



# Walk and Roll Westland

Pedestrian and Bicycle Safety Action Plan

Steering Committee #3

August 26, 2021



# Mid-Project Public Check-In

- Project Newsletter
- Preference Survey

# Project Newsletter

- One page summary of work completed so far
- Lays out next steps for project
- Posted to project website and distributed to community by Westland Staff
- Includes instructions to take the survey



## WHAT HAS BEEN DONE SO FAR?

### Existing Condition Analysis

A review of the existing conditions was performed during the first phase of the project. Through this, Demand and Equity Analysis data from SEMCOG and other demographic data, was utilized to identify areas most in need of additional non-motorized infrastructure.

### Public Engagement

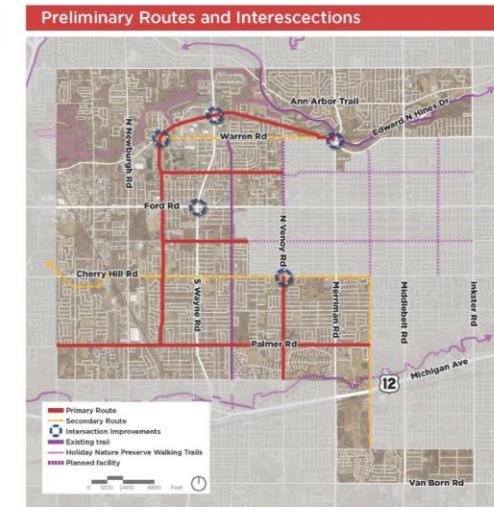
To date, two steering committee meetings, one community meeting, and one community-wide survey has been conducted. Through these meetings, the project team has been able to understand issues and opportunities related to biking and walking in Westland and to identify potential routes where non-motorized improvements are needed.

The groups we met with felt the following items were most needed to improve biking and walking in Westland:

- Fill in sidewalk gaps and add more sidewalks
- Safety improvements such as lighting and crosswalk enhancements
- Walking and biking connections to parks, civic buildings, shopping, and the regional non-motorized network

- Improvements to bicycle and walking routes along Newburgh, Warren, Merriman, Ford, and Wayne Road

The feedback from each group was translated into the map below, which outlines the near-term opportunity for non-motorized routes in Westland. These are intended to be the beginning of a City-wide non-motorized network.



## WHAT IS NEXT?

The routes above will be further refined using the project goals to determine which are most important for the community. From here, a set of priority routes (and recommended facilities for each) will be determined. The final plan will include a plan for implementation, including high-level cost estimates, design options, and potential funding opportunities.

## TAKE THE SURVEY NOW!

An online survey has been developed to gather input on the preliminary routes identified and future bicycle and walking infrastructure in the City of Westland.



Visit [walkrollwestland.com](http://walkrollwestland.com) to take the survey NOW!





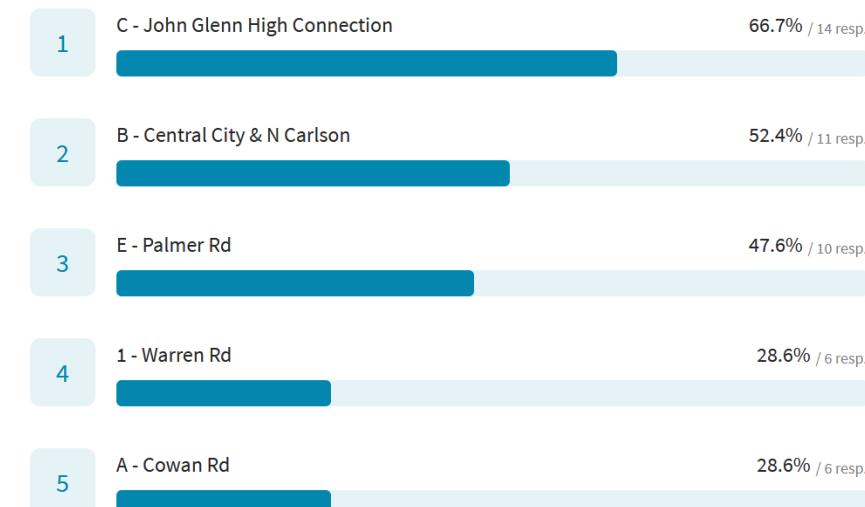
# Preference Survey

- Online survey intended to gather information about which facilities are most preferred.
- Asked about route preferences and preferences for infrastructure
- Help determine which projects should be constructed first
- Will close September 2<sup>nd</sup>



Of the Primary (red) and Secondary (yellow) routes shown on the map, please rank your **TOP 3** most important connections.

21 out of 21 answered

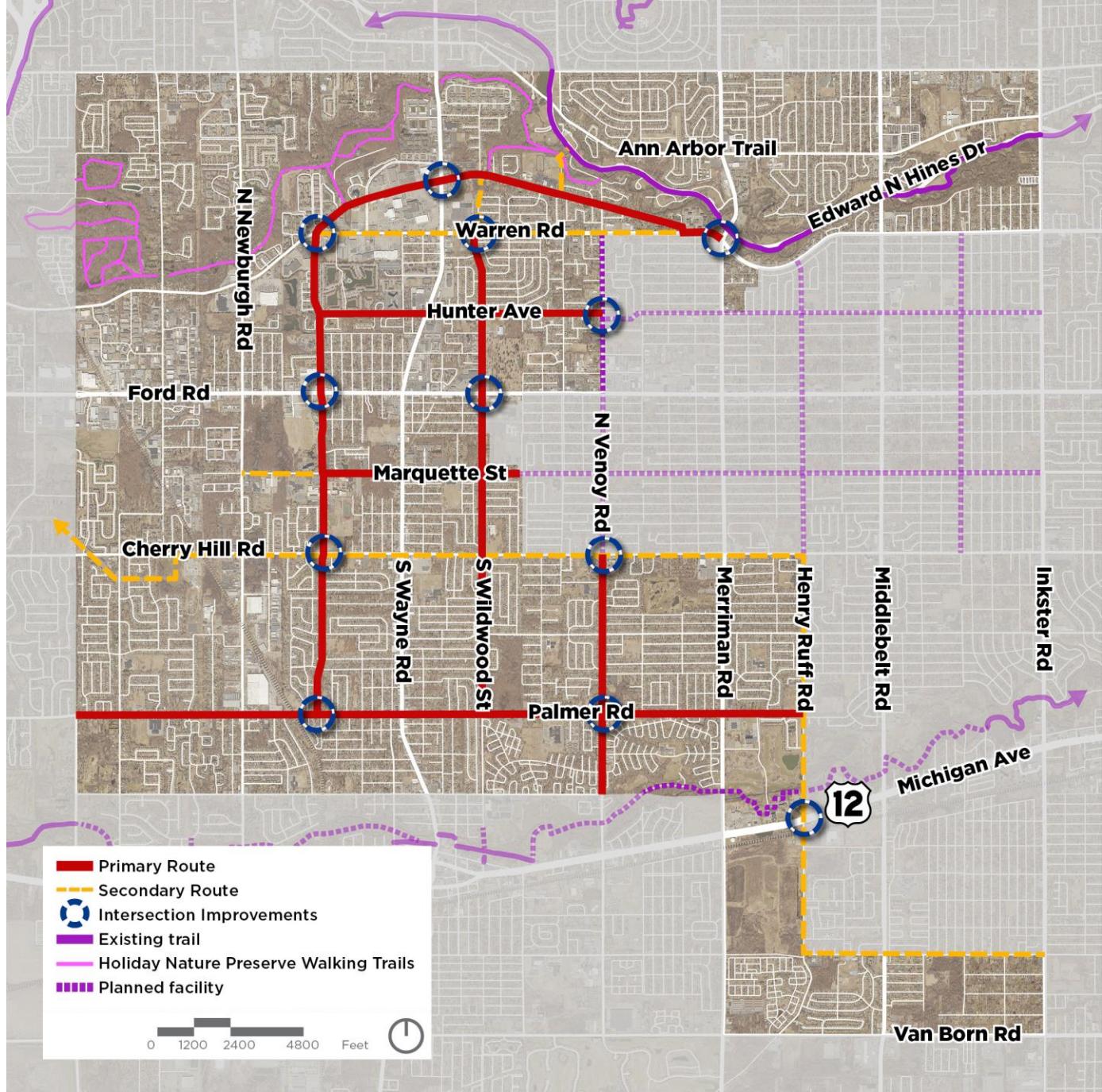




# Primary Corridor Refinement

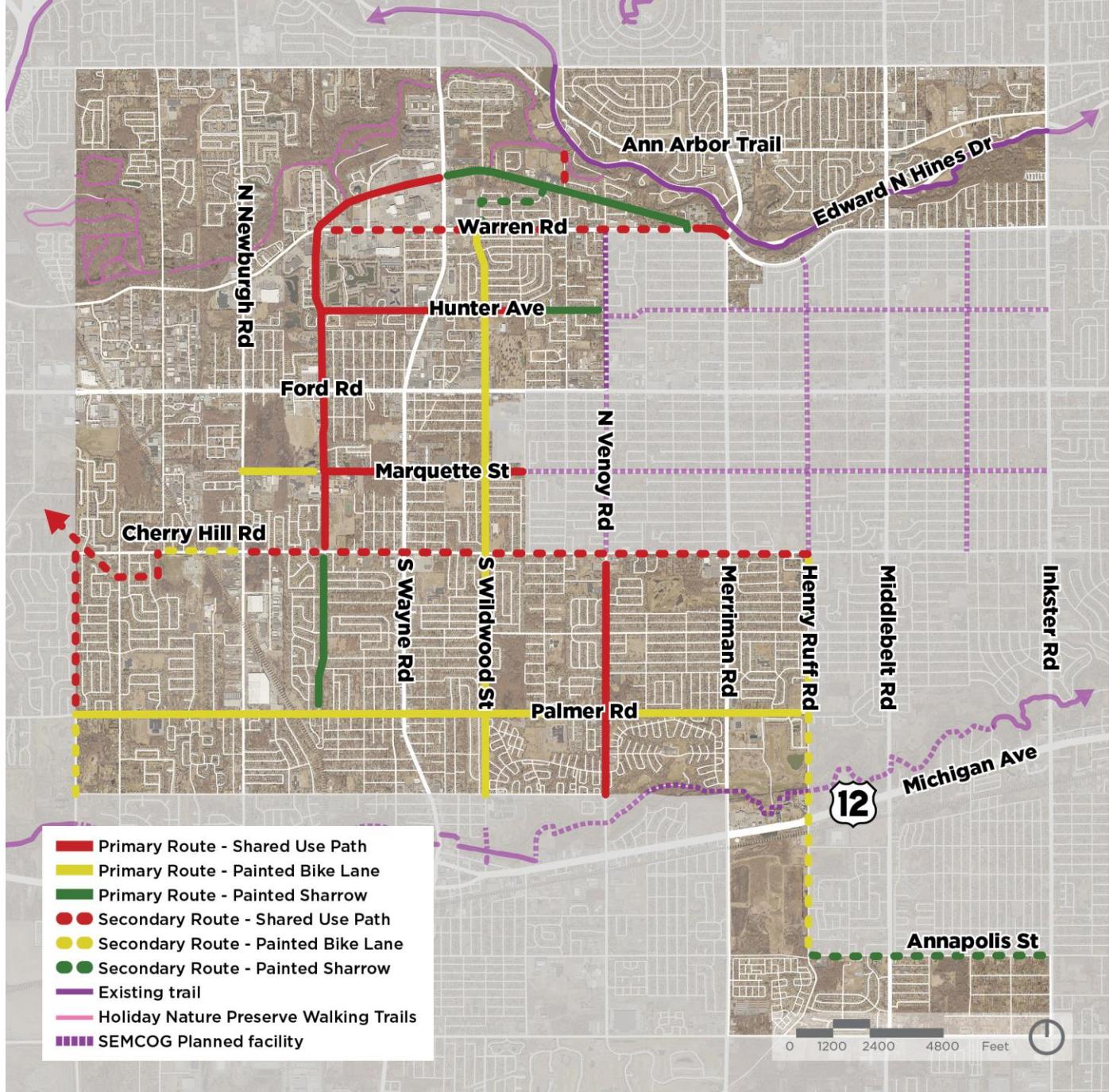
# Primary Non-Motorized Routes

- Cowan Rd
- Central City Parkway
- Carlson St
- Marquette St
- Venoy Rd
- Hunter Ave
- Palmer Rd
- Wildwood St



# Potential Facilities

- Range from on-street sharrows and Bike Route signage to separated Shared Use Paths
- Shared Use Paths can be used by both bikes and pedestrians





# Potential Facilities

# Sharrow Lane

- Least amount of road space needed
- Easy to implement
- Good for low stress streets
- High visibility pavement marking
- Does not offer any protection from vehicles
- Bikes share space with vehicles



# Bike Lane

- Dedicated lane for bikes to use
- Needs some roadway space
- Good for low to medium stress streets
- Does not offer any protection from vehicles



# Protected Bike Lane

- Dedicated lane for bikes that adds protection between vehicles and bikes
- Good for medium to high stress streets
- Barriers helps to slow vehicle traffic
- Needs more roadway space
- Costly to implement due to additional infrastructure needed



# Shared Use Path

- Can be used by bikes and pedestrians
- Bikes and peds can travel both ways
- Set back farther from roadway to reduce conflicts
- Connects easily with existing trails
- Protected from vehicles
- Costly to implement



# Facility Phasing

- **Phase 1**
  - Pilot phase
  - Low cost, easy to implement facilities
  - Quickly identifies routes within Westland
  - Gets residents used to seeing cyclists
- **Phase 2**
  - Long term solutions
  - Greater investment in infrastructure
  - Intended to formalize the routes

# Cowan Road

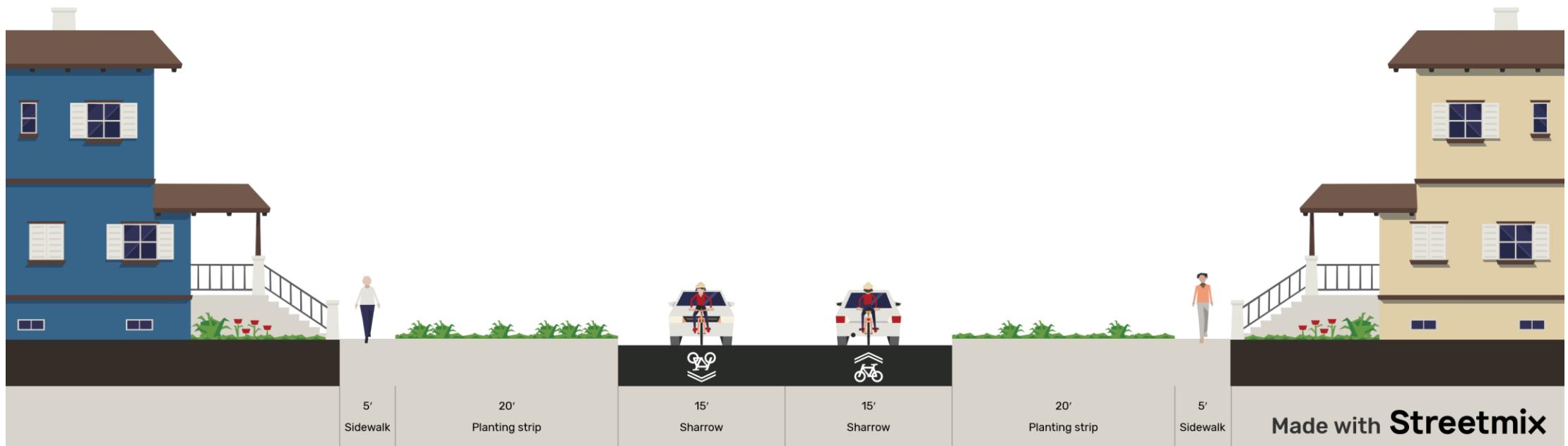
Warren to Wayne

---

- Low speed, low stress street through residential neighborhood
- Recommendation:
  - Sharrow markings and Bike Route signage from Warren Rd to Wayne Rd



# Cowan Rd Cross Section



# Central City Parkway

Wayne to Warren

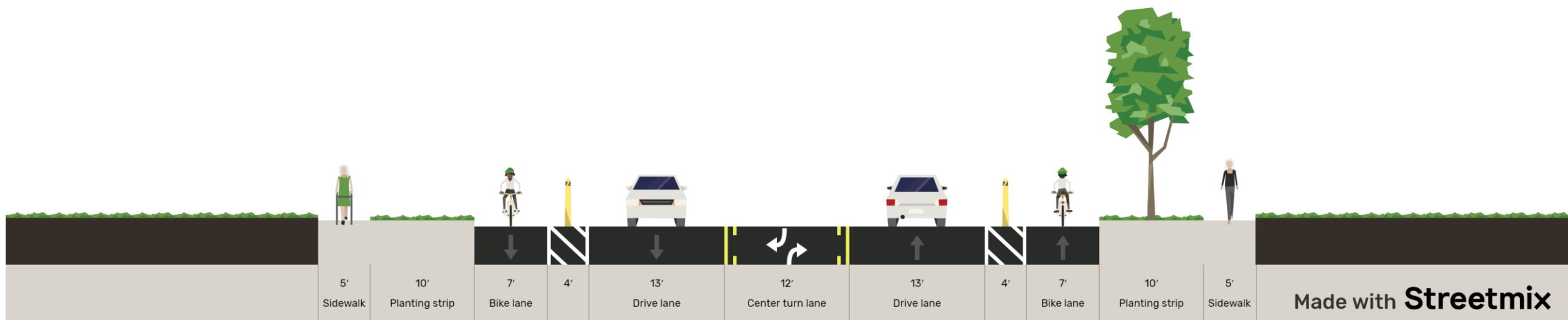
---

- Higher stress, higher speed street
- Requires some additional protection to improve cycling comfort
- Recommendation:
  - Phase 1: Sharrows with bike route signage
  - Phase 2: Expand 5-foot sidewalk to 10-foot shared use pathway

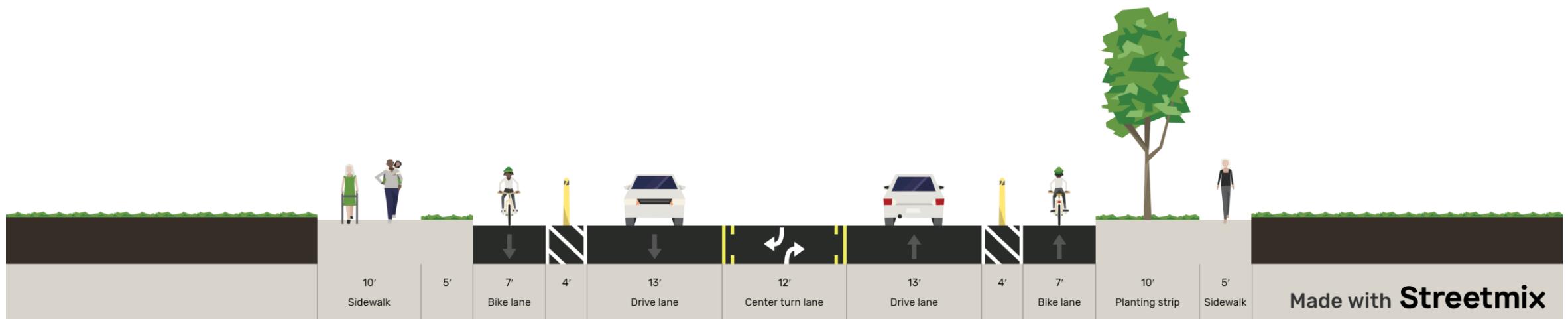


# Central City Parkway

## Cross Section (Phase 1)



# Central City Parkway Cross Section (Phase 2)



# Central City Parkway

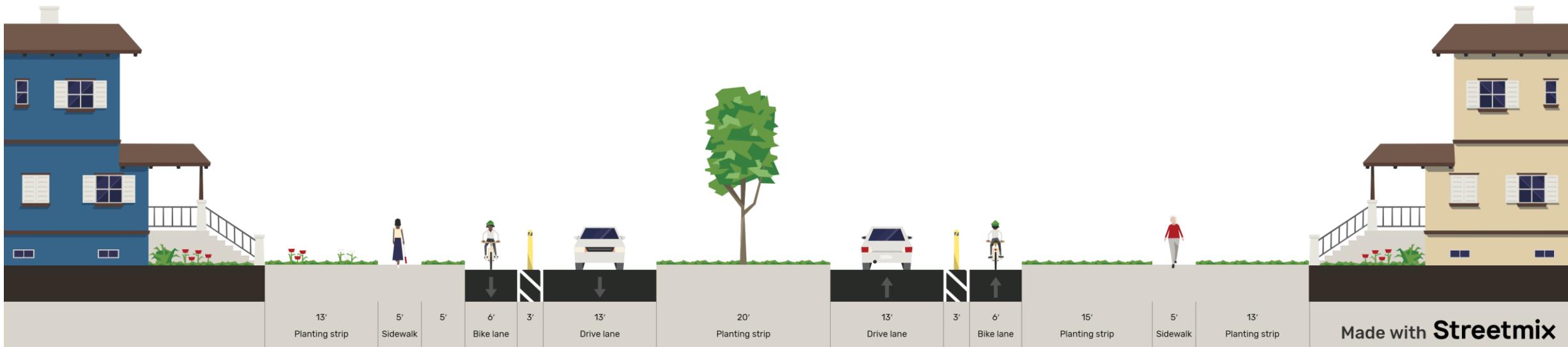
Warren to Ford

- Higher traffic roadway with center median
- Dense residential developments on either side
- Recommendation:
  - Phase 1: Add sharrows and bike route signage
  - Phase 2: Expand 5-foot sidewalk to 10-foot shared use pathway



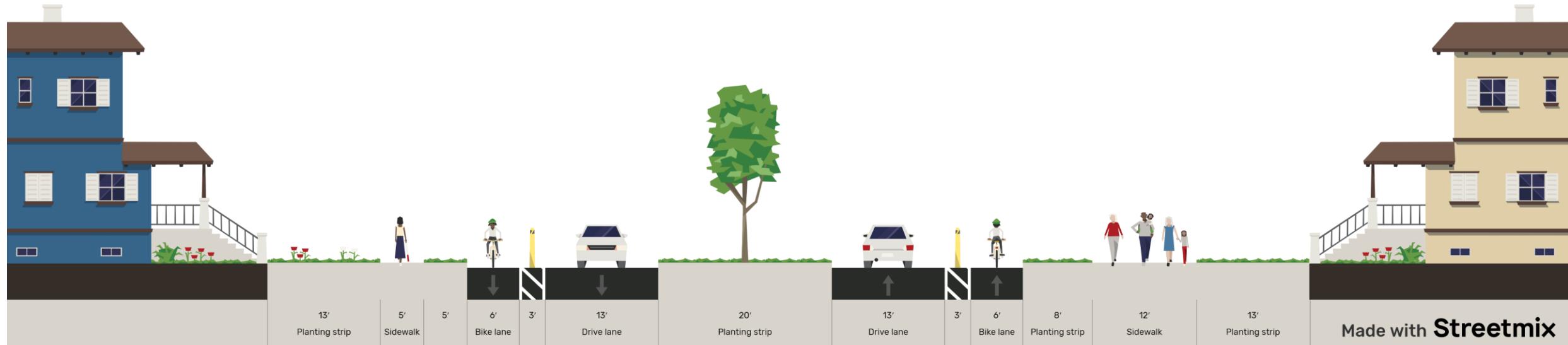
# Central City Parkway

## Cross Section (Phase 1)



# Central City Parkway

## Cross Section (Phase 2)



# Carlson Street

Ford to Marquette

---

- Adjacent to Central City Park
- Neighborhoods located on east side of roadway
- Recommendation:
  - Phase 1: Add sharrows and bike route signage
  - Phase 2: Expand 5-foot sidewalk to 10-foot shared use pathway



# Carlson St. Cross Section (Phase 1)



# Carlson St. Cross Section (Phase 2)



# John Glenn HS Parking Lot/Shirley Drive

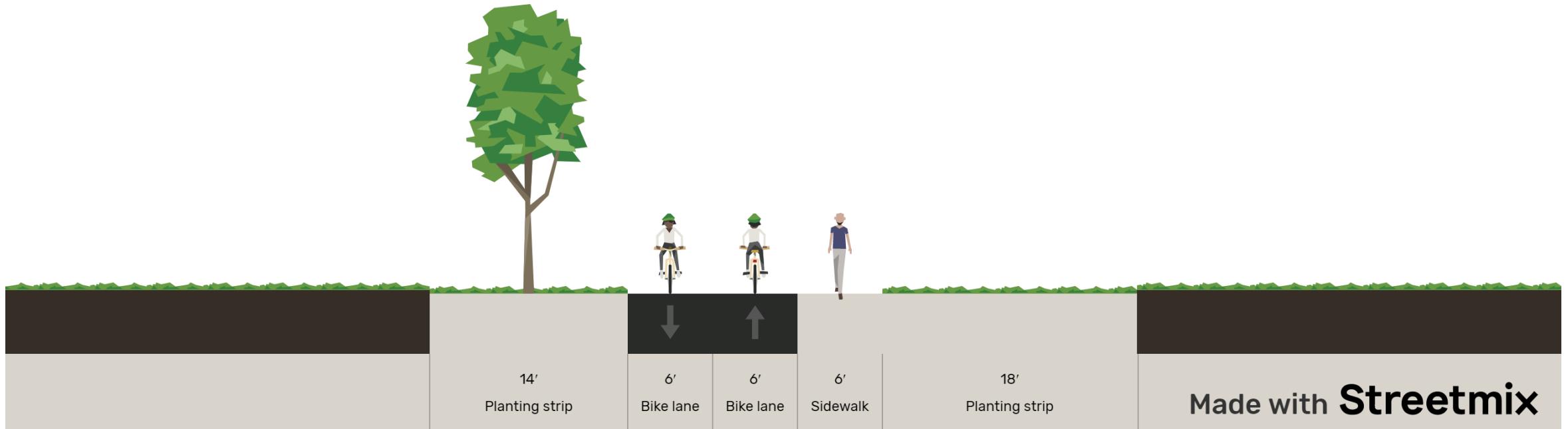
Marquette to Cherry Hill

---

- Connection from Marquette St to Cherry Hill Road
- Utilize existing pathway adjacent to school sports fields
- Recommendation:
  - Add shared use path from Marquette to Shirley Dr
  - Expand width of Shirley Dr pathway



# John Glenn HS/Shirley Dr



# S Carlson Street

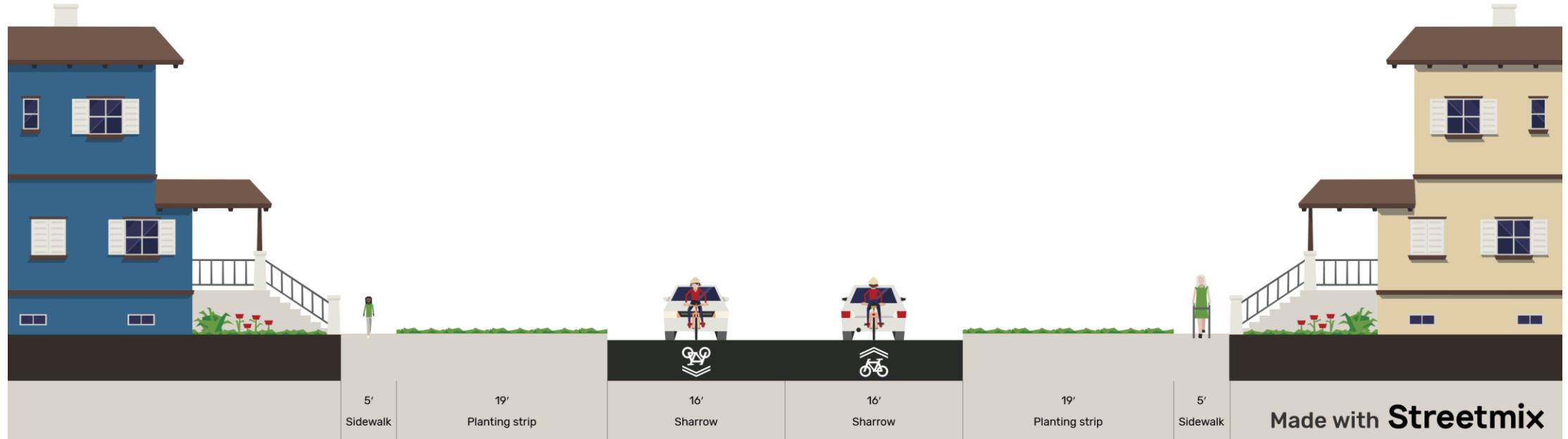
Cherry Hill to Palmer

---

- Low stress neighborhood street
- Connection from Palmer Rd to Cherry Hill
- Recommendation:
  - Add sharrows and bike route signage to street



# South Carlson St. Cross Section



# Marquette Street

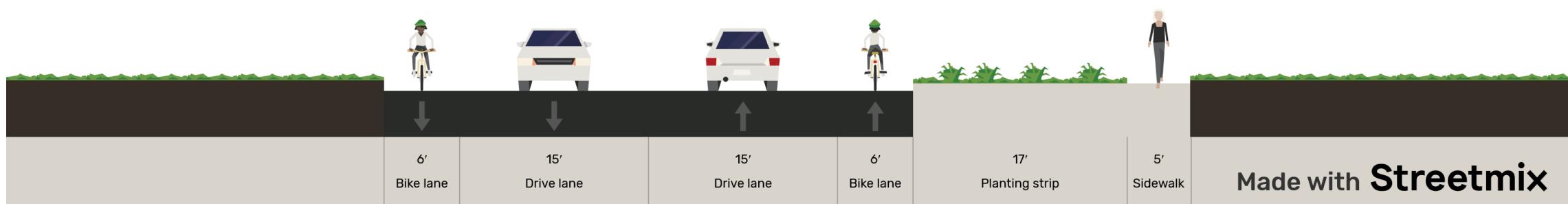
Newburgh to Carlson

---

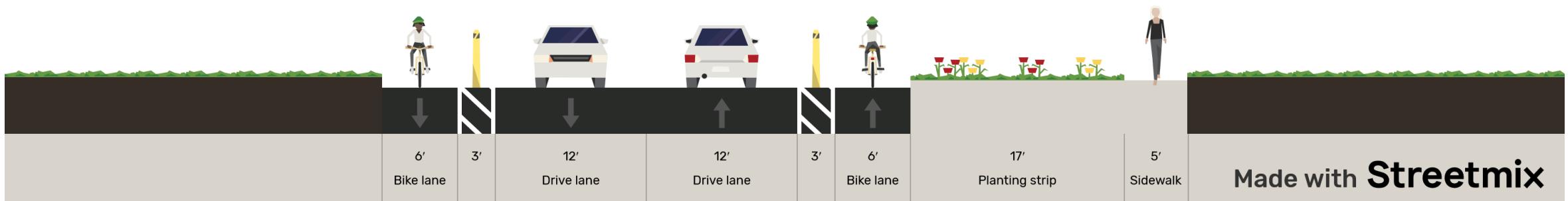
- Road width is wider with three lanes and paved shoulders
- Connections to John Glenn HS and Henry Ford Career Center
- Recommendations:
  - Phase 1: Add bike lanes to existing paved shoulder
  - Phase 2: Add bollards or other protection to bike lane



# Marquette St. Cross Section (Phase 1)



# Marquette St. Cross Section (Phase 2)

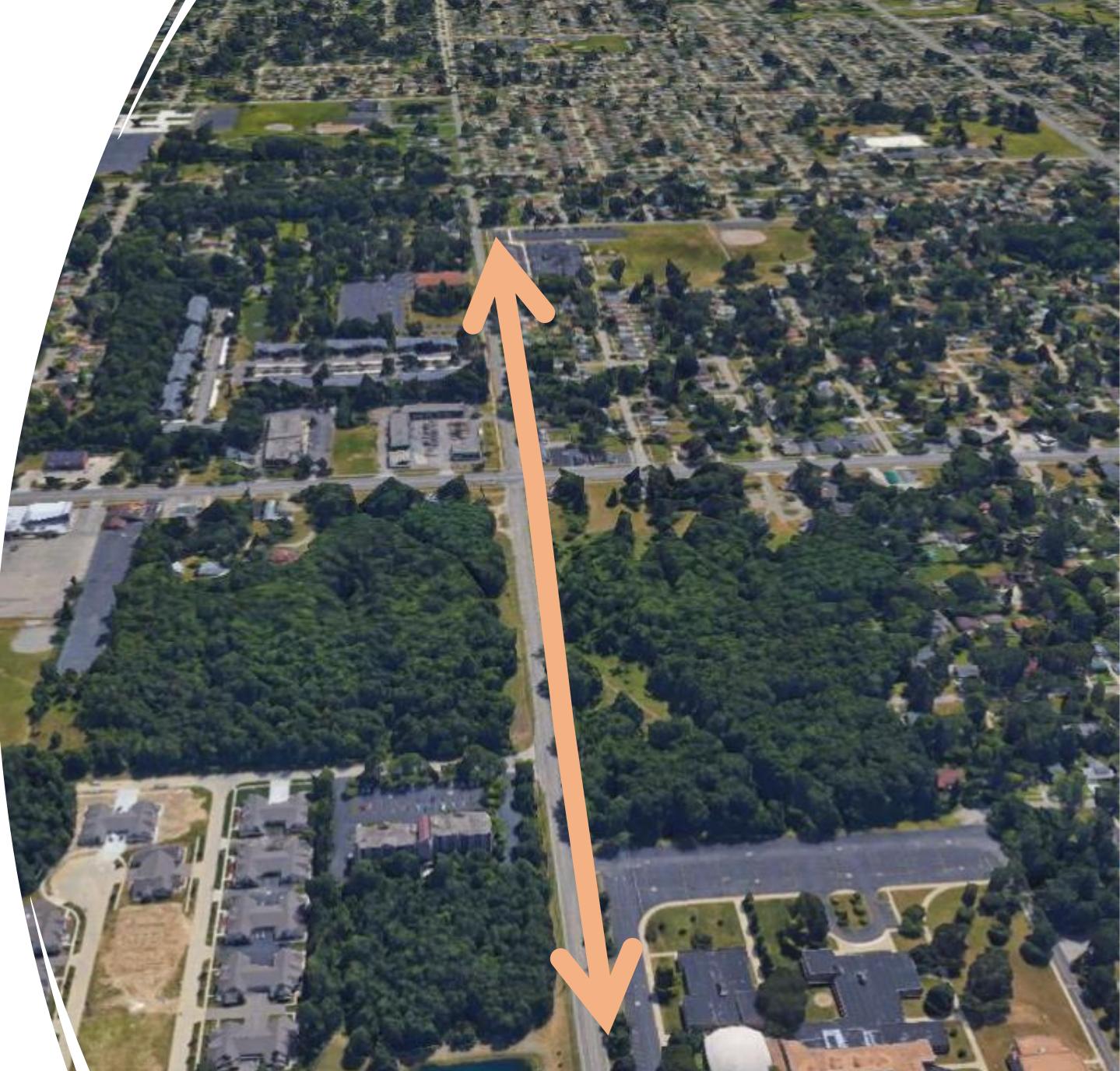


# Marquette Street

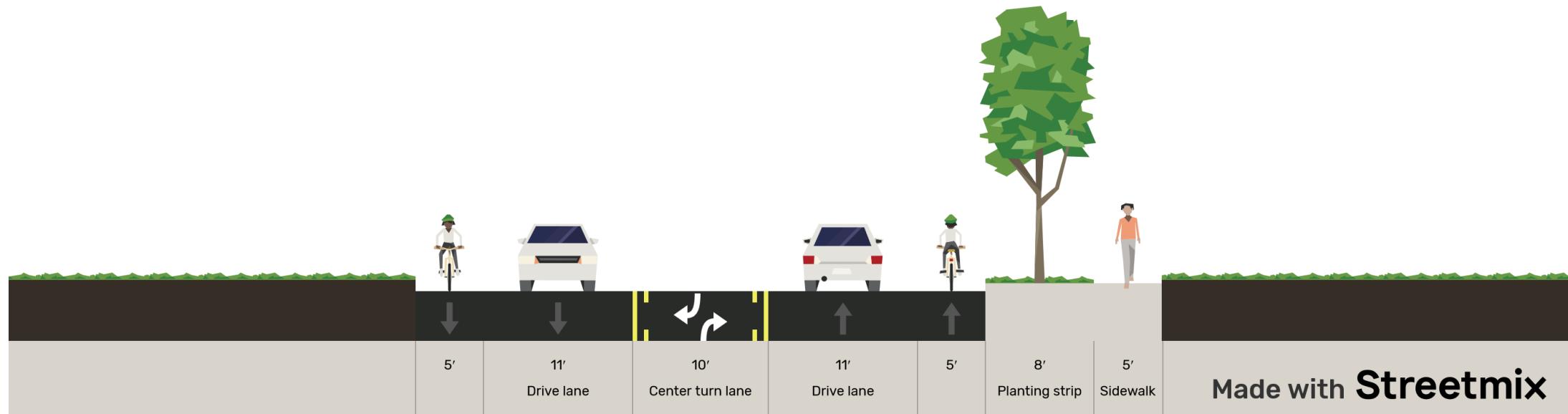
Carlson to City Limit

---

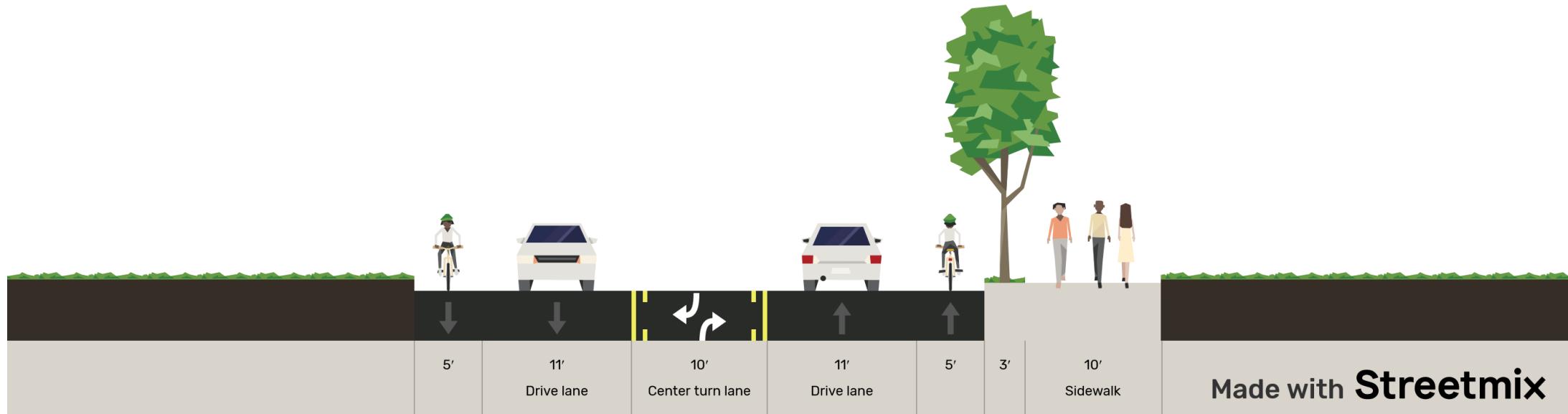
- Previous paved shoulder does not continue
- Sidewalk available on south side of street
- Recommendation:
  - Phase 1: Add bike lanes in existing shoulder area
  - Phase 2: Expand existing 5-foot sidewalk to 10-foot shared use path



# Marquette St. Cross Section (Phase 1)



# Marquette St. Cross Section (Phase 2)

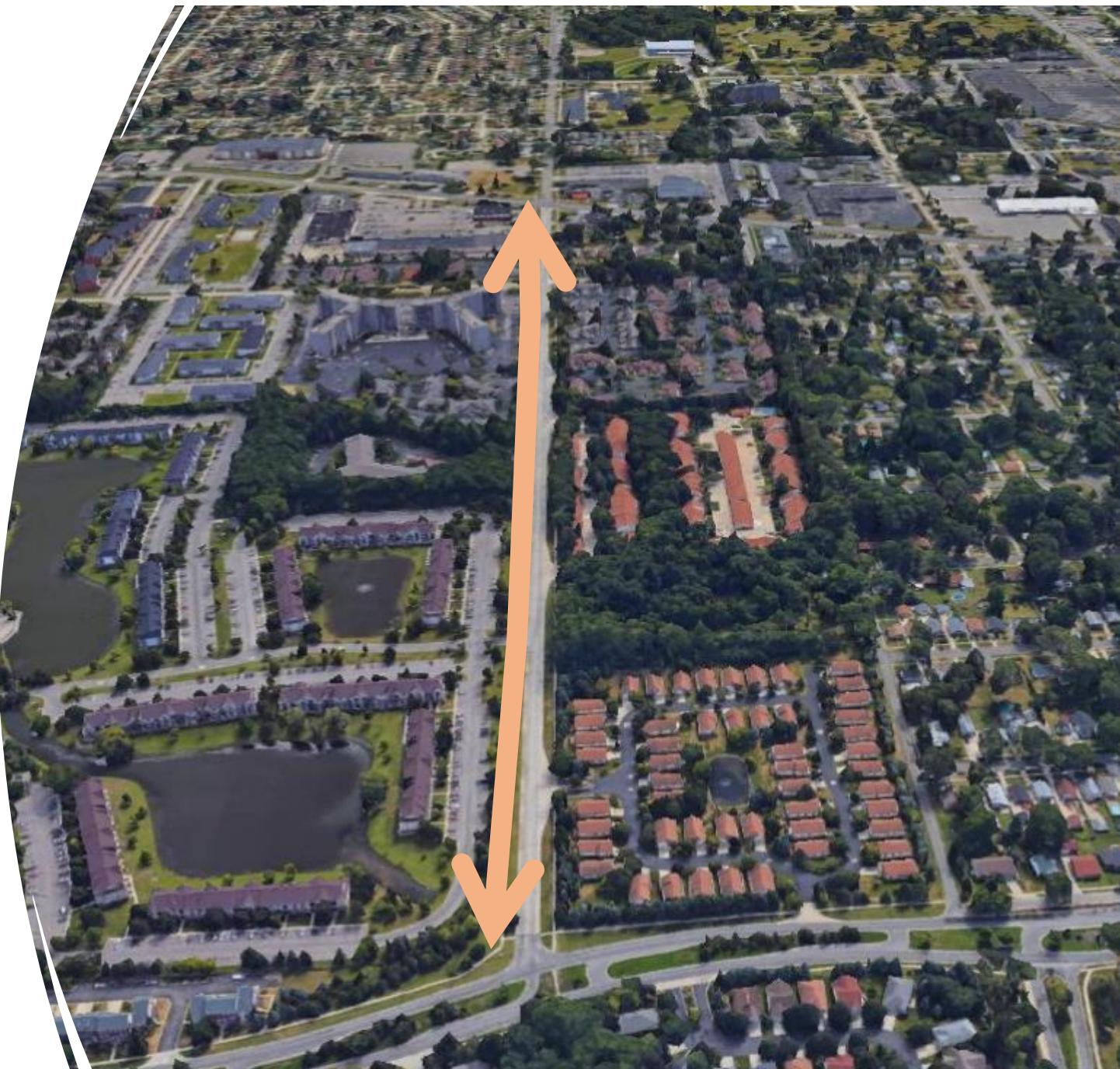


# Hunter Avenue

Central City to Radcliff

---

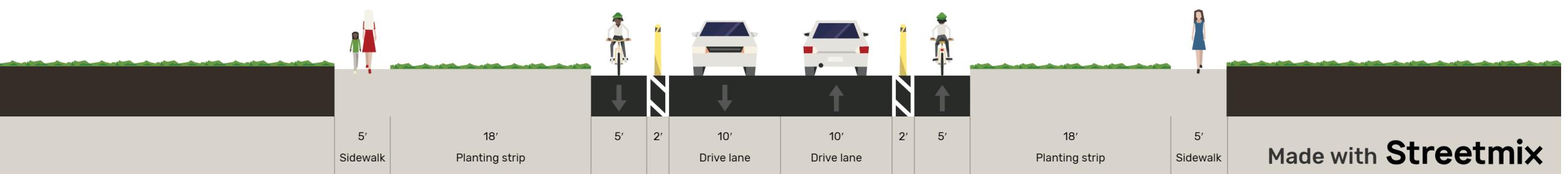
- Wider roadway width with 2 vehicle lanes and no on-street parking
- Adjacent neighborhoods are dense and set back from street
- Recommendations:
  - Phase 1: Add bike lanes along both sides of street
  - Phase 2: Add bollards or other protection to bike lane



# Hunter Ave. Cross Section (Phase 1)



# Hunter Ave. Cross Section (Phase 2)



# Hunter Avenue

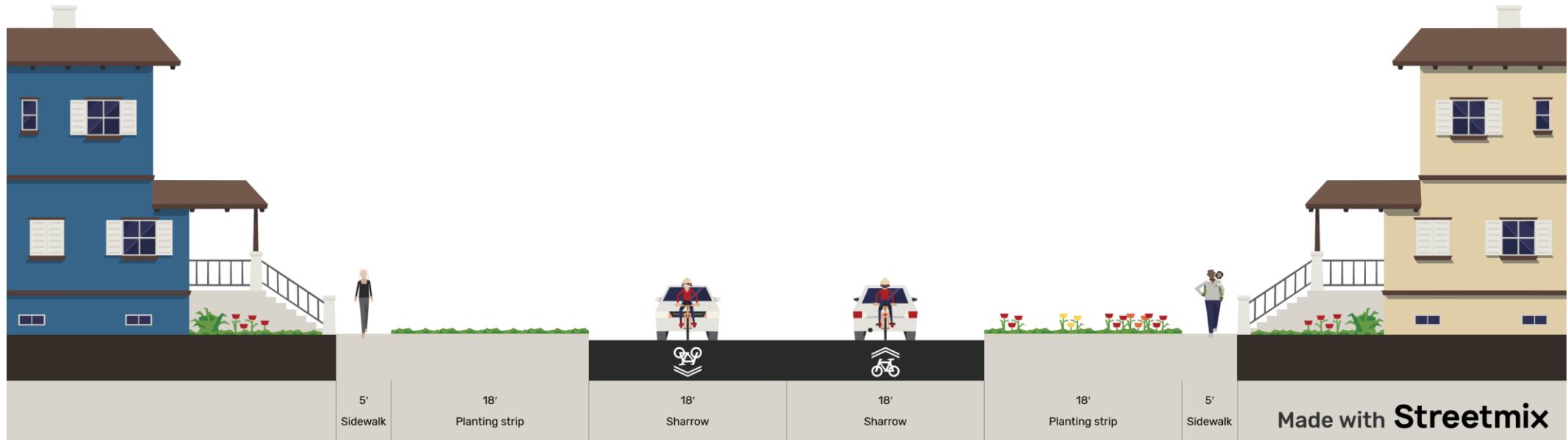
Radcliff to Venoy

---

- Street width narrows and on-street parking is allowed
- Traditional residential area
- Recommendation:
  - Add sharrows and signed bike route



# Hunter Ave. Cross Section



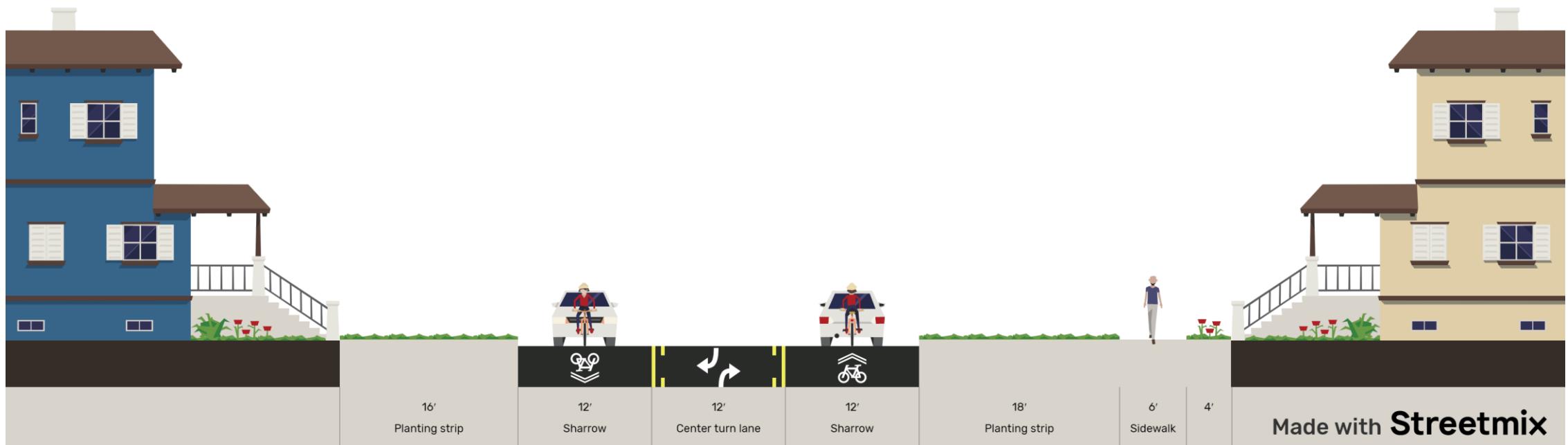
# Palmer Road

Hannan to Treadwell

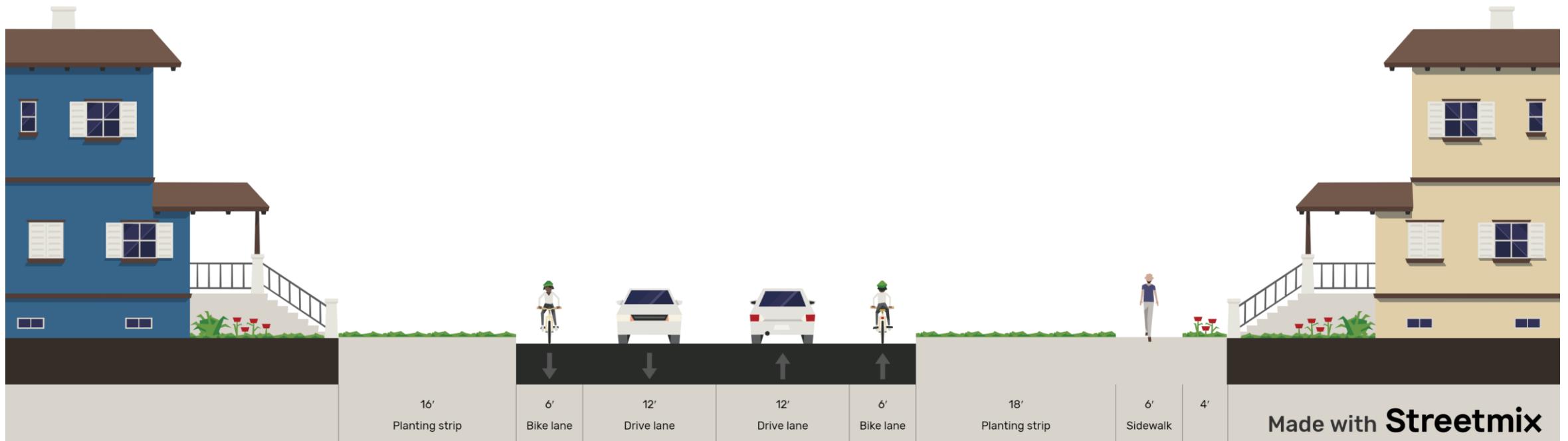
- Three lane roadway through a residential area
- Some intersections widen to four lanes
- Recommendations:
  - Phase 1: Add sharrows and bike route signage
  - Phase 2: Remove continuous center turn lane and add bike lanes



# Palmer Rd. Cross Section (Phase 1)



# Palmer Rd. Cross Section (Phase 2)



# Palmer Road

Treadwell to Henry Ruff

---

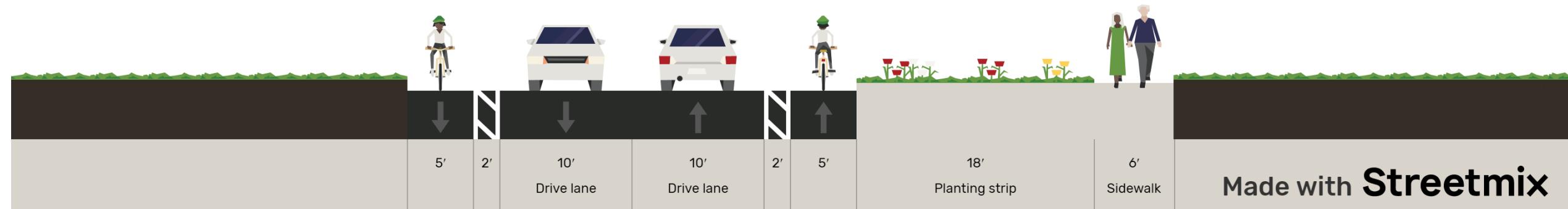
- Two lane roadway through residential area
- Paved shoulder on both sides
- Recommendation:
  - Phase 1: Add sharrows and signage
  - Phase 2: Extend paved shoulder for use as a bike lane



# Palmer Rd. Cross Section (Phase 1)



# Palmer Rd. Cross Section (Phase 2)





# Crosswalk Improvements

# Potential Crosswalk Improvements

- Can be used at any intersection throughout Westland
- Will help improve safety and comfort of pedestrians and cyclists
- Can be implemented in tandem with each other or on their own



# Crossing signage



# Improved pedestrian lighting





# Intersection Signals

# Mid-block Crossings



# High- visibility Crosswalks



# Pedestrian Crossing Islands





# Curb Bump Outs

# Leading Pedestrian Interval



# **Next Steps**

- High Level Cost Estimates
- Finalized Cross Sections
- Public Meeting 2
- Final Plan Document