



ACTIVE MOBILITY PLAN

Public Workshop
August 29, 2024

6pm – 8pm



Please sign in find a seat

Welcome!




- This is our first round of public engagement
- The purpose of this meeting is to hear from YOU! We want to know how we can improve walking, biking and rolling in Warren
- Who has completed the survey?



WARREN ACTIVE MOBILITY PLAN

We're excited to enhance our community's accessibility and connectivity for everyone who walks, bikes, and rolls. This initiative focuses on improving daily transportation and recreation through non-motorized and micromobility options. Fill out the paper survey or take it online to let us know what changes you would like to see!

Take the survey online at:

walkbikeinfo/warren

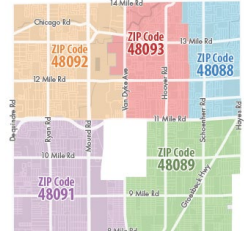
How do you get around Warren?

► Circle all that apply

I WALK I RIDE A BICYCLE I RIDE THE BUS I DRIVE OTHER

Which part of Warren are you most familiar with?

► Circle the area you live in or are most familiar with



Not Sure?
Other: _____

Project Survey

- If you haven't already, we would like you to fill out a survey today
- We will prompt you throughout the presentation as we discuss different themes



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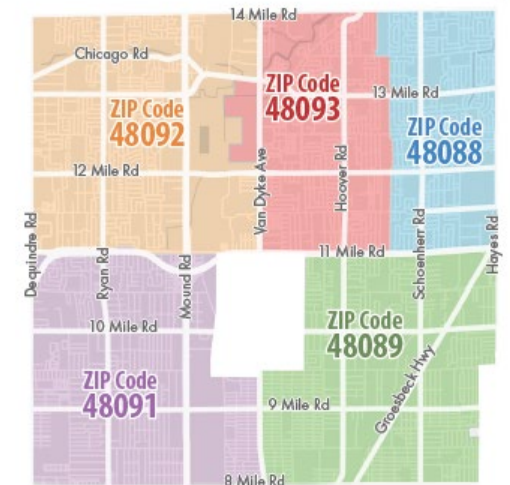
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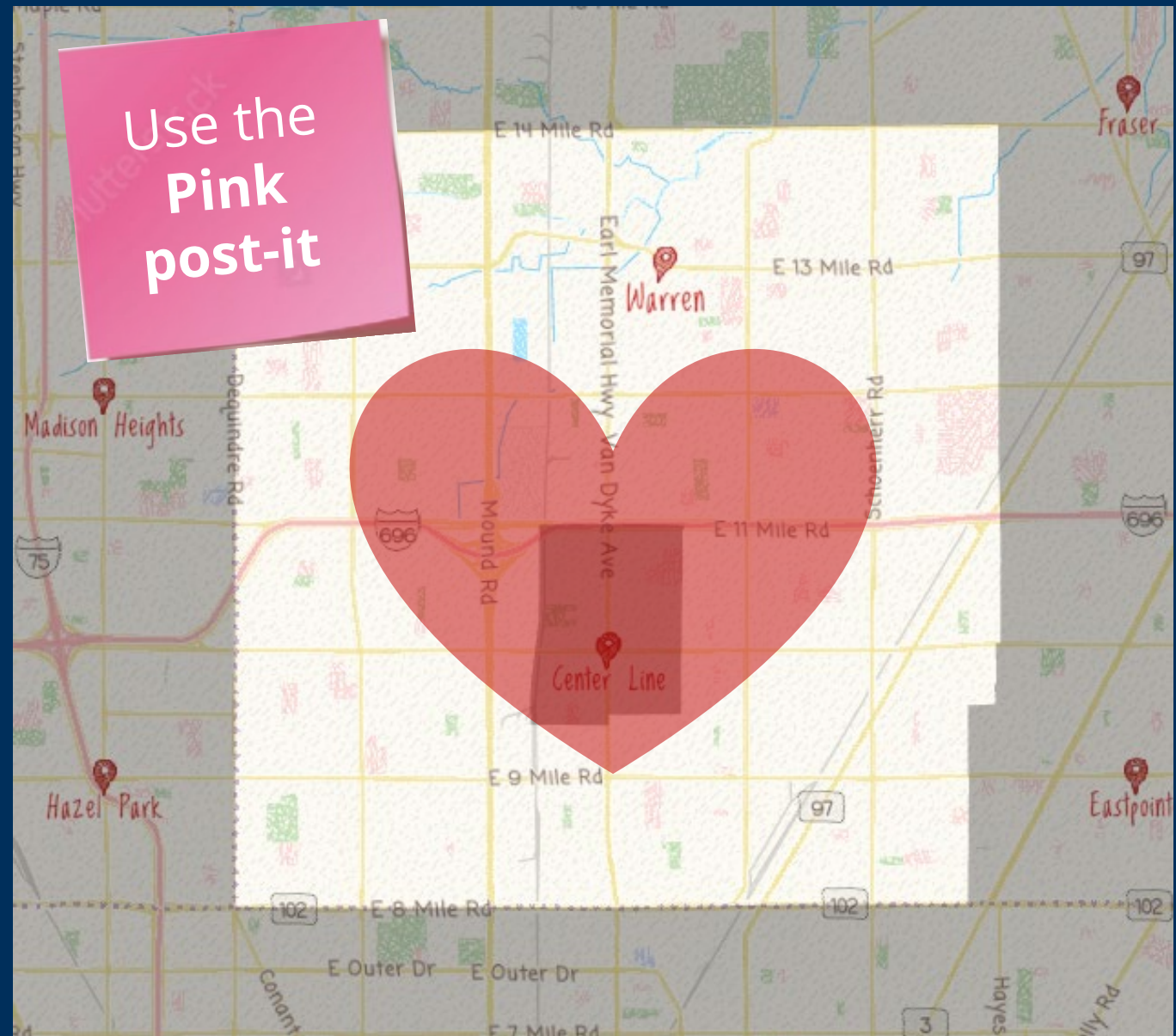


Not Sure?

Other: _____

What 3 Things Make Warren Special?

- Special to You!
- Using the **PINK post-it**, briefly note three things that make this place special to you, these could include:
 - People, Places, Things...
 - Anything At All...
- When your done, introduce yourself to others at your table and share what you wrote down with each other



What are some common themes?

Project Overview



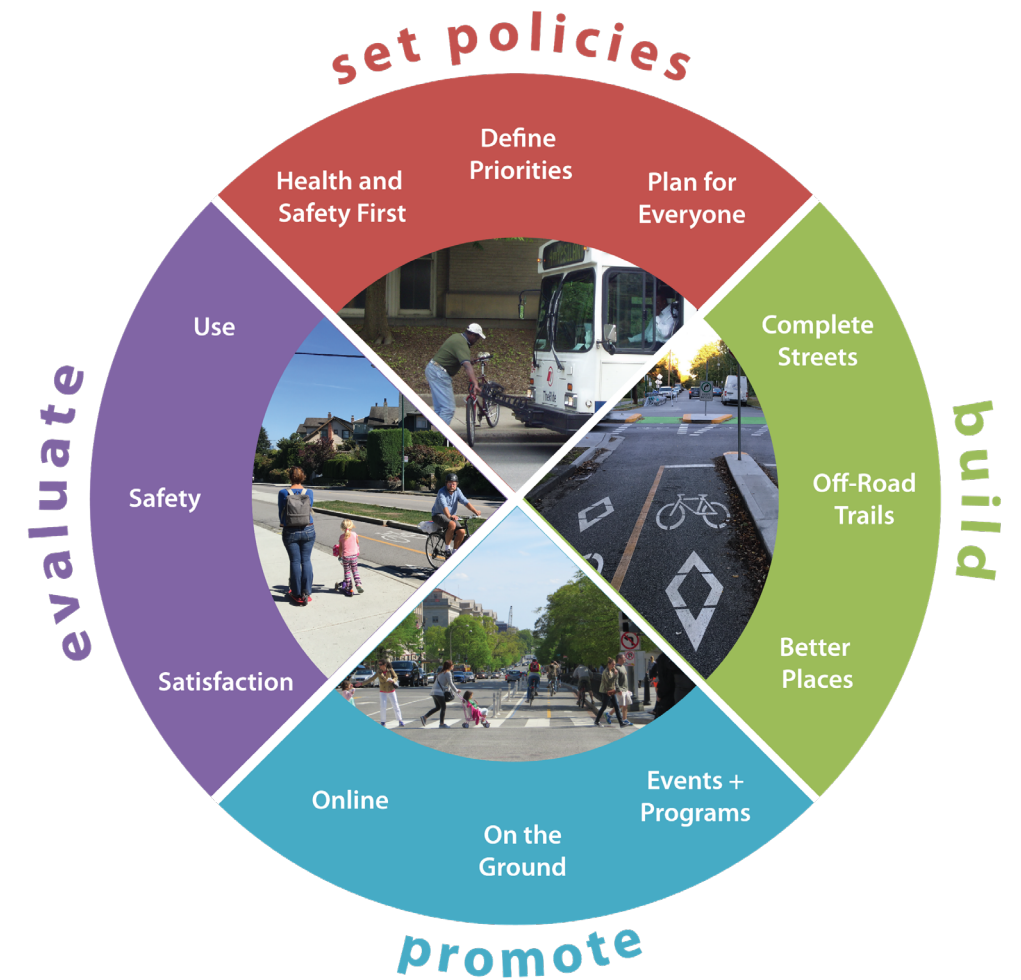
- The Warren Active Mobility Plan, is an initiative aimed at enhancing the community's accessibility and connectivity for everyone who walks, bikes, and rolls
- This plan prioritizes improving daily transportation and recreation through **non-motorized** and **micromobility** options
- Focus on the modes that have traditionally received less attention



What's Included?



- Strategies to improve safety, mobility, and access for people walking and wheeling
- Not just infrastructure, also includes policies, programs and metrics
- Includes comprehensive data collection, analysis, and recommendations
- A balance between big long-term vision and things that can be implemented quickly and easily



The plan is an iterative process

Where Are We In the Process?



Project kicked off in May with inventory and analysis work in June and July

Planning for People who Walk, Bike and Roll



- About moving people – not objects
- Focus on the safety of the most vulnerable roadway users, pedestrians and bicyclists
- Let everyone travel independently and with dignity
- Recognizing that the character of streets impact a community's neighborhoods, culture, commerce, and environment



Embracing Diverse Perspectives for Success

- We all have different ways that we measure the quality of life
- Our perspectives change over time and with new circumstances
- For the plan to succeed, we need to take into consideration many perspectives
- Reach into the red cup and draw out a slip of paper – this is now your alter ego for the rest of the meeting
- Share it with folks around the table



During the meeting, as you explore ideas, please consider not only your own perspective but also how you believe your alter ego might view things

People Walking

running, in a wheelchair, pushing strollers, etc.



- Wide range of temporary and long-term physical abilities
- Various cognitive abilities
- Different degrees of “traffic tolerance”
- Some may be carrying or pushing cargo/kids



There is no required education program or licensing for pedestrians

Quality of the Pedestrian Experience



- Completeness of the system
- Quality of the environment
- Directness of travel
 - Most walking trips are about $\frac{1}{4}$ mile to $\frac{1}{2}$ mile or 5 to 10 minutes
 - Most people will not go out of their way more than 10% of the total trip distance
- The safety, comfort, and convenience of crossing the road is critical

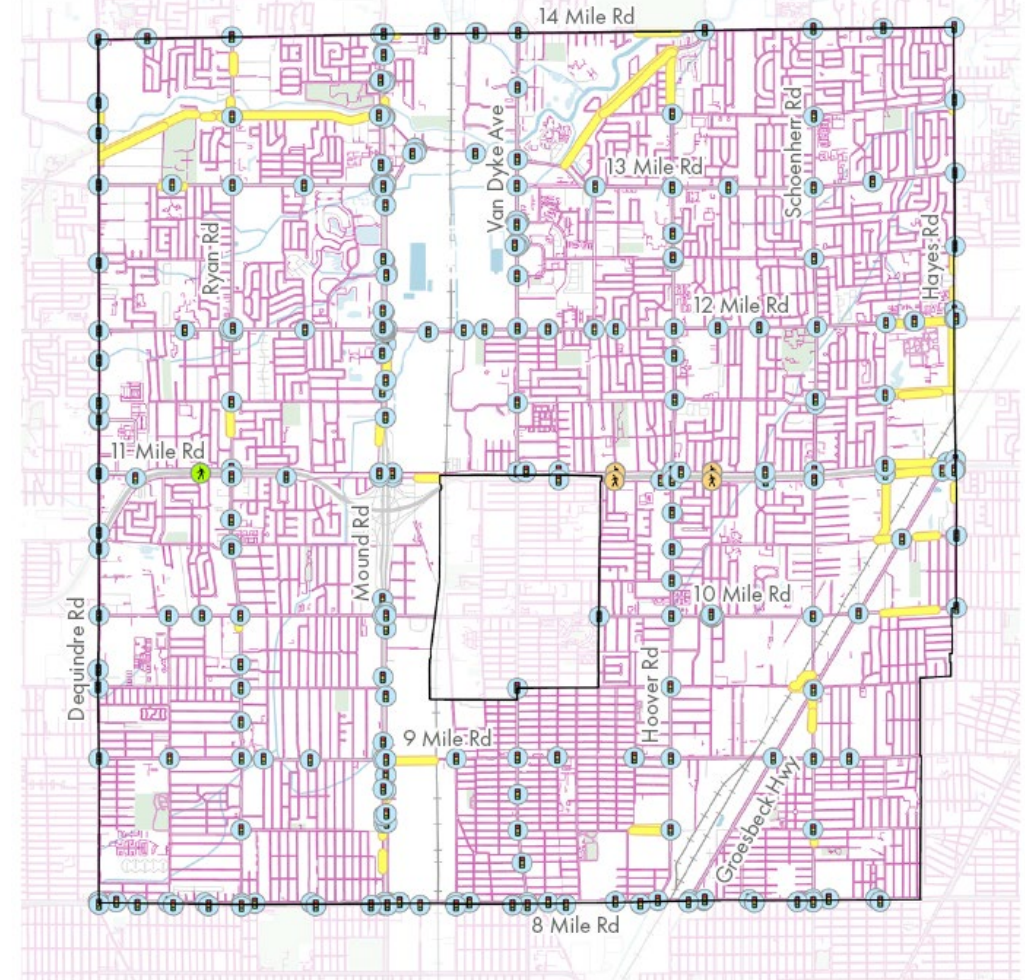


Are there other people out walking around?

Existing Pedestrian Network



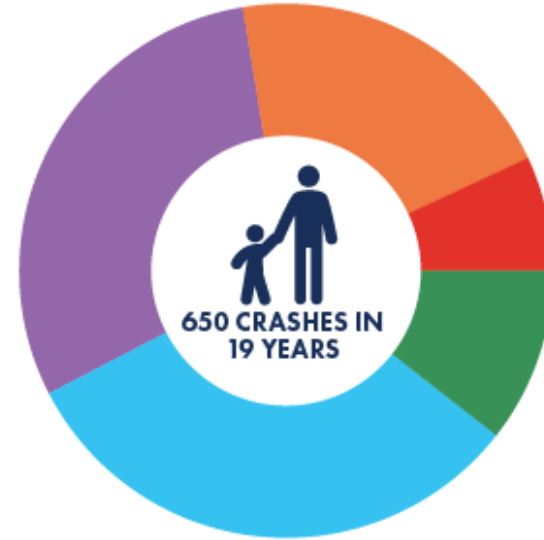
- Over 900 miles of sidewalks
- Most busy streets have a large buffer between sidewalk and the roadway
- This is a large system to maintain



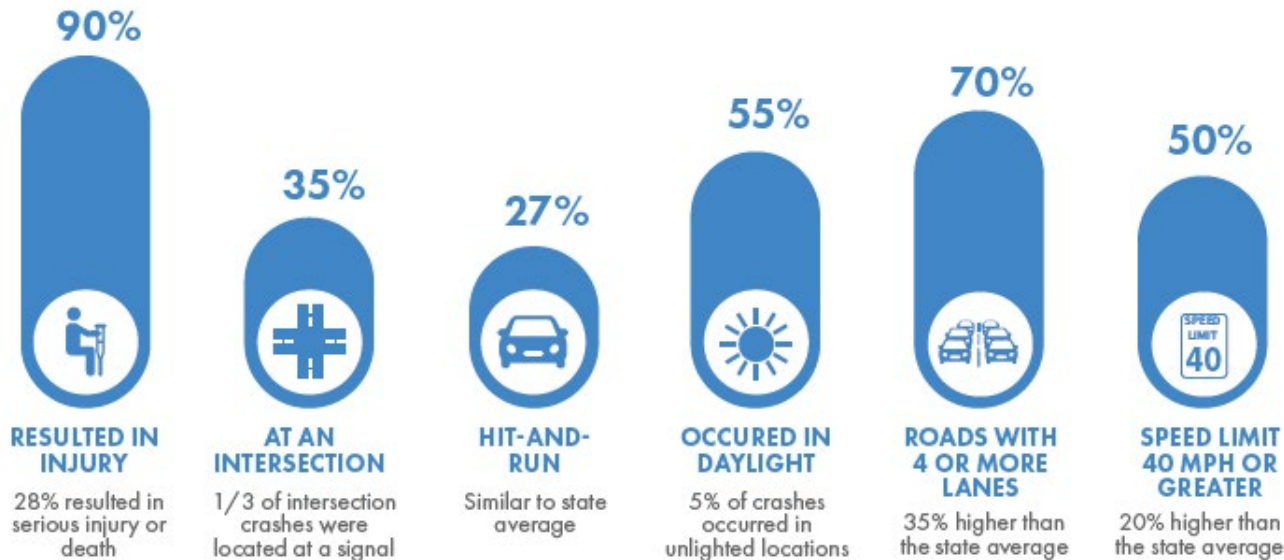
Pedestrian Safety



- 650 crashes and 47 fatalities in 19 years
- Pedestrian crashes represent only 0.8% of all crashes, but 27.8% of all fatal crashes and 10.3% of serious injury crashes
- 81% of fatalities occurred along roadways with 4 or more lanes of traffic
- Van Dyke corridor has a high frequency of crashes and numerous fatalities



FATAL INJURY 7.2%
SUSPECTED SERIOUS INJURY 20.6%
SUSPECTED MINOR INJURY 29.6%
POSSIBLE INJURY 31.6%
NO INJURY 10.5%



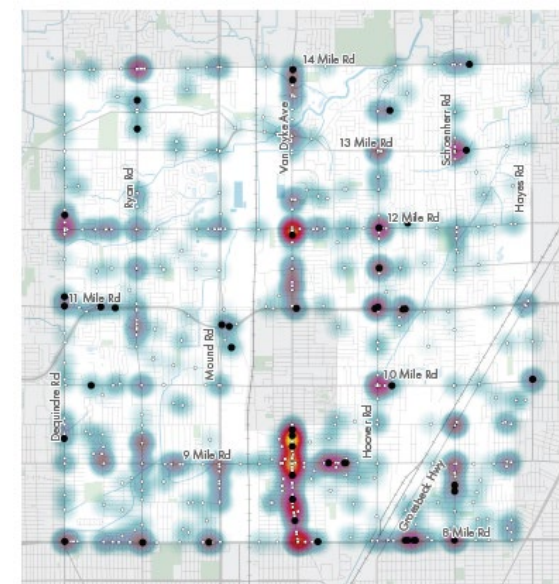
ECONOMIC AND SOCIETAL IMPACT OF PEDESTRIAN CRASHES IN WARREN 2004 to 2022

\$107 Million

Economic Cost: Productivity, medical, emergency and costs to employers

\$509 Million

Comprehensive Cost: Economic costs plus quality of life valuations (Amount society is willing to pay to avoid the crash)



Walking in Warren

- What we heard so far
- What is missing?



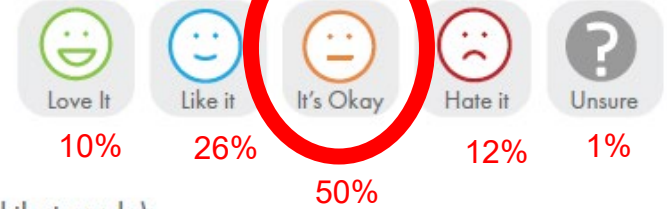
Use the **RED** post-it

People Walking

running, in a wheelchair, pushing strollers, etc.



► Rate your satisfaction with **walking** in Warren (circle one):



► I am interested in **walking** (circle all that apply):



► Is anything **preventing** you from **walking** to those destinations?

- Sidewalk condition (uneven, end abruptly, trash)
- Personal Safety (crime, hit by car)
- Crosswalk Locations and Safety (lighting, intersection, markings)
- Traffic and Road Conditions (safety, high speeds, breaking the law)
- Snow and Ice Removal

► What would you like to see **changed**?

- Improved sidewalk condition (smooth, repair, consistent, vegetation)
- Better crosswalks (markings, lighting, safer designs)
- Traffic safety (enforcement, speeding, stopping, awareness)
- Increased greenery and shade (trees, green space, landscaping)
- Expanded and connected sidewalks (to destinations and bus stops)

People Riding

bike, scooter, skate, etc.



- Includes micromobility devices
 - Lightweight vehicles that travel below 15 mph
 - e-bikes, electric scooters, pedal assist bikes, etc.
- Safety boils down to separation, visibility and expectations



No such thing as a “typical” cyclist

How to Accommodate People who Roll



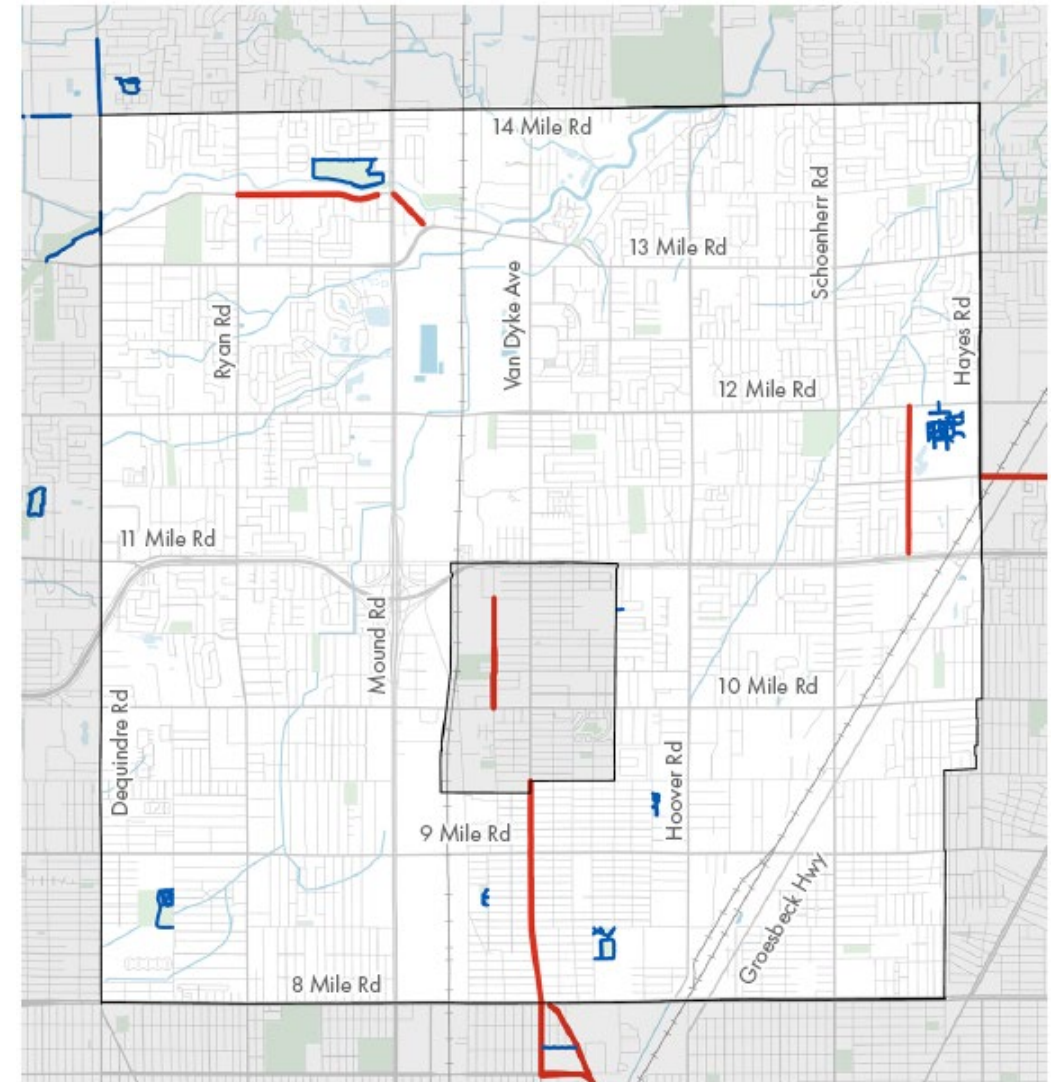
- A variety of options that work for commuters and recreational riders
- Nice and easy routes that appeal to the majority of people
- The busier the road – the greater degree of separation from motorized traffic
- Comfortable intersections and road crossings



Existing Network for People who Roll



- Some existing bike lanes and paved shoulders on sections of Van Dyke, Bunert and Chicago
- Short segments that are disconnected
- Most bicyclists ride in the road or on the sidewalk
- Currently people using local neighborhood roads



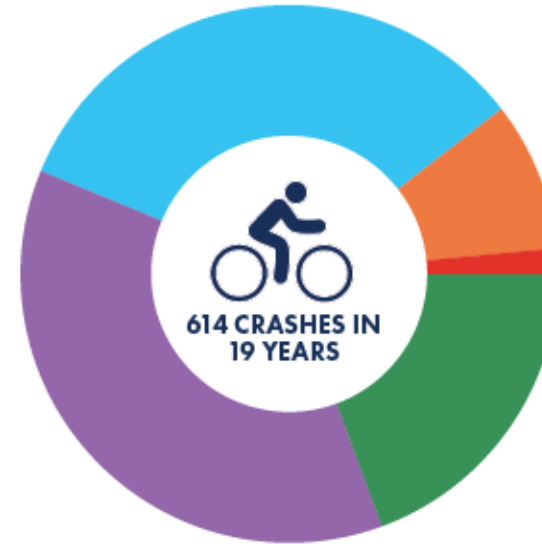
— Bike Lanes & Paved Shoulders

— Shared Use Path

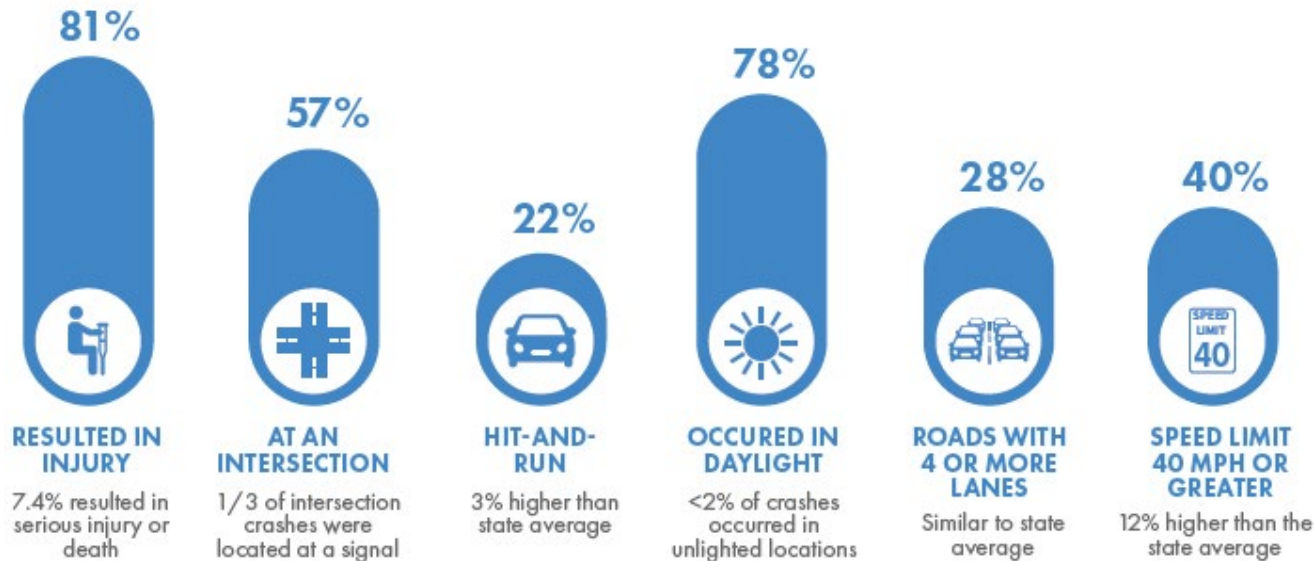
Bicycle Safety



- 613 crashes and 8 fatalities in 19 years
- Majority of crashes occurred in the afternoon in daylight
- High speeds at crash locations could be contributing to a higher-than-average number of serious crashes
- Van Dyke corridor has a high frequency of crashes and numerous fatalities
- Crashes clustered where major roads intersect



FATAL INJURY 1.5%
SERIOUS INJURY 5.9%
MINOR INJURY 44.1%
POSSIBLE INJURY 29.4%
NO INJURY 19.1%



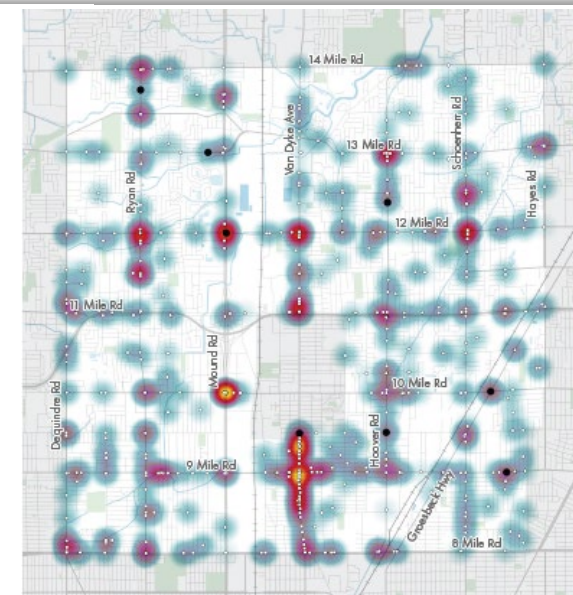
ECONOMIC AND SOCIETAL IMPACT OF BICYCLE CRASHES IN WARREN 2004 to 2022

\$35 Million

Economic Cost: Productivity, medical, emergency and costs to employers

\$175 Million

Comprehensive Cost: Economic costs plus quality of life valuations (Amount society is willing to pay to avoid the crash)



Riding in Warren

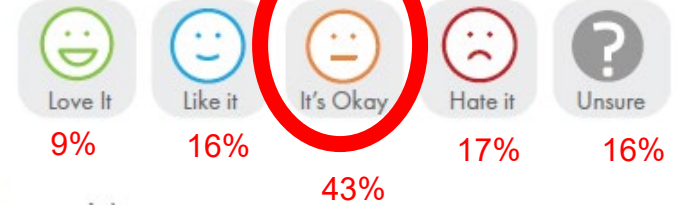
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- What is missing?



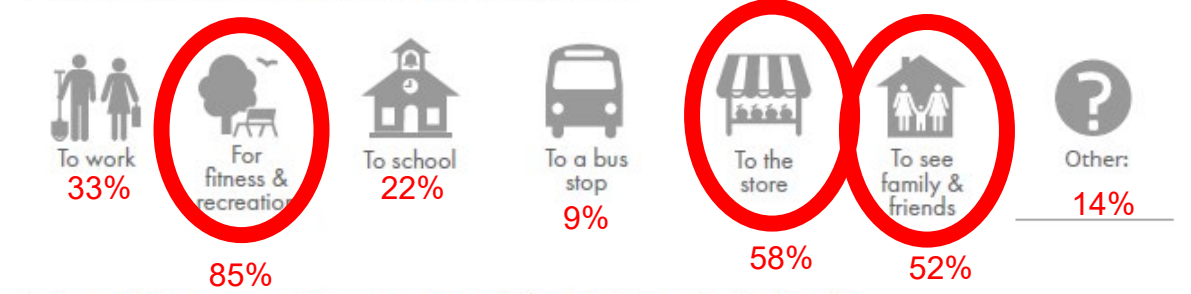
- Any common themes?

People Riding bike, scooter, skate, etc.

► Rate your satisfaction with **riding** in Warren (circle one):



► I am interested in **riding** (circle all that apply):



► Is anything **preventing** you from **riding** to those destinations?

- **Pavement conditions and maintenance** (pot holes, uneven)
- **Lack of Bike Infrastructure** (bike lanes, trails, bike parking, amenities)
- **Safety** (drivers, road crossings, busy roads)

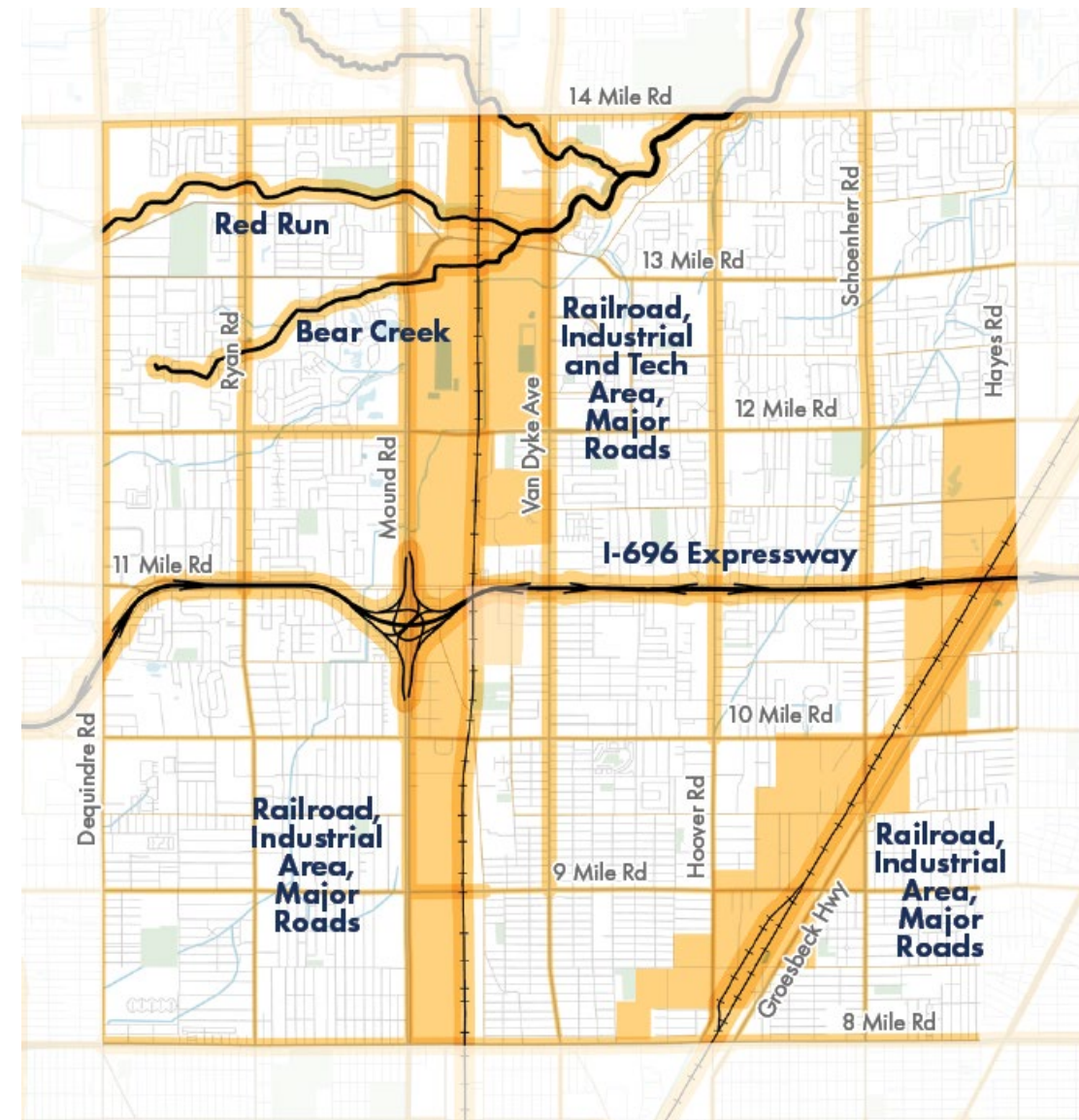
► What would you like to see **changed**?

- **More Bike Lanes and Trails** (dedicated, protected, safety, accessibility)
- **Improved pavement conditions** (sidewalks, roads)
- **Safer Routes** (road crossings, enforcement, driver awareness)
- **Increase Bike Parking** (secured, at businesses and public locations)
- **Connectivity** (to existing trails, scenic routes, user-friendly infrastructure)

Challenges and Barriers



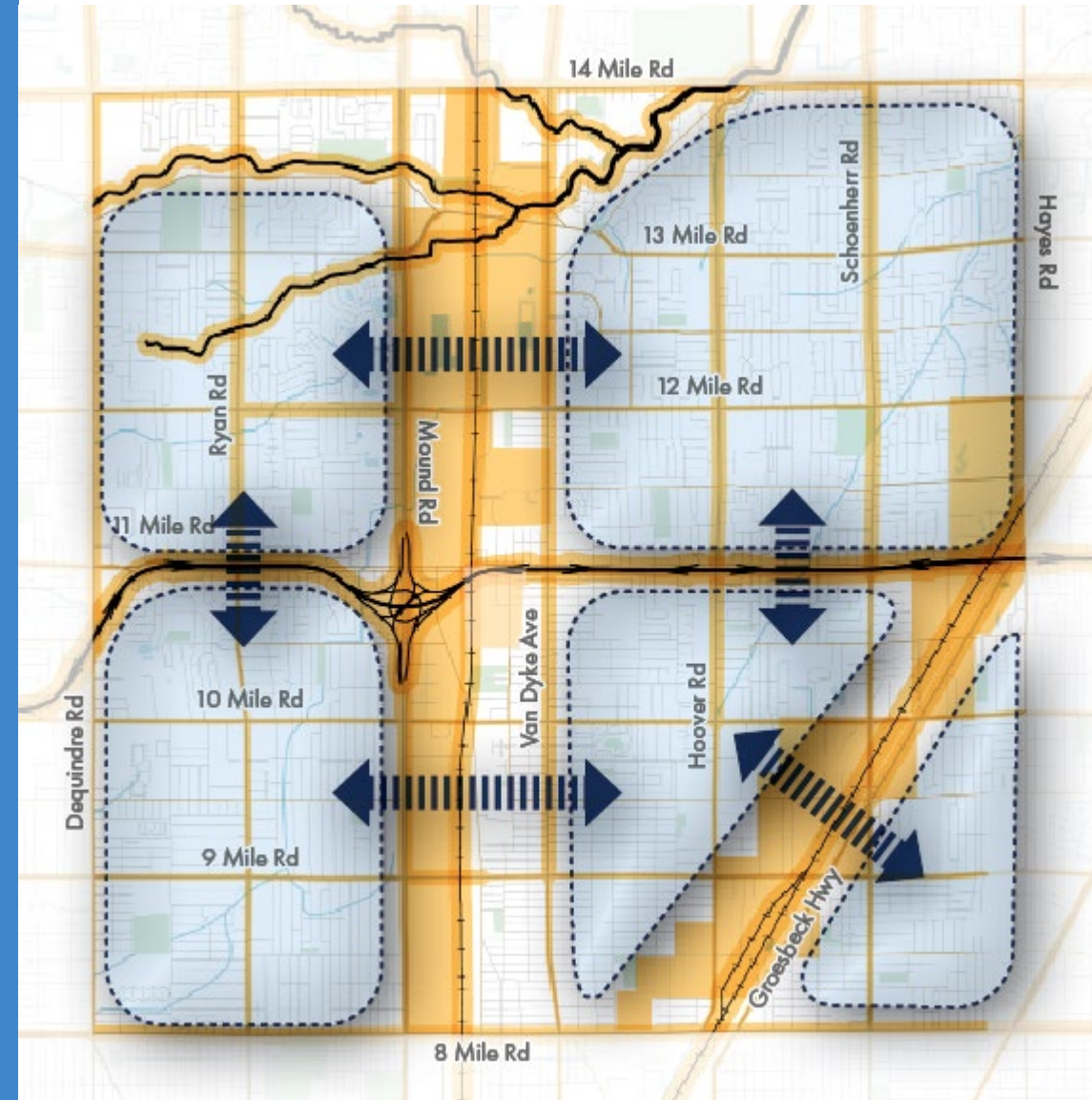
- Orange areas highlight difficult zones for pedestrian and bicycle travel
- Busy roads with multiple lanes and traffic are intimidating and make crossing difficult
- Limited crossings at railroads, I-696 and waterways
- Large industrial and tech zones contribute to significant gaps, further dividing the city and disrupting the network.



Isolated Areas and Connectivity



- Islands within the city separated by large barriers
- Connectivity within each island, but difficult to travel between
- Mile Roads will be key to providing links



What places should we address first?

- Bike Lanes, Sidewalk Gaps, Crosswalk Improvements. Safe Routes to Schools, Van Dyke, Mound, 9 Mile...

Use the
**Green
Post-it**

- Any common priorities?

Home ? ↗

52 Comments

Help Shape Warren's Active Mobility Plan!

Click on the map to drop a marker and let us know where you would like to see infrastructure improvements.

▼ Comments

- ➦ Add Bike Parking
- ➦ Add a Bus Shelter
- ➦ Crosswalk Needed
- ➦ Fill a Sidewalk Gap
- ➦ Bike Repair Station
- ➦ Bike Rental / Bike Share
- ➦ Other

Map Menu

The map displays a grid of streets in Warren, Michigan, with several markers placed on it. The markers are color-coded: purple, yellow, and black. A black outline highlights a specific area in the center of the city, roughly bounded by Center Line and Eastpointe. Landmarks such as Meijer, Kroger, The Home Depot, and Joe Randazzo's Fruit & Vegetable Market Inc are visible. The map also shows major roads like I-75 and I-696.

Keyboard shortcuts | Map data ©2024 Google | 2 km | Terms | Report a map error

Rethinking Streets as Place



- People have come to view most streets as having a single purpose – to move cars and trucks
- Lost in the historical context of streets as a public forum
- People spend more recreation time on streets than in parks
- Streets define a community's character
- Over 500 miles of roadway in Warren, by far the city's largest public space



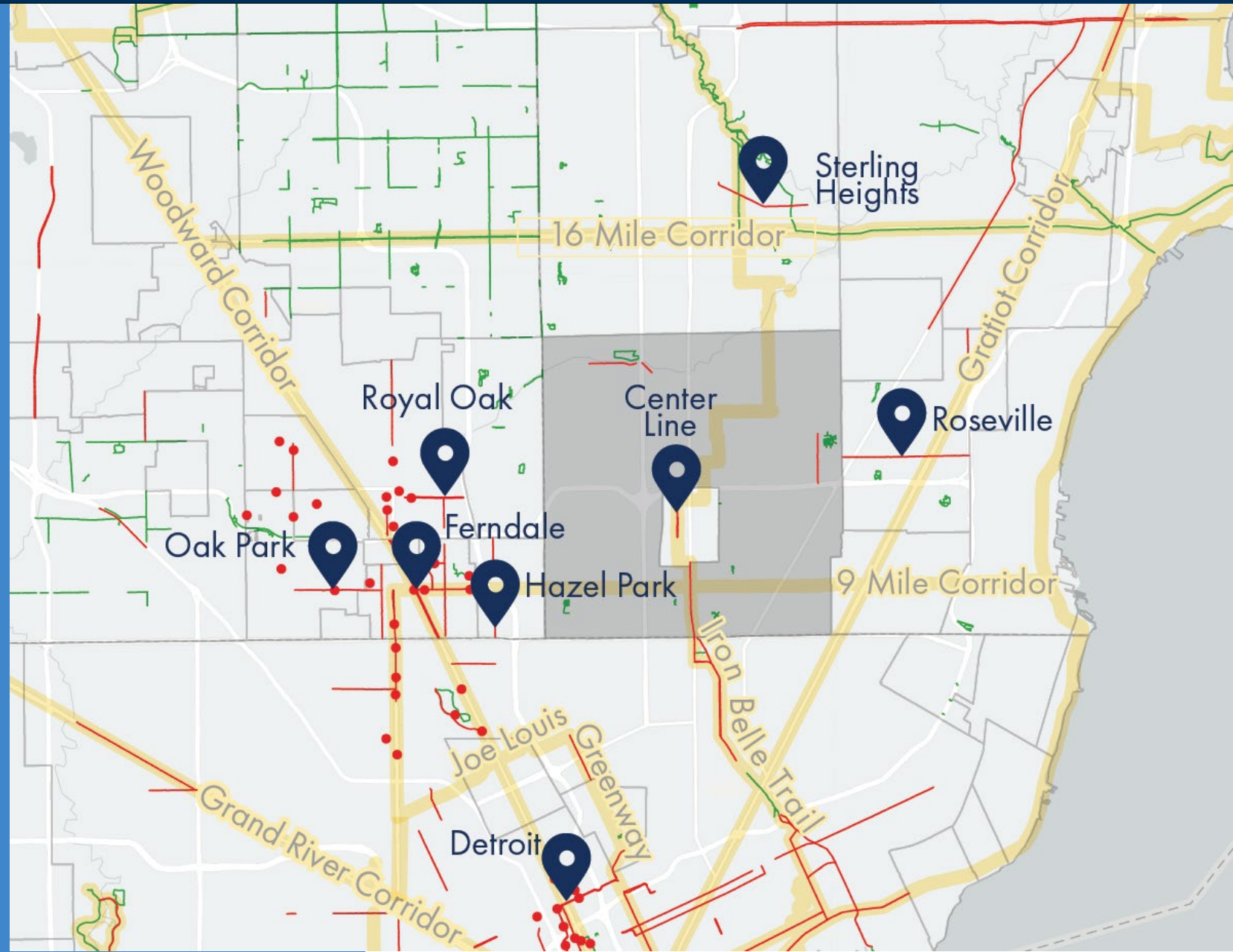
Streets constitute a community's single most important public space in terms of size, visibility and use

How your neighbors are rethinking streets



- Bike lanes in Ferndale, Oak Park, Sterling Heights, Center Line and Detroit have bollards or barriers between cars and bikes
- 9 Mile Road and Iron Belle Trail have been identified as regional connections

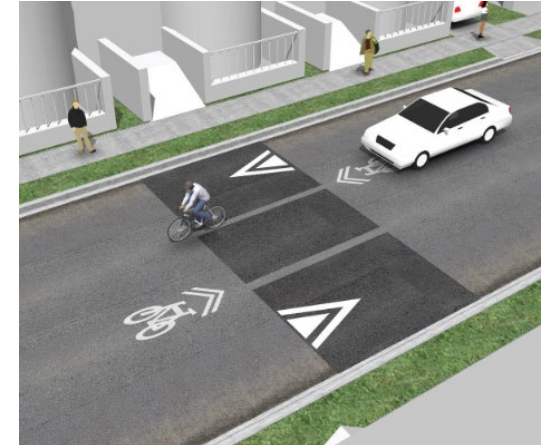
- On-Road Bike Lane Facilities
- Shared Use Pathways
- MOGO Bike Share Stations
- Regional Bicycle and Pedestrian Corridors



Residential Streets



- May be designated as signed bike routes or as neighborhood greenways
- Share space for bikes and cars on low speed, low volume roads
- Can incorporate traffic calming
 - Bump outs, speed humps, partial closures, medians, traffic buttons
- Can incorporate green infrastructure
 - Rain gardens and permeable pavements



Residential Streets



Signed Bike Routes in Ferndale, Royal Oak, Oak Park, Hazel Woods, and Huntington Woods



Detroit Streets for People Plan: Since 2018 the city has installed over 10,000 speed humps on 320 residential streets, finding a 36 percent decrease in crashes on those streets

Half-Mile Roads like Martin and Common



- Different types of designated areas for bikes
 - Painted bike lanes (marked with paint)
 - Buffered bike lanes (painted buffer zone separating cars and bikes)
 - Separated bike lanes with curbs (physical barrier separating cars and bikes)
- Challenges:
 - Removal of on street parking
 - Cars driving in bike lanes as turn lanes



Bike Lanes on Bunert Road in Warren

Half-Mile Roads like Martin and Common



Separated Bike Lanes on boulevard section of Lawrence Street in Center Line

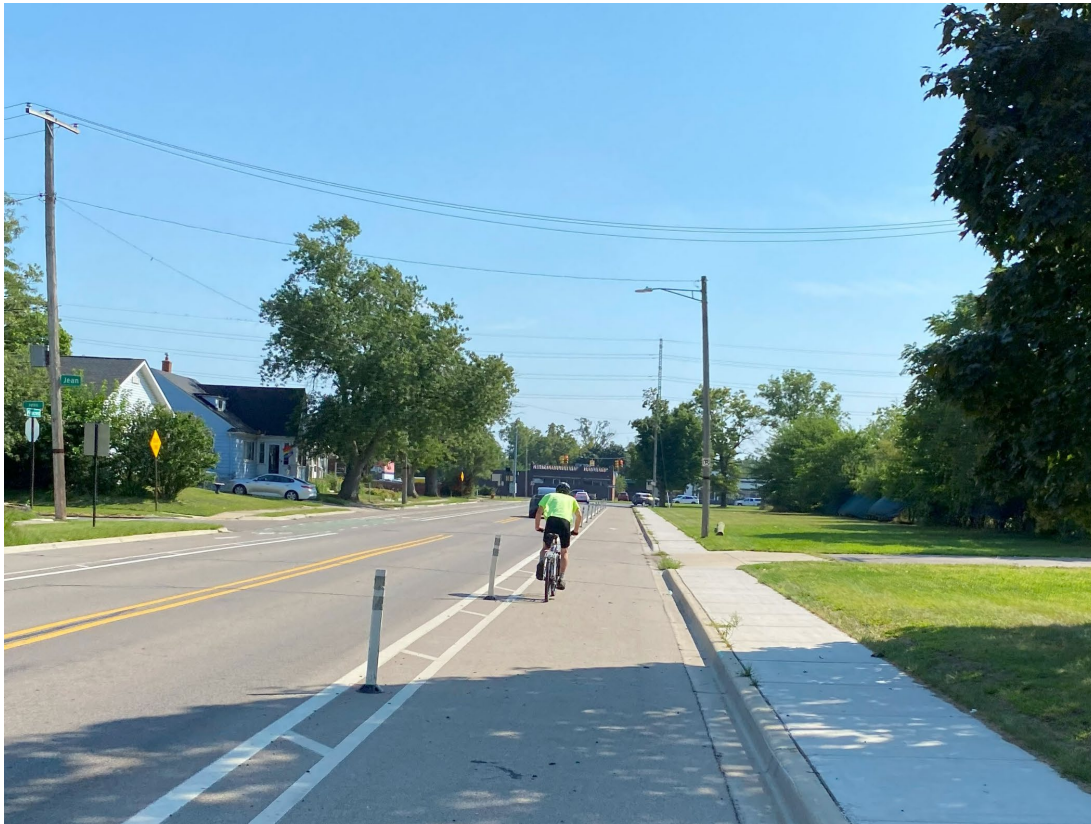


Buffered Bike Lanes on Plumbrook St in Sterling Heights

Half-Mile Roads like Martin and Common



Semi-separated Bike Lanes on Pinecrest in Ferndale



Crosswalk gateways to slow traffic down

Bigger Streets like 9 Mile



- Step up from a basic bike lane
 - Separated by delineator posts, parking, and hardened barriers
 - Conflict zone pavement markings
- Mid-block crossings important
 - Crossing islands
 - Rectangular flashing beacons



Separated Bike Lanes with on-street parking buffer on Livernois in Ferndale

Bigger Streets like 9 Mile



Two-Way Separated Bike Lane on 9 Mile in Oak Park



Two-Way Separated Bike Lane on McNichols in Detroit

Bigger Streets like 9 Mile



Crossing Island with a Rapid Flashing Beacon on 14 Mile in Clawson



Crossing island on 9 Mile in Ferndale

Really Big Streets like Van Dyke and Mound



- Separation is critical
- Need safe ways to cross the street as well

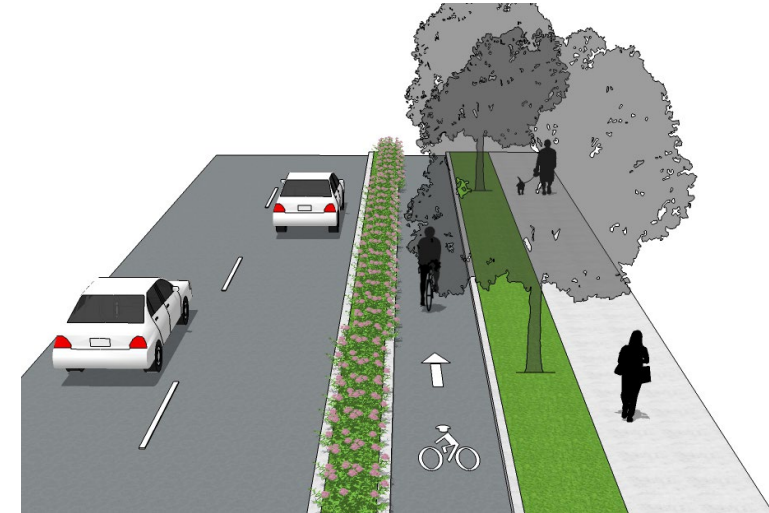


Raised and Separated Bike Lane on Livernois in Detroit

Really Big Streets like Van Dyke and Mound



Van Dyke: Existing
(temporary application)



Van Dyke: Planned
(Permanent application)



Really Big Streets like Van Dyke and Mound



Two-Way Separated Bike Lane on Woodward



Two-Way Separated Bike Lane on W Grand River in Detroit

Really Big Streets like Van Dyke and Mound



Pedestrian Hybrid Beacon on 14 Mile in Clawson



Greenways



Along rivers, streams, power corridors, and very wide road ROW's

Opportunity to include things like

- Wildflower plantings
- Rain gardens
- Community gardens
- Art installations
- Interpretive areas
- Trailside amenities



Multi-use trail along ITC corridor in Novi

Greenways



Joe Louis Greenway in Detroit

Greenways



Monon Greenway in Carmel, Indiana

Greenways



Nine Mile Linear Park in Oak Park

Project Hopes

- Based on today's discussions, what are the **TOP THREE** things you want to see come out of plan?

Use the
**Purple
Post-it**



Next Steps

- Leave completed surveys at the table
- Encourage your friends and neighbors to fill out the survey, closing soon!



- We will be back in a few month to present the preliminary plan element





ACTIVE MOBILITY PLAN



Walkbike.Info/Warren

Thank You!