

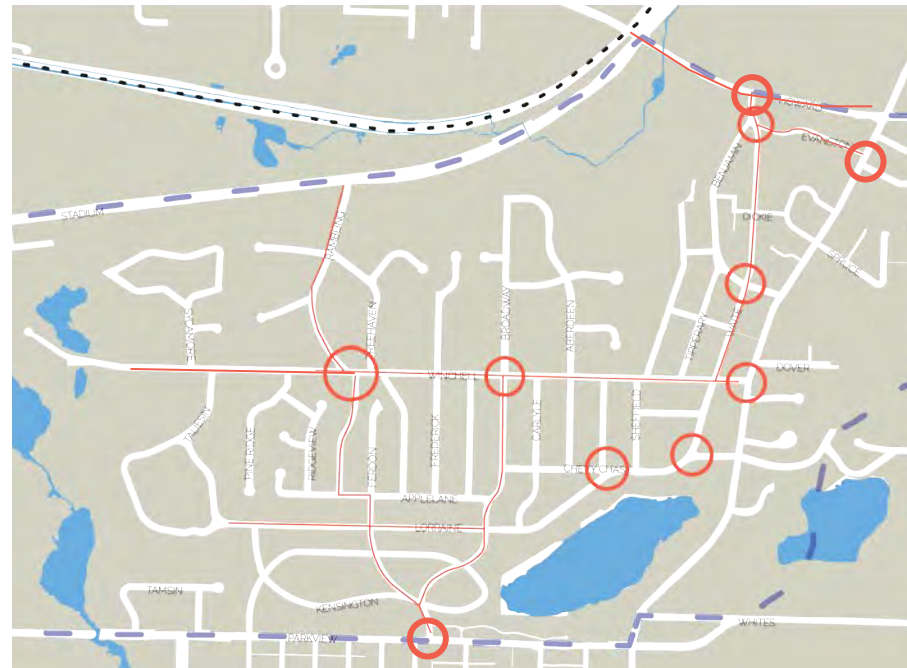
CONNECTED NEIGHBORHOOD

This chapter was developed by the ODWNA Complete Neighborhood Committee. The committee realized that the neighborhood already had many of the amenities of a complete neighborhood as defined in IK 2025 but lacked the ability to safely walk or bike to them. This chapter focuses on how residents can safely connect to the existing amenities in the neighborhood.

1. Increase Traffic Safety

Due to the neighborhood's proximity to key areas within the City, several neighborhood streets are used as cut-throughs. This amplifies the amount of unsafe driving behaviors experienced in the neighborhood including speeding, failure to comply with traffic signs, and distracted driving.

In addition, much of the southern half of the neighborhood is without sidewalks, leading cars, pedestrians, and cyclists to share the roadway in often unsafe situations. To help promote safer driving, the neighborhood has prioritized looking at street design for quick and cost efficient ways to slow traffic, making the streets safer for all.



Traffic Safety Priorities

- Priority Street for Traffic Calming
- Priority Intersection for Traffic Safety (Navigability, Visibility, and Traffic Control)
- - - Neighborhood Boundary
- - - Railroad

2. Increase Intersection Safety and Navigability

Most of the neighborhood was developed with winding roads that often meet at unusual angles. Almost all of the neighborhood's roads funnel into Winchell Avenue. These conditions create key intersections that are highly trafficked for a neighborhood road, and many are difficult to navigate.

South Bend Traffic Calming

South Bend, Indiana's traffic engineers work with neighborhoods to solve traffic issues. First, by piloting a project as seen in this photo. After the implementation proves safe and that it works, a permanent installation is done.

Full presentation at https://southbend.in.gov/wp-content/uploads/2019/02/Safe_Streets_Academy.pdf



3. Improve Non-Motorized Connectivity and Safety

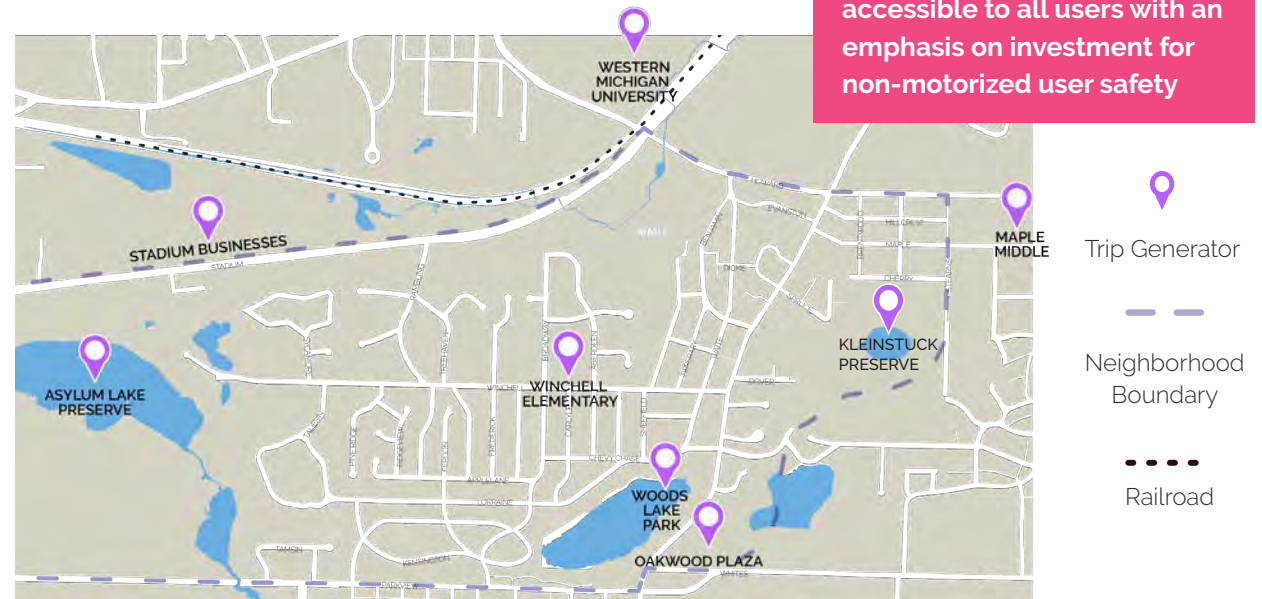
There are many amenities that are a walkable or bikeable distance for residents in the neighborhood. Some of these include Oakwood Plaza, Western Michigan University, and Woods Lake Park. Though these amenities are nearby, a lack of pedestrian and bicycle infrastructure make walking and biking hazardous and unappealing at times. To help improve non-motorized users access and safety, residents have prioritized key connections for sidewalk, bike lanes, and/or multi-use paths.

4. Inter-Neighborhood Connectivity

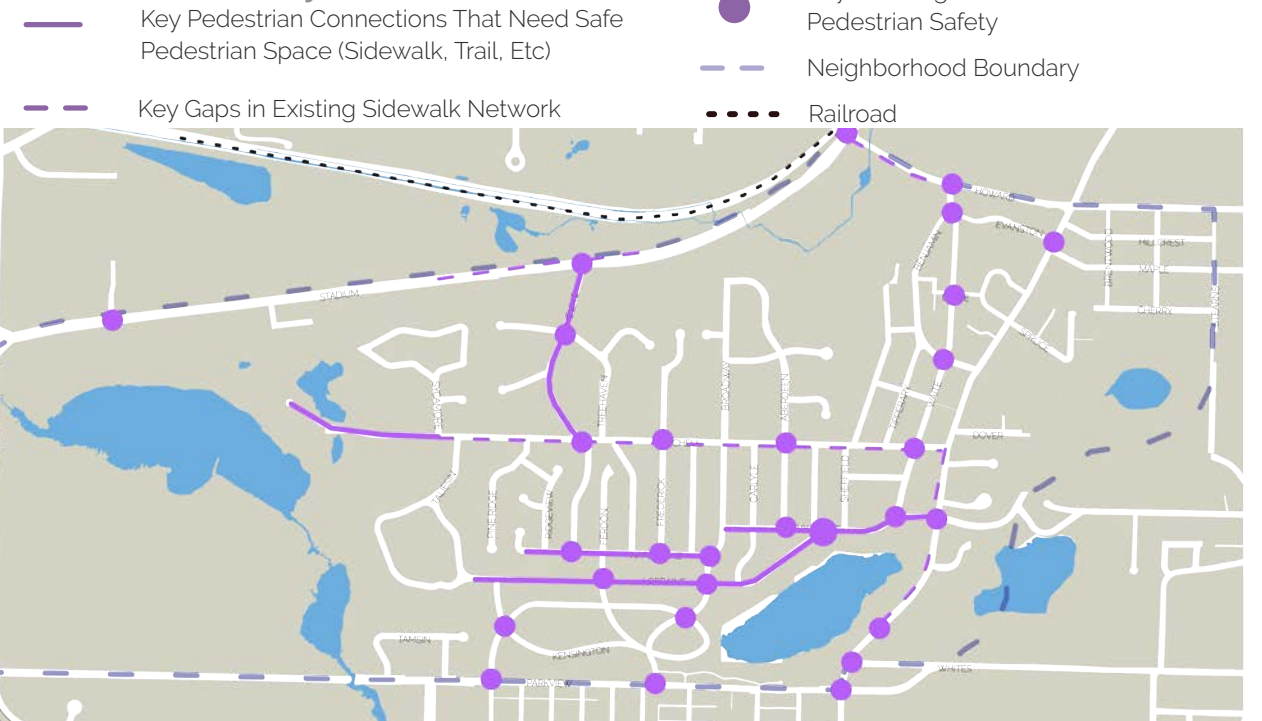
In addition to internal connectivity, better connections to adjacent neighborhoods is critical. The Waite Ave and Howard St and Broadway Ave and Parkview Ave intersections are critical points at the edge of the neighborhood that need improvement.

Waite Ave and Howard St is the closest intersection to WMU and Stadium Drive. It lacks any pedestrian or bicycle infrastructure to make travel by these modes out of the neighborhood safe. Broadway and Parkview links the neighborhood to Oakwood and Parkview Hills neighborhoods and is a common walking path for residents. Grade changes, retaining walls, and narrow shoulders on Parkview Avenue also make it feel unsafe to pedestrians and cyclists. The alternative intersections for travel are on Oakland Drive, forcing travelers to go significantly out of their way.

Common Trip Generators



Pedestrian Safety Priorities



5. Implement Safe Routes to School

Most students in the neighborhood live within walking distance to Winchell Elementary. Yet, many parents still choose to drop-off and pick-up their students in their personal vehicles. Through the planning engagement process, residents identified key priorities to make getting to school easier and safer, whether a student is walking, biking or being driven. The City partnered with the neighborhood association to apply for a Safe Routes to School (SRTS) grant to improve the infrastructure surrounding Winchell Elementary and Maple Middle Schools. The process kicked off with walking audits and will be completed in 2020.



Bike Boulevards

Bike Boulevards are streets that give bicycle travel the priority. These streets have low traffic volumes and speeds (usually local, neighborhood streets meet the appropriate characteristics) and often include design elements that help maintain those characteristics.



Photo Source: <https://ruralsdesignguide.com/mixed-traffic/bicycle-boulevard>

SRTS CONSIDERS THE SIX “E’S”



EQUITY

Equity is a consideration for all SRTS activities, ensuring that everyone has access to and can take advantage of the resources provided through the program.



EDUCATION

Informs families about transportation choices, teaches walking and biking safety skills, and promotes driver safety campaigns near schools.



ENGINEERING

Addresses the physical environment around schools to create safe and accessible places for walking, biking, and skating.



ENCOURAGEMENT

Uses events and activities to making walking, biking, and skating easy and fun.



ENFORCEMENT

Reminds everyone to follow traffic laws near schools.



EVALUATION

Monitors program outcomes to improve activities in the future.

Photo Source: <https://www.oregonmetro.gov/sites/default/files/2017/06/01/Safe-Routes-to-School-Framework-201610.pdf>

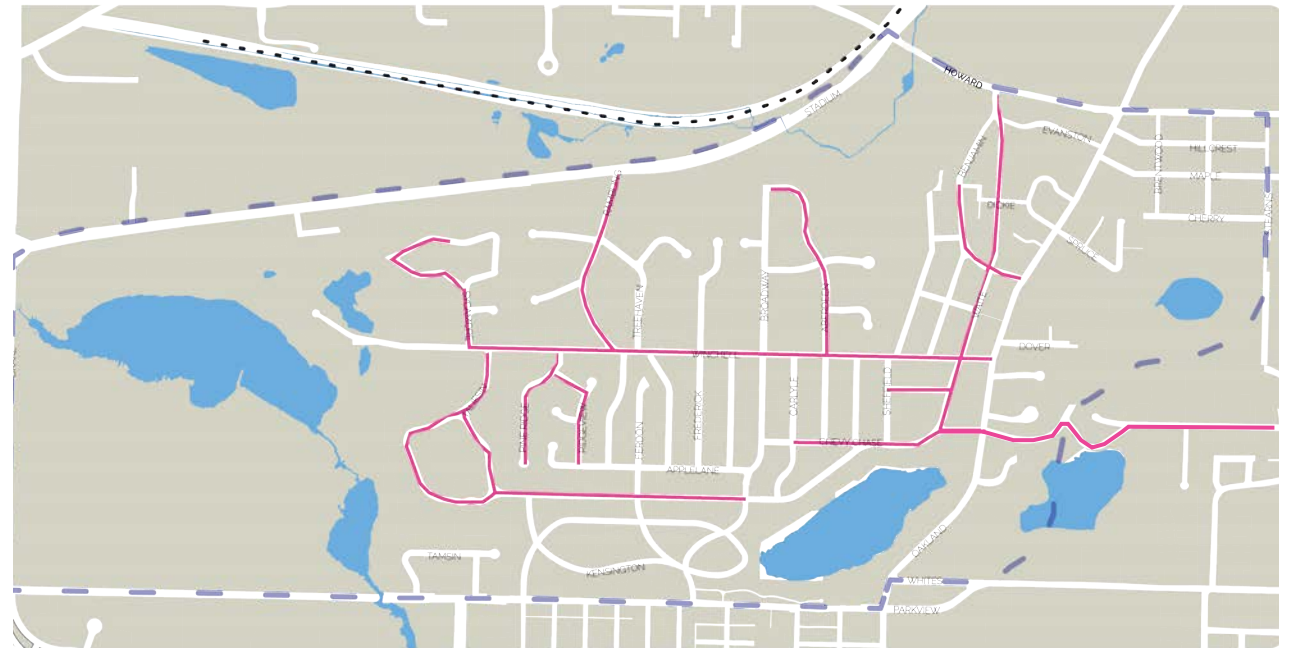
6. Repair Infrastructure

Maintaining the current infrastructure is an important part of keeping the motorized and non-motorized networks functioning. The neighborhood would like to see roads and sidewalks repaired and maintained to continue to keep the existing connections working and to avoid other corollary issues.

While neighborhood streets receive regular maintenance, there is also an opportunity to consider adding additional infrastructure that will help accomplish neighborhood goals. One opportunity is to develop bike boulevards that will help connect non-motorized users safely in and out of the neighborhood.

Repaving Priorities

— Priority Streets for Repaving - - - Railroad - - - Neighborhood Boundary



Goals & Actions

ACTION	ODWNA	CITY	TIMELINE	COSTS
Increase Traffic Safety				
<p>Calm Traffic And Reduce Unsafe Driving Behaviors Such As Speeding and Running Stop Signs on Key Streets.</p> <p>KeyStreets (numbered in order of priority):</p> <p>1. Winchell Ave 5. Ferdon Rd 2. Rambling Rd 6. Waite Ave 3. Broadway Ave 7. Evanston Ave 4. Lorraine Ave 8. Howard St</p>	<ul style="list-style-type: none"> • Continue to communicate with Public Safety and Public Services about unsafe traffic behavior in the neighborhood and neighborhood priorities • Work with City staff to prioritize implementations when appropriate • Work with Winchell Elementary staff and PTO to educate parents about driver and pedestrian safety and rules especially during drop off and pick up 	<ul style="list-style-type: none"> • Study the Priority Streets to develop strategy to calm traffic starting with the top priority • Work to create a formal process to pilot traffic calming on neighborhood streets and formalize implementations that are effective • Observe and collect data on traffic behavior in the neighborhood during 2019 and 2020 construction work 	<ul style="list-style-type: none"> • 2019 - Safe Routes to School (SRTS) action plan process will evaluate some of the streets listed • 2019 - Public Services will begin study of streets on the east side of the neighborhood • 2021 - Work with WMU to have senior project create a pilot design plan and research additional funding opportunities • 2021-2022 - Use SRTS Grant to implement pieces of the action plan 	<p>\$\$\$</p>
Increase Intersection Safety and Navigability				
<p>Ensure Key Intersections Are Designed for Safe Vehicle, Pedestrian, and Bicycle Movement.</p> <p>Key Intersections (numbered in order of priority):</p> <p>1. Broadway Ave & Winchell Ave 2. Winchell Ave & Rambling Rd 3. Chevy Chase Blvd & Waite Ave 4. Chevy Chase Blvd, Lorraine Ave & Bruce Dr 5. Oakland Dr & Maple St 6. Oakland Dr & Winchell Ave 7. Benjamin Ave & Waite Ave 8. Waite Ave & Howard 9. Broadway & Parkview Avenue</p>	<ul style="list-style-type: none"> • Continue to communicate with Public Safety and Public Services about unsafe traffic behavior in the neighborhood and neighborhood priorities • Work with City staff to prioritize implementations when appropriate 	<ul style="list-style-type: none"> • Evaluate the design and visibility Key Intersections for needed changes to increase the safety of all users, improve navigability, discourage running stop signs • Determine process and guidelines for public art in the right of way, especially crosswalks, to raise awareness of the neighborhood and school 	<ul style="list-style-type: none"> • 2019 - Safe Routes to School (SRTS) action plan process will evaluate some of the streets listed • 2019 - Public Services will begin study of streets on the east side of the neighborhood • 2021 - Work with WMU to have senior project create a pilot design plan and research additional funding opportunities • 2021-2022 - Use SRTS Grant to implement pieces of the action plan 	<p>\$\$-</p> <p>\$\$\$</p>

ACTION	ODWNA	CITY	TIMELINE	COSTS
Improve Non-Motorized Safety and Connectivity				
Increase Pedestrian Safety, Visibility and Navigability of Major Crosswalks, especially those used to connect to the Commercial Node		<ul style="list-style-type: none"> Assess crosswalks and commonly used crossing locations for needed improvements such as ladder or continental painting and constructing new crosswalks where there are gaps in the pedestrian network Ensure mid block crossings are highly visible, consider installing Rapid Response Flashing Beacons Support ODWNA efforts to complete the network 	<p>2019 - New Crosswalk Ordinance in effect with new signage installed at mid-block crossings</p> <p>2019- Community meeting to discuss Oakland Dr. Design</p> <p>2020 - Oakland Dr construction will include upgrades to crosswalks to ensure ADA compliance, Based on neighborhood meeting other enhancements may be included such as an additional crosswalk and new crosswalk striping pattern</p>	\$\$\$
On Busier Streets, Work To Create Crossings That Are Safe For Pedestrians Regardless Of Physical Ability		<ul style="list-style-type: none"> Install Audible crossing at Winchell Ave and Oakland Dr Install ped.refuge on Oakland Dr. at Maple St 	<p>Completed 2018 - Audible crossing was installed</p> <p>Scheduled 2020 - Ped. Refuge</p>	\$\$\$
<p>Create Safe Non-motorized Space Such As Sidewalks Or Buffered Multi-Use Path In The Right-Of-Way On Key Streets To Create A Comprehensive Pedestrian Network</p> <p>Key Streets (numbered in order of priority):</p> <ol style="list-style-type: none"> Rambling Rd Chevy Chase Blvd. Lorraine Ave Appelane Ave Winchell Ave (toward Asylum Lake) 	Work to build support among adjacent property owners	<ul style="list-style-type: none"> Study Streets to determine safe ways to create dedicated pedestrian and bicycle spaces Determine the process and guidelines for considering street space for a mixed use path Create a bike boulevard plan to make a network of streets that give equal or more priority to non-motorized users Support ODWNA efforts to complete the network 	<p>2019 - Safe Routes to School action plan for Winchell Elementary will look at pedestrian safety on Rambling, Lorraine, Chevy Chase, Apple Lane, and Winchell</p> <p>2021-2022 - should have access to SRTS infrastructure grant to address action plan recommendations</p>	\$\$\$\$
<p>Create safe Pedestrian Crossings throughout the neighborhood on key east-west and north-south crossing points.</p> <p>E/W : Wellington Rd, Lorraine Ave, Appelane Ave</p> <p>N/S: Rambling Rd, Frederick ave, Waite Ave</p> <p>Aberdeen Dr</p>	<ul style="list-style-type: none"> Provide comprehensive list of crosswalks that need repainted 	<ul style="list-style-type: none"> Evaluate key crossings painting needs including repainting and painting an enhanced visibility pattern Study key connections for need to create additional crosswalks 	<p>2019 -2021 Safe Routes to School Planning and Implementation</p> <p>2020 - Neighborhood provides list of crosswalks that need repainting to be evaluated for incorporation into paint contract</p>	\$\$\$\$

ACTION	ODWNA	CITY	TIMELINE	COSTS
Improve Non-Motorized Safety and Connectivity (Continued)				
Create Safe Pedestrian Network To Access the following key locations; Stadium Dr Businesses, Metro Bus Stops, and Western Michigan University Campus	Work with partners to advocate for connected pedestrian space on Stadium Dr, especially on the north side heading east of Rambling	Partner with MDOT to study Stadium Dr. to determine: <ul style="list-style-type: none"> • Siting for sidewalks, focusing on completing the connection to Bigby and Autozone • A safe way to get pedestrians across Stadium Dr. (See Land Use Chapter for additional priorities for Stadium Street Design)	Approximately 2022 - The section of Stadium Dr under City control is tentatively scheduled for design and construction. This will be a chance to evaluate the street for enhancement or new construction	\$\$\$\$
Ensure a safe and convenient network for nonmotorized users to access Western Michigan University, with a priority consideration for the Howard & Waite intersection	<ul style="list-style-type: none"> • Advocate for safe non-motorized network to connect to WMU's Main and Engineering Campuses • Support outreach to homeowners to discuss on-street parking vs. bike lanes 	<ul style="list-style-type: none"> • Study major streets and neighborhood streets to create a connected non-motorized network. Consider bike lanes, and shared-use paths. • <i>Evaluate potential for bike boulevard implementations on side streets to create comfortable, connected bicycle network to large trip generators</i> 	See above, major road work is tentatively scheduled for 2022. Note that this may change as budgets and other factors impact project timing	\$\$\$\$
Improve Bike Lanes on Oakland Dr and Parkview Ave	Support outreach and communication to the neighborhood as projects are studied and constructed	Study Oakland Dr and Parkview Ave to evaluate widening or buffering the existing bike lanes	2020 - Oakland Dr is up for construction work 2021 - Parkview Ave is up for construction work	Included in larger project budget
Keep Bike Lanes Clear Of Debris (Glass, Sticks, Trash)	Provide information to residents on how to self-report issues	Evaluate the cost of having streets with bike lanes swept more frequently, particularly on major streets such as Oakland Dr and Parkview Ave	Mid - Study current street sweeping system, alternative schedules to give extra attention to streets with bike lanes, and funding options	\$\$\$\$
Promote Safety Awareness And Education For Bicyclists And Motorists	<ul style="list-style-type: none"> • Approach potential partners to create educational material, offer helmets and bike lights, & create a safety training event • Coordinate with KDPS to provide educational bike safety training 	Work with neighborhoods to provide bike safety training.	Short - Neighborhood coordinate with KDPS to provide a bike safety training 2019 - SRTS action plan will have suggestions for bike safety education	\$

ACTION	ODWNA	CITY	TIMELINE	COSTS
Improve Non-Motorized Safety and Connectivity (Continued)				
Complete pedestrian network to access Oakwood Plaza and Commercial Node	<ul style="list-style-type: none"> Participate in design feedback for Oakland 2020 Work with Plaza to create clear and safe pedestrian access from sidewalk through parking lot to store fronts Participate in Whites 2021/2022 design meetings Work to build support among adjacent property owners 	<ul style="list-style-type: none"> Study Oakland Drive to evaluate feasibility of completing sidewalk along the W. side of Oakland from Winchell to Chevy Chase, and in front of Woods Lake Park If sidewalk is not feasible due to expense evaluate alternative options such as sidewalk along woods lake park upper parking lot or additional crossing at Chevy Chase to cross Oakland Evaluate existing crossings for safety and visibility Study Whites Road to construct new sidewalk or to reconfigure use of the right-of-way (see Land Use Chapter for neighborhood vision) 	2020 - Oakland Drive construction 2021/2022 - Whites Road Construction	\$\$\$\$
Develop safe, efficient access between the Oakland Winchell and Oakwood Neighborhoods	Participate in design feedback for Parkview 2021	Study Parkview to site safe pedestrian crossing between Green Leaf and Oakland	2021 - Parkview is scheduled for construction work	\$\$\$\$

ACTION	ODWNA	CITY	TIMELINE	COSTS
Implement Safe Routes to School				
Pursue Safe Routes to School for Maple Middle School and Winchell Elementary	Participate in SRTS activities including: planning, engagement, and implementation	<ul style="list-style-type: none"> • Create Safe Routes to School Action Plans and apply for grant • Implement Safe Routes to School Action Plans pro-actively and as opportunities arise 	<p>2019 - City has partnered with MSU and MI Fitness Foundation to create action plans for each school</p> <p>2020 - Oakland Drive work will include elements of action plan that are feasible.</p> <p>2021/2022 - Likely have access to SRTS grant</p>	\$\$\$\$
Place safe, visible Crosswalks on Oakland Dr and Howard St to allow for easy and safe access to Maple Middle School	As above	As above	<p>As Above</p> <p>2019 - New Crosswalk Ordinance in effect and new signage installed</p>	<p>\$\$-</p> <p>\$\$\$</p>
Address school pick-up and drop off related issues at Winchell Elementary	<ul style="list-style-type: none"> • Promote coordination between school (Staff and PTO) and Churches to address parking issues • Work with school staff and PTO to address more efficient/safer pickup and dropoff traffic flow 	As Above	<p>As Above</p> <p>2019 - Winchell Elementary updated striping in pull through to address some of the issues that arise during pick-up</p>	\$
Strengthen enforcement of traffic and parking violations surrounding the school	Work with KDPS and KPS to support stronger enforcement	<ul style="list-style-type: none"> • With neighborhood support, pursue stronger enforcement of no parking and other traffic violations • Following Action Planning process determine options to adjust street design in front of Winchell Elementary 	<p>As Above</p> <p>2019 - KDPS started enforcing traffic and parking violations</p>	\$\$\$\$
Slow traffic near Maple Middle School	Participate in SRTS activities including: planning, engagement, and implementation	<ul style="list-style-type: none"> • Create Safe Routes to School Action Plans and apply for grant • Implement Safe Routes to School Action Plans pro-actively and as opportunities arise 	As Above	\$

ACTION	ODWNA	CITY	TIMELINE	COSTS
Repair Infrastructure				
Repave neighborhood streets	Provide information for residents to self-report condition issues	Use list provided to inform mill and fill work in the neighborhood	Incorporate list into 5 year plans for local street work	
<ol style="list-style-type: none"> 1. Winchell Ave: Oakland Dr - Aberdeen 2. Winchell Ave: Rambling Rd. - Sycamore Ln. 3. Chevy Chase Blvd: Edgemoor Ave - Carlyle Dr 4. Waite Ave: Howard St - Chevy Chase Blvd 5. Rambling Rd: Winchell Ave - Stadium Dr 6. Benjamin Ave : Oakland Dr - Dickie Dr 7. Ridgeview Dr: Applelane Ave - Larry Ln 8. Applelane Ave: Ferdon Rd - Ridgeview Dr 9. Lorraine Dr: Broadway Ave - Parkwyn Dr 10. Aberdeen Dr: Winchell Ave - Broadway Ave 11. Argyle Ave: Waite Ave - Sheffield Dr 12. Larry Ln: Pine Ridge Rd - Ridgeview Dr 13. Pine Ridge Rd 14. Sycamore Ln: Winchell Ave - Pine Grove Ln 15. Taliesin Dr : Winchell Ave- Lorraine Ave 16. Pine Grove Ln : Fair Oaks Dr - Sycamore Ln 				<p style="text-align: right;">\$\$\$</p>