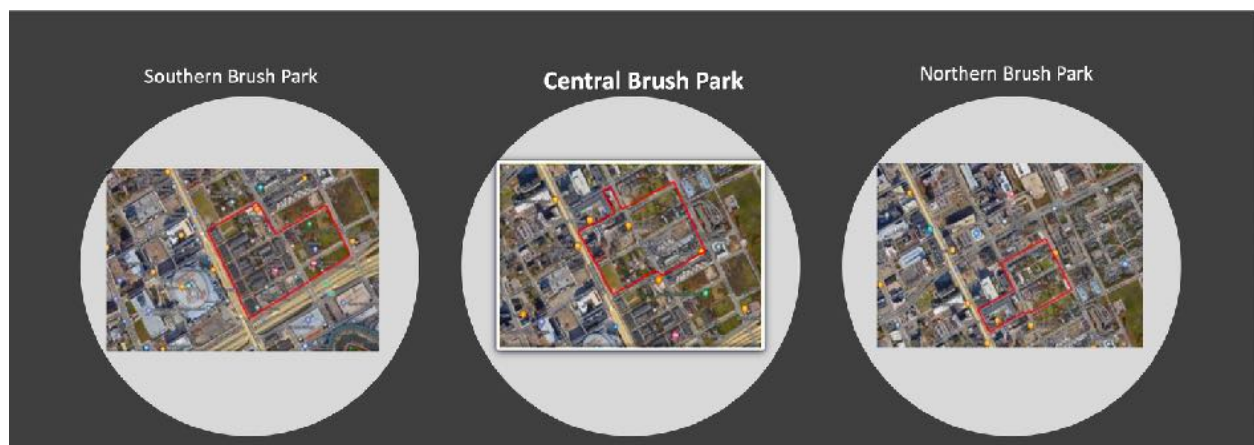
Residential Permit Parking (RPP) Zones

- Existing RPP signage and parking kiosks lack clear language stating that Residential Permit Parking (RPP) restrictions remain in effect on Sundays, leading to confusion and inconsistent enforcement.



BPNA Recommendations:

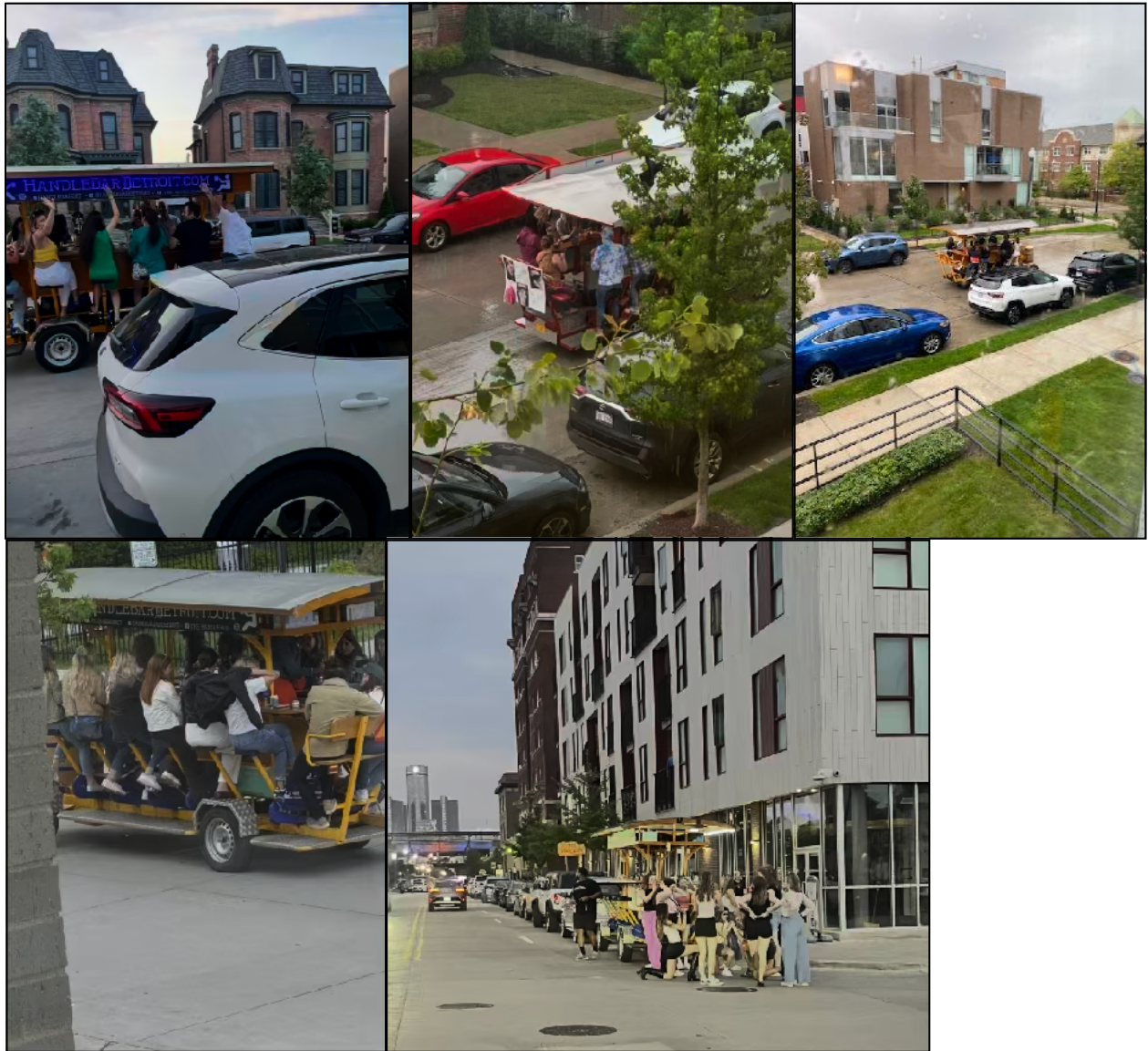
- Consolidate Brush Park into three total RPP zones (Southern, Central & Northern) for balanced parking access and resident fairness.
- Update kiosk and curb signage to include “RPP Hours Apply on Sundays.”
- Add curb cutouts to clearly define RPP boundaries on Brush and John R.
- Work with Municipal Parking Department (MPD) to implement dynamic ticket pricing during major events and increase ticket fines to discourage illegal parking.



Pedal Cabs

Pedal cabs continue to operate illegally north of I-75, contrary to the City of Detroit ordinance restricting operations to the Central Business District.

They operate on residential streets at all hours, disrupting residents.



Pedal Cabs on Alfred between Brush St and John R

Pedal Cabs

BPNA Request:

- Enforce the ordinance restricting pedal cabs to approved CBD routes.
- Direct DPD and MPD to issue citations to Pedal Cabs in Brush Park.

Sec. 47-7-1. Definitions.

For the purpose of this article, the following words and phrases shall have the meaning ascribed to them by this section:

Alcoholic liquor means any spirituous, vinous, malt, or fermented liquor, liquids and compounds, whether or not medicated, proprietary, patented or any other designation, which contains one-half of one percent or more of alcohol by volume, are fit for use as a beverage, and are defined and classified by the

Michigan Liquor Control Commission according to alcoholic content as being beer, wine, spirits, alcohol, sacramental wine, brandy, mixed wine drink, or mixed spirit drink.

Central Business District means the area bounded by the Fisher Freeway (I-75), the Walter P. Chrysler Freeway (I-375), Schweizer Place, and the extension of Schweizer Place to the Detroit River, Third Avenue, and the John C. Lodge Freeway (M-10).

Controlled substance means any drug, immediate precursor or substance, by whatever official, common, usual, chemical, or trade name known, that is delineated in Schedules 1 through 5 of Part 72 of the Michigan Public Health Code, being MCL [333.7201](#) through [333.7231](#).

Sec. 47-7-2. Approved areas of operation; designated street routes within; hours of operation; passenger pickup and discharge points; unlawful to act in violation thereof.

(a)

The Director of the Department of Public Works and the Chief of Police shall jointly approve and designate the street routes within the Central Business District where licensed pedal-cabs and rickshaws may operate and the hours of operations, provided, that pedal-cabs and rickshaws shall not operate in the Central Business District from 7:00 a.m. to 9:30 a.m. and from 3:00 p.m. to 6:00 p.m. on weekdays, unless those weekdays are January 1st, Memorial Day, the Fourth of July, Labor Day, Thanksgiving Day, December 24th, December 25th, or December 31st.

(b)

The Director of Detroit Department of Transportation and the Director of the Department of Public Works shall jointly approve and designate passenger pickup and discharge points on City streets for pedal-cabs and rickshaws.

Closing Summary

BPNA is requesting interdepartmental coordination among GSD, DPD, MPD, DWSD, and DON to:

- Implement physical safety measures (raised crosswalks, curb cut-outs)
- Enforce traffic and parking regulations
- Maintain alleys and signage
- Preserve Brush Park as a safe, walkable, and livable urban neighborhood