

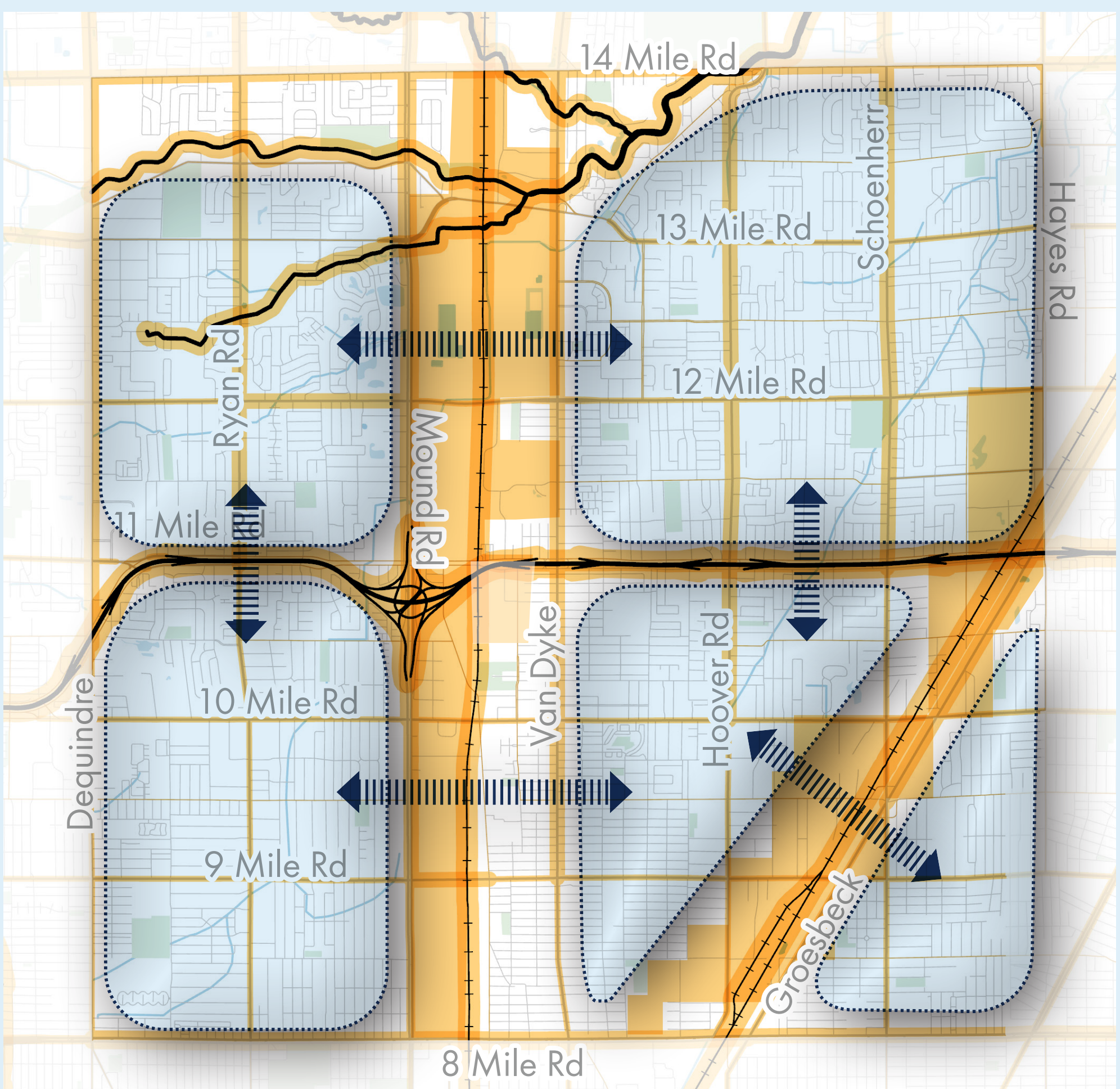
LOCAL NETWORK

Half-Mile Roads

The half-mile roads provide low-stress alternatives to busy major roads, making them ideal for a bikeway network in Warren. They connect neighborhoods to schools, parks, and recreation areas. This plan explores **three options to upgrade the half-mile roads** and improve bicycle and pedestrian travel—and we **need your input!**

OVERCOMING BARRIERS

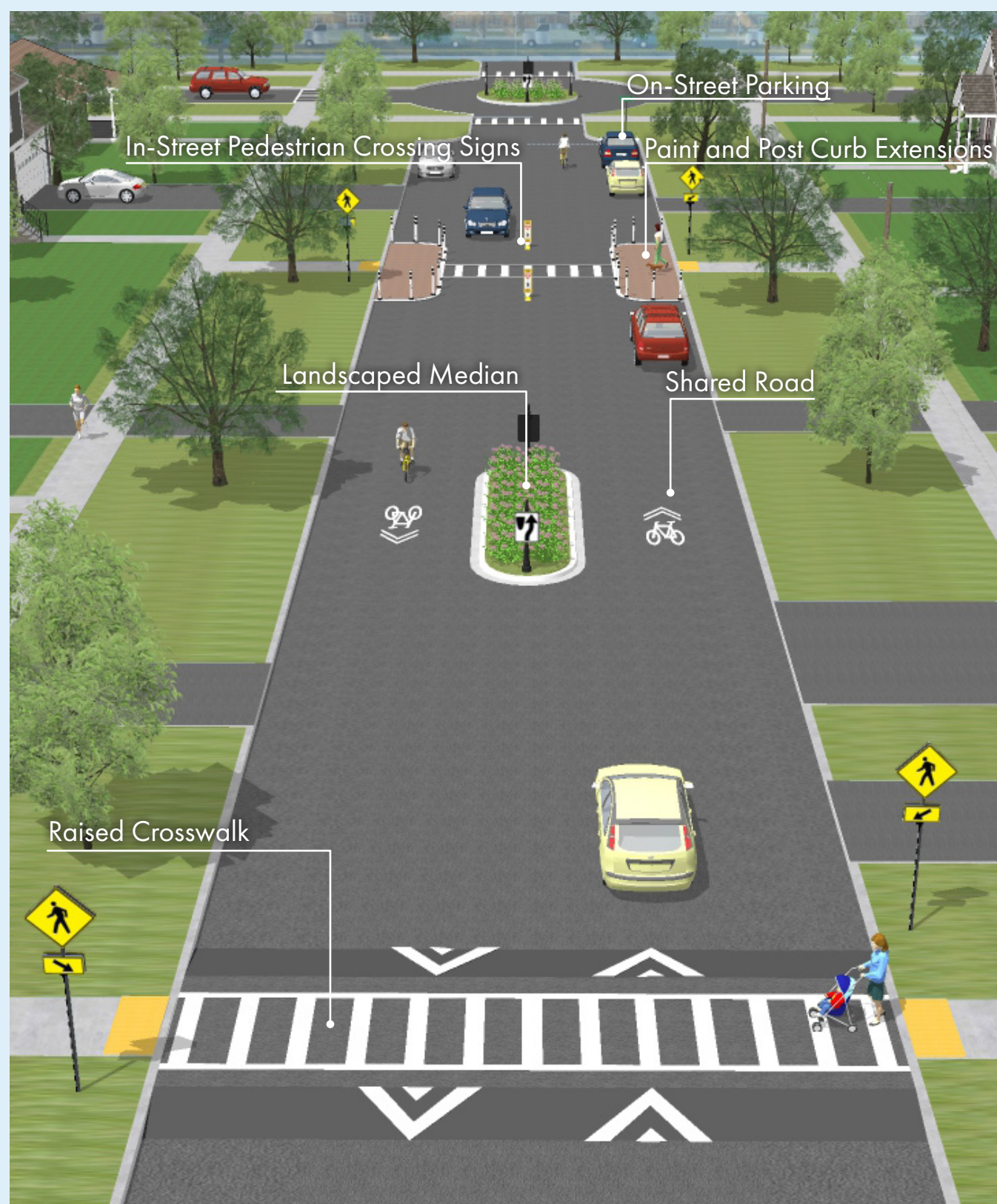
Connecting the Gaps along the Half-Mile Roads



The orange areas on the map highlight challenging zones for pedestrian and bicycle travel. Barriers such as the river, freeways, and industrial areas create obstacles and disconnections along the half-mile roads. These connections will only be effective if pathways are provided along major roads that pass through these barriers to help overcome these challenges.

OPTION A

Shared Roadway with Traffic Calming



- + Reduces vehicle speeds and cut-through traffic.
- + Maintains existing parking.
- May not provide enough separation between cyclists and cars.
- Potential for conflicts between different road users.
- May require adjustments to traffic flow and infrastructure.

OPTION B

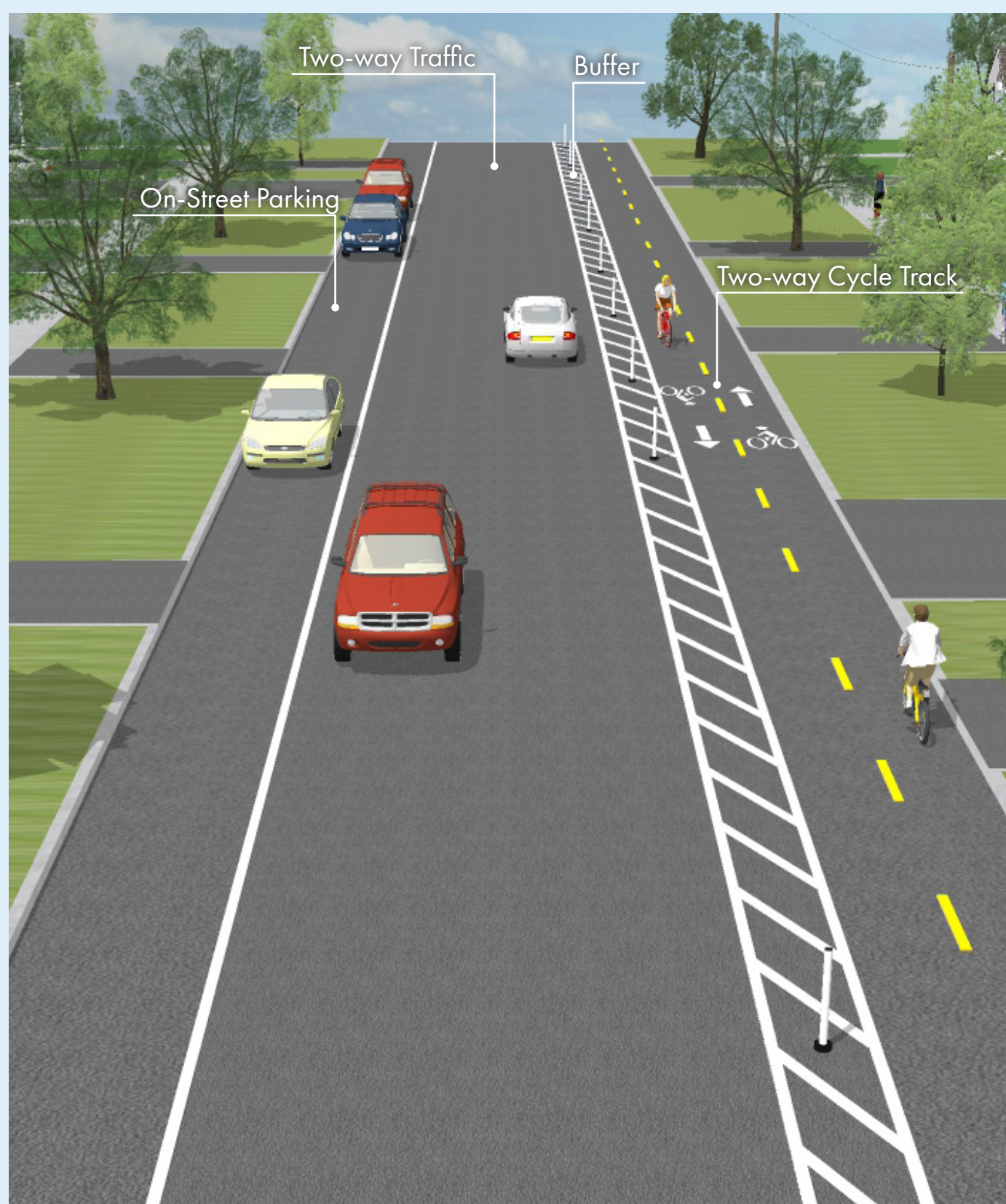
Designated On-street Bike Lanes



- + Provides dedicated space for cyclists.
- + Easy and cost-effective to implement with road striping.
- + Narrower lanes reduce vehicle speeds.
- Removes on-street parking.
- Requires ongoing enforcement and education to assure motor vehicles are not parking in the bike lanes.

OPTION C

Two-way Cycle Track on One Side of Street



- + Provides dedicated space for bicyclists.
- + Maintains on-street parking on one side of street.
- + Narrower lanes reduce vehicle speeds.
- Requires ongoing enforcement and education to assure motor vehicles are not parking in the bike lanes.
- Additional safety features required at intersections and when transitioning to a conventional bike lane.