

WELCOME TO THE ACTIVE MOBILITY PLAN OPEN HOUSE

Thanks for being here! This is your chance to share ideas, ask questions, and help us create a plan that works for everyone. Here's a quick rundown of how things will work tonight:



Sign In:

Please fill out the sign-in sheet so we can keep track of attendance and follow up with you later.



Presentations:

Join us for brief presentations at **6:00 PM** and **7:00 PM**, followed by a Q&A session.



Explore the Stations:

Visit the stations around the room to learn about the Active Mobility Plan. At each station, you can:

- **Fill out a comment form**
- Or **scan the QR code** to provide feedback online

Stay as Long as You Like!

Feel free to explore the stations at your own pace, ask questions, and engage with our team – it's up to you!



ACTIVE MOBILITY PLAN

Public Open House
December 11 , 2024

6pm – 8pm



Preliminary Plan Open House

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



Where Are We In the Process?



Tonight Kicks-off the Second Round of Public Engagement

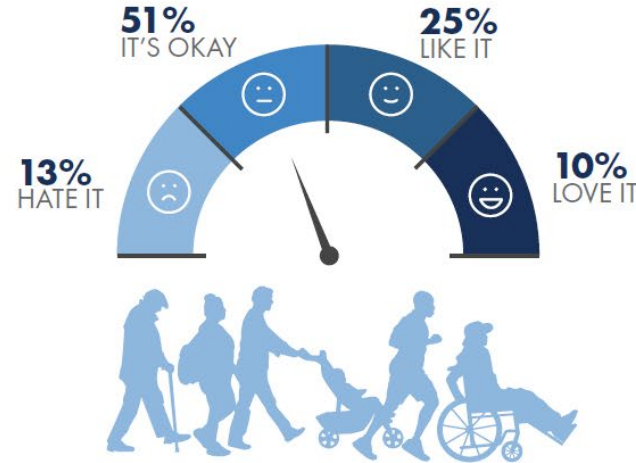
What We Heard Over the Summer



From People:

- Walking
- Running
- Using a Wheelchair
- Pushing Strollers, etc.

HOW WOULD YOU RATE YOUR SATISFACTION WITH WALKING IN WARREN?

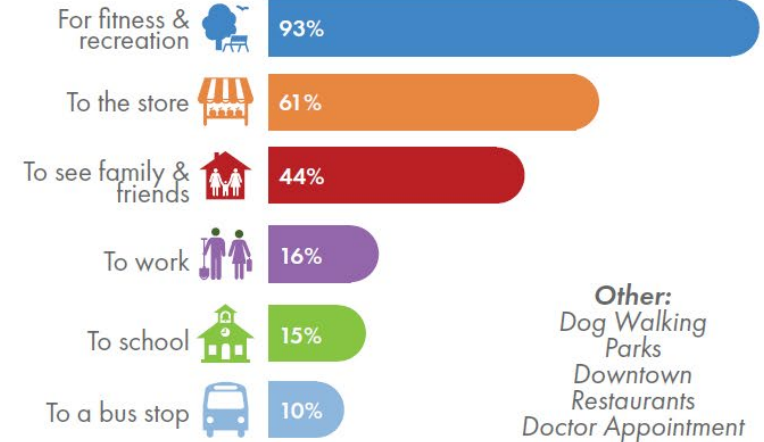


IS ANYTHING PREVENTING YOU FROM WALKING TO THOSE DESTINATIONS RIGHT NOW?

TOP 5 BARRIERS PREVENTING PEOPLE FROM WALKING IN WARREN

- 1 Poor Sidewalk Conditions:** Uneven, cracked, or missing sidewalks, and lack of curb cuts
- 2 Personal Safety Concerns:** Fear of crime, loose pets, and aggressive drivers
- 3 Lack of Infrastructure:** Missing sidewalks, few crosswalks, and poor lighting
- 4 Traffic and Busy Roads:** Dangerous, high speeds, and unsafe intersections
- 5 Environmental and Aesthetic Factors:** Lack of shade, limited destinations, and unattractive streets.

I AM INTERESTED IN WALKING...



WHAT WOULD YOU LIKE TO SEE CHANGED?

TOP 5 DESIRED CHANGES FOR WALKING IN WARREN

- 1 Improved Conditions:** Repair uneven, cracked and missing sidewalks, add curb cuts, and expand width for safety and comfort
- 2 Better Crosswalks and Traffic Safety:** More crosswalks, longer crossing times, pedestrian signals and speed control
- 3 More Walkable Spaces:** Create downtown areas, add walking and nature trails, more green spaces and pedestrian-friendly routes
- 4 Increased Maintenance and Cleanliness:** Snow and litter removal, enforcement, sidewalk obstructions, damaged pathways
- 5 Improved Lighting and Safety:** More lighting, police presence, and creating safer places

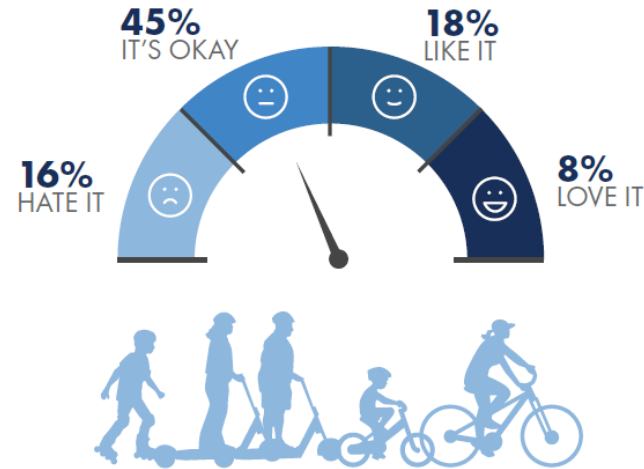
What We Heard Over the Summer



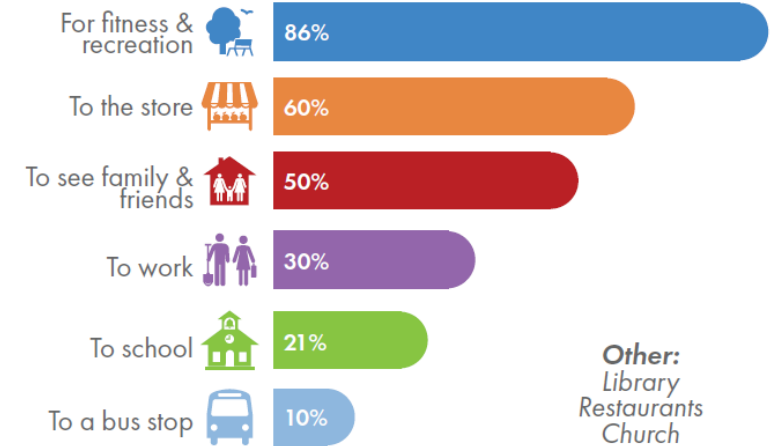
From People:

- Biking
- Riding Scooters
- Skating, etc.

HOW WOULD YOU RATE YOUR SATISFACTION WITH RIDING IN WARREN?



I AM INTERESTED IN RIDING...



IS ANYTHING PREVENTING YOU FROM RIDING TO THOSE DESTINATIONS RIGHT NOW?

TOP 5 BARRIERS PREVENTING PEOPLE FROM RIDING IN WARREN

- 1 Lack of Infrastructure:** Few bike lanes, trails, and paths, making biking difficult and unsafe, share the road policies are insufficient
- 2 Traffic Safety Concerns:** High-speed traffic, busy roads, dangerous intersections, and aggressive drivers
- 3 Poor Road and Sidewalk Conditions:** Potholes, uneven surfaces, broken pavement and inadequate maintenance
- 4 Inadequate Bike Parking:** Lack of safe and secure places to park bikes at public spaces and businesses
- 5 General Safety and Comfort:** Poor lighting, overgrown vegetation, and unsafe crossings

WHAT WOULD YOU LIKE TO SEE CHANGED?

TOP 5 DESIRED CHANGES FOR RIDING IN WARREN

- 1 More Bike Lanes and Trails:** Increased bike lanes, designated bike paths, and safe, shaded trails throughout the city
- 2 Improved Safety and Infrastructure:** Safer intersections and crosswalks, protected bike lanes, and smoother roads/sidewalks
- 3 Better Bike Parking:** More accessible and secure bike parking, including bike racks and lockers at public spaces and businesses
- 4 Traffic Enforcement:** Stricter enforcement to keep vehicles out of bike lanes and ensure safer speeds
- 5 Connectivity:** Create a connected network of bike paths linking key areas and nearby communities, including the Iron Belle Trail

Resulting Four Key Elements of the Plan



Complete, Repair & Maintain Existing Infrastructure

Focus on access along the mile roads and to parks, schools, and civic centers



Create Safe Street Crossings

Target busy intersections, mid-block crossings, and bus stops for safer travel



Implement Policies, Programs, and Metrics

Establish a support system to ensure progress and accountability

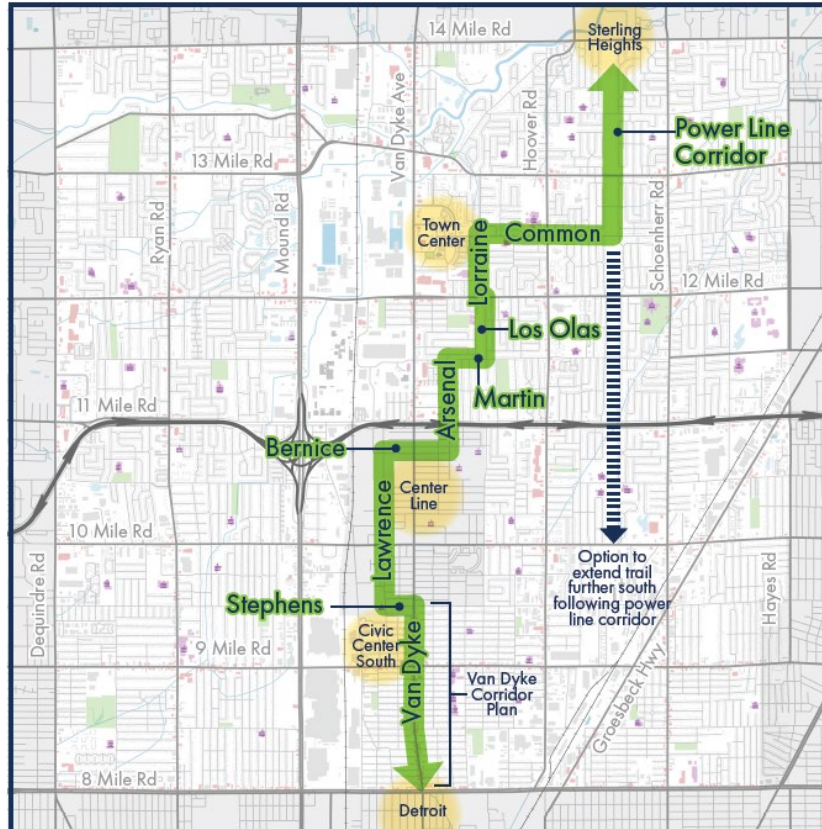


Establish a Connectivity Framework

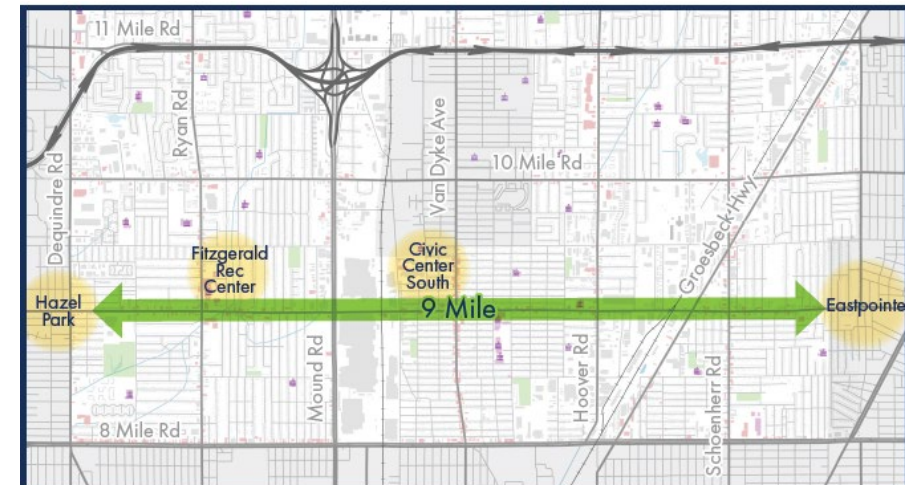
Build an inclusive network for all ages and abilities to key destinations

For Each of These Near-term, Mid-term, and Long-term Goals Have Been Identified

Giving Form to the Elements – Regional Links



REGIONAL CONNECTION Iron Belle Trail



REGIONAL CONNECTION 9 Mile Road

Iron Belle Trail – Van Dyke



Separated bike lanes and safety Improvements specified in the Iron Belle Route and Feasibility Study and the Van Dyke Corridor Plan.

Iron Belle Trail – Transmission Corridor



Multi-use Trail along the Utility Corridor would provide a park-like setting featuring landscaping, benches, lighting, art installations, community gathering spaces, and emergency call boxes, creating a welcoming and safe environment for all users. If desired, the trail could be extended further south following power line corridor between 14 Mile Road and 10 Mile Road.

9 Mile Road – Proposed Conversion

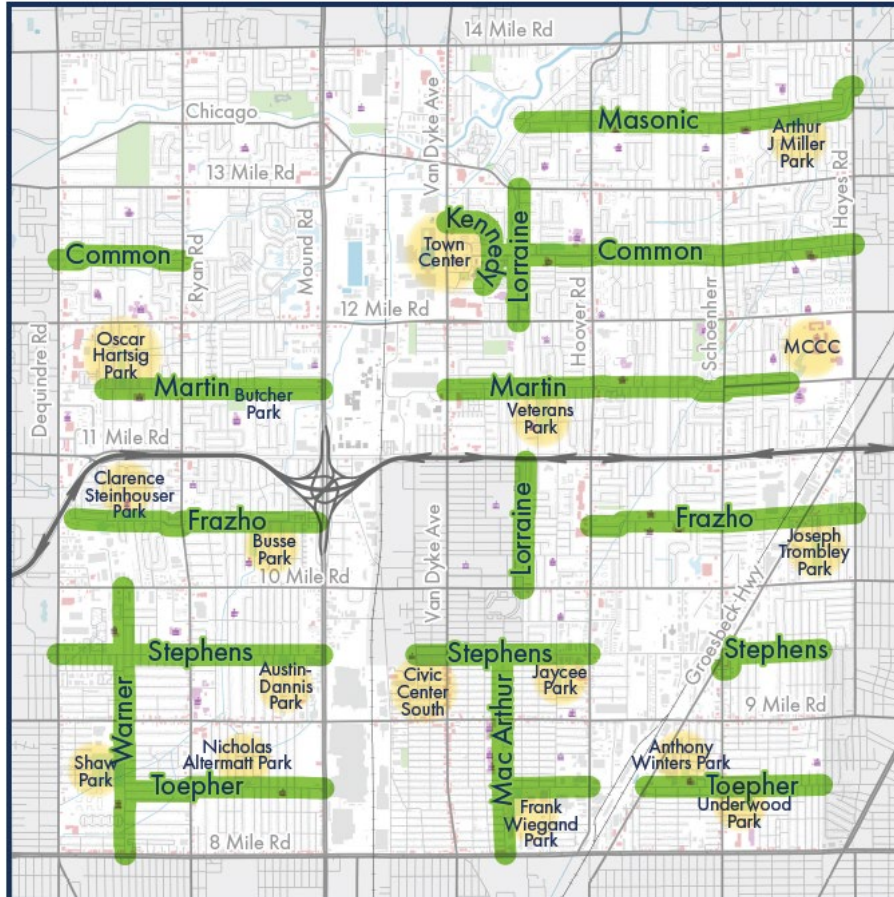


Planned Route Would Include:

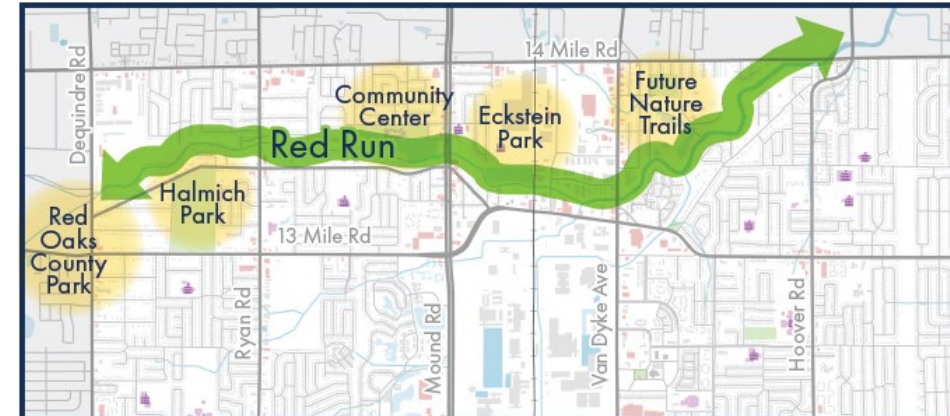




Giving Form to the Elements – Local Network



LOCAL NETWORK
Half-Mile Roads



LOCAL NETWORK
River Walk

Half-Mile Roads



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.

River Walk



Planned Route Would Include:



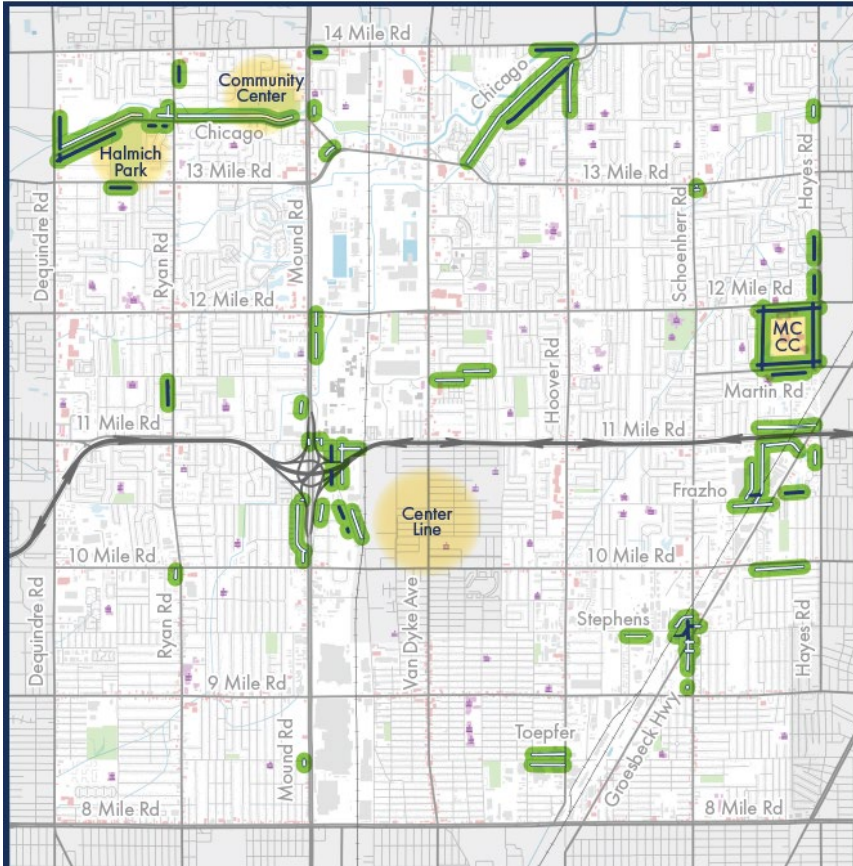
Soft surface nature trails that offer a scenic route along the Red Run. Key amenities could include rest areas with benches and picnic tables, trash receptacles, wayfinding and interpretive signage, and landscaping to enhance the natural beauty of the area.



Proposed nature trails and sledding hill near Bates Park



Giving Form to the Elements – Safety



SAFETY IMPROVEMENTS
Sidewalk Gaps



SAFETY IMPROVEMENTS
Crosswalks & Intersections

Sidewalk Maintenance and Crosswalks



SIDEWALK MAINTENANCE

Ensuring Accessibility for All



Maintaining Warren's sidewalk network is key to keeping it safe and easy to use. Regular upkeep helps prevent hazards, makes walking easier, and ensures that everyone—no matter their ability—can get around the city. A first step in this process is creating an ADA Transition Plan to enhance accessibility and ensure that people with mobility challenges can easily navigate around the city.

Examples:



Crossing Islands provide a safe refuge for pedestrians, allowing them to cross busy roads in stages.



Rectangular Rapid Flash Beacons use flashing lights to warn drivers of pedestrians crossing, enhancing safety at unsignalized crossings.



Pedestrian Hybrid Beacons alert drivers to stop for pedestrians, improving safety at crossings without traditional traffic signals.

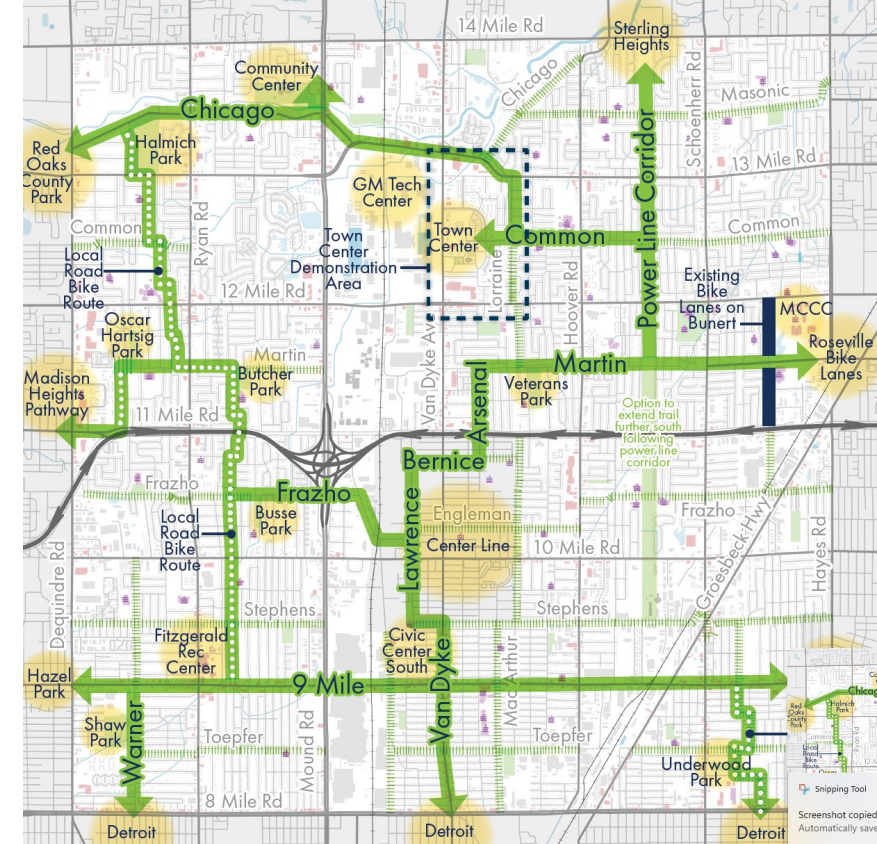


Signalized Intersection Enhancements improve pedestrian safety by adding features like countdown signals, and leading pedestrian intervals.

Giving Form to the Elements



FUTURE CROSS SECTIONS
Major Roads

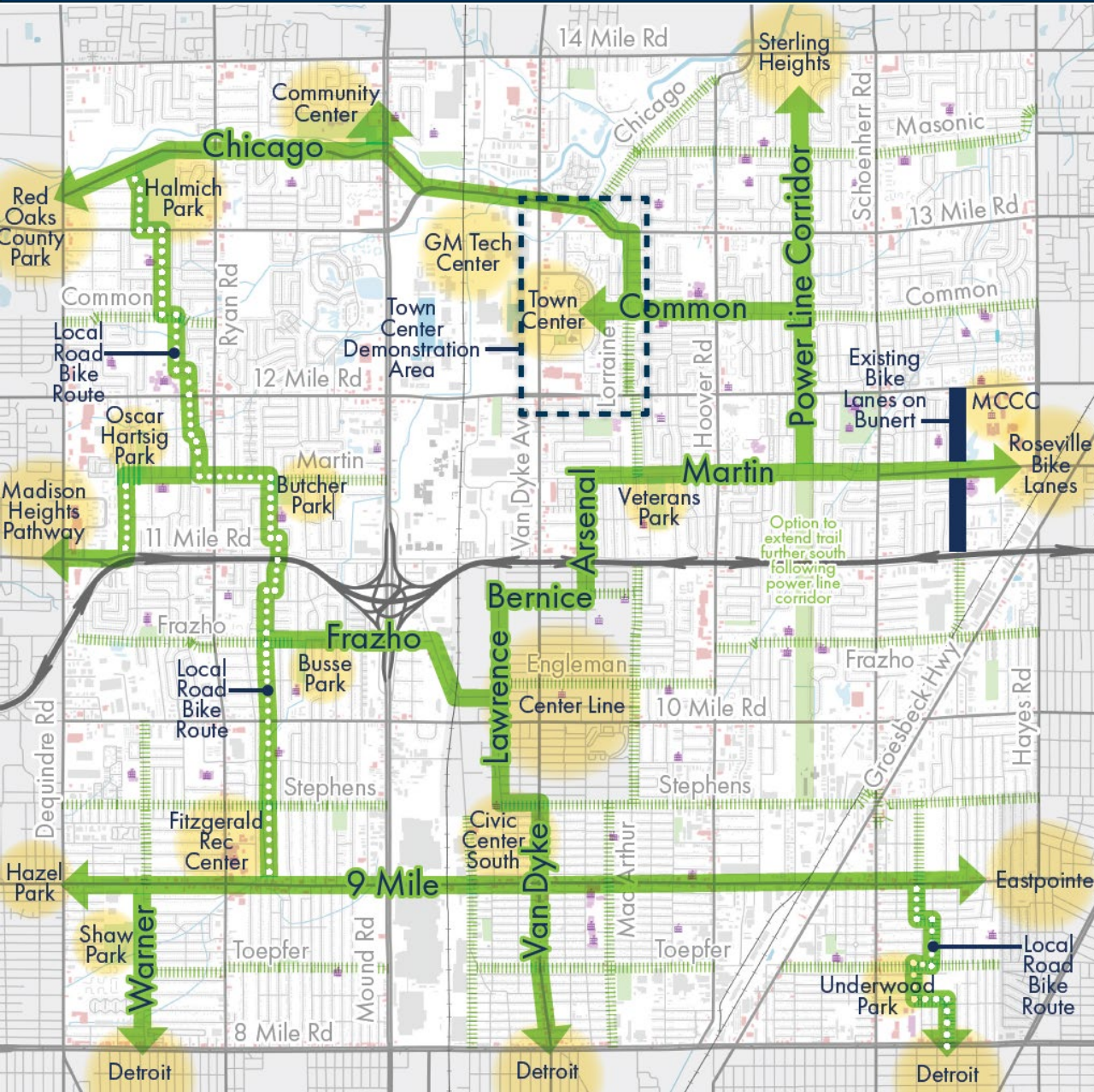


INITIAL FOCUS FOR DEVELOPMENT
Core Network

Future Cross Sections for Major Roads



Initial Focus for Development - Core Network



Planned Core Network Would Include:

-  **Designated Bikeways:** Shared use pathways or bike lanes
-  **Local Road Bike Routes:** On-road bike routes following low-speed, neighborhood streets
-  **Half-Mile Connections:** A cost-effective opportunity to expand the core network by adding bikeways along Half-Mile Roads

Town Center Demonstration Area

Many of the existing roads in the Town Center area have excess capacity that could be repurposed for bicycle use. In addition, a concurrent study is exploring mixed-use development options that would be within easy walking and biking distance of many area residents.



Related Project - Warren Town Center



**Planning Sessions Next
Week Wednesday,
December 18th**

Warren City Hall

10 am to Noon

1st Floor Conference Room

Maybelle Burnette Library

6 pm to 8 pm

More Information in the Lobby




How to Provide Input This Evening



Please Visit the Six Stations Around the Room to Review the Preliminary Plan


- You may review in any order
- Provide feedback on any of the elements you would like to
 - Use the paper forms and leave in the envelopes
- Or
- Scan the QR Code and use your phone to provide feedback




REGIONAL CONNECTION Iron Belle Trail

The planned Iron Belle Trail spans the State of Michigan, connecting Belle Isle in Detroit to Ironwood at the western tip of the Upper Peninsula. The City of Warren provides a key connection for the bike route through Southeast Michigan.


Planned Route Would Include:



Separated bike lanes and safety improvements specified in the Iron Belle Route and Feasibility Study and the Van Dyke Corridor Plan.





Buffered bike lanes on Martin, Lorraine, and Common specified in the Iron Belle Plan.



Multi-use Trail along the Utility Corridor would provide a park-like setting featuring landscaping, benches, lighting, art installations, community gathering spaces, and emergency call boxes, creating a welcoming and safe environment for all users. If desired, the trail could be extended further south following power line corridor between 14 Mile Road and 10 Mile Road.


Tell Us What You Think!
Iron Belle Trail Input Form



REGIONAL CONNECTION 9 Mile Road


The Nine Mile corridor has been identified as a **key regional corridor for bicycle and pedestrian travel** by the Southeast Michigan Council of Governments, with plans to transform its streetscape across communities in Macomb and Oakland counties.

Planned Route Would Include:



A consistent three-lane cross-section to improve traffic safety:

- A two-way cycle track separated from the roadway with lighting
- Landscaping and rain gardens between the cycle track and roadway
- Mid-block crossing islands
- Bus pull-off bays with transit shelters
- On-street parking in strategic locations where space allows




Where space is limited, the two-way cycle track will be separated from the motor vehicle traffic by a raised divider.

Near-term Option:



Transforming Nine Mile into a regional bicycle and pedestrian corridor could take some time. In the near-term, Stephens Road could be used as a temporary cap-to-town connection with basic signage, pavement markings, and crosswalk upgrades. See Hall-Mile Roads recommendations for more details on how Stephens Road could be updated.

Tell Us What You Think!
9 Mile Input Form



Next Steps



- The Same Information is Available on the Project Website:
WalkBike.Info/Warren
- We will collecting feedback through the rest of the month
- The Illustration Boards will be On Display
 - City Hall Lobby Next Week
 - Recreation Center the Following Week
- Analyze Public Engagement in January and Share Results
- Prepare Draft Plan in February and March and Share for Review
- Adoption Process Starting in April



ACTIVE MOBILITY PLAN



Walkbike.Info/Warren

Thank You!

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