



Summary of Preliminary Plan Feedback

The public engagement process for the Preliminary Plan, conducted throughout the winter months of 2024-2025, aimed to gather community perspectives on the proposed plan. Community outreach included various media platforms, including email groups, flyer's, posters, TV ads, and a public open house. The Preliminary Plan was made available on the project website, providing residents with the opportunity to review and submit feedback online. Additionally, a public open house at the Maybelle Burnette Library offered a space for in-person engagement and discussion. The following pages summarize the feedback received on the Preliminary Plan.

Preliminary Plan Input Opportunities

WARREN
**ACTIVE
MOBILITY
PLAN**



Help us create a
more walkable,
bike-friendly,
and accessible
Warren!



Open House Event
December 11th at the
Maybelle Burnette Library

Online Feedback
Available starting
December 12th

4 Key Elements of the Plan Feedback

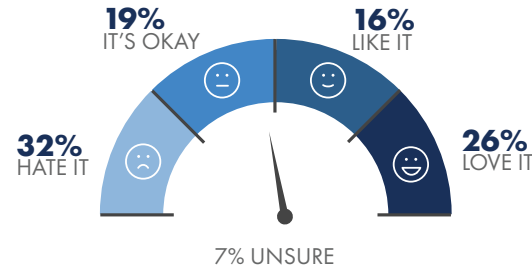
Like / Want to See More Of:

- **Amenities** such as water fountains, air pumps for bikes, benches, bus stop shelters, and safer street lighting.
- **Prioritize snow removal and complete streets** for safe walking and biking.
- Urgency in developing **ITC Trail** and **River Walk** for community use, especially for kids.
- **ADA-compliant crosswalks**

Dislike / Concerns:

- **Safety Concerns:** There are concerns about the safe use of battery-powered bicycles and scooters, particularly with young riders. Mid-block crossings at night are also a safety risk, as pedestrians are harder to see. Personal safety concerns near Van Dyke and 12 Mile due to theft.
- **Concerns with Bike Facilities:** Bike routes on busy roads like Van Dyke are considered dangerous due to high speeds. There is skepticism about bike lanes, with complaints about poor signage and accidents. Some feel bike lanes are underused and a waste of money, especially with Michigan’s short biking season. Priority should be given to fixing roads and sewer lines. There are also concerns about streets deteriorating quickly and high sidewalk repair fees.
- **Maintenance and Upkeep:** Tree roots are damaging concrete, and there is a suggestion to plant shrubs where shade isn’t needed.

HOW SATISFIED ARE YOU WITH THE KEY ELEMENTS OF THE PLAN?



4 Key Elements of the Plan

The preliminary plan provides a quick snapshot of where we are headed. Based on public input and analysis the plan is set to focus on the following key areas:

- Complete, Repair & Maintain Existing Infrastructure**
Focus on access along the mile roads and to parks, schools, and civic centers
 - NEAR TERM:** Address Critical Sidewalk Gaps, Perform Basic Maintenance
 - MID TERM:** Install Benches and Trash Receptacles, Implement Street Tree Infill Program
 - LONG TERM:** Develop Complete Maintenance Regimen Including Snow Removal, Upgrade and Widen Facilities, Add Pedestrian Lighting, Ensure ADA Compliant Intersections, Incorporate Green Infrastructure
- Create Safe Street Crossings**
Target busy intersections, mid-block crossings, and bus stops for safer travel
 - NEAR TERM:** Implement Demonstration Projects (Paint and Post Projects), Address Critical Mid-block Crossings
 - MID TERM:** Evaluate Demonstration Projects, Next Priority Mid-block Crossings, Add Bus Shelters
 - LONG TERM:** Make Demonstration Projects Permanent, Complete Mid-Block Crossings
- Implement Policies, Programs, and Metrics**
Establish a support system to ensure progress and accountability
 - NEAR TERM:** Incorporate Proposed Improvements into Upcoming Projects, Apply for Grants, Educate the Public about New Facilities
 - MID TERM:** Pair Education with Enforcement, Create an ADA Transition Plan, Develop Safe Routes to Schools
 - LONG TERM:** Update Planning Documents, Implement Bike and Pedestrian Count Program
- Establish a Connectivity Framework**
Build an inclusive network for all ages and abilities to key destinations
 - NEAR TERM:** Van Dyke Corridor Plan Improvements, Develop the River Walk Nature Trail and Sledding Hill near Bates Park, Sign Local Bike Routes, Implement on Half-Mile Road Improvements, Install Bike Parking in Public Spaces, Install Town Center Bike Facilities
 - MID TERM:** Build the ITC Trail, Expand the River Walk, Program for Installing Bike Parking in Private Developments, Launch Bike Share Program
 - LONG TERM:** Promote Pedestrian-Focused Development, Create Bike Hubs, Enhance Lighting and Safety, Incorporate Community Art, Develop Interpretive Systems

Note: This is a reduced image of the information presented on the website and at the open house.

Iron Belle Trail Feedback

Like / Want to See More Of:

- **Positive feedback on utilizing the power line corridor for biking**, as it avoids private property and car traffic. Some are enthusiastic about completing the Iron Belle Trail connection in Warren through this corridor, viewing it as an excellent use of underutilized land. Support is also expressed for creating pleasant public spaces along the corridor.
- **Consideration of extending crosswalks and paths**, such as on Common west of Lorraine, to better connect to city destinations and add fully separated bike lanes on half-mile roads to enhance safety.
- **Support for curbs separating bike and car lanes**, but with a note to ensure reliable snow removal in winter.
- **Interest in connecting local trails with Detroit's trail system** and extending walking/running paths for a circular route in Warren.

Dislike / Concerns:

- **Bike Lanes:** Van Dyke is considered too busy for bike lanes, with complaints of accidents and improper lane usage, and concerns about taking away car lanes for bike lanes in a car-centric city like Warren, where bike lanes are perceived as rarely used.
- **Concerns about Parking:** Concerns that creating bike lanes may eliminate on-street parking in certain areas.
- **Opposition to Prioritizing Bike Paths:** Concerns about prioritizing bike paths over fixing infrastructure issues like sewer lines and deteriorating roads, with a request to focus on essential city repairs first.

HOW SATISFIED ARE YOU WITH THE IRON BELLE TRAIL RECOMMENDATIONS?



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.

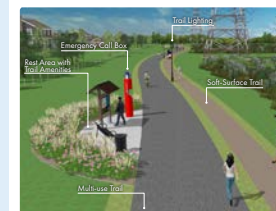
Planned Route Would Include:



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.

Note: This is a reduced image of the information presented on the website and at the open house.

9 Mile Road Feedback

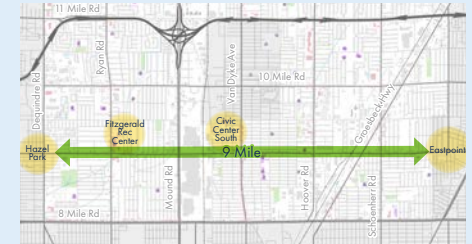
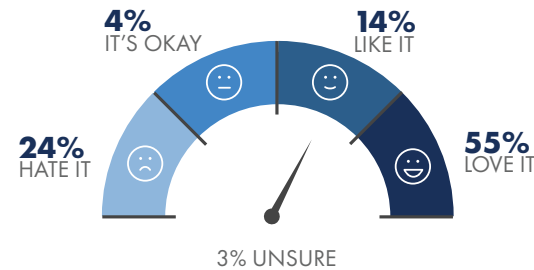
Like / Want to See More Of:

- **Excitement for a road diet and cycle track** on 9 Mile, with a desire for immediate implementation.
- **Add playgrounds along 9 Mile**, similar to what was done along 9 Mile in Oak Park.
- **Enthusiasm for more roads being redesigned** with similar setups.
- **Support for expanding the plan to neighboring areas** like Hazel Park and Eastpointe, and making 9 Mile a major bicycle corridor from Southfield to Jefferson

Dislike / Concerns:

- **Traffic Flow Concerns:** Concerns that bike lanes would impede traffic and hurt businesses.
- **Bike Lanes:** Opposition to bike lanes, with a belief that infrastructure issues like sewer lines should be prioritized. Also, concerns that the road diet is unnecessary due to low usage of bike lanes, as the density and trip distances don't justify the change.
- **Low Priority:** Some believe that 9 Mile recommendations should be a lower priority, as they don't see themselves using the 9 Mile corridor often enough to offer useful input. Preference for repaving the road and addressing potholes instead of adding bike lanes.

HOW SATISFIED ARE YOU WITH THE 9 MILE ROAD RECOMMENDATIONS?



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:

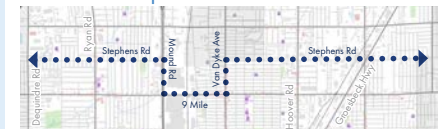


- A consistent three-lane cross-section to improve traffic safety:
- A two-way cycle track separated from the roadway with lighting
 - Landscaping and rain gardens between the cycle track and roadway
 - Mid-block crossing islands
 - Bus pull-off bays with transit shelters
 - On-street parking in strategic 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 cross-town connection with basic signage, pavement markings, and crosswalk upgrades. See Half-Mile Roads recommendations for more details on how Stephens Road could be updated.

Note: This is a reduced image of the information presented on the website and at the open house.

Half-Mile Roads Feedback

Opinions on half-mile road options were mixed. Option A, with shared roadways and traffic calming, was seen as less safe due to the lack of dedicated bike lanes. Option B, with on-street bike lanes, was favored but raised concerns about losing parking and safety risks with cars. Option C, a two-way cycle track on one side, was favored. Many felt it was the safest option, offering a good balance of biking, driving, and parking, though concerns about parking loss and needing more barriers were noted.



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



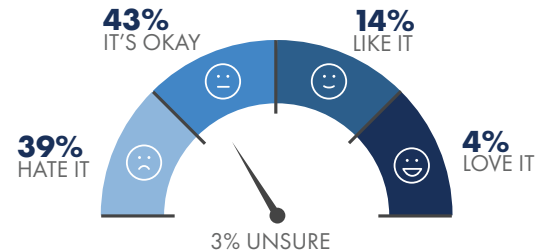
The orange areas on the map highlight challenging zones for pedestrian and bicycle travel. Barriers such as the river, freeways, and industrial areas create obstacles and disconnections along the half-mile roads. These connections will only be effective if pathways are provided along major roads that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



HOW SATISFIED ARE YOU WITH OPTION A?

- Concerns about safety and drivers ignoring stop signs.
- Support for traffic calming, like mini buttons, to slow traffic.
- Some feel shared roads aren't safe for bikers and prefer separated lanes.
- Worries about maintenance costs and snow plowing challenges.
- Some think shared roads may work on less busy streets, but most want protected bike lanes.

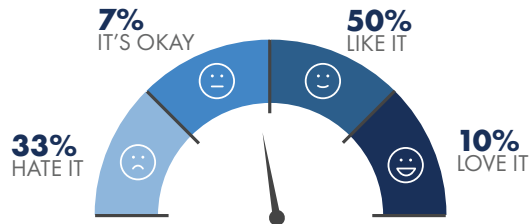
OPTION B

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.

Would like to see this on Stephen's Road, Martin Road, Lorraine Road, Common Road, Kennedy Square, Chicago Road



HOW SATISFIED ARE YOU WITH OPTION B?

- Stronger approval for this option over Option A, but still concerns about parking and safety.
- Preference for fully separated bike lanes for safety, with a suggestion to include bike lanes on all half-mile roads along with sidewalks.
- Concerns about removing on-street parking and driveway space
- Some feel bike lanes are unsafe or confusing, and collisions with parked cars or driveway exits are a risk
- Support for bike lanes if enforced and separated, with bollards for protection.

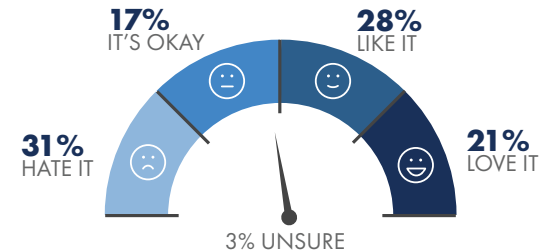
OPTION C

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.

Would like to see this on Common Road, Lorraine Road, Kennedy Square, Chicago Road



HOW SATISFIED ARE YOU WITH OPTION C?

- Stronger approval for this option over Option A, but some feel the idea isn't necessary or needed in the area.
- This option is favored by those who like the idea of keeping cyclists together on one side, but some are concerned about parking loss and its impact.
- Preference for more separation (e.g., bollards) for safety.
- Support for dedicated bike lanes, with concerns about needing help to widen driveways or create additional parking.
- Some find this option confusing or risky, but others believe it's the safest and most balanced, as it accommodates biking, driving, and parking.

River Walk Feedback

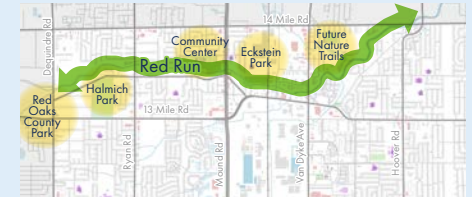
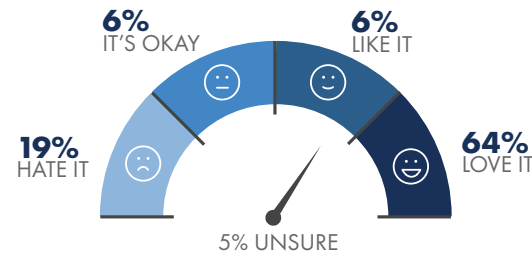
Like / Want to See More Of:

- **Nature Trail Appeal:** Support for the idea of a nature trail along Red Run, with excitement about the potential for the area to be beautiful if planned correctly.
- **Connection to Key Areas:** Enthusiasm for connections to key local areas, such as Halmich Park, Downtown Old Warren, Van Dyke corridor, and the Lorraine area, as well as the Iron Belle Trail.
- **Biking Trail for Safety:** Desire for a biking trail to reduce collisions with pedestrians, if bikes are allowed on the nature trail.
- **River Walk and Bates Park Proposal:** Positive feedback for the River Walk proposal, particularly due to the potential for utilizing unused land, and appreciation for the Bates Park proposal.
- **Resident Support:** Some residents, particularly near Red Run, are open to the idea and willing to champion the project.

Dislike / Concerns:

- **Privacy and Property Issues:** Concerns from homeowners near the proposed trail who fear losing privacy and the safety of their property, especially with increased traffic, potential disruptions to wildlife, and public access to their yards. Concerns about private property rights and the potential for legal challenges related to the trail's construction.
- **Maintenance and Security:** Questions about the city's ability to maintain the trail and ensure safety, with concerns about whether the city will provide adequate cleaning and police patrols.
- **Environmental Impact:** Worries about disrupting wildlife habitats and the river's potential to affect the trail during high water levels.
- **Low Priority:** Some believe the trail is not a priority compared to other projects, questioning its value and return on investment.

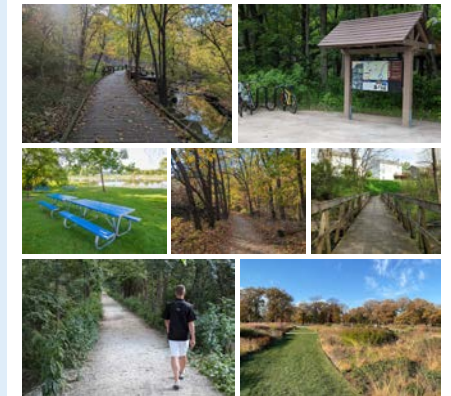
HOW SATISFIED ARE YOU WITH THE RIVER WALK RECOMMENDATIONS?



LOCAL NETWORK River Walk

Warren's proposed River Walk would offer a **soft surface trail designed to provide a peaceful, natural corridor along the Red Run**. While the vision for this trail has been in place for some time, significant challenges, such as securing property easements, stand in the way of making it a reality. The trail would connect key parks and recreation areas, offering a safe, scenic route with a focus on sustainability. Despite the obstacles, the project aims to enhance access to natural spaces and provide a tranquil escape for residents.

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

Note: This is a reduced image of the information presented on the website and at the open house.

Sidewalk Gaps Feedback

Priority Gaps:

- Chicago
- Macomb Community College
- Halmich Park Area
- Community Center
- Others - Hoover north of Masonic, Hayes Road, Mound, 12 Mile Road along Tech Center, Ryan Between 11 Mile and Martin, fix all of them!

Additional Comments:

- **Sidewalk Maintenance:** There are widespread sidewalk issues, and the city should already have a plan in place for addressing them, rather than relying on residents to prioritize.
- **Prioritizing Areas:** While there are important gaps marked on the map, Mound should be given lower priority as it is already difficult for pedestrians. More frequent areas like those near schools, libraries, parks, and mile roads should be prioritized.
- **River Trail Benefit:** If the River Trail is prioritized, it will help address sidewalk gaps in the northwest part of the city between the Community Center and Halmich Park.
- **Halmich Park:** The sidewalk around Halmich Park needs resurfacing.
- **Fix Existing Sidewalks First:** Emphasis on fixing existing sidewalks before adding new projects.



SAFETY IMPROVEMENTS Sidewalk Gaps

Warren has a robust sidewalk network, but there are **a few key gaps**—particularly along the Mile Roads—that need attention. This map highlights critical areas where sidewalk connections are missing along major roads. These gaps should be addressed to improve pedestrian safety, accessibility, and transit access.

- Sidewalk Gaps along Major Roads
- Critical Gaps to Complete First

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.

Note: This is a reduced image of the information presented on the website and at the open house.

Crosswalks & Intersections Feedback

Priority Crosswalk Locations:

- **Van Dyke** - At all crosswalks south of Center Line, at Martin, and at Chicago
- **13 Mile** - at Hoover, Lorraine, and Schoenherr
- **Chicago at VanDyke** - at 13 Mile and at VanDyke
- **10 Mile** - at Cunningham, at Curie and at Firwood
- **12 Mile** - between VanDyke and Lorraine
- **Ryan Road** - at 8 1/2 Mile and 11 1/2 Mile
- **9 Mile Road**
- **Masonic and Schoenherr**
- **Access to Schools, Parks and SMART Bus Routes**
- **Half-Mile Roads** - by the power lines
- **Crossing Islands**

Additional Comments:

- **ADA Compliance:** Emphasis on the need for ADA-compliant crosswalks and detectable warning signs when new crosswalks are built. Additionally, align detectable warnings at street crosswalks.
- **Pedestrian Crossing Features:** Support for curb extensions and crossing islands, but skepticism about the effectiveness of hybrid pedestrian beacons and rapid flash beacons. Opposition to the Hybrid Beacon due to confusion and safety risks, preferring better crosswalk visibility.
- **Infrastructure Priorities:** Concerns about infrastructure issues like sewer lines and roads taking priority over bike paths or crosswalks, as well as people no longer crossing at traffic lights.
- **Impact to Major Roads:** Concerns about adding traffic lights or features like islands that may block lanes on major roads
- **Residential Speed Hump Program:** Suggestion for a residential speed hump program, similar to Detroit's, to slow traffic in neighborhoods.



SAFETY IMPROVEMENTS

Crosswalks & Intersections

- **Existing Signalized Intersections:** Upgrade and improve intersections to enhance pedestrian safety and accessibility
- **New Midblock Crosswalk Locations:** New crosswalks to support the priority network, address pedestrian demand, and provide accessibility to bus stops

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.



Bicycle Signals and Conflict Zone Markings increase bike lane visibility and reduce collision risks at intersections.



Crosswalk Visibility Enhancements, including lighting, in-street signage, and curb extensions, increase driver awareness and reduce accidents.

Note: This is a reduced image of the information presented on the website and at the open house.

Major Roads Feedback

Like / Want to See More Of:

- **Safety Improvements:** Speeding was a major concern, with participants requesting measures to slow traffic and prevent accidents. Suggestions included physical road changes and bike patrols for added security.
- **Improved Connectivity:** Support was voiced for bus stop improvements and the addition of bike and scooter options throughout the city.
- **Long-Term Maintenance:** Respondents requested a plan to maintain the new infrastructure over time.
- **Education:** Concerns were raised about confusion with new traffic signals and bike facilities, with calls for educational efforts to help drivers understand them
- **8 Mile:** A request was made for more focus on improving commercial areas along 8 Mile.

Dislike / Concerns:

- **Traffic Flow Concerns:** Some worried that reallocating road space for active mobility could cause traffic congestion and delays.
- **Multi-Modal Hub Features:** Some felt the inclusion of features like bike share programs and self-driving car discussions were unnecessary.
- **Low Priority:** Several respondents argued that fixing existing infrastructure, such as roads and sewer lines, should take priority over bike lanes and active mobility features.

HOW SATISFIED ARE YOU WITH THE MAJOR ROAD RECOMMENDATIONS?



FUTURE CROSS SECTIONS Major Roads

What Will the Future Look Like?

The proposed cross sections demonstrate how the major roads can be redesigned during future road reconstruction projects to accommodate all users safely, with pathways separated from the road and enhanced crossings to make travel through Warren easier and safer for everyone.



Traffic Safety Enhancements: Improve safety with enhanced visibility at crosswalks by pulling back stop bars and installing speed tables at intersection driveways, as well as equipping midblock crossings with pedestrian islands and signalized beacons.

Separated Facilities and Micromobility: Prioritize vulnerable users by providing pathways separated from vehicle traffic. Accommodate micromobility options, such as e-bikes and scooters, with dedicated spaces to ensure safety and accessibility.

Multimodal Hubs: Embrace the future of transportation by integrating features like bus stops, EV chargers, and bike share stations to support diverse options, including autonomous vehicles and micromobility.

Enhanced Amenities: Incorporate benches, landscaping, shade, public art, and rain gardens to enhance comfort, accessibility, and environmental sustainability.

Note: This is a reduced image of the information presented on the website and at the open house.

Core Network Feedback

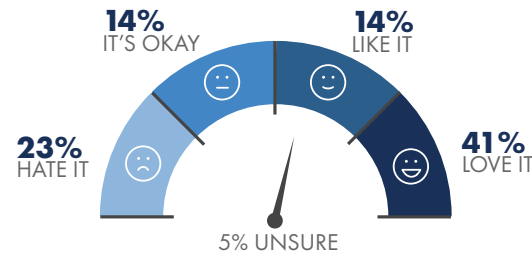
Top Priorities:

- **Separated and Designated Bike Lanes** - Creating safe, dedicated bike lanes throughout the city away from car traffic for safety.
- **Half-Mile and Local Road Bike Routes** - Expanding local bike routes and ensuring access throughout the community.
- **Power Line Corridor** - Developing a trail along the power line corridor.
- **Chicago Road** - Providing connectivity between key destinations such as the Community Center and Halmich Park.
- **Town Center Areas** - Demonstration areas and connections within the Town Center for better access.
- **Common Road** - Enhancing bike lanes and designated bikeways.
- **Others** - Red Run, 9 Mile, Road Crossing Opportunities, Martin, Lighting, Macomb Community College to Civic Center, and Connecting the Civic Center to South Warren.

Additional Comments:

- **Walkability and Bikability:** Interest in developing the Town Center and creating other walkable nodes in the city, with support for complete streets to encourage walkability and bikeability.
- **Existing Sidewalks and Bike Lanes:** Some feel that existing sidewalks are sufficient for both walking and biking, especially in areas with low traffic, and argue that bike lanes are unnecessary.
- **Power Line Corridor:** Concerns about safety in the power line corridor.

HOW SATISFIED ARE YOU WITH THE CORE NETWORK RECOMMENDATIONS?



INITIAL FOCUS FOR DEVELOPMENT Core Network



The initial focus is to create an **all ages and abilities core network of bikeways**. This system will connect key regional routes, such as the Iron Belle Trail and the proposed

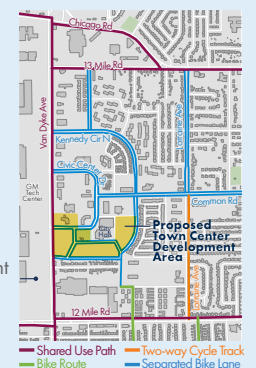
9 Mile Cycle Track, along with local destinations like schools, parks, and other community hubs. The network will be organized around half-mile segments to ensure accessibility and ease of use.

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.



Note: This is a reduced image of the information presented on the website and at the open house.