

Safe Streets for All

Unified Action Plan

WAYNE

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WESTLAND

.

INKSTER

.

GARDEN CITY

Wayne County, MI

September 2025
DRAFT FOR ADOPTION
CONSIDERATION



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Hold for Signed Resolutions from Wayne,
Westland, Inkster, and Garden City, adopting the
Unified Safety Action Plan.

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Table of Contents

Executive Summary	2
01. Introduction	4
Why a Four City Partnership?	4
Community Context	6
02. Understanding Safe Streets for All	10
Safe Systems Approach.....	11
03. Process.....	14
Phase I: Quantitative Data Gathering and Existing Conditions Analysis	15
Phase II: Qualitative Data Gathering and Community Listening	16
Phase III: Synthesis, Feasibility Dialogue, and Prioritization	17
04. Quantitative Data Gathering and Existing Conditions Analysis.....	18
High Injury Network.....	18
Crash Analysis.....	18
Wayne Crash Analysis Takeaways	22
Westland Crash Analysis Takeaways.....	27
Inkster Crash Analysis Takeaways	32
Garden City Crash Analysis Takeaways	37
Equity Analysis	42
Existing Plan Analysis	44
05. Qualitative Data Gathering and Community Listening	56
Four-City Administration Working Group.....	57
Online Engagement and Community Comment Mapping.....	58
Transit Ground Truthing Tours.....	69
Technical Expert Roundtable Discussions	
06. Synthesis, Feasibility Dialogue, and Prioritization.....	82
Transportation Safety Priorities.....	83
Synthesis and Project Prioritization.....	86
City of Wayne Action Plan	87
City of Westland Action Plan.....	91
City of Inkster Action Plan	96
City of Garden City Action Plan	101
Shared Priorities	106
07. Monitoring, Evaluation, and Transparency.....	114
08. Appendices	116



Executive Summary

All community members – regardless of race, age, income, or ability – deserve access to safe, equitable, and accessible transportation system that serve their everyday needs, offer a range of transit options and travel choices, and provide for their physical, social, and financial well-being. Inherently human-centric, transportation systems must be designed to respond to human behavior and human errors and must be equipped with the technology to be resilient and responsive to each community's rapidly changing needs. In short, these systems must be as dynamic as we are, while preventing and mitigating harm.

The Cities of Wayne, Westland, Inkster, and Garden City, Michigan share this ambitious vision for their transportation network. In recent years, these forward-thinking cities have actively committed to eliminating fatalities and serious injuries along roadways within and across their communities. **However, from 2019 to 2023, these communities experienced a total of 13,593 crashes, 234 serious injuries, and 49 fatalities on roadways – with an estimated societal cost of \$294M.** Given the deep interconnectedness of roadways and inevitable overlap of road users, these communities understood that transportation safety planning cannot happen in silos and must be tackled systematically and collaboratively. To address these unacceptable statistics and to best prepare their respective communities and region for a safer and more equitable, accessible future, in 2023, these four cities jointly applied for federal funding to develop their Safe Streets for All Unified Safety Action Plan.

Under the Bipartisan Infrastructure Law (BIL), the U.S. Department of Transportation (USDOT) Safe Streets and Roads for All (SS4A) program provides grants to communities for planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users. This includes pedestrians, bicyclists, public transportation users and operators, personal conveyance, micromobility users, motorists, and commercial vehicle operators. Further, the SS4A program supports the development of comprehensive safety action plans that identify the most significant roadway safety concerns in a community and the implementation of projects and strategies to address roadway safety issues. The full funding amount requested was awarded to develop this Unified Safety Action Plan, inclusive of all four communities. This award makes each community eligible for implementation grants to upgrade roadways and increase safety in the coming years. As awardees in this cohort, Wayne, Westland, Inkster, and Garden City are among a small number of Michigan municipalities that are completing action plans, and therefore will be among the ‘first in line’ for implementation dollars.

Over the course of 18 months, City leaders, staff and community members came together with our team of planning and engineering experts to collectively gather, visualize, and interpret both quantitative and qualitative evidence to identify challenges and prioritize holistic, data-driven solutions around transportation safety, equity, and access.

This process included:

- » Comprehensive Traffic Data Analysis, with a focus on high-injury areas and equity considerations
- » A Four-City Administration Working Group, which met monthly
- » A strategic communications campaign that engaged community members and local and regional stakeholders
- » An interactive project website, with asynchronous community engagement opportunities
- » Four (4) Transit Ground Truthing Tours to collectively observe and document transportation system qualities, user behaviors, and opportunities in each community
- » Four (4) Technical Expert Transportation Roundtable Discussions to gather technical and engineering context from each community
- » One (1) Informational Interview with Wayne County Department of Public Services to introduce the Unified Safety Action Plan and identify strategies for City-County collaboration during Plan implementation stages
- » Public presentations to the respective City Councils of Wayne, Westland, Inkster, and Garden City
- » Community and stakeholder review and feedback of the Draft Unified Safety Action Plan

The result of these activities is the Unified Safety Action Plan. This Plan provides a “roadmap” to taking meaningful, feasible, and accountable action in the transportation arena in the years to come, as well as offering guidance around tangible next steps, prioritized projects, funding sources, and responsible parties. This collaboration is a testament to the need for and great possibilities around regional transportation planning. This 4-City Unified Safety Action Plan can serve as a model and inspiration for neighboring communities in Michigan and beyond as they take a systems-wide approach to transportation safety planning.

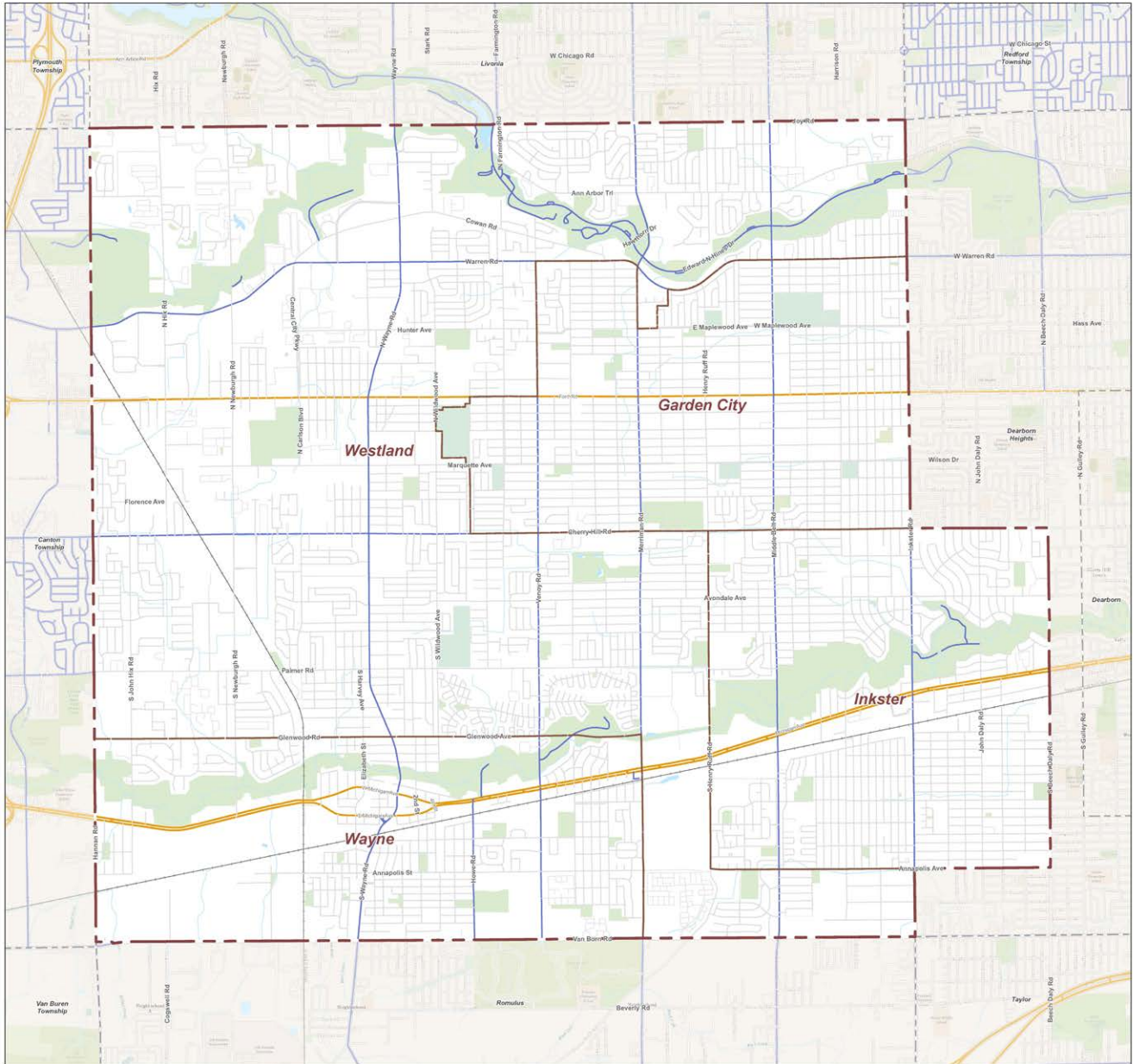
01. Introduction

Inherently human-centric, transportation systems must be designed to respond to human behavior and human errors and must be equipped with the technology to be resilient and responsive to each community's rapidly changing needs. In short, these systems must be as dynamic as we are, while preventing and mitigating harm.

Why a Four City Partnership?

The Cities of Wayne, Westland, Inkster, and Garden City, Michigan believe all community members – regardless of race, age, income, or ability – deserve access to safe, equitable, and accessible transportation systems. These systems should serve their everyday needs, offer a range of transit options and travel choices, and provide for their physical, social, and financial well-being.

In recent years, these forward-thinking cities have actively committed to eliminating fatalities and serious injuries along roadways within and across their communities. Given the deep interconnectedness of roadways and inevitable overlap of road users, these communities understood that transportation safety planning cannot happen in silos and must be tackled systematically and collaboratively. To address these unacceptable statistics and to best prepare their respective communities and region for a safer and more equitable, accessible future, in 2023, these four cities jointly applied for federal funding to develop their Safe Streets for All Unified Safety Action Plan.



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Feet



SS4A Project Map

Cities of Wayne, Westland, Inkster
and Garden City, Michigan

LEGEND

- State Trunkline
- County Road
- Local Road
- Other Road
- - - SS4A Project Boundary
- - - Municipal Boundary

Community Context

Wayne, Westland, Inkster and Garden City are four neighboring communities within Wayne County in Southeast Michigan, encompassing 38.5 square miles of land and over 150,000 residents. This 4-community region is located approximately 1.5-miles southwest of Detroit, Michigan, and its major transportation corridors are all direct lines into the downtown Detroit area. Key shared County- and State-owned routes within the project boundary include:

- » Michigan Avenue (US-12)
- » Ford Road (M-153)
- » Middlebelt Road
- » Van Born Road

The four-city boundary also utilizes the same public transit provider, with buses operated by the Suburban Mobility Authority for Regional Transportation (SMART).

The high commuter traffic volumes in this four-city boundary, combined with the antiquated roadway designs, have created deadly conditions for pedestrians, cyclists, and other roadway users. Between 2020 and 2021, Michigan as a whole saw a 6% increase in fatal crashes and a 10% increase in crashes resulting in serious injury, and Wayne, Westland, Inkster, and Garden City are no exception. From 2019 to 2023, the four-city region experienced a total of 13,593 crashes, 234 serious injuries, and 49 fatalities on roadways. Our estimates suggest that this totals \$294 million in societal cost, paired with invaluable emotional and familial hardship borne by families, friends, and neighbors of those impacted by these crashes. As such, there is ample room for improvements to our road network to reduce and eliminate fatalities and serious injuries.

From 2019 to 2023,
these four communities
experienced a total of...

13,593
crashes

234
serious
injuries

49
fatalities
on roadways

\$294
Million
in estimated
societal cost



Demographics and Equity

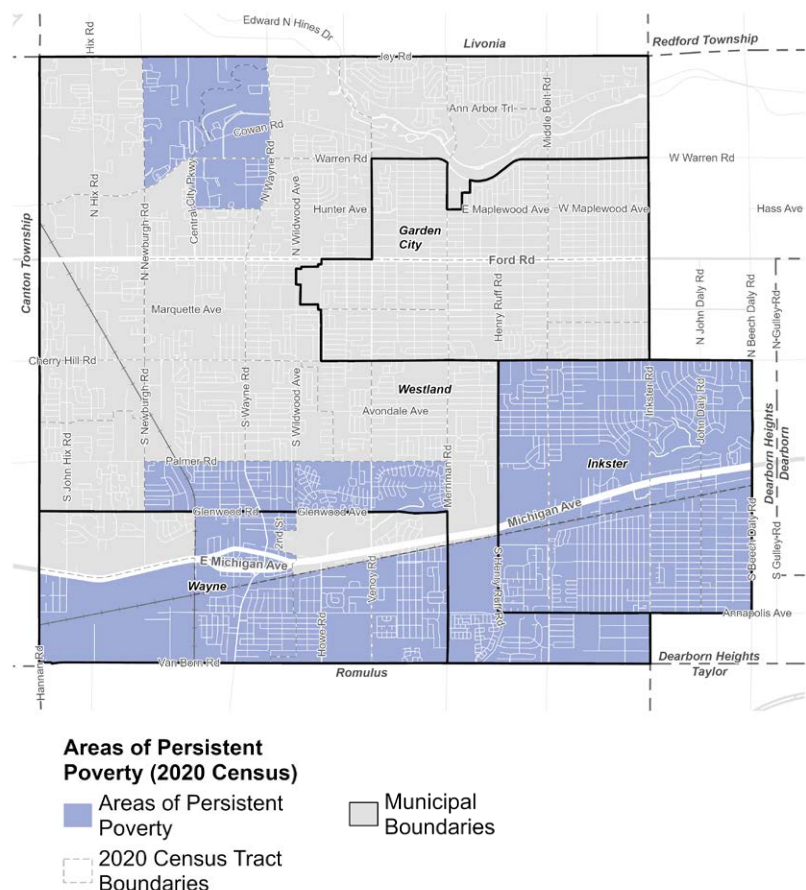
Traffic deaths have been on the rise since 2019 in the United States, and our communities are no exception. This public health crisis disproportionately affects Black Americans and those living in economically disadvantaged areas; the majority of residents within this four-city boundary fall into one or both of these categories.

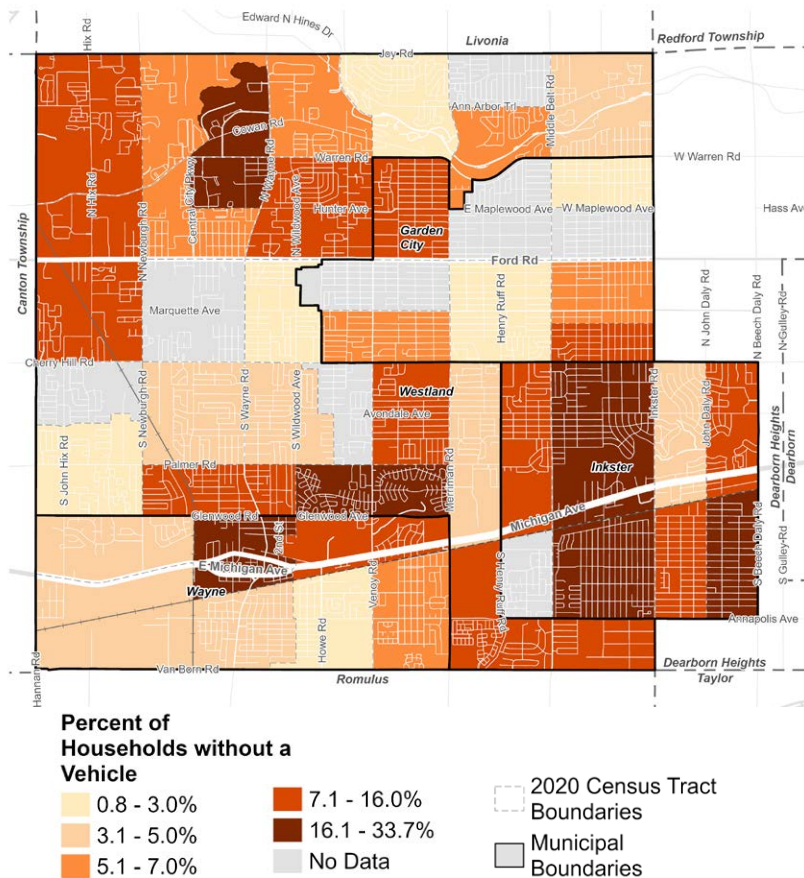
Areas of Persistent Poverty

Areas of Persistent Poverty are defined as areas that have experienced poverty rates of 20.0 percent or higher for 4 consecutive measurement periods spanning approximately 30 years.

Households in persistent poverty are less likely to own a personal vehicle due to the costs of purchase, insurance, fuel, and maintenance, and may rely on public transit to access key destinations and employment options. This reliance on public transit, walking, or biking can be dangerous and can limit economic mobility even further if those systems are underfunded, infrequent, or inaccessible.

The greater majority of the cities of Inkster and Wayne are considered Areas of Persistent Poverty, as are select areas of Westland. This points to a great need to plan and implement safe, accessible, and affordable pedestrian, biking, and public transit options across all four communities, with links between high poverty areas and priority locations.





Percentage of Households Without a Vehicle

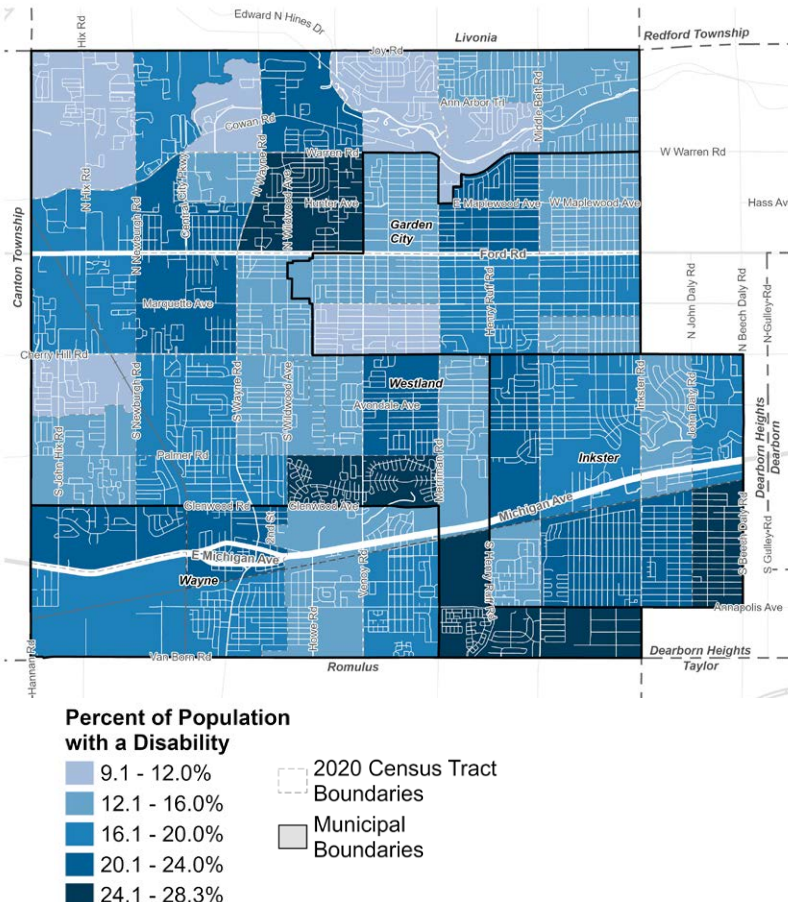
Access to a personal vehicle provides residents with autonomy and reliable connections to essential services such as groceries, child care, healthcare, and employment. Without a vehicle, individuals often depend on public transit or walking, which can be challenging in suburban areas where these options are limited.

In Wayne, Westland, Inkster, and Garden City, access to vehicles varies significantly at the neighborhood level. Certain neighborhoods in three of the partner cities report the highest rates of households without a vehicle, ranging from 16.1% to 33.7%. These patterns highlight the importance of investing in safe, accessible, and affordable non-motorized transportation and public transit options across the four-city partnership.

Percentage of Population with a Disability

Rates of disability are a critical consideration in transportation planning, as they directly affect an individual's ability to safely and independently access personal, public, and non-motorized modes of travel. Disabilities may impact mobility, vision, hearing, or cognitive function, all of which can create barriers to navigating existing transportation systems. Without thoughtful planning, residents with disabilities may face heightened risks of isolation, reduced access to employment, education, healthcare, and basic services, and diminished overall quality of life.

Westland and Inkster host several neighborhoods with the highest rates of disability (24.1%-28.3%) along key corridors such as Ford Road and Michigan Avenue, but data from all four communities point to a strong need for accessible and inclusive transportation solutions across all four communities. Investments in public transit infrastructure that prioritize universal design, ADA-compliant pedestrian networks with features such as curb cuts, audible crosswalk signals, and well-

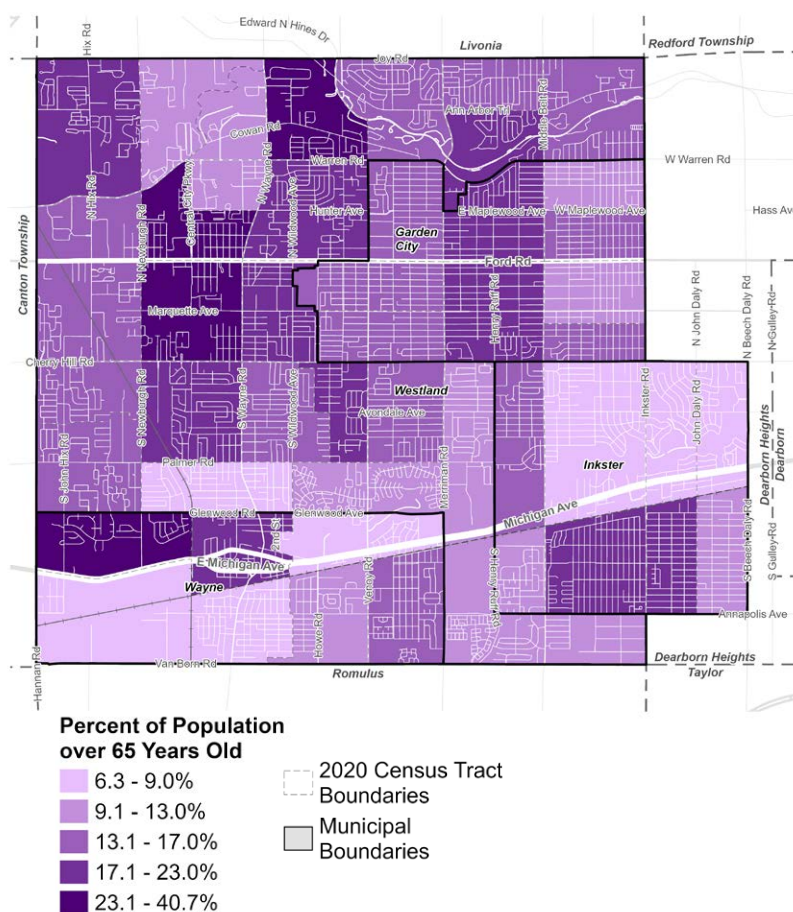


maintained sidewalks, and specialized services like dial-a-ride are essential. Such measures not only improve mobility for residents with disabilities but also benefit the aging population, families with young children, and others who face accessibility challenges.

Percentage of the Population Over 65 Years Old

Residents aging-in-place in Wayne, Westland, Inkster, and Garden City have unique transportation needs. Many of these residents may have accessibility needs or may no longer have access to a personal vehicle, and are therefore reliant on public transit or scheduled rides, or may choose pedestrian routes to reach their destination. While the aging population is present throughout all four communities, Westland and Wayne are home to neighborhoods with the highest concentration of elderly populations (23.1%-40.7%), many of whom live along heavily-trafficked corridors like Ford Road and Michigan Avenue.

Investments in public transit infrastructure designed with universal accessibility in mind, along with ADA-compliant pedestrian networks—including curb ramps, audible crosswalk signals, and well-maintained sidewalks—are essential. In addition, specialized services such as dial-a-ride play a vital role in meeting community needs. For older adults in particular, transportation systems should prioritize access to key destinations such as grocery stores, senior centers, senior apartments and assisted living facilities, and medical offices.



02. **Understanding Safe Streets for All**

The U.S. Department of Transportation (DOT) Safe Streets and Roads for All (SS4A) program provides grants to local, regional, and Tribal communities for implementation, planning, and demonstration activities. SS4A is part of a systematic approach to preventing deaths and serious injuries on the nation's roadways. This roadway safety program was created by the Bipartisan Infrastructure Law and provides \$5 billion over five years to fund community-led projects that address the preventable crisis of deaths on our nation's roads, streets, and highways.

Action Plans are the foundation of the SS4A program, and the U.S. DOT uses Planning and Demonstration Grants to fund the creation of these plans. Action Plans develop a holistic, well-defined strategy to preventing roadway fatalities and serious injuries, as well as to identify a prioritized list of projects for future funding.

Due to the unique nature of this four-city project, an integrated planning approach was taken to develop a Unified Safety Action Plan. This Plan understands that roads are interconnected and what happens in one community directly impacts neighboring communities. Taking a holistic approach to SS4A allows Wayne, Westland, Inkster, and Garden City to collaborate to make all the communities safer.



Safe Systems Approach

The Four-City Administration Working Group adopted the Safe System Approach (SSA) as a guiding framework. Championed by the U.S. DOT, as well as the State of Michigan's own Strategic Highway Safety Plan, SSA is the leading transportation safety planning framework and is used to effectively address and mitigate the risks inherent in complex transportation systems, and ultimately reduce and eliminate fatalities on roadways.

The SSA framework makes the accurate assumption that humans will make mistakes – whether as drivers, riders, or pedestrians – and that a quality, multi-modal transportation system must be prepared to guide proper decision making to reduce mistakes and to minimize harm when mistakes inevitably occur. Importantly, SSA is designed to make strategic, human-centric interventions across all modes of travel and all contributing factors to crashes and crash severity. These include:

- » Infrastructure and design;
- » Human behavior;
- » Automobile and transportation manufacturing;
- » Emergency response.

Principles of a Safe System Approach

- A. **Death and Serious Injuries are Unacceptable.** Communities must not tolerate dangerous, life-threatening roadway systems, and are obligated to respond strategically to address preventable harm.
- B. **Humans Make Mistakes.** Human behavior is not perfect, and mistakes should be expected in a fast-moving, complex transportation system.
- C. **Humans are Vulnerable.** Some individuals and communities are more vulnerable to the dangers and inequities of the transportation system than others. When crashes do occur, humans have a limited tolerance for crash forces.
- D. **Responsibility is Shared.** The safety of each local and regional transportation network is the collective responsibility of all users, planners, engineers, governmental leaders, and decision-making bodies. Each stakeholder plays a crucial role.
- E. **Safety is Proactive.** Traffic safety data should be measured and managed, to identify and mitigate risks before new crashes occur. Transportation safety planning must be proactive, accountable, and systems-wide.
- F. **Redundancy is Crucial.** Even if one aspect of the transportation system fails, there are additional layers of safety measures to reduce risk.



Objectives of a Safe System Approach

- A. **Safer People (Pedestrians of all Abilities, Bikers, Children, Elderly).** Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.
- B. **Safer Speeds.** Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, targeted education, outreach campaigns, and enforcement.
- C. **Safer Roads.** Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.
- D. **Post-Crash Care.** Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.
- E. **Safer Vehicles (Vehicles, Trucks, Public Transit, Motorcyclists).** Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.



03. Process

Transportation safety planning with a Safe Systems Approach is holistic and can be broad in nature, but is not a one-size-fits-all process; the problems and solutions facing local and regional transportation systems are deeply context-specific. For this reason, traffic analysis and community engagement efforts began in the earliest stages of the project, as it was imperative to ground the development of the Unified Safety Action Plan within the existing transportation fabric of this project's four-community boundary.

Extensive efforts were made to gather both qualitative and quantitative data within and across Wayne, Westland, Inkster, and Garden City to create a rich, comprehensive, and inclusive foundation of evidence from which to base the recommendations of this Plan. A description and summary of each phase of these community engagement and data gathering efforts are included on the following pages.



Phase I: Quantitative Data Gathering and Existing Conditions Analysis

Use state-of-the-art data processing and GIS mapping to develop and visualize an Existing Conditions Analysis for the four-community project boundary.

Given the data-driven nature of this work, in Phase 1, the Project Team launched a series of quantitative transit data analyses that formed the early foundation of the Unified Safety Action Plan's focus and recommendations. These included:

- » **Regional and Local Traffic Data Analysis**, to examine roadway incident data and create a system-wide High Injury Network map to identify high-risk locations and designs and call out locations most in need of traffic safety interventions.
- » **Initial Demographic and Equity Mapping**, to identify and address critical intersections of social vulnerabilities and transportation safety, affordability, and access.

To ensure that the strategies laid out in the Unified Safety Action Plan are additive, feasible, and in-line with community needs and goals, the Project Team integrated the following step into the quantitative gathering stage:

- » **Existing Plans and Goals Analysis**, including a thorough review of all recent transportation system and safety planning documents from the State of Michigan, the Southeast Michigan Region, Wayne County, as well as from the communities themselves. Goals and strategies were pulled and cataloged from these documents, and supported the development of recommendations made by this Plan.



Phase II: Qualitative Data Gathering and Community Listening

Gather community knowledge, lived experiences, ideas, and feedback on transportation access and safety concerns.

Phase 2 was centered on listening to and documenting what community members and local leaders know to be true about their local and regional transportation system, including what they appreciate and what they desire to change in the near- and long-term. The quantitative data collected in Phase 1 served as a backdrop, or starting point, to these conversations and activities. This collection of qualitative data served to validate, translate, and enrich the quantitative data under analysis. Within this Phase, the Project Team carried out the following activities:

- » **Monthly Collaboration Meetings with the SS4A City Administration Working Group**, with 15+ staff representatives from across all four communities, as well as McKenna and MCA Consultants. These meetings served as opportunities to share and collectively reflect on the strengths and weaknesses of the transportation system from diverse departmental perspectives, and to provide regular updates and feedback on the planning process. These meetings were offered in a hybrid format to ensure equitable participation by all Working Group members.
- » **Interactive Social Pinpoint Project Website and Public Comment Mapping**, which served as a hub for all communications about the Unified Safety Action Plan planning process, including grant fact sheets, external memos, and project updates. Importantly, the website offered an interactive comment mapping activity, where community members could offer comments about transportation assets and challenges throughout the four-city region across walking, biking, public transit, and driving. The site therefore serves as an opportunity for
- more equitable, asynchronous community engagement with the project.
- » **Four Transit Ground Truthing Tours** to validate and contribute to our understanding of the successes and opportunities of the four communities' transportation systems. The project team joined key stakeholders in walking and driving along key roadways and observing current transit behaviors, needs, and opportunities.
- » **Four Technical Expert Roundtable Discussions** in each community with city leadership, staff representation across departments including, but not limited to, engineering, public works, and public safety, as well as staff representation from diverse community organizations with technical knowledge of the transportation system and others with technical knowledge of the transportation system. The objective was to learn more about recent transportation investments and partnerships, and to continue soliciting ideas about transportation assets and challenges, with an added emphasis on the technical and cost feasibility of different solutions.
- » **One Informational Interview with Wayne County Department of Public Services** to introduce the Unified Safety Action Plan and identify strategies for City-County collaboration during Plan implementation stages.
- » **An Ongoing Communications Strategy**, which sought to keep members of each of the four communities engaged and involved in the Unified Safety Action Plan process including a series of public-facing memos, social media posts and graphics, newsletters, and more.



Phase III: Synthesis, Feasibility Dialogue, and Prioritization

Identify safety improvement priorities and focus areas; Assess alternative approaches to and the feasibility of multi-scale interventions.

Phase 3 was designed to synthesize the qualitative and quantitative findings from previous data gathering and engagement work in order to identify a comprehensive series of short-, medium-, and long-term recommendations for improving the safety of specific features of the transportation system. To more holistically assess the potential impact of individual interventions, each recommendation was assigned specific locations or corridors, and coded with its alignment with the following:

- » Addresses the High Injury Network
- » Serves a Transportation Disadvantaged Community
- » Opportunity for Partnership (with partner cities, Wayne County, State of Michigan, public transit providers, etc.)
- » Safe Systems Approach (Safer Vehicles, Safer Roads, Safer Speeds, Post-Crash Care)
- » Type of Intervention (Engineering and Design, Behavioral, Enforcement, Policy)
- » Mode(s) of Travel (Driving, Walking, Biking/Micromobility, Public Transit)
- » Timeframe

Once the coding was complete, the recommendations were compiled into city-specific action plans. Members of the City Administration Working Group were presented with their community's tailored action plan, which included items that could be implemented both within the boundaries of their city and in collaboration with their partner cities, Wayne County, regional providers, and the State. The Working Group was invited to prioritize this coded list on a scale of 1 to 3 (1 being the most important, and 3 being the least important) based on what they felt was most urgent for their respective communities and for the regional, four-city transportation system.

Following this prioritization exercise, each action plan was revised and integrated into the final Unified Safety Action Plan.

04. Quantitative Data Gathering and Existing Conditions Analysis

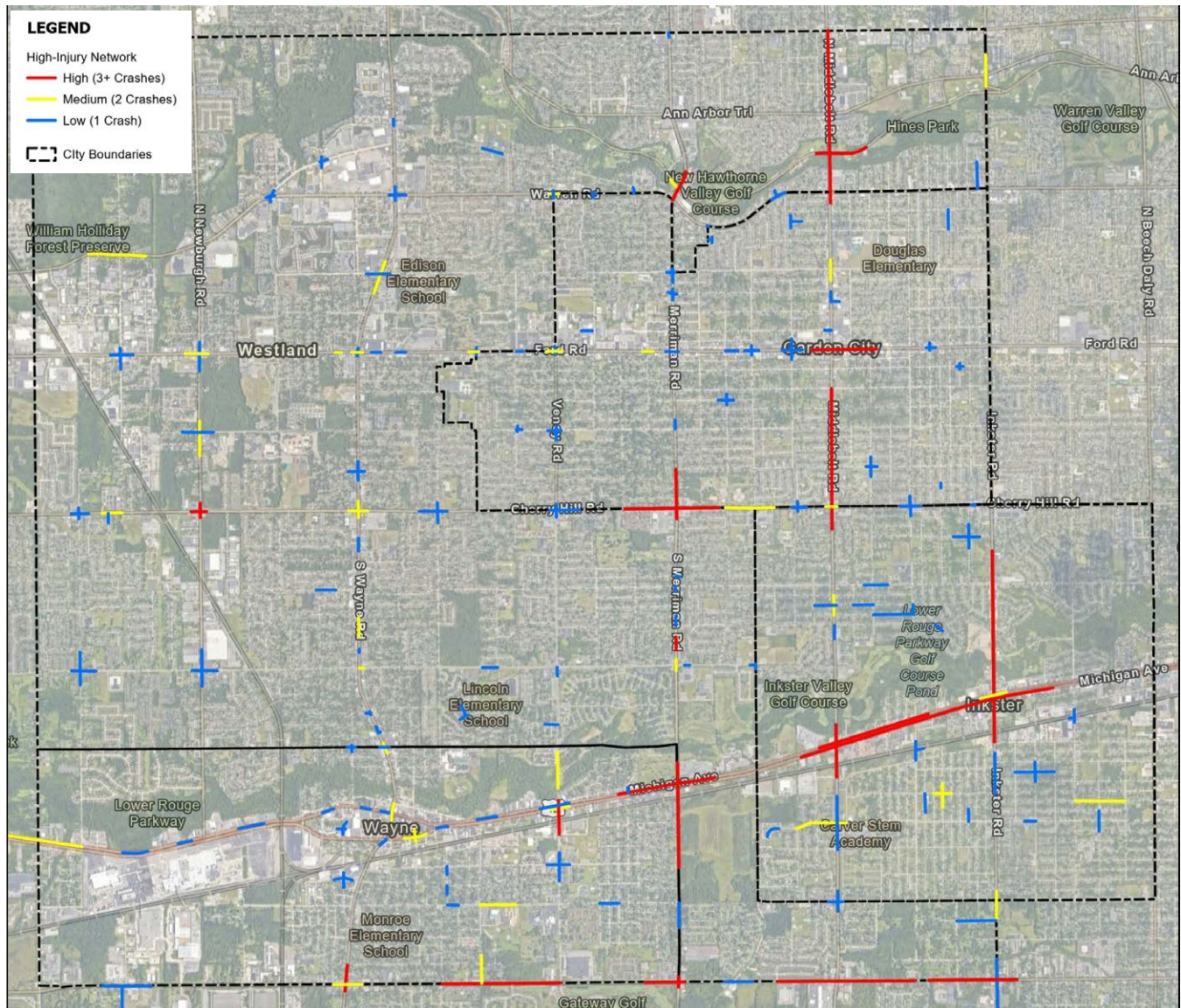
High Injury Network

Given this Plan's intention to reduce fatalities and serious injuries on roadways, a High Injury Network was developed encompassing all four communities. A High Injury Network (HIN) is a road safety analysis framework that helps public agencies identify the most dangerous road segments in their jurisdiction and thereby channel limited resources directly to high-impact improvements. This Plan's HIN (Map A) was developed using the crash frequency method, which counted the number of crashes at a specific location from 2019-2023, regardless of State, County, or local jurisdiction. Locations with three or more crashes were identified as High Injury Areas (represented in red), locations with two crashes were identified as Medium Injury Areas (represented in yellow), and locations with one crash were identified as Low Injury Areas (represented in blue).

Crash Analysis

Five-year crash analyses were carried out for each City. While the crash data availability spanned ten years from January 1, 2014, through December 31, 2023, industry best practices indicated that the strongest course of action was to use the latest, detailed, five full years of crash data (January 1, 2019 through December 31, 2023). Because crash trends change over time, using multiple years provides greater insight into long-term and emerging crash trends. Further, using data that is older than five years can incorporate outdated information, as road conditions,

High Injury Network



traffic patterns, and community demographics can change significantly over a decade. Including older data might misrepresent current crash trends and lead to ineffective safety interventions.

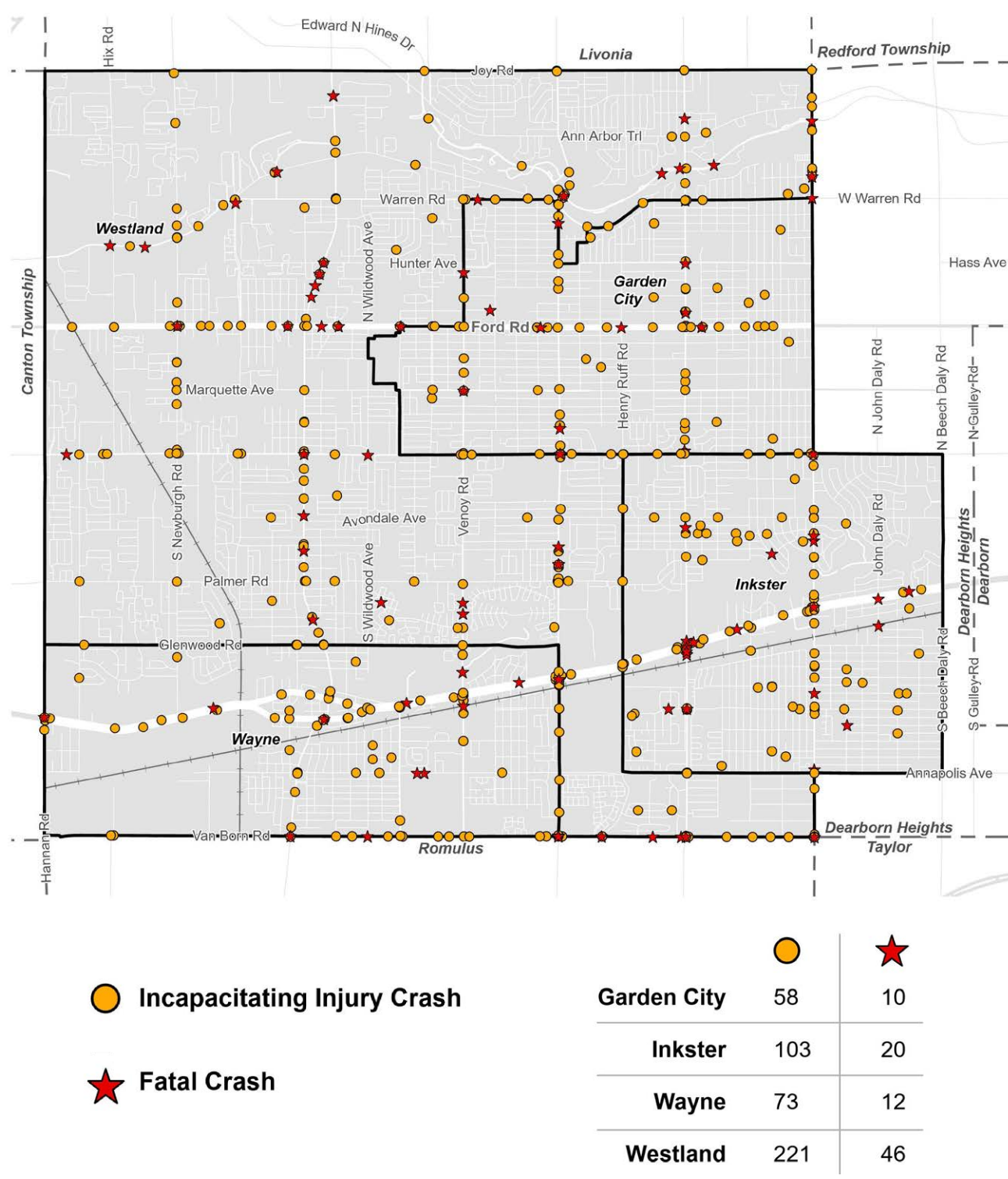
The analyses included a review of all intersections and corridors within each city's limits, with a focus on streets and intersections with highest crash exposure. Further, the Project Team evaluated city-wide crash history and injury outcomes, calculated economic and societal costs of such crashes, and identified key crash site locations for further study and consideration. At each location, a detailed review of site-specific crash history and unique characteristics resulted in one or more traffic safety improvement recommendations.

The goal of these city-specific analyses was to provide an overarching story of the safety of each city – and the four-city region's – transportation system. Crash data begins to

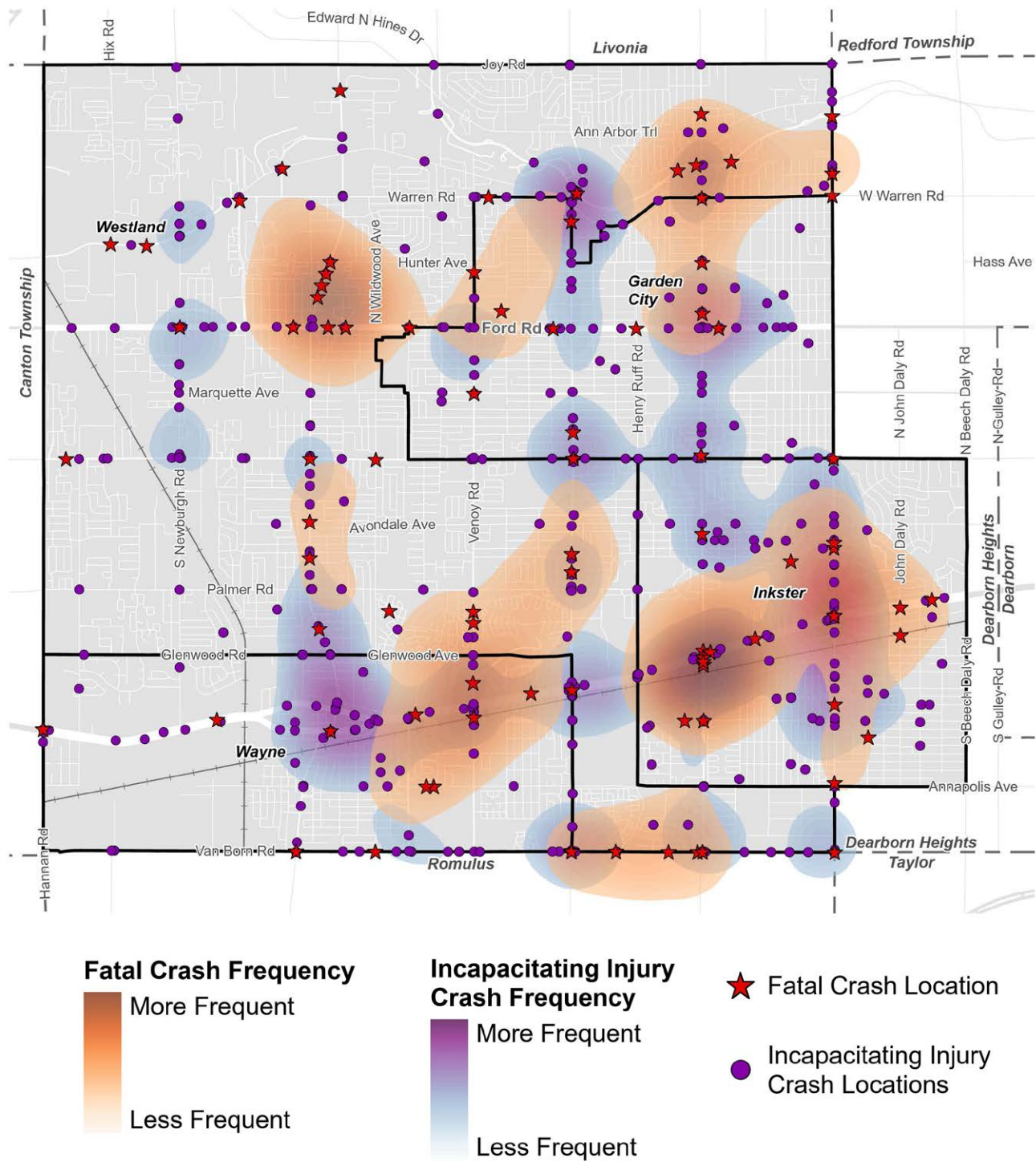
shed light on the types of crashes that occurred, where they occurred, and when they occurred. While this data can begin to infer why these crashes occur, it does not include public perceptions of safety or socioeconomic data including age, gender, race, employment status and income level; therefore, the qualitative data gathering must be matched with its qualitative counterparts to ensure a more complete story, which will be discussed in forthcoming sections.

Above all, the purpose of the Project Team's comprehensive quantitative data gathering was to provide a data-driven assessment of traffic safety along city roadways that would help each city to identify, prioritize, and develop the most effective programs, policies, and projects aimed at safety enhancements. Key Takeaways for the city-specific crash analyses are included below, organized by city. Full city-specific crash analyses are included in the Appendix.

High Severity Crashes 2014-2023



High Severity Crashes Heat Map 2014-2023



Wayne Crash Analysis Takeaways

(Full Memo in Appendix)

- » While the City of Wayne experiences more crashes today than the previous analysis years, overall crash rates are lower, and travel demand has continued to increase. This trend shows that growth in the amount of travel in the City of Wayne is a more dominant trend than the subtly decreasing trend in crash rates.
 - » There were 434 crashes reported that resulted in an injury, of which 25 occurred on city roads, 191 on Wayne County roads and 106 on state roads. This includes 49 type A (serious injury) crashes, of which 17 occurred on city roads, 19 were on Wayne County roads and 13 on state roads.
 - » The most dangerous intersections based on fatalities and serious injuries include:
 - » Wayne Road (South) and Glenwood Road;
 - » Michigan Avenue and 2nd Street
 - » Annapolis Avenue and Carnegie Street
 - » The most dangerous intersections based on the number of crashes include:
 - » Michigan Avenue and Michigan Avenue East
 - » Michigan Avenue and Elizabeth Street
 - » Wayne Road (South) and Glenwood Road
 - » The most dangerous roadways based on fatalities and serious injuries include:
 - » Annapolis Road (from Howe Road to Venoy Road)
 - » 2nd Street (from Annapolis Avenue, to Michigan Avenue East)
 - » Annapolis Avenue (from Venoy Road to Merriman Road South)
 - » The most dangerous roadways based on the number of crashes include:
 - » Newburgh Road (from Michigan Avenue to Glenwood Road)
 - » Annapolis Avenue (from Venoy Road to Merriman Road South)
 - » Annapolis Avenue (from Howe Road to Venoy Road)
 - » During this time period, on average, a crash occurred in the City of Wayne every day (1 crash every 26 hours).
- A crash involving injury occurs every 4 days. Crashes resulting in a fatality twice a year (2.4 crasher per year).
- » The total estimated societal cost of crashes during this five-year period equals \$51.6 million, an average of \$10.3 million each year.
 - » The most prominent crash type was the rear-end crashes, accounting for 27% of all crashes reported. The second most common crash type were angles, accounting for 21% of the crashes reported. The third and fourth most crash types reported were sideswipes-same direction and single vehicle, accounting for 12% and 10.5% of the crashes reported, respectively.
 - » The majority of crashes occur between 7 AM and 11 PM with highest peak during the afternoon peak period of 5 PM to 6 PM. That afternoon peak combined with a more moderate evening peak in crashes during the 8 AM to 9 AM hour, suggests that countermeasures that reduce commuter congestion could produce safety benefits. The next highest concentration of crashes occurs from 3 PM to 4 PM.
 - » Total crashes and severe crashes are highest from 1 PM to 11 PM; making changes that address that specific timeframe -- including reducing queue lengths, providing drivers with improved crossing opportunities -- would benefit both the morning and afternoon peak periods and cut into one quarter of the City's crashes.
 - » Road segments and non-intersection locations experience 65.6% of crashes city-wide and 56% of severe crashes.
 - » The majority of the crashes reported occur on predominately not physically divided (two-way) streets or two-way with a continuous left-turn lane. Combined, these two cross-sections account for 78.4% of total crashes and 75.4% of severe crashes.
 - » The majority of all reported crashes (71.9%) occurred during daylight conditions. Dark conditions were the second most reported condition, with 20.3% for all crashes. For severe crashes reported, 73.5% occurred during daylight conditions. This means severe crashes were more likely to happen in daylight conditions than any other light condition.

Table 1. City of Wayne High Frequency Crashes Ranked By Fatalities and Serious Crashes

LOCAL RANK	COUNTY RANK	REGION RANK	INTERSECTION	JURISDICTION	2019	2020	2021	2022	2023	AVG. 2019-2023
3	188	293	Wayne Rd S @ Glenwood Rd	County, City	1	1	0	0	1	0.6
7	446	730	Michigan Ave E @ 2nd St	State, City	0	0	2	0	0	0.4
8	1091	1895	Annapolis Ave @ Carnegie St	City	0	0	1	0	0	0.2
8	1091	1895	Annapolis Ave @ Eastlawn Ave	City	0	1	0	0	0	0.2
8	1091	1895	Annapolis Ave @ Mildred St	City	1	0	0	0	0	0.2
8	1091	1895	Clinton St @ Edmund St	City	0	1	0	0	0	0.2
8	1091	1895	Edmund St @ Forest Ave	City	0	0	1	0	0	0.2
8	1091	1895	Elizabeth St @ Glenwood Rd	City	0	1	0	0	0	0.2
8	1091	1895	Elizabeth St @ Main St	City	0	0	0	1	0	0.2
8	1091	1895	Van Born Rd @ Cogswell Rd	County, City	0	0	1	0	0	0.2

Table 2. City of Wayne High Frequency Crashes Ranked By Number of Crashes

LOCAL RANK	COUNTY RANK	REGION RANK	INTERSECTION	JURISDICTION	2019	2020	2021	2022	2023	AVG. 2019-2023
8	815	1973	Michigan Ave @ Michigan Ave E	State, City	4	9	9	12	8	8.4
8	815	1973	Michigan Ave E @ Elizabeth St	State, City	8	6	10	12	6	8.4
11	923	2242	Wayne Rd S @ Glenwood Rd	County, City	8	7	12	6	5	7.6
12	1085	2590	Wayne Rd S @ Annapolis St	County, City	7	4	9	10	4	6.8
14	1527	3542	Michigan Ave E @ 2nd St	State, City	5	4	5	10	2	5.2
17	1678	3871	Michigan Ave W @ Elizabeth St	State, City	5	3	6	3	7	4.8
17	1678	3871	Van Born Rd @ Cogswell Rd	County, City	2	2	4	8	8	4.8
25	2865	6528	Newburgh Rd S @ Glenwood Rd	City	4	2	1	3	5	3
28	3103	7020	Glenwood Rd @ John Hix Rd S	City	2	0	3	3	6	2.8
28	3103	7020	Venoy Rd @ Annapolis Ave	County, City	1	3	4	4	2	2.8
32	3376	7580	Michigan Ave W @ 2nd St	State, City	1	4	5	1	2	2.6
32	3376	7580	Venoy Rd @ Glenwood Ave	County, City	2	1	3	4	3	2.6
37	3715	8256	2nd St @ Sims St	City	1	4	3	2	2	2.4
37	3715	8256	Merriman Rd S @ Annapolis Ave	County, City	2	2	0	3	5	2.4
44	4499	9913	Hannan Rd @ Glenwood Rd	County, City	3	0	2	3	2	2
46	4972	10932	Michigan Ave @ John Hix Rd S	State, City	2	2	2	1	2	1.8

Table 3. High-Frequency Crash Road Segments Ranked by Fatalities/Serious Injury Type A

LOCAL RANK	COUNTY RANK	REGION RANK	ROAD NAME	FROM ROAD - TO ROAD	JURISDICTION	2019	2020	2021	2022	2023	AVG. 2019-2023
1	600	1281	Annapolis Ave	Howe Rd - Venoy Rd	City	0	1	0	0	1	0.4
2	1174	2542	2nd St	Annapolis Ave - Michigan Ave E	City	0	0	1	0	0	0.2
2	1174	2542	Annapolis Ave	Venoy Rd - Merriman Rd S	City	1	0	0	0	0	0.2
2	1174	2542	Annapolis Ave	2nd St - Howe Rd	City	0	0	1	0	0	0.2
2	1174	2542	Glenwood Rd	Newburgh Rd S - Elizabeth St	City	0	1	0	0	0	0.2
2	1174	2542	Glenwood Rd	Elizabeth St - Wayne Rd S	City	1	0	0	0	0	0.2

Table 4. High-Frequency Crash Road Segments Ranked by Crashes

LOCAL RANK	COUNTY RANK	REGION RANK	ROAD NAME	FROM ROAD - TO ROAD	JURISDICTION	2019	2020	2021	2022	2023	AVG. 2019-2023
1	846	2380	Newburgh Rd S	Michigan Ave - Glenwood Rd	City	10	10	8	15	16	11.8
2	2145	5723	Annapolis Ave	Venoy Rd - Merriman Rd S	City	7	6	3	7	4	5.4
3	3204	8149	Annapolis Ave	Howe Rd - Venoy Rd	City	5	1	3	4	4	3.4
4	3904	9615	2nd St	Michigan Ave W - Glenwood Rd	City	1	3	2	4	3	2.6
4	3904	9615	Annapolis Ave	2nd St - Howe Rd	City	1	3	1	4	4	2.6
6	4123	10084	Glenwood Ave	Wildwood Ave S - Venoy Rd	City	4	1	1	2	4	2.4
8	4334	10552	2nd St	Annapolis Ave - Michigan Ave E	City	1	3	3	3	1	2.2
8	4334	10552	Glenwood Rd	Newburgh Rd S - Elizabeth St	City	2	3	4	1	1	2.2
10	4597	11081	Elizabeth St	Annapolis St - Michigan Ave E	City	2	2	1	3	2	2
10	4597	11081	John Hix Rd S	Michigan Ave - Glenwood Rd	City	1	1	2	3	3	2
12	4842	11592	Elizabeth St	Michigan Ave W - Glenwood Rd	City	3	0	2	1	3	1.8
12	4842	11592	Glenwood Rd	John Hix Rd S - Newburgh Rd S	City	3	2	0	2	2	1.8
12	4842	11592	Glenwood Rd	Wayne Rd S - 2nd St	City	2	0	4	1	2	1.8
15	5131	12192	Elizabeth St	Michigan Ave E - Michigan Ave W	City	1	1	6	0	0	1.6
16	5427	12796	Glenwood Rd	Hannan Rd - John Hix Rd S	City	2	0	2	1	2	1.4
17	5801	13524	Annapolis Ave	Wayne Rd S - 2nd St	City	0	2	0	2	2	1.2
17	5801	13524	Glenwood Rd	Elizabeth St - Wayne Rd S	City	1	0	0	2	3	1.2
19	6249	14360	Annapolis Ave	Elizabeth St - Wayne Rd S	City	2	0	2	1	0	1
20	7260	16302	2nd St	Michigan Ave E - Michigan Ave W	City	1	0	0	2	0	0.6
20	7260	16302	Glenwood Ave	2nd St - Wildwood Ave S	City	1	0	1	0	1	0.6

Westland Crash Analysis Takeaways

- » There was a total of 7,660 crashes reported in the five-year period analyzed from 2019-2023. There were 1,621 that resulted in an injury, of which 315 occurred on city roads, 965 on Wayne County roads and 245 on state roads. This includes 115 type-A (serious injury) crashes, of which 22 occurred on city roads, 74 were on Wayne County roads and 14 on state roads. There were 23 that resulted in an injury, of which 2 occurred on city roads, 17 on Wayne County roads and 4 on state roads.
- » The most dangerous intersections based on fatalities and serious injuries include:
 - » Cherry Hill Road and Newburgh Road North
 - » Cherry Hill Road and Wildwood Avenue North
 - » Middlebelt Road and Annapolis Avenue
- » The most dangerous intersections based on the number of crashes include:
 - » Cherry Hill Road and Newburgh Road North
 - » Cherry Hill Road and Wildwood Avenue North
 - » Middlebelt Road and Annapolis Avenue
- » The most dangerous roadways based on fatalities and serious injuries include:
 - » Ann Arbor Trail (from Wayne Road to North Edward Hines Drive)
 - » Newburgh Road North (from Cherry Hill Road to Marquette Ave)
 - » Hix Road North (from Florence Avenue to Ford Road)
- » The most dangerous roadways based on the number of crashes include:
 - » Newburgh Road North (from Warren Road to Joy Road)
 - » Newburgh Road North (from Ford Road to Warren Road)
 - » Newburgh Road North (from Marquette Avenue to Ford Road)
- » During this time period, on average, a crash occurred in the City of Westland every 6 hours. A crash involving an injury occurs every 27 hours in Westland, and crashes resulting in fatalities occur approximately 4.6 times a year.
- » The total estimated societal cost of crashes during this five-year period equals \$152.6 million, an average of \$30.5 million each year.
- » The most frequent crash types in the City of Westland are (in order): rear-end (2,482), angle (1,726), sideswipe- same direction (1,116), single vehicle (641) and head-on left (584) type crashes.
- » The time-of-day trend in the City of Westland shows higher levels of crash activity occur between 11AM and 7PM with highest peak occurring during both the 5PM to 6PM. The second and third highest peaks occur during 3PM to 4PM, and 4PM to 5PM, respectively. Those peaks, combined with a more moderate morning peak in crashes during the 8AM to 9AM hour, suggest that countermeasures that reduce commuter congestion could produce safety benefits.
- » A majority of all reported crashes (71.5%) occurred during daylight conditions. Dark conditions were the second most reported condition, with 21.2% of all crashes. For severe crashes reported, the majority occurred between 2PM to 9PM. Road segments/mid-block experience 59% of crashes city-wide and 53.3% of severe crashes.
- » The majority of the crashes (7,226) reported occur on predominately not physically divided (two-way) roads, which accounts for 94.3% of the total crashes reported. The second most crashes (253) occurred on two-way roads with a continuous left-turn lane, which accounts for 3.3% of the total crashes reported. Combined, these two cross- sections account for over 97% of total crashes and 97% of severe crashes.

Table 5. City of Westland High Frequency Crashes Ranked By Fatalities and Serious Crashes

LOCAL RANK	COUNTY RANK	REGION RANK	INTERSECTION	JURISDICTION	2019	2020	2021	2022	2023	AVG. 2019-2023
4	108	151	Cherry Hill Rd @ Newburgh Rd N	County, City	0	0	1	1	2	0.8
4	108	151	Cherry Hill Rd @ Wildwood Ave N	County, City	0	4	0	0	0	0.8
8	188	293	Middle Belt Rd @ Annapolis Ave	County, City	1	0	1	0	1	0.6
8	188	293	Wayne Rd S @ Glenwood Rd	County, City	1	1	0	0	1	0.6
16	446	730	Ford Rd @ Hix Rd N	State, City	2	0	0	0	0	0.4
16	446	730	Merriman Rd S @ Palmer Rd	County, City	0	0	0	2	0	0.4
16	446	730	Central City Pkwy @ Central City Pkwy	City	0	0	0	1	0	0.2
16	446	730	Warren Rd @ Central City Pkwy	County, City	1	0	0	0	0	0.2
16	446	730	Warren Rd @ Venoy Rd N	County, City	1	0	0	0	1	0.4
16	446	730	Wayne Rd N @ Hunter Ave	County, City	0	0	0	1	1	0.4
16	446	730	Wayne Rd S @ Palmer Rd	County, City	1	0	0	1	0	0.4
31	1091	1895	Akron Ct @ Grand Traverse St	City	0	0	0	0	1	0.2
31	1091	1895	Avondale Ave @ Thames Ave	City	0	0	0	0	1	0.2
31	1091	1895	Cherry Hill Rd @ Henry Ruff Rd	County, City	0	0	1	0	0	0.2
31	1091	1895	Cherry Hill Rd @ John Hix Rd S	County, City	0	0	0	0	1	0.2
31	1091	1895	Cowan Rd @ Nankin Blvd N	City	1	0	0	0	0	0.2
31	1091	1895	Cowan Rd @ Tawas Trl	City	0	0	0	0	1	0.2
31	1091	1895	Darwin Ave @ Grand Traverse St	City	1	0	0	0	0	0.2
31	1091	1895	Elizabeth St @ Glenwood Rd	City	0	1	0	0	0	0.2
31	1091	1895	Ford Rd @ Newburgh Rd N	State, City	1	0	0	0	0	0.2
31	1091	1895	Henry Ruff Rd S @ Palmer Rd	City	0	0	0	0	1	0.2
31	1091	1895	Inkster Rd @ Ann Arbor Trl	County, City	0	0	1	0	0	0.2
31	1091	1895	Inkster Rd @ Annapolis Ave	County, City	1	0	0	0	0	0.2
31	1091	1895	Joy Rd @ Harrison Rd	County, City	0	0	0	0	1	0.2
31	1091	1895	Merriman Rd @ Maplewood Ave	County, City	1	0	0	0	0	0.2

Table 6. City of Westland High Frequency Crashes Ranked By Number of Crashed

LOCAL RANK	COUNTY RANK	REGION RANK	INTERSECTION	JURISDICTION	2019	2020	2021	2022	2023	AVG. 2019-2023
4	108	151	Cherry Hill Rd @ Newburgh Rd N	County, City	0	0	1	1	2	0.8
4	108	151	Cherry Hill Rd @ Wildwood Ave N	County, City	0	4	0	0	0	0.8
8	188	293	Middle Belt Rd @ Annapolis Ave	County, City	1	0	1	0	1	0.6
8	188	293	Wayne Rd S @ Glenwood Rd	County, City	1	1	0	0	1	0.6
16	446	730	Ford Rd @ Hix Rd N	State, City	2	0	0	0	0	0.4
16	446	730	Merriman Rd S @ Palmer Rd	County, City	0	0	0	2	0	0.4
16	446	730	Warren Rd @ Central City Pkwy	County, City	1	0	0	1	0	0.4
16	446	730	Central City Pkwy @ Central City Pkwy	City	0	0	0	1	0	0.2
16	446	730	Warren Rd @ Central City Pkwy	County, City	1	0	0	0	0	0.2
16	446	730	Warren Rd @ Venoy Rd N	County, City	1	0	0	0	1	0.4
16	446	730	Wayne Rd N @ Hunter Ave	County, City	0	0	0	1	1	0.4
16	446	730	Wayne Rd S @ Palmer Rd	County, City	1	0	0	1	0	0.4
31	1091	1895	Akron Ct @ Grand Traverse St		0	0	0	0	1	0.2
31	1091	1895	Avondale Ave @ Thames Ave		0	0	0	0	1	0.2
31	1091	1895	Cherry Hill Rd @ Henry Ruff Rd	County, City	0	0	1	0	0	0.2
31	1091	1895	Cherry Hill Rd @ John Hix Rd S	County, City	0	0	0	0	1	0.2
31	1091	1895	Cowan Rd @ Nankin Blvd N	City	1	0	0	0	0	0.2
31	1091	1895	Cowan Rd @ Tawas Trl	City	0	0	0	0	1	0.2
31	1091	1895	Darwin Ave @ Grand Traverse St	City	1	0	0	0	0	0.2
31	1091	1895	Elizabeth St @ Glenwood Rd	City	0	1	0	0	0	0.2
31	1091	1895	Ford Rd @ Newburgh Rd N	State, City	1	0	0	0	0	0.2
31	1091	1895	Henry Ruff Rd S @ Palmer Rd	City	0	0	0	0	1	0.2
31	1091	1895	Inkster Rd @ Ann Arbor Trl	County, City	0	0	1	0	0	0.2
31	1091	1895	Inkster Rd @ Annapolis Ave	County, City	1	0	0	0	0	0.2
31	1091	1895	Joy Rd @ Harrison Rd	County, City	0	0	0	0	1	0.2

Table 7. City of Westland High-Frequency Crash Road Segments Ranked by Fatalities/Serious Injury Type A

LOCAL RANK	COUNTY RANK	REGION RANK	ROAD NAME	FROM ROAD - TO ROAD	JURISDICTION	2019	2020	2021	2022	2023	AVG. 2019-2023
1	336	683	Ann Arbor Trl	Wayne Rd - Edward N Hines Dr	City	1	0	0	1	1	0.6
1	336	683	Newburgh Rd N	Cherry Hill Rd - Marquette Ave	City	0	0	1	1	1	0.6
3	600	1281	Hix Rd N	Florence Ave - Ford Rd	City	2	0	0	0	0	0.4
3	600	1281	Newburgh Rd S	Palmer Rd - Cherry Hill Rd	City	0	0	1	1	0	0.4
3	600	1281	Palmer Rd	Wayne Rd S - Wildwood Ave S	City	1	0	0	1	0	0.4
6	1174	2542	Ann Arbor Trl	Merriman Rd - Middle Belt Rd	City	0	0	0	0	1	0.2
6	1174	2542	Annapolis Ave	Middle Belt Rd - Inkster Rd	City	0	0	1	0	0	0.2
6	1174	2542	Central City Pkwy	Hunter Ave - Central City Pkwy	City	0	0	0	1	0	0.2
6	1174	2542	Cowan Rd	Wayne Rd N - Venoy Rd N	City	0	0	0	0	1	0.2
6	1174	2542	Cowan Rd	Venoy Rd N - Warren Rd	City	0	0	0	0	1	0.2
6	1174	2542	Glenwood Rd	Newburgh Rd S - Elizabeth St	City	0	1	0	0	0	0.2
6	1174	2542	Glenwood Rd	Elizabeth St - Wayne Rd S	City	1	0	0	0	0	0.2
6	1174	2542	Henry Ruff Rd S	Michigan Ave - Palmer Rd	City	0	0	0	0	1	0.2
6	1174	2542	John Hix Rd S	Palmer Rd - Cherry Hill Rd	City	0	0	0	0	1	0.2
6	1174	2542	Newburgh Rd S	Glenwood Rd - Palmer Rd	City	0	0	0	1	0	0.2
6	1174	2542	Palmer Rd	Wildwood Ave S - Venoy Rd S	City	0	0	1	0	0	0.2
6	1174	2542	Palmer Rd	Merriman Rd S - Henry Ruff Rd S	City	0	0	0	1	0	0.2
6	1174	2542	Palmer Rd	John Hix Rd S - Newburgh Rd S	City	0	0	0	1	0	0.2
6	1174	2542	Venoy Rd N	Warren Rd - Cowan Rd	City	0	0	0	0	1	0.2

Table 8. City of Westland High-Frequency Crash Road Segments Ranked by Crashes

LOCAL RANK	COUNTY RANK	REGION RANK	ROAD NAME	FROM ROAD - TO ROAD	JURISDICTION	2019	2020	2021	2022	2023	AVG. 2019-2023
1	165	535	Newburgh Rd N	Warren Rd - Joy Rd	City	21	21	21	27	38	25.6
2	279	911	Newburgh Rd N	Ford Rd - Warren Rd	City	23	12	24	24	19	20.4
3	592	1732	Newburgh Rd N	Marquette Ave - Ford Rd	City	19	9	14	13	18	14.6
4	646	1851	Newburgh Rd N	Cherry Hill Rd - Marquette Ave	City	12	6	11	25	16	14
5	761	2169	Newburgh Rd S	Palmer Rd - Cherry Hill Rd	City	15	7	10	13	18	12.6
6	892	2492	Ann Arbor Trl	Merriman Rd - Middle Belt Rd	City	11	6	7	11	22	11.4
7	1204	3257	Palmer Rd	Venoy Rd S - Merriman Rd S	City	13	6	15	8	5	9.4
8	1240	3356	Cowan Rd	Warren Rd - Wayne Rd N	City	13	8	10	6	9	9.2
9	1494	4022	Palmer Rd	Wildwood Ave S - Venoy Rd S	City	7	4	14	4	10	7.8
10	1575	4246	Ann Arbor Trl	Wayne Rd - Edward N Hines Dr	City	7	7	7	6	10	7.4
11	1887	5044	Ann Arbor Trl	Middle Belt Rd - Inkster Rd	City	10	3	4	10	4	6.2
11	1887	5044	Ann Arbor Trl	Farmington Rd N - Merriman Rd	City	5	3	8	3	12	6.2
11	1887	5044	Hix Rd N	Warren Rd - Joy Rd	City	8	2	4	6	11	6.2
14	2071	5538	Palmer Rd	Wayne Rd S - Wildwood Ave S	City	4	3	5	8	8	5.6
15	2145	5723	Newburgh Rd S	Glenwood Rd - Palmer Rd	City	6	2	9	3	7	5.4
16	2229	5920	Palmer Rd	John Hix Rd S - Newburgh Rd S	City	3	4	4	7	8	5.2
16	2229	5920	Palmer Rd	Newburgh Rd S - Harvey Ave S	City	3	5	8	4	6	5.2
18	2608	6808	Hix Rd N	Ford Rd - Warren Rd	City	6	2	4	7	3	4.4
19	2830	7312	Hunter Ave	Central City Pkwy - Wayne Rd N	City	3	6	4	6	1	4
19	2830	7312	John Hix Rd S	Palmer Rd - Cherry Hill Rd	City	4	2	3	3	8	4
21	3204	8149	Central City Pkwy	Central City Pkwy - Warren Rd	City	3	1	5	5	3	3.4
22	3530	8825	Annapolis Ave	Middle Belt Rd - Inkster Rd	City	2	1	8	4	0	3
22	3530	8825	Central City Pkwy	Hunter Ave - Central City Pkwy	City	4	1	3	3	4	3
24	3708	9211	Henry Ruff Rd S	Annapolis Ave - Michigan Ave	City	3	2	4	3	2	2.8
24	3708	9211	Henry Ruff Rd S	Avondale Ave - Cherry Hill Rd	City	5	0	7	2	0	2.8

Inkster Crash Analysis Takeaways

- » While the City of Inkster experiences more crashes today than the previous analysis years, overall crash rates are lower, and travel demand has continued to increase. This trend shows that growth in the amount of travel in Inkster is a more dominant trend than the subtly decreasing trend in crash rates.
- » There were 434 crashes reported that resulted in an injury, of which 25 occurred on city roads, 191 on Wayne County roads and 106 on state roads. This includes 49 type A (serious injury) crashes, of which 17 occurred on city roads, 19 were on Wayne County roads and 13 on state roads.
- » The most dangerous intersections based on fatalities and serious injuries include:
 - » Middlebelt Road and Annapolis Avenue
 - » Beech Avenue at Hickory Avenue
 - » Beech Daly Road at Colgate Avenue
- » The most dangerous intersections based on the number of crashes include:
 - » Inkster Road and Cherry Hill Road
 - » Cherry Hill Road and Beech Daly Road South
 - » Inkster Road and Avondale Avenue
- » The most dangerous roadways based on fatalities and serious injuries include:
 - » Beech Daly Road South (from Annapolis Avenue to Michigan Avenue)
 - » Annapolis Avenue (from John Daly Road to Beech Daly Road South)
 - » Cherry Hill Road (from Inkster Road to John Daly Road)
- » The most dangerous roadways based on the number of crashes include:
 - » Beech Daly Road South (from Annapolis Avenue to Michigan Avenue)
 - » Cherry Hill Road (from Inkster Road to John Daly Road)
 - » Cherry Hill Road (from John Daly Road to Beech Daly Road North)
- » During this time period, on average, a crash occurred in the City of Inkster every day (one crash per 26 hours). A crash involving injury occurs every 4 days. Crashes resulting in a fatality twice a year (2.4 fatal crashes per year). Impacts of crashes add up.
- » The total estimated societal cost of crashes during this five-year period equals \$51.6 million, an average of \$10.3 million each year.
- » The most prominent crash type was the rear-end crashes, accounting for 27% of all crashes reported.
- » The second most common crash type were angles, accounting for 21% of the crashes reported. The third and fourth most crash types reported were sideswipes-same direction and single vehicle, accounting for 12% and 10.5% of the crashes reported, respectively.
- » The majority of crashes occur between 7 AM and 11 PM with highest peak during the afternoon peak period of 5 PM to 6 PM. That afternoon peak combined with a more moderate evening peak in crashes during the 8 AM to 9 AM hour, suggests that countermeasures that reduce commuter congestion could produce safety benefits. The next highest concentration of crashes occurs from 3 PM to 4 PM.
- » Total crashes and severe crashes are highest from 1 PM to 11 PM and making changes that address that time frame cuts into one quarter of the City's crashes, so solutions that reduce queue lengths and provide drivers with improved crossing opportunities should be considered because they can benefit both the morning and afternoon peak periods.
- » Road segments and non-intersection locations experience 65.6% of crashes city-wide and 56% of severe crashes.
- » The majority of the crashes reported occur on predominately not physically divided (two-way) streets or two-way streets with a continuous left-turn lane. Combined, these two cross-sections account for 78.4% of total crashes and 75.4% of severe crashes.
- » The majority of all reported crashes (71.9%) occurred during daylight conditions. Dark conditions were the second most reported condition, with 20.3% for all crashes. For severe crashes reported, 73.5% occurred during daylight conditions. This means severe crashes were more likely to happen in daylight conditions than any other light condition.

Table 9. City of Inkster High Frequency Crashes Ranked By Fatalities and Serious Crashes

LOCAL RANK	COUNTY RANK	REGION RANK	INTERSECTION	JURISDICTION	2019	2020	2021	2022	2023	AVG. 2019-2023
2	188	293	Middle Belt Rd @ Annapolis Ave	County, City	1	0	1	0	1	0.6
4	446	730	Beech Ave @ Hickory Ave	City	1	0	1	0	0	0.4
4	446	730	Beech Daly Rd S @ Colgate Ave	City	0	0	0	2	0	0.4
4	446	730	Magnolia Dr @ Parkwood Ave	City	0	2	0	0	0	0.4
12	1091	1895	Andover Ave @ Bayhan St	City	0	0	1	0	0	0.2
12	1091	1895	Annapolis Ave @ Bayhan St	City	0	0	0	1	0	0.2
12	1091	1895	Avondale Ave @ Eastern Ave	City	0	1	0	0	0	0.2
12	1091	1895	Bayhan St @ Carlisle Ave	City	0	0	1	0	0	0.2
12	1091	1895	Bayhan St @ Penn Ave	City	0	0	1	0	0	0.2
12	1091	1895	Beech Ave @ Walnut Ave	City	0	0	0	1	0	0.2
12	1091	1895	Beech Daly Rd S @ Annapolis Ave	City	0	0	0	1	0	0.2
12	1091	1895	Beech Daly Rd S @ Dartmouth Ave	City	0	0	1	0	0	0.2
12	1091	1895	Carlisle Ave @ Fox St	City	0	1	0	0	0	0.2
12	1091	1895	Carlisle Ave @ Sylvia Ave	City	0	1	0	0	0	0.2
12	1091	1895	Carlisle Ave @ Williams Ave	City	0	0	1	0	0	0.2
12	1091	1895	Cherry Hill Rd @ Henry Ruff Rd	County, City	0	0	1	0	0	0.2
12	1091	1895	Elm Ave @ Harrison Rd	City	0	0	0	1	0	0.2
12	1091	1895	Glenwood Ave @ Harrison Rd	City	1	0	0	0	0	0.2
12	1091	1895	Henry Ruff Rd S @ Palmer Rd	City	0	0	0	0	1	0.2
12	1091	1895	Inkster Rd @ Annapolis Ave	County, City	1	0	0	0	0	0.2
12	1091	1895	Inkster Rd @ Avondale Ave	County, City	0	1	0	0	0	0.2
12	1091	1895	Norfolk Ave @ Princeton Ave	City	0	0	0	0	0	0
12	1091	1895	Michigan Ave @ Beech Daly Rd S	State, City	0	0	1	0	0	0.2
12	1091	1895	Michigan Ave @ John Daly Rd	State, City	0	0	0	0	1	0.2
12	1091	1895	New York Ave @ Sylvia Ave	City	0	0	1	0	0	0.2
12	1091	1895	Somerset Ave @ Tromley Ave	City	0	1	0	0	0	0.2

Table 10. City of Inkster High Frequency Crashes Ranked By Number of Crashes

LOCAL RANK	COUNTY RANK	REGION RANK	INTERSECTION	JURISDICTION	2019	2020	2021	2022	2023	AVG. 2019-2023
4	206	532	Inkster Rd @ Cherry Hill Rd	County, City	17	21	15	16	21	18
5	572	1418	Cherry Hill Rd @ Beech Daly Rd S	County, City	11	10	8	12	12	10.6
6	815	1973	Inkster Rd @ Avondale Ave	County, City	13	12	8	5	4	8.4
7	1123	2674	Michigan Ave @ Henry Ruff Rd S	State, City	3	9	10	4	7	6.6
7	1123	2674	Michigan Ave @ John Daly Rd	State, City	12	1	5	7	8	6.6
9	1218	2875	Michigan Ave @ Beech Daly Rd S	State, City	5	5	8	8	5	6.2
11	1452	3387	Middle Belt Rd @ Annapolis Ave	County, City	5	2	6	9	5	5.4
12	1527	3542	Cherry Hill Rd @ Henry Ruff Rd	County, City	4	10	7	2	3	5.2
14	1843	4261	Cherry Hill Rd @ John Daly Rd	City	7	3	4	4	4	4.4
15	1942	4486	Inkster Rd @ Annapolis Ave	County, City	3	3	5	1	9	4.2
16	2058	4746	Beech Daly Rd S @ Annapolis Ave	City	6	3	3	4	4	4
16	2058	4746	Michigan Ave @ Beech Daly Rd S	State, City	6	1	3	2	8	4
22	3376	7580	Norfolk Ave @ Princeton Ave	City	0	0	0	1	0	0.2
22	3376	7580	Middle Belt Rd @ Avondale Ave	County, City	3	4	2	1	3	2.6
26	4499	9913	Avondale Ave @ John Daly Rd	City	1	1	2	3	3	2
31	4972	10932	Beech Daly Rd S @ Stanford Ave	City	2	1	3	3	0	1.8
33	5550	12242	Beech Daly Rd S @ Dartmouth Ave	City	0	2	2	2	2	1.6
33	5550	12242	Beech Daly Rd S @ Norfolk Ave	City	0	0	1	2	5	1.6
33	5550	12242	Cherry Hill Rd @ Amboy Rd	City	2	3	1	2	0	1.6

Table 11. City of Inkster High-Frequency Crash Road Segments Ranked by Fatalities/Serious Injury Type A

LOCAL RANK	COUNTY RANK	REGION RANK	ROAD NAME	FROM ROAD - TO ROAD	JURISDICTION	2019	2020	2021	2022	2023	AVG. 2019-2023
1	336	683	Beech Daly Rd S	Annapolis Ave - Michigan Ave	City	0	0	1	2	0	0.6
2	600	1281	Annapolis Ave	John Daly Rd - Beech Daly Rd S	City	0	0	0	2	0	0.4
2	600	1281	Cherry Hill Rd	Inkster Rd - John Daly Rd	City	2	0	0	0	0	0.4
2	600	1281	John Daly Rd	Annapolis Ave - Michigan Ave	City	0	0	0	2	0	0.4
5	1174	2542	Annapolis Ave	Middle Belt Rd - Inkster Rd	City	0	0	1	0	0	0.2
5	1174	2542	Avondale Ave	Middle Belt Rd - Inkster Rd	City	0	1	0	0	0	0.2
5	1174	2542	Henry Ruff Rd S	Michigan Ave - Palmer Rd	City	0	0	0	0	1	0.2

Table 12. City of Inkster High-Frequency Crash Road Segments Ranked by Crashes

LOCAL RANK	COUNTY RANK	REGION RANK	ROAD NAME	FROM ROAD - TO ROAD	JURISDICTION	2019	2020	2021	2022	2023	AVG. 2019-2023
1	708	2023	Beech Daly Rd S	Annapolis Ave - Michigan Ave	City	10	16	8	19	13	13.2
2	915	2555	Cherry Hill Rd	Inkster Rd - John Daly Rd	City	17	11	9	8	11	11.2
3	1204	3257	Cherry Hill Rd	John Daly Rd - Beech Daly Rd N	City	8	10	3	13	13	9.4
4	2071	5538	John Daly Rd	Annapolis Ave - Michigan Ave	City	8	2	4	11	3	5.6
5	2830	7312	Avondale Ave	Middle Belt Rd - Inkster Rd	City	6	5	3	2	4	4
6	3204	8149	John Daly Rd	Avondale Ave - Cherry Hill Rd	City	1	1	3	3	9	3.4
7	3530	8825	Annapolis Ave	Middle Belt Rd - Inkster Rd	City	2	1	8	4	0	3
8	3708	9211	Henry Ruff Rd S	Avondale Ave - Cherry Hill Rd	City	5	0	7	2	0	2.8
8	3708	9211	Henry Ruff Rd S	Annapolis Ave - Michigan Ave	City	3	2	4	3	2	2.8
10	3904	9615	John Daly Rd	Michigan Ave - Avondale Ave	City	1	1	4	3	4	2.6
11	4123	10084	Avondale Ave	John Daly Rd - Beech Daly Rd S	City	2	4	4	0	2	2.4
12	4334	10552	Annapolis Ave	John Daly Rd - Beech Daly Rd S	City	2	1	1	5	2	2.2
12	4334	10552	Cherry Hill Rd	Beech Daly Rd N - Beech Daly Rd S	City	4	2	2	1	2	2.2
14	4842	11592	Henry Ruff Rd S	Palmer Rd - Avondale Ave	City	3	2	1	1	2	1.8
15	5427	12796	Avondale Ave	Inkster Rd - John Daly Rd	City	2	1	1	2	1	1.4
15	5427	12796	Beech Daly Rd S	Avondale Ave - Cherry Hill Rd	City	3	1	0	2	1	1.4
15	5427	12796	Henry Ruff Rd S	Michigan Ave - Palmer Rd	City	0	3	1	0	3	1.4
18	5801	13524	Annapolis Ave	Henry Ruff Rd S - Middle Belt Rd	City	2	0	1	2	1	1.2
19	6729	15297	Annapolis Ave	Inkster Rd - John Daly Rd	City	1	1	1	0	1	0.8
19	6729	15297	Avondale Ave	Henry Ruff Rd S - Middle Belt Rd	City	0	1	2	1	0	0.8
19	6729	15297	Beech Daly Rd S	Michigan Ave - Michigan Ave	City	0	0	0	2	2	0.8
19	6729	15297	Henry Ruff Rd S	Michigan Ave - Michigan Ave	City	0	1	3	0	0	0.8
23	7260	16302	John Daly Rd	Michigan Ave - Michigan Ave	City	0	0	1	1	1	0.6

Garden City Crash Analysis Takeaways

- » While Garden City experiences more crashes today than the previous analysis years, overall crash rates are lower, and travel demand has continued to increase. This trend shows that growth in the amount of travel in Garden City is a more dominant trend than the subtly decreasing trend in crash rates.
- » There were 462 crashes reported that resulted in an injury, of which 22 occurred on city roads, 175 on Wayne County roads and 161 on state roads. This includes 34 type A (serious injury) crashes, of which 10 occurred on city roads, 13 were on Wayne County roads and 11 on state roads.
- » The most dangerous intersections based on fatalities and serious injuries include:
 - » Venoy Road and Marquette Avenue
 - » Farmington Road and Marquette Avenue
 - » Middlebelt Road and Marquette Avenue
- » The most dangerous intersections based on the number of crashes include:
 - » Merriman Road and Maplewood Avenue
 - » Middlebelt Road and Marquette Avenue
 - » Inkster Road and Maplewood Avenue East
- » The most dangerous roadways based on fatalities and serious injuries include:
 - » Marquette Avenue (from Venoy Road to Merriman Road)
 - » Henry Ruff Road (from Marquette Avenue to Ford Road)
- » The most dangerous roadways based on the number of crashes include:
 - » Maplewood Avenue East (from Middlebelt Road to Inkster Road)
 - » Henry Ruff Road (from Cherry Hill Road to Marquette Ave)
 - » Maplewood Avenue East (from Henry Ruff Road to Middlebelt Road)
- » During this time period, on average, a crash occurred in Garden City every 4 hours. A crash involving injury occurred every 19 hours. Crashes resulting in a fatality averaged once every 365 days (once a year). Impacts of crashes add up.
- » During this time period, on average, a crash occurred in Garden City every 4 hours. A crash involving injury occurred every 19 hours.
- » Crashes resulting in fatality averaged once every 365 days (once a year).
- » The most prominent crash type were the rear end crashes, accounting for 32% of all crashes reported. The second most common crash type were angles accounting for 24.2% of the crashes reported.
- » The majority of crashes occur between 7 AM and 9 PM with highest peak during the afternoon peak period of 3 PM to 4 PM. That afternoon peak combined with a more moderate evening peak in crashes during the 7 AM to 8 AM hour, suggests that countermeasures that reduce commuter congestion could produce safety benefits. The next highest concentration of crashes occurs from 5 PM to 6 PM.
- » The majority of the crashes reported occur on predominately non physically divided (two-way) streets or two-way w/continuous left-turn lane. Combined, these two cross-sections account for 96% of total crashes and 97% of severe crashes. These are also the two most common street types in Garden City.

Table 13. Garden City High Frequency Crashes Ranked By Fatalities and Serious Crashes

NO.	LOCAL RANK	COUNTY RANK	REGION RANK	NAME	JURISDICTION	2019	2020	2021	2022	2023	TOTAL	YEARLY AVG.
1	2	188	293	Venoy Rd @ Marquette Ave	County, City	1	0	0	0	2	3	0.6
2	4	446	730	Farmington Rd @ Marquette Ave	City	2	0	0	0	0	2	0.4
3	4	446	730	Middle Belt Rd @ Marquette Ave	County, City	0	0	2	0	0	2	0.4
4	4	446	730	Middle Belt Rd @ Maplewood Ave W	County, City	0	0	0	2	0	2	0.4
5	19	1091	1895	Brandt Ave @ Bridge Ave	City	0	0	0	1	0	1	0.2
6	19	1091	1895	Cambridge Ave @ Deering Ave	City	0	0	1	0	0	1	0.2
7	19	1091	1895	Merriman Rd @ Maplewood Ave	County, City	1	0	0	0	0	1	0.2
8	19	1091	1895	Ford Rd @ Henry Ruff Rd	State, City	1	0	0	0	0	1	0.2
9	19	1091	1895	Cardwell Ave @ John Hauk Rd	City	0	1	0	0	0	1	0.2
10	19	1091	1895	Pierce Ave @ Shotka Rd	City	0	1	0	0	0	1	0.2
11	19	1091	1895	Florence Ave @ Garden Ave	City	0	1	0	0	0	1	0.2
12	19	1091	1895	Helen Ave @ Kathryn Ave	City	0	0	1	0	0	1	0.2
13	19	1091	1895	Cherry Hill Rd @ Henry Ruff Rd	County, City	0	0	1	0	0	1	0.2
14	19	1091	1895	Sunset Dr @ Windsor Ave	City	0	1	0	0	0	1	0.2
15	19	1091	1895	Merriman Rd @ Marquette Ave	County, City	0	1	0	0	0	1	0.2
16	19	1091	1895	Inkster Rd @ Cambridge Ave	County, City	1	0	0	0	0	1	0.2
17	19	1091	1895	Ford Road @ Gilman Avenue	State, City	0	0	1	0	0	1	0.2

Table 14. Garden City High Frequency Crashes Ranked By Number of Crashes

NO.	LOCAL RANK	COUNTY RANK	REGION RANK	NAME	JURISDICTION	2019	2020	2021	2022	2023	TOTAL	YEARLY AVG.
1	12	409	996	Merriman Rd @ Maplewood Ave	County, City	12	16	11	21	6	66	13.2
2	15	645	1585	Middle Belt Rd @ Marquette Ave	County, City	8	9	11	11	10	49	9.8
3	15	645	1585	Inkster Rd @ Maplewood Ave E	County, City	18	23	21	10	8	80	16
4	20	896	2174	Ford Rd @ Henry Ruff Rd	State, City	6	4	9	10	10	39	7.8
5	21	999	2400	Middle Belt Rd @ Maplewood Ave W	County, City	10	6	3	10	7	36	7.2
6	25	1753	4056	Inkster Rd @ Marquette Ave	County, City	6	3	3	4	7	23	4.6
7	28	2058	4746	Marquette Ave @ Venoy Rd	County, City	3	3	6	1	7	20	4
8	28	2058	4746	Merriman Rd @ Marquette Ave	County, City	7	4	2	4	3	20	4
9	30	2179	5032	Inkster Rd @ Cambridge Ave	County, City	5	3	3	4	4	19	3.8
10	42	3376	7580	Warren Rd @ Henry Ruff Rd	County, City	5	1	1	1	5	13	2.6
11	60	5550	12242	James Ave @ Merriman Rd	County, City	2	1	3	2	0	8	1.6
12	60	5550	12242	Middle Belt Rd @ Kathryn Ave	County, City	1	1	2	1	3	8	1.6
13	67	6297	13790	Deering Ave @ Florence Ave	City	1	1	2	1	2	7	1.4
14	67	6297	13790	Cherry Hill Rd @ Hubbard Ave	City	1	2	3	0	1	7	1.4
15	82	7310	15789	Gilman Ave @ John Hauk Rd	City	0	1	1	1	3	6	1.2
16	82	7310	15789	Henry Ruff Rd @ Bock Rd	City	0	1	3	1	1	6	1.2
17	82	7310	15789	Henry Ruff Rd @ Marquette Ave	City	0	3	1	1	1	6	1.2

Table 15. Garden City High-Frequency Crash Road Segments Ranked by Fatalities/Serious Injury Type A

LOCAL RANK	COUNTY RANK	REGION RANK	ROAD NAME	FROM ROAD - TO ROAD	JURISDICTION	2019	2020	2021	2022	2023	AVG. 2019 - 2023
1	600	1281	Marquette Ave	Venoy Rd - Merriman Rd	City	0	0	0	0	2	0.4
2	1174	2542	Henry Ruff Rd	Marquette Ave - Ford Rd	City	1	0	0	0	0	0.2

Table 16. Garden City High-Frequency Crash Road Segments Ranked by Crashes

LOCAL RANK	COUNTY RANK	REGION RANK	ROAD NAME	FROM ROAD - TO ROAD	JURISDICTION	2019	2020	2021	2022	2023	AVG. 2019-2023
1	2830	7312	Maplewood Ave E	Middle Belt Rd - Inkster Rd	City	4	1	4	4	7	4
2	3530	8825	Henry Ruff Rd	Cherry Hill Rd - Marquette Ave	City	3	3	2	4	3	3
3	3708	9211	Maplewood Ave E	Henry Ruff Rd - Middle Belt Rd	City	4	1	3	2	4	2.8
4	4334	10552	Henry Ruff Rd	Marquette Ave - Ford Rd	City	1	1	2	4	3	2.2
4	4334	10552	Henry Ruff Rd	Ford Rd - Maplewood Ave E	City	4	1	2	2	2	2.2
4	4334	10552	Wildwood Ave N	Marquette Ave - Ford Rd	City	2	3	4	2	0	2.2
7	4597	11081	Maplewood Ave	Merriman Rd - Maplewood Ave W	City	3	4	1	2	0	2
7	4597	11081	Marquette Ave	Radcliff St - Venoy Rd	City	2	1	1	2	4	2
9	4842	11592	Marquette Ave	Middle Belt Rd - Inkster Rd	City	2	1	1	3	2	1.8
10	5427	12796	Marquette Ave	Venoy Rd - Merriman Rd	City	4	0	1	1	1	1.4
11	5801	13524	Marquette Ave	Henry Ruff Rd - Middle Belt Rd	City	4	0	1	0	1	1.2
11	5801	13524	Marquette Ave	Middle Belt Rd - Inkster Rd	City	0	3	0	1	2	1.2
13	6249	14360	Maplewood Ave E	Maplewood Ave W - Henry Ruff Rd	City	0	1	1	1	2	1
13	6249	14360	Marquette Ave	Venoy Rd - Merriman Rd	City	1	1	3	0	0	1
13	6249	14360	Marquette Ave	Henry Ruff Rd - Middle Belt Rd	City	1	2	1	1	0	1
13	6249	14360	Marquette Ave	Marquette Ave - Henry Ruff Rd	City	0	1	1	2	1	1
17	6729	15297	Henry Ruff Rd	Maplewood Ave W - Warren Rd	City	1	0	1	2	0	0.8
18	7260	16302	Maplewood Ave W	Middle Belt Rd - Inkster Rd	City	2	0	1	0	0	0.6
18	7260	16302	Marquette Ave	Merriman Rd - Marquette Ave	City	0	1	0	0	2	0.6
20	8683	18979	Maplewood Ave W	Henry Ruff Rd - Middle Belt Rd	City	0	0	1	0	0	0.2
20	8683	18979	Marquette Ave	Wildwood Ave N - Radcliff St	City	0	1	0	0	0	0.2
20	8683	18979	Marquette Ave	Merriman Rd - Marquette Ave	City	0	0	0	0	1	0.2

Equity Analysis

All community members deserve access to convenient, accessible, and affordable transportation options that allow them to safely and reliably reach their daily destinations, including places of education, employment, child care, groceries, healthcare, social connections, and other amenities. However, transportation systems are not used by or accessible to all community members equally; The quality and accessibility of transportation networks are often determined by socio-economic factors such as race, income, age, and ability, which compound to limit the transportation options available to community members.

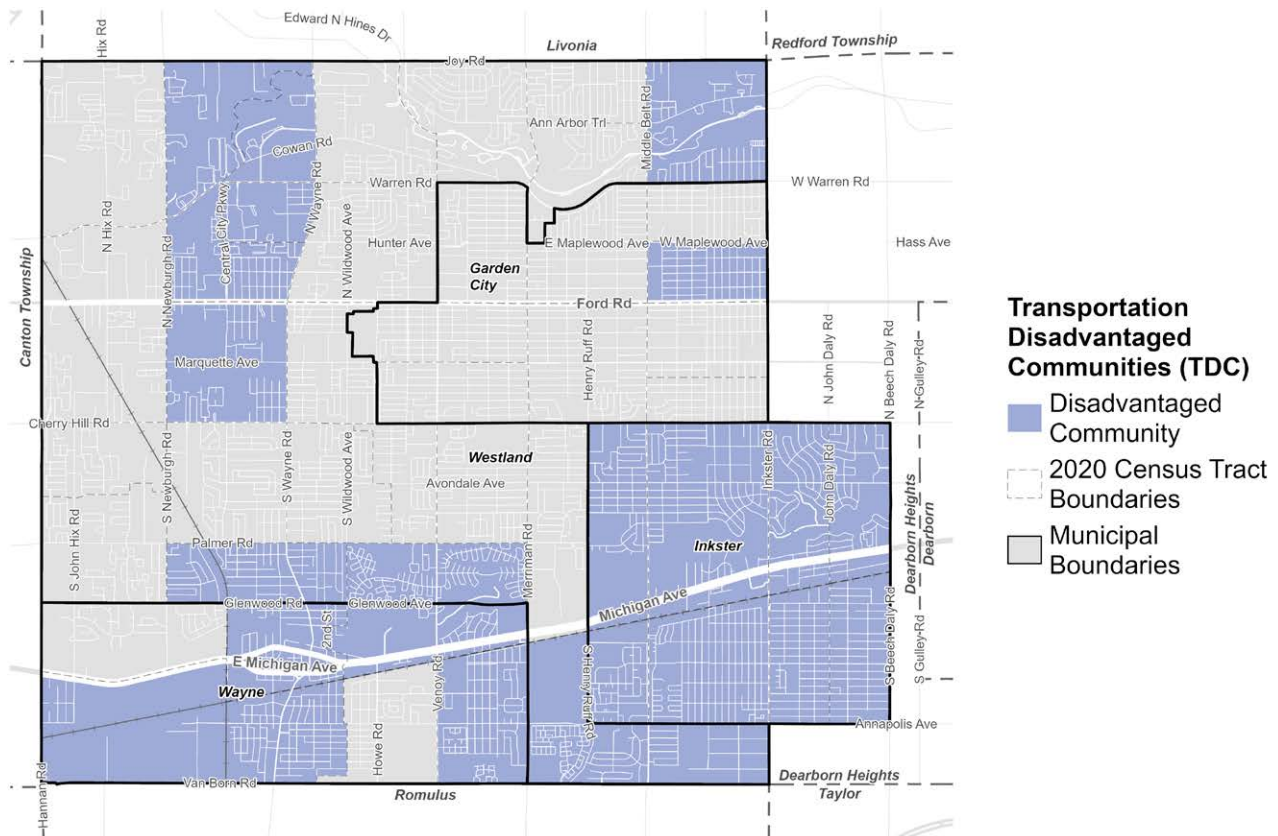
Transportation inequities across race and class exist because of historical, social, economic, and political factors that have shaped access to mobility in cities and communities. These inequities are deeply rooted in systems of power, policy decisions, and patterns of discrimination, including:

- » **Historic Disinvestment:** In the early-to-mid 20th century, policies such as redlining prevented Black and other communities of color from being permitted to buy homes in majority white, wealthy neighborhoods. While these exclusive neighborhoods received high levels of public investment that paid for quality roads, pedestrian infrastructure, and public transit, areas where communities of color could find housing were often denied public investments for transportation. In the decades to follow, highways were often deliberately routed through these same Black and low-income neighborhoods, displaying residents and physically dividing communities, which limited mobility and access to opportunity in the short- and long- term. To date, many low-income and communities of color are "transit deserts," which are areas with few transit options, poorly maintained infrastructure, and unsafe or inaccessible sidewalks and bike lanes.
- » **Sustained Economic Inequality and Transportation Gaps:** Low-income communities are often unable to afford their own private vehicles due to the high upfront costs, insurance, and maintenance. However, many cities are designed solely for car ownership, making it hard for those without cars to access necessary destinations without public transportation. However, transit systems that serve lower-income chronically underfunded. If they are available at all, buses may be unreliable or run at inconvenient times, and the routes might not connect efficiently to neighborhoods and necessary destinations. Further, bus stops often lack accessible amenities such as shelters, benches, and informational signage that promote ease of use. If buses are not available, many residents without cars are forced to bike or walk to their destinations. However, low-income neighborhoods are likely to lack completed sidewalk networks, safe, frequent, and high-visibility crosswalks, street lighting, and traffic calming measures. This inevitably increases pedestrian injuries and fatalities, and unequally exposes residents to air pollution from traffic.

Given these inherent inequities to the transportation system, as part of this initial quantitative analysis, Transportation Disadvantaged Communities were identified within the four-city Boundary. These are communities which are defined as communities in census tracts that are at or above the 90th percentile for diesel particulate matter exposure, transportation barriers, or traffic proximity and volume, and are at or above the 65th percentile for low income. Across Wayne, Westland, Inkster, and Garden City, an estimated 62% of the population resides in a transportation disadvantaged census tract, per the USDOT Equitable Transportation Community (ETC) Explorer.

As shown in the Transportation Disadvantaged Communities Map for Wayne, Westland, Inkster, and Garden City below, all four cities include census tracts which experience disproportionate access to transit options, due to transportation barriers, pollution exposure, nearby traffic volume, and income level. The majority of Inkster and Wayne include Transportation Disadvantaged Communities, while smaller portions of Westland and Garden City are characterized as such. This points to an important opportunity and imperative to utilize the Unified Safety Action Plan to begin addressing historic transportation disinvestments by expanding the safety and pervasiveness of transit options.

Additional analyses were conducted to assess specific demographic characteristics of the four-city boundary that affect access to safe transportation options.



An equitable transportation plan considers the unique, compounding circumstances impacting a community's mobility and connectivity access and needs, and this information is used to prioritize action and determine the measures needed to develop an equitable transportation network. This Unified Safety Action Plan incorporates the need to serve vulnerable communities and to increase multi-modal transit access for all.

Existing Plan Analysis

In addition to aligning the Unified Safety Action Plan's approach and recommendations with the Safe Systems Approach, a crucial element of this Plan was its potential to learn from and build upon existing transportation investment and goals as well as continuing safety planning efforts at the State, regional, and community levels. Summaries of each of the plans drawn from to inform the Unified Safety Action Plan are below:



2023-2026 Strategic Highway Safety Plan (SHSP)

The Michigan SHSP is a data-driven, strategic document that presents actionable goals for eliminating roadway crash fatalities and serious injuries in Michigan. Through identifying key safety needs and offering targeted investment guidance, the document provides strategic direction to the Michigan Highway Safety Improvement Program and the Michigan Highway Safety Plan, with the goal of “Toward Zero Deaths” (TZD).



The Michigan SHSP follows the Safe Systems Approach to understand and holistically address traffic safety concerns on State Highways, and identifies a series of strategies – called “the 5 E’s of traffic safety” – to categorize recommended investments to advance the Safe Systems Approach, including:

- » **Engineering.** Michigan’s roads are designed and built with safety at the forefront. Engineers and planners work to integrate infrastructure design elements to prevent and/or minimize crash frequency and severity. Proven safety countermeasures are implemented to address safety risks proactively and systemically.
- » **Education.** Having the necessary knowledge and skills to navigate the transportation system is critical to establish a safety culture based on shared values, actions, and behaviors. Education works best when built on principles of shared responsibility where educators, parents, drivers, and other stakeholders demonstrate a commitment to safety.
- » **Enforcement.** Law enforcement agencies remind drivers of the laws governing the transportation network and ensure drivers are held accountable for their actions. High-visibility operations and enforcement technology promote safety through the intent of traffic laws. Continuous reviews of current legislation ensure laws reflect the ever-changing safety needs and evolution of the transportation network.
- » **Emergency Response.** Effective emergency response can save lives. Medical first responders represent the first line of defense when an injury occurs in a crash and can be the difference between life or death. Additionally, emergency responders ensure proper traffic incident management is provided to prevent secondary crashes.
- » **Equity.** Fatal and serious injury crashes disproportionately affect communities of color, people living in rural areas, people with disabilities, and older adults. Roadway deaths among people who walk or bike are increasing more sharply than people who drive. Infrastructure planning and design incorporates vulnerable road users and high-risk rural roads. There is a shared responsibility to create a transportation system that meets the needs of all users.

Based on traffic injury and fatality data, the State of Michigan’s SHSP seeks to identify and recommend strategic interventions around the following emphasis areas, which are responsible for the majority of fatalities and serious injuries in Michigan from 2017-2021:

- A. **High-risk Behaviors:** Distracted Driving (335 fatalities); Impaired Driving (2,281 fatalities); Occupant Protection (1,484 fatalities)
- B. **At-Risk Road Users:** Commercial Motor Vehicle Safety (494 fatalities); Drivers Aged 20 and Younger (675 fatalities); Motorcycle Safety (718 fatalities); Pedestrian and Bicycle Safety (954 fatalities); Senior Mobility and Safety (1,135 fatalities)
- C. **Engineering Infrastructure:** Traffic Safety Engineering (3,802 fatalities)
- D. **System Administration:** Traffic Incident Management; Traffic Records and Information Systems

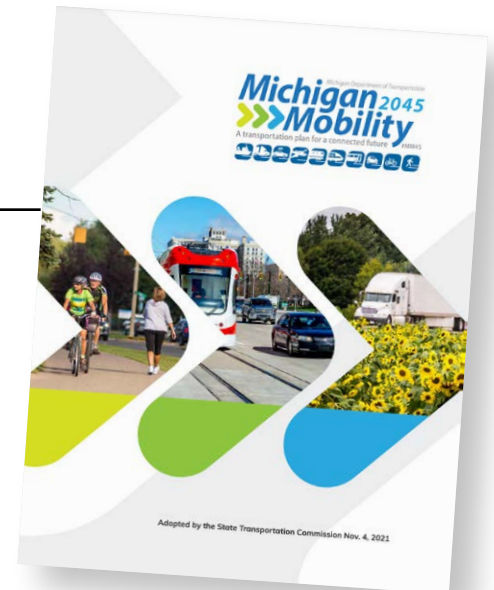
Michigan Mobility 2045

Michigan Mobility 2045, also known as the State Long-Range Transportation Plan, is the State's 25-year plan for transforming Michigan's transportation system and offers a statewide non-motorized plan.

In particular, Michigan Mobility 2045 recommends the following policies:

- » **Quality of Life.** Enhance quality of life for all communities and users of the transportation network.
- » **Mobility.** Enhance mobility choices for all users of the transportation network through efficient and effective operations and reliable multimodal opportunities.
- » **Safety and Security.** Enhance the safety and ensure the security of the transportation network for all users and workers.
 - » Reduce the number of lives lost and injuries sustained on Michigan's transportation network, striving for zero.
 - » Foster a community and workplace culture of safety first.
 - » Reduce vulnerability from various threats; protect physical assets, cyber assets, and transportation systems.
 - » Prepare for and implement efficient coordinated response and recovery to emergency and disaster events.
- » **Network Condition.** Through investment strategies and innovation, preserve and improve the condition of Michigan's transportation network so that all models are reliable, resilient, and adaptable.
- » **Economy and Stewardship.** Improve the movement of people and goods to attract and sustain diverse economic opportunities while investing resources responsibly.
- » **Partnership.** Strengthen, expand and promote collaboration with all users through effective public and private partnerships.

In support of these goals, the Plan recommends targeted investments in transportation safety and security (e.g., safer bike and pedestrian access to transit stops; bus stop lighting and security), accessibility and connectivity (e.g., ADA-compliant sidewalks and curb ramps; close gaps in biking and walking networks), and network management (e.g., maintaining and upgrading traffic signals; operational improvements, such as turning lanes and weave/merge lanes).



SOUTHEAST MICHIGAN REGION

Building Equitable Sustainable Transit (BEST): Michigan Avenue Corridor Study (RTA)

The Southeast Michigan Regional Transit Authority conducted a corridor study of Michigan Avenue to identify and evaluate a series of transit investment alternative to improve transit service between Detroit, Ann Arbor, Detroit Metropolitan Wayne County (Metro) Airport, and intermediate communities (including Wayne, Westland, and Inkster). The study shared the following goals:

- » Increase the efficiency, attractiveness, and utilization of corridor and regional transit for all users.
- » Improve multi-modal connectivity between the activity centers including primary cities at the eastern and western ends of the study area with intermediate communities.
- » Enhance connectivity of the corridor to the regional transportation network.
- » Support land use and development patterns that reflect the vision for growth contained in local and regional plans and policies.
- » Contribute to regional equity, sustainability, and quality of life.
- » Develop and select an implementable and community-supported project.

Based on the study, the following projects were recommended by the RTA:

- » Commuter rail on existing MDOT rail right-of-way between Ann Arbor and Detroit, with alternate routing options:
 - a) Ann Arbor Rail Station to Detroit Amtrak Station
 - b) Ann Arbor Rail Station to Downtown Detroit
- » Bus Rapid Transit (BRT and Premium BRT options) along Washtenaw and Michigan Avenues between Ann Arbor's Blake Transit Center, Detroit Metro Airport (along Merriman Road) and Detroit's Rosa Parks Transit Center, with alternate routing options:
 - a) Deviate from Michigan Avenue along Greenfield Road, Hubbard Drive and Evergreen Road in the vicinity of the Fairlane Town Center.
 - b) Deviate from Michigan Avenue along Telegraph Road and I-94 to Detroit Metro Airport c. Deviate from Michigan Avenue along Middlebelt Road to Detroit Metro Airport.



SOUTHEAST MICHIGAN (REGIONAL)

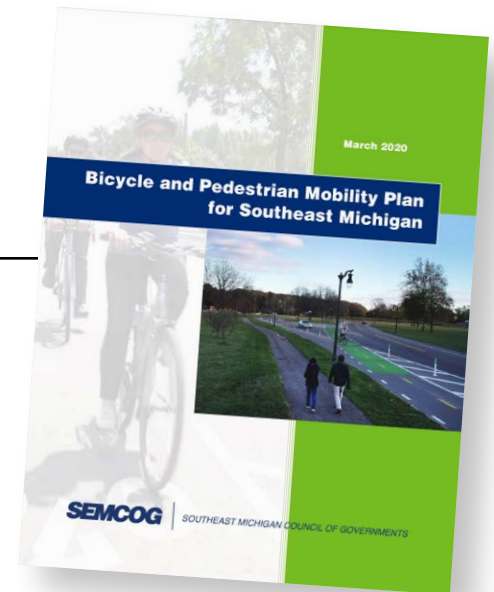
SEMCOG Bicycle and Pedestrian Mobility Plan for Southeast Michigan

Completed in March 2020, SEMCOG's Bicycle and Pedestrian Mobility Plan works to establish a common vision for the future of biking and walking across the region, and offers infrastructure guidance and partnership recommendations to promote interconnectivity, accessibility and use, and safety of this nonmotorized system for residents and visitors of all ages and abilities.

The Plan offers the following regional policies:

- » Connect and expand the network of walking and biking infrastructure in the region to provide a safe, comfortable, and convenient experience for people of all ages and abilities.
- » Ensure equitable access to core services and regional destinations for pedestrians and bicyclists, including connections to other transportation modes.
- » Increase safety for pedestrians and bicyclists with systemic approaches to roadway design, traffic operations, education, and enforcement.
- » Promote healthy lifestyles and vibrant communities with expanded options for pedestrian and bicycle mobility, recreation, and tourism.
- » Provide education to encourage broader participation and awareness of walking and biking issues.
- » Ensure the sustainability of the bicycle and pedestrian network with collaborative planning and adequate funding for development and maintenance.

In setting these policies, the Plan also identifies current gaps that need to be addressed across bicycle and pedestrian infrastructure and safety, which serve as priority areas for intervention, as well as frameworks to follow for interventions, including ADA, Complete Streets, and Safe Routes to School. Strategies are presented across zoning and policy, design, partnerships, education, and technological innovation.



The 2021 Master Plan presents a series of objectives, strategic actions and initiatives across a wide range of scales and scopes to achieve this goal, including the addition of a bike route network, sidewalk maintenance, mid-block crossings and pedestrian refuge islands, well-lit pedestrian intersections, restrictions on right-turns on red at high volume intersections, the extension and connection of existing streets, and more. For example, the City of Wayne set the goal within both its Downtown and neighborhoods to provide a safe and convenient multi-modal transportation system that provides travel choices and balance the needs of all users. Overall, the City wishes to improve the safety and interconnectivity of walking and biking paths and design more pedestrian-friendly and traffic-calming streetscapes and roadway infrastructure.

The 2021 Master Plan also makes future recommendations for high-traffic and/or high-crash roadways across Wayne, including those out of the City's jurisdiction, including:

- » **Wayne Road.** This plan recommends evaluating on-street parking, placing mid-block crossings along S Wayne Road, and installing center medians to address uncomfortable traffic speeds and lack of right-of-way for landscaping/gateway features.
- » **Michigan Avenue (US-12) One-Way Pairs.** This plan recommends a traffic study along to corridor to promote restriping and reconfiguration of the road, including by reducing the length of turn lanes and adding on-street parking to the fourth lane, which has excess capacity.
- » **Sims Avenue.** This plan recommends redesigning the rear parking areas west of Wayne Road and extending Sims through to the cemetery to boost the historic block and cohesively tie together the river parkway, theater, and housing developments. Furthermore, the addition of on-street parking and bulb outs East of Wayne Road would provide increased walkability and pedestrian access to the downtown.
- » **Main Street.** This plan recommends extending a one-way eastbound Main Street access and extending at least a more pronounced parking drive and sidewalks through from Newberry to Elizabeth to promote walkability and link the residential neighborhood the west with the retail core.
- » **Veterans Plaza Connector.** This plan recommends a two-way access between eastbound Michigan and Veterans Plaza to improve pedestrian connections and reduce the confusion of one-way lanes.
- » **Newberry Street.** This plan recommends extending Newberry Street south of eastbound Michigan to Wayne Road to promote walkability, and recommends that Newberry be studied for signalization to aid vehicular and non-motorized traffic.



Advancing Westland, Master Plan (2017) and 2022 Master Plan Progress

Advancing Westland, the City of Westland's Master Plan, is a forward-looking and data-informed policy document that brings together existing conditions, future expectations, and community values and desires for Westland. The Plan sets visions, goals, and objectives across critical topics including, but not limited to, neighborhood resilience, economic development and tourism, social cohesion, amenities and quality of life, and sustainability. Within and across these areas of focus, the City of Westland has set the vision of becoming a community that provides diverse, high-quality opportunities for mobility. To support this vision, the City dedicated an entire chapter of the Master Plan to a non-motorized transportation strategy, which calls out Westland's current transit context and prioritizes transportation safety and access into the future.

In particular, the non-motorized transportation strategy makes recommendations for improved interconnectivity of key destinations within Westland through walking and biking paths, a "3 E's Campaign" covering education, encouragement, and enforcement of pedestrian and biker safety, expansion bicycle facilities (such as bicycle-friendly roads and bicycle parking racks) and wayfinding to such facilities, and adoptions of supportive policies and programs. Further, the City offers additional objectives across other sections within the Plan to improve mobility for all users. For example, as part of its goals to strengthen neighborhoods and the vibrancy of Downtown, the City has identified objectives to improve pedestrian safety and overall walkability by addressing street lighting needs, filling sidewalk gaps, developing wayfinding signage, and investing in improved streetscape designs that prioritize pedestrians over motor vehicles.

Per the 2022 Master Plan Progress document, the City of Westland has made early progress on its transportation goals. These include repaving individual neighborhood streets and sidewalk networks, installing over two dozen wayfinding signs at key locations throughout the City, and developing the Westland Walk & Roll Plan. Near-term plans include walkability investments in the City Centre District and as well as investments in bicycle infrastructure.



CITY OF WESTLAND

Walk and Roll Westland: Pedestrian and Bicycle Safety Action Plan (2021)

Walk and Roll Westland identifies and prioritizes potential future non-motorized infrastructure projects for the City of Westland, with the goal to better connect the City, improve safety conditions for all roadway users, and encourage residents to bike and walk more often. The data analysis and community engagement processes conducted during the development of this plan allowed the City of Westland to identify key primary and secondary routes, and to prioritize ten intersections most in need of improvement.

In addition to identifying priority safety improvements, the Walk and Roll Westland Plan identifies primary routes that could make up the future non-motorized network and are most suitable for new bicycle infrastructure, such as Signed Sharrow Routes, Protected Bike Lanes, Shared Use Paths, and more ideas for phased development for each route.



Inkster's 2017 Master Plan reflects a vision for the future of Inkster's neighborhoods, community life, commercial and downtown development, green spaces, and transportation systems.

The 2017 Master Plan offers several high-level goals and objectives that explicitly or implicitly lend themselves to transportation improvements and pedestrian-friendly design interventions, including:

Goal 1: Economic Development

- Obtain a railway and/or transit station within the City.

Goal 2: Neighborhoods.

- Encourage the development of cohesive neighborhoods by facilitating rehabilitation of existing homes, encourage the construction of new homes and promote the development of public improvements and open space.

Goal 3: Downtown.

- Improve the physical environment of the town center area.
- Create multi-use public spaces and civic uses.

Goal 4: Goods and Services.

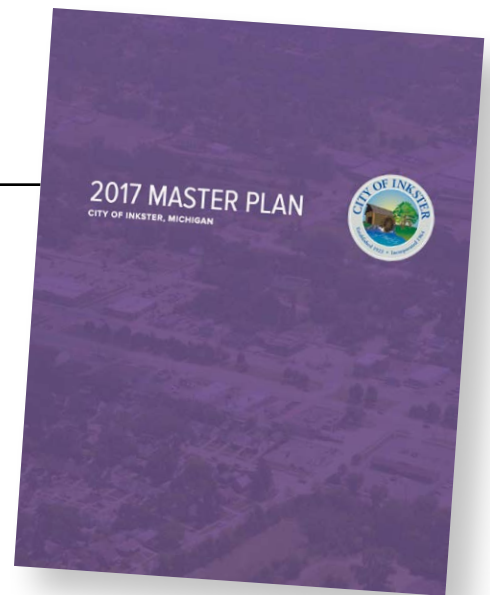
- Promote a positive visual image of all major road frontages.

Goal 6: Transportation. Maintain a safe, quality street network which operates at an acceptable level of service, is aesthetically pleasing, is considerate of pedestrian and bicyclists and ensures traffic on residential streets harmonize with the neighborhood.

- Improve the image along major streets and at entry points.
- Maintain an efficient transportation system throughout Inkster that balances the needs of both the business and residential community.
- Eliminate street designs that hinder emergency response.

Goal 7: Non-motorized and Public Transit. Develop a comprehensive non-motorized system of sidewalks, bike lanes, and pathways throughout the community which is safe, well maintained, allows access to various landmarks within the community, and provides a recreational and social amenity for residents.

- Link all school areas through the non-motorized pathway system.
- Make all pathways pedestrian and bicycle safe and friendly.
- Require the completion of the sidewalk and crossing network with ADA compliant facilities.
- Develop safe and accessible on street bike network to link neighborhoods and business districts.
- Encourage regional transit to link Inkster residents to jobs and services in surrounding communities.
- Encourage bike parking in all new and improved developments.
- Develop a local Complete Streets policy and support regional efforts to invest in non-motorized transportation and transit.



In addition to these goals and objectives, the 2017 Master Plan also includes an entire chapter dedicated to Future Transportation, which offers a Future Transportation Plan Map and describes specific recommendation for the City's transportation system and its interface with the design of public space. The Plan focuses on developing a Complete Streets Policy, protecting vulnerable users, and prioritizing public transit users, pedestrians and bikers.

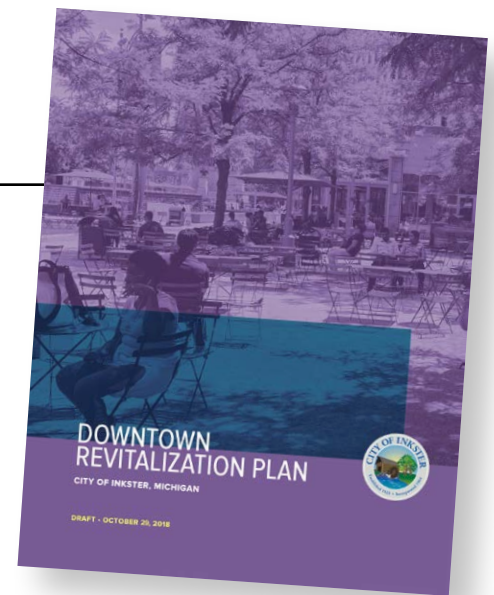
In particular, the Plan recommends a series of interventions, including:

- » A full build out of the sidewalk network in all areas of the City, including new paths between neighborhoods and key destinations and services.
- » Bus Rapid Transit Service (BRT) stops in Inkster, and the development of a transfer station between the proposed Regional Rail line (between Ann Arbor and Detroit) and Michigan Avenue BRT either at the proposed Inkster Road BRT Station or Middlebelt Road BRT Station.
- » Enhanced transit stop design, prioritizing safety, comfort, and information-sharing.
- » Designed bike network that connects residents to Downtown Inkster and the future Parkway and Trail, including a system of shared use paths, on street bike lanes, marked shared lanes and routes that will loop residents into the River Rouge Greenway Corridor, provide access to existing and future transit, and help make Downtown Inkster a safer and more habitable public space.
- » Intersection treatments, traffic calming, and redesigns/reconfigurations of pedestrian crosswalks, Michigan Avenue in Downtown Inkster, and the intersection of Inkster Road and Michigan Avenue.
 - » Proposed Michigan Avenue design, inline with RTA recommendations, incorporates enhanced business connectivity, on-street parking, a boulevard median with a slip lane, biking in a marked shared lane, streetscape enhancements, prominent City of Inkster gateways, and dedicated bus rapid transit with stations in the center median.
- » Wayfinding signage for visitors, pedestrians, and bikers.

Inkster Downtown Revitalization Plan (2018)

Inkster's Downtown Revitalization Plan seeks to implement the Community Core/ Downtown Sub-Area Plan by creating new land uses, building types, and a distinct identity for residents within the downtown. The Downtown Revitalization Plan offers historical context of Inkster's downtown, as well as guiding principles and strategies, activities, and policies necessary for achieving future visions. In particular, a narrative is presented of the town center that imagines special design features including a pedestrian friendly environment with sidewalks and pathways, as well as opportunities for walking and biking balanced with motorized traffic to foster lively, interactive feelings downtown.

In addition to connecting with the goals of Inkster's 2017 Master Plan, the Downtown Revitalization Plan also identifies its own set of specific goals, objectives, and strategic policies and actions for long-range development of Downtown Inkster, which present a series of visions for a multimodal, accessible transit system:



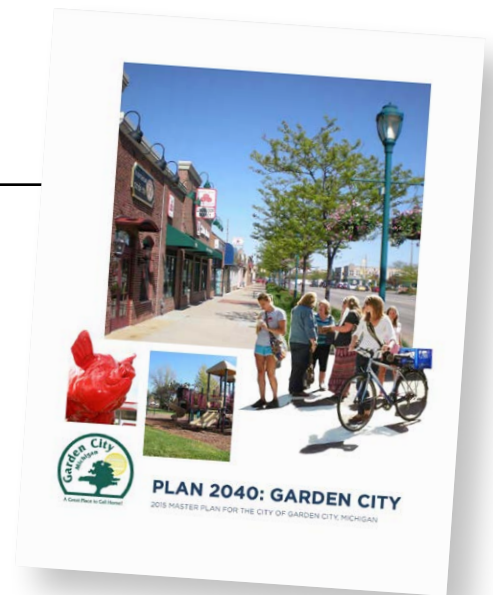
Goal: Reinvest in and Activate the Downtown

- A** Create a walkable destination where residents can eat, shop, and play.
 - » Develop a comfortable, safe atmosphere for residents to walk in the interior of the site with minimum five-foot wide sidewalks, greenbelt buffers between pedestrians and vehicles and first floor building façades with windows, doors and architectural features designed to a pedestrian scale.
 - » Install street lighting, electric vehicle charging stations.
 - » Complete sidewalk gaps.
- B** Promote the use of modern technological advancements in connectivity and mobility to provide advanced services to all residents and businesses.
 - » Work with electric vehicle manufacturers to locate charging stations within Inkster's downtown.
 - » Work with ride hailing services to identify centralized and attractive pickup/drop off locations.
 - » Develop marketing and promotion for ride-share drop off locations and electric vehicle charging stations located in the northeast quadrant's town green.

Plan 2040: Garden City (2015)

Plan 2040, Garden City's 2015 Master Plan, offers ideas and strategies to achieve a comprehensive vision for the City's future, incorporating community desires for community development, land use planning, public amenities, space, and mobility, and more.

Plan 2040 has an explicit transit-related goal and objectives centered in the Plan:



Goal: Transportation and Public Space. Continue to support the improvement of Garden City's transportation systems and public spaces, to assure that they are attractive, functional and accessible for all residents by foot, by bike, by car and by transit.

- ❶ **Walkable City.** Encourage the future development of Garden City as a walkable community where youth, adults, and senior residents can safely cross the streets and walk to and from their homes to parks, businesses, and other destinations.
- ❷ **Complete Transportation System.** Maintain a safe, efficient vehicular, pedestrian, bicycle, and transit transportation network to minimize conflicts among transportation users, promote accessibility throughout the community, and accommodate the circulation needs of all users, especially those with limitations to mobility.
- ❸ **Aesthetics and Identity.** Improve the appearance and identity of Garden City.

In addition to these goals and objectives, Plan 2040 also includes an entire chapter dedicated to Transportation and Public Space which offers a Future Transportation System Map and describes specific recommendations for improvement of the City's existing transportation system. The Plan focuses on developing a intersection improvements, gateway creation, and improvements for more complete streets with pedestrian, bus transit, and bicycle facilities that link communities and destinations.

In particular, the Plan recommends a series of interventions, including:

- » A full build out of the sidewalk network in all areas of the City, including new paths between neighborhoods and key destinations and services.
- » Enhanced transit stop design and connections to the pedestrian and bicycle network along corridors with bus service to encourage use of the bus system (and partnerships between SMART, the Garden City DDA, and City administration to facilitate this).
- » Improved bicycle network facilities and signage, including a loop of off-street shared use paths that connects Garden City Park with downtown.
- » Intersection treatments, traffic calming, and redesigns/reconfigurations of pedestrian crosswalks, Ford Road, the intersection between Ford Road and Middlebelt.



05.

Qualitative Data Gathering and Community Listening

Quantitative data is ineffective if not equally matched with a community's knowledge of and lived experience with the transportation system that they travel within each and every day. These local stories and on-the-ground observations can serve to validate and enrich quantitative data and can do so with attention to equity. Below, a summary of all qualitative data gathering, and community listening efforts is compiled.

Four-City Administration Working Group

To guide the development of the Unified Safety Action Plan, a collaborative and dynamic Four-City Administration Working Group was established, bringing together dedicated municipal leaders and staff from Wayne, Westland, Inkster, and Garden City. This diverse team, representing expertise from planning, public works, economic development, law enforcement, parks and recreation, and more, convened monthly to provide critical insights, local knowledge, and strategic guidance throughout the planning process. By pooling their collective expertise and leveraging their deep connections within their respective communities, this collaborative group ensured that the resulting plan was not only technically sound and feasible but also reflective of the unique aspirations, challenges, and opportunities of each city involved.

Working Group Members:

- » **Lori Gouin.** Director of Community Development/ Planning and DDA, City of Wayne
- » **Mohamed Ayoub.** Planning Director, City of Westland
- » **Alex Garza.** Chief Business Development Director, City of Westland
- » **Sgt. Brandon Paris.** Traffic Bureau, City of Westland Police Department
- » **Nicole Jones.** Planning and Diversity, Equity and Inclusion, City of Westland
- » **Kyle Mulligan.** Parks and Recreation Director, City of Westland
- » **Jamie Sammons.** Administrative Assistant, Economic Development, City of Westland
- » **Derek Dowdell.** Planning Director, City of Inkster
- » **Sharde Crutchfield.** Special Projects Director, City of Inkster
- » **Matthew Miller.** Community Development Director, City of Garden City

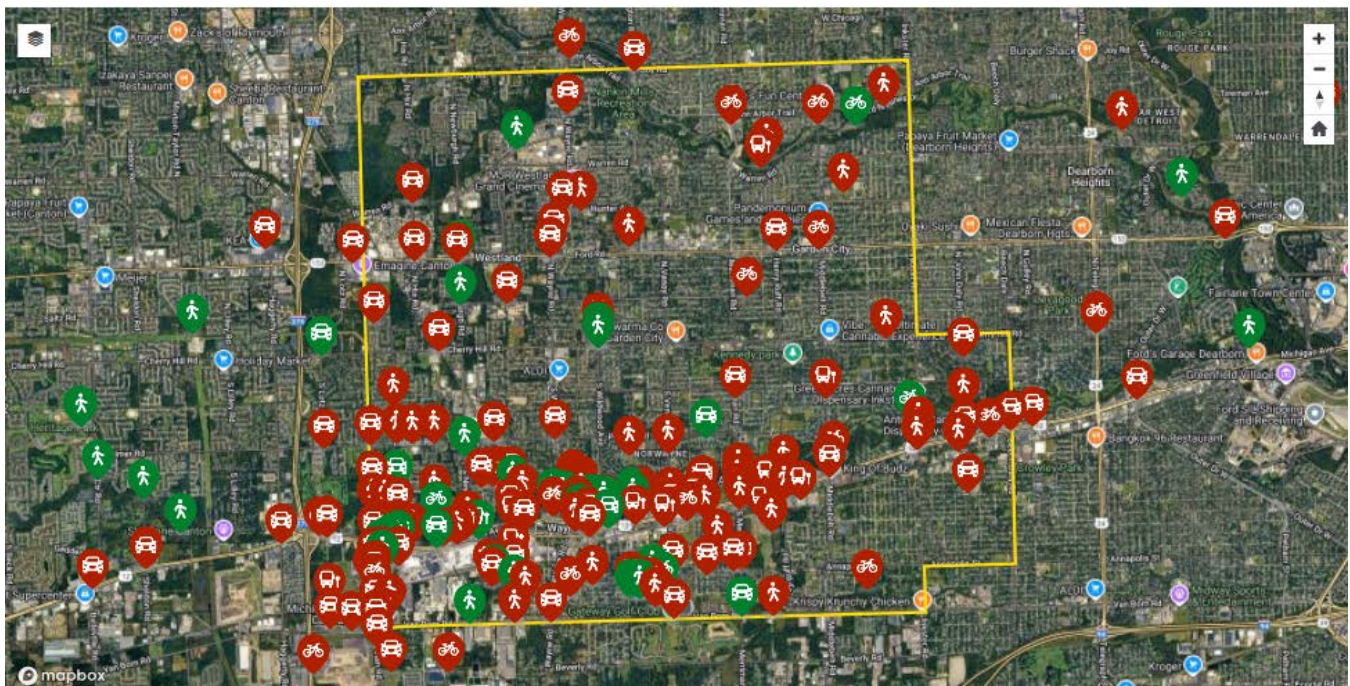
Online Engagement and Community Comment Mapping

All communications about the Unified Safety Action Plan planning process, including grant fact sheets, external memos, and project updates were posted on the Social Pinpoint website created for the project. Importantly, the website offered an asynchronous, digital community engagement opportunity to promote ease of access for community members looking to contribute to the planning process.

The embedded interactive comment mapping activity provided a map of the project boundary, and community members could post their place-based thoughts about transportation assets and challenges throughout the four-city region across walking, biking, public transit, and driving.

The Community Comment Map was open from November 14th, 2024 through January 31st, 2025. During this time, the Community Comment Map had:

- » **250+ unique visitors**
- » **239 comment contributions, across all 4 cities:**
 - » 118 Comments in Wayne
 - » 56 Comments in Westland
 - » 21 Comments in Inkster
 - » 4 Comments in Garden City
 - » 31 Comments in surrounding communities within Wayne County



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Community Mapping Feedback: Wayne

The City of Wayne received a total of 118 comments within its boundaries. Of these comments, the following themes emerged:

Non-Motorized Transportation

Comments within Wayne's city boundary indicate popular use of non-motorized transportation options, and a desire for a safer and improved pedestrian and biking experience.



New Crosswalks: Comments shared the difficulty and risk of crossing major corridors that lack pedestrian crosswalks, and recommended the addition of crosswalks and mid-block crossings in the following areas:

- » **Michigan Avenue** (near bus stops & amenities)



Crosswalk Improvements: Commenters desired more modernized, adequately-timed pedestrian signaling at intersections, as well as high-visibility painting. Key areas requested for crosswalk improvements include:

- » **Crossings near schools** (Glenwood Road)
- » **Wayne Road** (Downtown)
- » **Michigan Avenue**
- » **Hannan Avenue**



Trail Connections: Commenters spoke highly of the new Storybook Trail, Washington Trail, and Mill Trail, and wished for safer connectivity for the trail across main corridors (such as Wayne Road) and a bridge across the Rouge River to nearby schools. The community comments also indicated a desire for additional trails or greenways for both pedestrians and bikers, such as a Rail Trail or trailways along the riverfront, which would improve connectivity between neighborhoods, parks, and neighboring communities.



Park and Green Space Connections: Comments indicated an appreciation for Wayne's green spaces, such as Dynamite Park, and expressed a desire for easier pedestrian access to and through parks, such as Rouge River Park, Hunt Playground and Attwood Park.

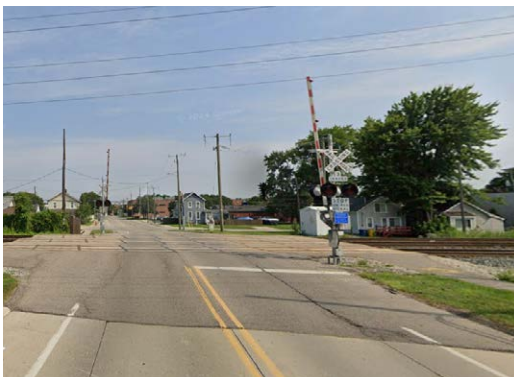


Sidewalk Gaps: Numerous comments indicate a desire for a more complete sidewalk network to promote safety for pedestrians. In particular, the following areas were called out for their sidewalk gaps:

- | | | |
|-----------------|---------------------|---|
| » Venoy Road | » S. Newburgh Road | <i>Some areas with pre-existing sidewalks – such as Michigan Avenue and Hannan Road - were noted as dangerous due to their proximity to the roadway and lack of protection.</i> |
| » Van Born Road | » Stellwagen Street | |
| » Merriman Road | » Maple Avenue | |
| » Hannan Road | » Biddle Street | |



Bike Infrastructure: Commenters expressed desire for an expanded network of biking infrastructure in the City, both along existing trailways and along key corridors that connect to amenities, parks, and neighboring communities. Some ideas for improvements included road diets to accommodate protected bike lanes on wide corridors like Michigan Avenue and Wayne Road.



Railroad Tracks: Several comments pointed out the safety concerns that arise as pedestrians and bikers attempt to cross or circumvent the railroad tracks at Michigan Avenue, Venoy, Glenwood, Annapolis, Hunt, and other locations. Improved sidewalks and other pedestrian and biking infrastructure specifically geared toward railroad crossings is recommended.

Updated Traffic Signals

Multiple comments left within the boundaries of Wayne include concerns about intersections lacking modernized traffic lights and pedestrian crossing signals, which make it difficult and unsafe for drivers and pedestrians alike. Key intersections noted include:

- » John Hix/Michigan Avenue
- » Ash Street/Wayne Road
- » Elm Street/Wayne Road
- » Chestnut Street/Wayne Road
- » Hannan Road/Van Born Road
- » Van Born Road/Wayne Road
- » Van Born Road/Venoy Road
- » Annapolis/Merriman Road



Updated Traffic Signage

Commenters noted areas where existing signage was out of date or confusing. These areas included:

- » Glennwood Road/John Hix (4 “All Way” stop signs needed, instead of 3 stop signs)
- » Winifred Street (Need for “Pedestrian crossing” signage on Winifred from Michigan Avenue)
- » 2nd Street (Signage needed on 2nd to indicate Must Turn Left Lane)



Roadway Maintenance

Numerous comments were centered on the poor conditions of street pavements, street paint markings, dust/debris, and landscape overgrowth on key corridors and residential areas, such as:

- | | |
|-----------------|------------------|
| » Hannan Road | » South John Hix |
| » Van Born Road | » Road |
| » Annapolis St. | » Tanglewood |
| » Hayes Road | » Drive |
| » Cranmore St. | » Mildred Street |
| » Nyman St. | » Treadwell |
| » Randolph St. | » Avenue |
| » Grace Avenue | |

This suggests an opportunity to channel resources to existing infrastructure to improve the safety of the local transportation system, rather than solely building new.



Public Transportation Improvements

Comments identified the need for bus shelter accessibility improvements, such as benches, shelters, trash cans, increased signage, and safe connections to sidewalks. These short-term investments in public transportation improve the safety, accessibility, and aesthetic of public transit in Wayne. Some comments indicated the long-term opportunity for a bus depot, light rail, or public transit hub in Wayne that serves as a node between Ann Arbor and Detroit.



Safe Routes to School

A common theme across numerous comments included the need for investment in and around school drop-off-zones to ensure safety for students and reduced congestion and conflict. Ideas shared for improvement include:

- » Additional high-visibility crosswalks near schools (Glenwood)
- » Reduced speed limits in school zones (Gloria Street)



Michigan Avenue

Numerous comments addressed the desire to change the configuration and flow of Michigan Avenue; however, community members have different ideas as to what they imagine for the future of the corridor. The following ideas were shared:

- » Remove the "split" between the two directions of Michigan Avenue
- » Complete a Road Diet to allow for a non-motorized network along Michigan Avenue (however, note that some comments were strongly AGAINST a Road Diet on Michigan Avenue, due to fears of congestion)
- » Removal of "Michigan Lefts" along Michigan Avenue

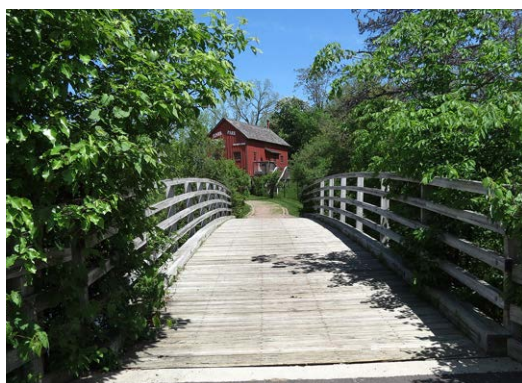


Community Mapping Feedback: Westland

Westland received a total of 56 comments within its city boundary. These comments are summarized below:

Non-Motorized Transportation

Comments within Westland's city boundary indicate popular use of non-motorized transportation options, and a desire for a safer and improved pedestrian and biking experience.



Trail Connections: Commenters spoke highly of the existing trails in Westland, including the Cowan/Central City Parkway Holliday Trailhead, and wished for additional biking/walking connections between green spaces and neighborhoods (such as Nankin Mills Recreation Area and surrounding communities along Edward Hines Drive, and green spaces off of Hanover Avenue).



Sidewalk Gaps: Numerous comments indicate a desire for a more complete sidewalk network to promote safety for pedestrians. In particular, sidewalk gaps on North and South Merriman, South John Hix, Palmer, Glenwood, Cherry Hill, Newburgh, and areas around the railroad tracks were called out with comments as priorities for sidewalk gap filling. A small number of comments indicated desire for expanded sidewalks in residential areas, such as Schuman Avenue.



Crosswalk Improvements: Commenters desired more modernized pedestrian signaling at intersections, as well as high-visibility painting. Key areas requested for crosswalk improvements include:

- » North Wildwood Street
- » Marquette/Newburgh
- » Wayne Road (near apartment complexes)
- » Van Born/Henry Ruff
- » North Hix Road/Warren

Turn Lights

A large number of comments were directed towards the difficulty of making turns utilizing the existing traffic signaling system and road geometry. “Michigan lefts” on Merriman were described by one commenter as unusual, complex and difficult to navigate for pedestrians, bikers, and visiting drivers. Ideas shared for improvement include:

Dedicated turn signals

- » Palmer/S Wayne Rd.
- » Hunter Ave/Wayne Road
- » Marquette/Carlson
- » Van Born/Henry Ruff
- » North Hix Road/Warren
- » North Hix Road/Ford Rd

Dedicated turn lanes

- » Newburgh/Ford Rd



Safe Routes to School

A common theme across numerous comments included the need for investment in and around school drop-off-zones to ensure safety for students and reduced congestion and conflict. Ideas shared for improvement include:

- » Additional street lighting along key paths to school (Palmer Road)
- » Additional high-visibility crosswalks near schools
- » New strategic drop-off/pick-up patterns and enforcement during peak drop-off and pick-up times (particularly near Wildwood Elementary School and John Glenn Highschool)
- » Speed and turn restrictions during school hours, or dedicated turn lanes to reduce back-up (particularly near Wildwood Elementary School)
- » Additional paved, protected pathways connecting neighborhoods to the schools (for example, through the fields behind Adams Middle School)
- » An active crossing guard/traffic director during peak drop-off and pick-up times.



Updated Traffic Signage

Commenters described incidences where drivers do not abide by traffic laws, including turning on red, running stop signs, shifting lanes, driving in the wrong direction. Updated signage and street markings are recommended on Ford Road.

Community Mapping Feedback: Inkster

Inkster received a total of 21 comments within its city boundary. These comments are summarized below:

Non-Motorized Transportation

Comments within Inkster's city boundary indicate popular use of non-motorized transportation options, and a desire for a safer and improved pedestrian and biking experience.



Bike Lanes: 1 commenter celebrated Inkster's existing bike path on Helen Street. Ideas were also shared for future protected bike lane and trailway connections near the golf course and around neighborhoods to improve quality of life and the connection of communities.



Sidewalk Gaps: Numerous comments indicate a desire for a more complete sidewalk network. While Inkster has a sidewalk gap map, areas identified as in need of additional investment through the comment map include John Daly, Annapolis, on tertiary streets between Inkster and Beech Daly, and near pedestrian bridges.



Mid-Block Crossings: Engaged stakeholders shared concerns on the comment map that it is difficult to cross major corridors in Inkster due to the size of the road and the speed at which vehicles travel. Crosswalks in Inkster are often far apart, and lack crosswalk markings – leading to unsafe crossing behaviors. In particular, commenters desired safer neighborhood connections to schools, shopping and amenities; for example, residents of the Twin Towers noted their desire for safer crossings to the Inkster Task Force Farmers Market, and other comments desired safe crossings across Cherry Hill near Hicks Elementary School.

Public Transportation Improvements



Bus Shelter Accessibility 2 comments identified the need for bus shelter accessibility improvements, such as benches, shelters, trash cans, increased signage, and safe connections to sidewalks. These short-term investments in public transportation improve the safety, accessibility, and aesthetic of public transit in Inkster, which serves a large population of residents who do not have access to their own car. More visionary ideas included future investment in railway stop connections between Detroit and Ann Arbor, and in SMART Bus Transit Hubs.

Roadway Safety Improvements



Dangerous Intersections: 4 comments were left around the dangers of “Michigan Lefts”, particularly at Beech Daly/Michigan Ave, Inkster Road/Michigan Ave, Middlebelt/Michigan Ave, and Henry Ruff/Michigan Ave. These turns were described as unusual, complex and difficult to navigate for pedestrians, bikers, and visiting drivers.



Roadway Maintenance: 3 comments were centered on the poor conditions of street pavements and sidewalks on key corridors, such as John Daly, Cherry Hill, Michigan Avenue, that make driving dangerous. This suggests an opportunity to channel resources to existing infrastructure to improve the safety of the local transportation system, rather than solely building new.

Community Mapping Feedback: Garden City

Garden City received a total of 4 comments within its city boundary. These comments are summarized below:

Updated Traffic Signals

1 of the 4 comments left within the boundaries of Garden City was a Driving Challenge placed at the intersection of Ford Road and Henry Ruff. The commenter mentioned the difficulty of turning at this intersection due to the lack of turn signals and outdated traffic signaling.



Pedestrian Experience on Key Corridors

1 of the 4 comments left within the boundaries of Garden City was a Biking Challenge placed on Ford Road. These comments focused on the inability for pedestrians and bikers to easily and safely traverse these corridors.



Non-Motorized Transportation Options

3 of the 4 comments left within the boundaries of Garden City focused on the need for additional bike lanes along key corridors, such as Ford Road, as well as pedestrian and/or biking trail or greenway connections around neighborhoods, schools, and parks. Commenters mentioned that this infrastructure would promote connectivity and would provide health benefits to community members.



Transit Ground Truthing Tours

Starting in Summer 2024, the project team hosted a series of “Transit Ground Truthing Day” in each of the four cities. These tours helped build a greater understanding of the successes and opportunities of the communities’ transportation systems. These tours included key stakeholders walking and driving along key roadways, observing transit behaviors and infrastructure and design needs. Routes as well as key findings and observations for each community are provided below.

Key Observations and Takeaways

To ensure that the “Ground Truthing” efforts were comprehensive and inclusive of all transportation system users needs, Transit Tour members were invited to provide feedback across different mode types. Feedback and observations are categorized by the following modes:

- » **Walking**
- » **Biking**
- » **Driving**
- » **Public Transit**

Garden City

Priority Routes and Destinations

Custom tour routes were designed in collaboration with Garden City representatives of the SS4A City Administration Working Group which allowed the City staff and key stakeholders to evaluate the transportation system, including high-crash corridors and intersections, as well as routes to key amenities and destinations in town -- like downtown areas and schools, parks or trails, public transit stops, key public and civic spaces, and neighborhoods. For Garden City, these key routes and destinations included:

- » **Pedestrian crossings and bus stops along Middlebelt, Maplewood, Henry Ruff, and Ford Rd.**
- » **Garden City High School**
- » **Burger Transition Center**
- » **Bus Stops**
- » **Downtown Garden City**





Walking

STRENGTHS

Garden City is close to finalizing a \$2.5 million grant from the State of Michigan for sidewalk gap filling and replacement. Neighborhood walking paths that do exist are generally, but not universally, in fair to good shape and include some accessibility features.

OPPORTUNITIES

The safety of pedestrian infrastructure could be improved in terms of its design and placement throughout the city. The following ideas were identified by the Transit Tour Team:

- » **Improve sidewalk connectivity and pedestrian comfort along major roads in and near downtown.** The streetscape in downtown Garden City on Middlebelt helps separate the pedestrian way from intense traffic, but the Ford Road frontage includes sidewalks that are very close to the road, and curbs are missing which makes the separation between pedestrian way and traffic lanes less legible and more dangerous. It is difficult and uncomfortable to cross Middlebelt and Ford Road as a pedestrian in downtown Garden City. Additionally, the crossing times do not provide enough time for pedestrians to completely cross the roads, especially for children, seniors, and persons with mobility difficulties.
- » **Ensure safe routes between senior housing and groceries and other stores.** Residents of Garden City Tower, who often are dependent on walking to travel out of the tower, frequently walk along Middlebelt Road to retail destinations to the south, along paths that are sometimes difficult to traverse and adjacent to high-speed traffic. Garden City High school students also traverse this path frequently between the high school and downtown destinations.
- » **Consider speed reductions on collector streets such as Henry Ruff Road and Beechwood.** Several collector streets in the City have more vehicle capacity than is necessary for safe and efficient traffic. This induces increased vehicular speeds along streets like Henry Ruff, which has primarily residential frontage. There are street parking restrictions along Beechwood that are vestiges of previous development and may not still be necessary. As it is, the prohibition of street parking creates a street design that invite faster-than-design speeds.
- » **Street tree coverage can be improved.** Observed roads, such as Maplewood Boulevard, that have many opportunities to densify the tree canopy, which could contribute to several improvements in the safety and experience of walking along these roads (reduced speeds, shade and cooling, stormwater management, etc.).



Biking

OPPORTUNITIES

Biking infrastructure remains limited throughout the City. City staff reported that there has not been much demand or interest to date in adding on-street bicycle infrastructure. The following ideas were offered in terms of its improvement:

- » **Collaborate with Westland to improve crossings and connections to Hines Park, especially across Middlebelt.**

Driving

STRENGTHS

Many of Garden City's roads are physically in good shape. Downtown Garden City exists at the intersection of the regionally-significant corridors of Middlebelt and Ford Road, which allows easy access for visitors and creates economic opportunities.

OPPORTUNITIES

- » **Improve Signaling and Legibility of the Intersection at Block and Middlebelt.** This intersection, near the Garden City fire department, causes confusion and frequent dangerous conditions.

Public Transit

STRENGTHS

SMART service exists along Ford Road and Middlebelt in Garden City.

OPPORTUNITIES

- » **Improve Accessibility and Comfort of Existing Stops, Including/Especially School Bus stops.** Many existing bus stops lacked benches, lighting, weatherized shelters, and informational signage that could inhibit accessible use. Many stops are simply signed by a pole in the parkway, without an accessible path or pad between the sidewalk and the street.

Thinking across the entire transportation system, the Garden City Transit Tour members identified the following priorities:

- » **Ensuring accessible pedestrian infrastructure from neighborhoods/apartment complexes to downtown amenities and near bus stops, especially for youth and seniors.**
- » **Seek opportunities to employ road diets, street trees, and other traffic calming techniques to reduce speeding through neighborhoods.**
- » **Create a new, walkable development on the former K-Mart site, including pedestrian-friendly streets.** This would allow for placemaking in downtown Garden City that doesn't require modifications of the high-traffic Middlebelt or Ford Road corridors.



City of Wayne

Priority Routes and Destinations

Wayne hosted its Transit Ground Truthing Day in the afternoon of October 21st. A total of four representatives and stakeholders from Wayne joined planners from McKenna for a driving and walking tour of the City.

Custom tour routes were designed in collaboration with Wayne representatives of the SS4A City Administration Working Group which allowed the City staff and key stakeholders to evaluate the transportation system, including high-crash corridors and intersections, as well as routes to key amenities and destinations in town – like downtown areas and groceries, schools, parks or trails, public transit stops, key public and civic spaces, and neighborhoods. For Wayne, these key routes and destinations included:

» Downtown Trails and Destinations

- » **Key Corridors:** Washington Trail; Michigan Avenue; 2nd Street
- » **Destinations and Amenities:** Wayne City Hall; Washington Trail; Downtown Wayne; Goudy Park

» Driving Conditions of Key Corridors; Routes to Schools

- » **Key Corridors:** S Wayne Road; Michigan Avenue; Van Born Drive; Venoy Road; Glenwood Road; 2nd/3rd/4th Street
- » **Destinations and Amenities:** Wayne Memorial High School; Corewell Health Wayne Hospital; Forest Park; Wayne Historical Museum

Walking

STRENGTHS

Overall, Wayne offers unique walking trails and a well-lit, connected sidewalk system in downtown and residential areas.

OPPORTUNITIES

The safety of pedestrian infrastructure could be improved in terms of its design and placement throughout the city. The following ideas were identified by the Transit Tour Team:

- » **Add Mid-Block Crossings to Key Destinations.** Safe crossings are necessary to key destinations including between City Hall and Washington Trail (S Wayne Rd); Phoenix Theaters State-Wayne to parking lot at Newbury Road (Michigan Ave); across Wayne Road to the library.
- » **Improve Visibility and Safety of Existing Crosswalks.** The Transit Tour team recommended call buttons at pedestrian crosswalks across major corridors (such as Wayne/Van Born), as well as signalized and high-visibility painting at crosswalks across major corridors (Wayne Rd; Sims St.) and near key destinations such as schools (Glenwood Rd), the library (Wayne Rd), Town Plaza, and the post office.
- » **Provide Accessibility Improvements to Existing Pedestrian Walkways.** Safety and accessibility concerns were noted across the tour, prompting the following ideas:
 - i. Repair brick pavers along downtown sidewalks
 - ii. Ensure entry and exit to Washington Trail is ADA accessible
 - iii. Improve lighting along Washington Trail and key routes to school

Biking

STRENGTHS

Wayne offers shared “sharrow” bike/drive lanes in different areas throughout the City, and bike parking racks.

OPPORTUNITIES

Biking infrastructure remains limited throughout the City. The following ideas were offered in terms of its improvement:

- » **Add protections and wayfinding signage to existing bike lanes throughout the City (including on Elizabeth St.)**
- » **Ensure bike infrastructure is provided throughout the City to connect Wayne and regional trail systems.**

Driving

STRENGTHS

Wayne’s roadways are well-lit, and a wayfinding signage campaign is underway to support safe navigation of drivers.

OPPORTUNITIES

- » **Regulate and Reduce Traffic Speeds.** Speeds along key corridors such as Wayne Road and Van Born Road were deemed too fast and would benefit from speed limit signage and enforcement.
- » **Improve the Safety of Turns.** Left lane turn lanes were recommended for turns off of Van Born, 2nd/Glenwood to prevent bottlenecks and dangerous behaviors.
- » **Improve the Legibility of the Roadway System.** The Transit Tour team described many instances of wrong-way traffic on Michigan Avenue, moving Westbound. Improved signage or infrastructure could work to prevent this.

Public Transit

STRENGTHS

Wayne offers a series of SMART bus routes.

OPPORTUNITIES

- » **Evaluate the Utilization of Existing Bus Stops.** Transit Tour members described a desire to collaborate with SMART to gather data on the most/least popular stops and ridership to understand current demand and opportunities to add additional stops. Discussions around new stops included Venoy/Van Born Road and stops near the hospital.
- » **Improve Accessibility, Visibility, and Comfort of Existing Stops.** An important point of feedback included the lack of benches, lighting, weatherized shelters, and informational signage at bus stops that could inhibit accessible use. Ensuring sidewalk connections across busy corridors to bus stops, and from bus stops to final destinations is also a key need to ensure access to public transit.
- » **Explore Safety Considerations for Bus Stops.** A safety concern of City staff is the utilization of bus shelters for permanent shelter by unhoused people. Research can be completed to determine effective bus shelter design options as well as pathways for providing the necessary support towards the unhoused population.

Thinking across the entire transportation system, the Wayne Transit Tour members identified the following priorities:

1. Taking advantage of Wayne’s riverfront and trail systems to provide safe, well-connected pedestrian connections to key destinations in town.
 - a. **Vision #1:** A route to school over the Rouge River, across Sims at 4th Street – connecting both sides of the River for non-motorized transit.
 - b. **Vision #2:** A fully lit, fully connected Washington Trail through Goudy Park and City Hall.
2. Improving the accessibility to key destinations across major thoroughfares using mid-block crossings.
3. Improving the visibility of existing pedestrian infrastructure through the provision of additional street lighting and crosswalk infrastructure (including crosswalk painting and signalized crosswalks).



City of Westland

Priority Routes and Destinations

Westland hosted its Transit Ground Truthing Day on the morning of October 21st. A total of 12 representatives and stakeholders from Westland joined planners from McKenna aboard a shared shuttle bus to tour the City.

Custom tour routes were designed in collaboration with Westland representatives of the SS4A City Administration Working Group which allowed the City staff and key stakeholders to evaluate the transportation system, including high-crash corridors and intersections, as well as routes to key amenities and destinations in town – like downtown areas and groceries, schools, parks or trails, public transit stops, key public and civic spaces, and neighborhoods. For Westland, these key routes and destinations included:

- » **Downtown Corridors and Public Spaces**
 - » **Key Corridors:** Warren Road, Central City Parkway, Nankin Blvd.
 - » **Destinations and Amenities:** Westland City Hall, Senior Housing Community, Holliday Nature Preserve Trailhead, Ralph Savini Fire Station, Nankin Square Park
- » **Neighborhoods, Amenities, and Schools**
 - » **Key Corridors:** Ford Road, Carlson St., Marquette Ave., Wildwood Ave.; Henry Ruff Road; Annapolis Ave., Inkster Road; Van Born Road; Merriman Road; S. Venoy St.; Palmer Rd.
 - » **Destinations and Amenities:** William P. Faust Public Library; Kroger; Tattan Park; John Glenn High School; Sottlemeyer Elementary School/Child Care Center; Farmington 5-6 Campus; Norwayne Neighborhood; Aldi; Adams Middle School; Jefferson-Barnes CVC; Wildwood Elementary

Walking

STRENGTHS

Overall, Westland's sidewalk system was perceived to be well-connected and well-maintained.

OPPORTUNITIES

The safety of pedestrian infrastructure could be improved in terms of its design and placement throughout the City. The following ideas were identified by the Transit Tour Team:

- » **Add Signalized and/or Mid-Block Crossings to Key Destinations.** Safe crossings are necessary to key destinations including schools (Wayne/Marquette and Newburgh/Marquette), the library, parks, markets, churches, and City Hall, and across busy, multi-lane corridors such as Middlebelt Road.
- » **Provide Painted, High-Visibility Crosswalks and Stop Limits at Intersections.**
- » **Provide Modernized and More Frequent Street Lighting Along Key Pedestrian Corridors.** Particularly during dark Winter months, lighting is needed to ensure safe passage along pedestrian routes, such as primary routes to schools (i.e. Marquette; Cherry Hill/Merriman).
- » **Ensure all Existing Sidewalks and Curb Cuts are Accessible.** Existing curb cuts occasionally lack ADA accessibility, such as those along Venoy and Avondale, and Merriman and Avondale.
- » **Connect Known Sidewalk Gaps and Provide Additional Accessible Sidewalk Coverage on North and South Bound Sides of Roadways, and to and from Bus Stops.** While the City is aware of all sidewalk gaps in the community, the following were pointed out on the tour:
 - » S Venoy and Avondale
 - » Van Born between Merriman and Middlebelt
 - » Henry Ruff Rd, near Riverview Manufactured Housing Community
 - » Opposite side of Merriman, Annapolis Road, Central City Parkway, Cherry Hill Road



Biking

STRENGTHS

Westland offers shared “sharrow” bike/drive lanes in different areas throughout the City.

OPPORTUNITIES

Biking infrastructure remains limited throughout the City. The following ideas were offered in terms of its improvement:

- » **Add biking infrastructure and connections to key corridors and destinations, including along Central City Parkway to City Hall, Nankin Blvd and to park facilities, such as the new Nankin Square Park.**
- » **Add biking signage and painting to promote wayfinding and safety for bike riders.**

Driving

STRENGTHS

The majority of Westland’s intersections appeared to be safe and its roadways felt well-maintained.

OPPORTUNITIES

- » **Regulate and Improve Infrastructure for School Drop-Offs.** A large concern across the Transit Tour was the disorganized and unsafe drop off of students at John Glenn High School, which left students vulnerably dropped off in unmarked and unsafe areas with high traffic.
- » **Regulate and Reduce Traffic Speeds.** Speeds along key corridors such as Venoy were deemed too fast. Transit Tour members also described speeding down residential roads that connect key corridors, such as Annapolis Road.
- » **Improve the Safety of Turns.** Left lane turn signals were recommended at Middlebelt and Joy, and Hunter/Wayne.

Public Transit

STRENGTHS

Westland offers both SMART and Nankin Transit routes for community members, including 50 stops and 3 lines.

OPPORTUNITIES:

- » **Evaluate the Utilization of Existing Bus Stops.** Transit Tour members described a desire to collaborate with SMART to gather data on the most/least popular stops and ridership to understand current demand and opportunities to add additional stops.
- » **Improve Accessibility, Visibility, and Comfort of Existing Stops.** An important point of feedback included the lack of benches, lighting, weatherized shelters, and informational signage at bus stops that could inhibit accessible use. Ensuring sidewalk connections across busy corridors to bus stops, and from bus stops to final destinations is also a key need to ensure access to public transit.

Thinking across the entire transportation system, the Westland Transit Tour members identified the following priorities:

1. Ensuring safe routes to schools for all students across all modes of travel to school (i.e. walking to school, getting dropped off at school, riding the bus, a bike, or an electric scooter).
2. Collaborating with SMART and other local public transportation providers to make targeted improvements to bus routes and infrastructure.
3. Improving the visibility of existing pedestrian infrastructure through the provision of additional street lighting and crosswalk infrastructure (including crosswalk painting and signalized crosswalks).

City of Inkster

Priority Routes and Destinations

Inkster hosted its Transit Ground Truthing Day in the morning of November 12th. A total of 4 representatives and stakeholders from Inkster across planning, police, engineering, and City Council joined planners from McKenna for a driving and walking tour of the City.

Custom tour routes were designed in collaboration with Inkster representatives of the SS4A City Administration Working Group which allowed the City staff and key stakeholders to evaluate the transportation system, including high-crash corridors and intersections, as well as routes to key amenities and destinations in town – like downtown areas and groceries, schools, parks or trails, public transit stops, key public and civic spaces, and neighborhoods. For Inkster, these key routes and destinations included:

- » **Pedestrian crossings and bus stops along Michigan Avenue, Middlebelt, John Daly, and Cherry Hill**
- » **Civic Institutions:**
 - » Inkster City Hall
 - » Inkster Fire Department
 - » Wayne County Children Services
 - » Booker T Dozier Recreation Center
 - » Leanna Hicks Public Library
- » **Commercial Spaces:**
 - » Downtown Inkster (including associated alleys and priority redevelopment sites)
 - » Inkster African and Caribbean Market
- » **Green Spaces and Parks:**
 - » Inkster Park and Picnic Center
 - » Inkster Nature Trail
 - » Inkster Golf Course
- » **Religious Institutions, including but not limited to:**
 - » New Jerusalem Missionary Baptist Church
 - » New Greater Bethlehem Temple Community Church
 - » Middlebelt Baptist Church
 - » New Christ Temple COCHUSA
- » **Schools:**
 - » Inkster Preparatory Academy
 - » American International Academy
 - » David Hicks Elementary School





Walking

STRENGTHS

Overall, Inkster offers a good sidewalk system in downtown and residential areas.

OPPORTUNITIES

The safety of pedestrian infrastructure could be improved in terms of its design and placement throughout the city. The following ideas were identified by the Transit Tour Team:

- » **Assess and Improve Crossing Infrastructure and Visibility.** Pedestrian crossing infrastructure is present throughout the city, but at times is outdated and inefficient. The following feedback was gathered regarding pedestrian crosswalks:
 - » **Michigan Avenue:** Call buttons need to be fixed and maintained; pedestrian crossing times need to be extended to allow for comfortable, safe passage by all users.
 - » **Inkster Road:** Particularly near schools with high student traffic, crosswalks need to be updated with high-visibility paint and call buttons.
 - » **Neighborhoods:** Particularly near schools with high student traffic and connections to key corridors, residential streets would benefit from painted stop-sign limit lines.
- » **Add Mid-Block Crossings to Key Destinations.** Safe crossings are necessary to promote safety and limit risky jaywalking between key destinations downtown (including to hotels, convenient stores, restaurants, shopping, and the library) and to bus shelters across Michigan Avenue.
- » **Provide Connectivity and Accessibility Improvements to Existing Pedestrian Walkways.** Missing sidewalks are inventoried across Inkster, which can be used to carry out the following ideas:
 - » Offer grass strips or tree barriers that shield pedestrians on downtown sidewalks from busy traffic corridors (i.e. Michigan Avenue).
 - » Improve sidewalk connections around the library and post office.
 - » Improve connectivity of apartment buildings to downtown amenities.
 - » Ensure sidewalks and curbs in neighborhoods, near schools, and along key pedestrian corridors are ADA accessible.
- » **Ensure Safe Routes to and Around Schools.** While Inkster does not have a school system, it is home to a series of charter and Wayne-Westland schools that experience challenges to safe school drop-offs and student walking routes to and from school. Some ideas for improvements include:
 - » **Develop partnerships with (charter) school boards to ensure budget dollars are allocated for safe student transportation.**
 - » **Inkster Preparatory Academy:** Identify opportunities to provide a clear drop-off zone, as well as high-visibility student crosswalks across Woodsfield and across Inkster Road.
 - » **David Hicks Elementary School:** Identify opportunities to provide a clear drop-off zone, as well as high visibility student crosswalks to across Helen.
 - » **American International Academy Upper Elementary:** Identify opportunities to provide a clear drop-off zone, as well as high visibility student crosswalks across Avondale and across Inkster Road; consider a redesign to the parking lot to provide a safe, protected sidewalk for students.



Biking

STRENGTHS

Inkster residents enjoy biking, and Inkster offers nodes of an inter-city bike trail for recreation and safe connection to neighboring communities.

OPPORTUNITIES:

Biking infrastructure remains limited throughout the City. The following ideas were offered in terms of its improvement:

- » **Ensure safe bike routes (shared “sharrow” drive/bike lanes or shared pedestrian/ bike infrastructure) along key corridors such as Michigan Avenue, John Daly, and Middlebelt.**
- » **Ensure bike trail infrastructure and wayfinding signage is developed and maintained throughout the City to connect Inkster and regional trail systems, and to safely allow bikers to traverse high traffic corridors.**

Driving

STRENGTHS

Inkster’s neighborhoods are near major thoroughfares that allow them to move easily across the region.

OPPORTUNITIES

- » **Improve Paving.** Many roadways in Inkster, particularly nearby civic institutions and neighborhoods such as Hamlin Drive and Avondale, are difficult to traverse in a vehicle or on a bike/ scooter due to pavement decay. Continued maintenance of these roadways – and additional acquisition of funding to support these efforts – is recommended.
- » **Improve the Legibility of the Roadway System.** A speed trap exists along Michigan Avenue at Henry Ruff when leaving Inkster and entering Westland, in the form of a flashing traffic light. The flashing light, in lieu of a traffic light, causes unsafe and risky crossings of the busy, multi-lane roadway, and the roadway fails to communicate the speed limit while in Inkster.
- » **Regulate Turn Signals.** Transit Tour members described many fatal and/or severe crashes that involved turns across high-traffic corridors. Lit red and green turn arrows were recommended as a means to slow down drivers looking to “beat the light” and limit blind turns near pedestrian crossings. **(Dangerous, priority intersection: Cherry Hill and Middlebelt)**
- » **Remove Bollards.** Many neighborhood streets end with wooden or metal bollards that barricade the neighborhood in and prevent easy access to key corridors. Removing these bollards would promote accessibility and improve emergency vehicle access to community members.
- » **Invest in Downtown Amenities.** Transit Tour members stressed the importance of giving people a reason to “look around” and slow down along key corridors such as Michigan Avenue, such as through appealing design or nature, or through the development of shopping and restaurants.



Public Transit

STRENGTHS

Inkster offers a series of SMART bus routes along Michigan Avenue and Middlebelt.

OPPORTUNITIES

- » **Improve Accessibility, Visibility, and Comfort of Existing Stops.** Many existing bus stops lacked of benches, lighting, weatherized shelters, and informational signage that could inhibit accessible use. In particular, some bus stops experienced vegetation overgrowth from nearby properties that made it difficult to safely make it to and from the bus stop, especially for those who need a stroller or use a walker, scooter, or wheelchair. Ensuring these sidewalk connections across busy corridors to bus stops, and from bus stops to final destinations is also a key need to ensure access to public transit.

Thinking across the entire transportation system, the Inkster Transit Tour members identified the following priorities:

1. Ensuring accessible pedestrian infrastructure from neighborhoods/apartment complexes to downtown amenities, for current and future land use
2. Developing productive relationships with MDOT and Wayne County to make targeted, data-driven safety improvements to county- and state-owned roads (i.e. Michigan Avenue), including:
 - a. Improved and well-maintained pedestrian crossing infrastructure
 - b. Additional signalized pedestrian crossing infrastructure to connect residential areas and hotels with downtown amenities
 - c. Red/green turn arrow signals at busy, multi-lane intersections with pedestrian crossings
 - d. Road diets and complete streets
3. Developing relationships with local volunteer groups such as Top Teens of America and other youth clubs to support safety and maintenance campaigns in the absence of funding sources
4. Improving the visibility of existing pedestrian infrastructure through the provision of additional street lighting and crosswalk infrastructure (including crosswalk painting and signalized crosswalks)
5. Connecting nodes of Inkster's bike trail across Inkster and with other regional routes
6. Collaborating with SMART and other local public transportation providers to make targeted improvements to bus stop infrastructure

Technical Expert Roundtable Discussions

From January through March of 2025, roundtable discussions were held in each community with City Administration leaders, representatives from Planning, Community and Economic Development, Engineering, Public Works, Public Safety, and Recreation, non-profit and community leaders, and other local stakeholders with technical knowledge of the transportation system. The goal was to validate and enhance existing qualitative and quantitative data findings, learn more about recent transportation investments and partnerships, and to continue soliciting ideas about transportation assets and challenges, with an added emphasis on the technical and cost feasibility of different solutions.

Draft recommendations were presented at each roundtable discussion for targeted conversation around the development of the Unified Safety Action Plan.





06. **Synthesis, Feasibility Dialogue, and Prioritization**

Priorities for the Unified Safety Action Plan were derived from the detailed quantitative data analysis as well as the qualitative feedback we heard through the transit tours, the virtual comment mapping, the Technical Expert Roundtable Discussions, and through monthly conversations with the City Administration Working Group. The project team synthesized the qualitative and quantitative findings from this previous data gathering and engagement work in order to identify the top transportation safety priorities within and across each community.

Transportation Safety Priorities

City of Wayne

The following high-level findings are based on the comprehensive quantitative and qualitative data analysis conducted in Wayne:

- » Wayne experienced 2,161 crashes from 2019-2023, including 9 fatal crashes and 36 serious injuries.
- » Most crashes occurred at intersections.
- » Common factors behind crashes in Wayne include limited pedestrian and non-motorized safety infrastructure, such as intersections without proper traffic-control devices and highly visible crosswalks.
- » Bus stops and routes near neighborhoods, schools, Downtown nodes, and parks were identified as priorities to promote the safety of vulnerable populations and overall quality of life within the City.

City of Westland

The following high-level findings are based on the comprehensive quantitative and qualitative data analysis conducted in Westland:

- » Westland experienced 7,660 crashes from 2019-2023, including 9 fatal crashes and 115 serious injuries.
- » Most crashes occurred on County- and State-managed intersections.
- » Common factors behind crashes in Westland include high-traffic near shopping areas, and limited pedestrian and non-motorized safety infrastructure, such as intersections without proper pedestrian crossing signals.
- » Bus stops and routes near neighborhoods, schools, Downtown nodes, and parks were identified as priorities to promote the safety of vulnerable populations and overall quality of life within the City.



City of Inkster

The following high-level findings are based on the comprehensive quantitative and qualitative data analysis conducted in Inkster:

- » Inkster experienced 1,686 crashes from 2019-2023, including 12 fatal crashes and 49 serious injuries.
- » Most crashes occurred on County/State Roads.
- » Common factors behind crashes in Inkster include limited pedestrian and non-motorized safety infrastructure, such as crosswalks, street lighting, and designated bike lanes along high-traffic corridors.
- » Bus Stops and routes near neighborhoods, schools, Downtown nodes, and parks were identified as priorities to promote the safety of vulnerable populations and overall quality of life within the City.

City of Garden City

The following high-level findings are based on the comprehensive quantitative and qualitative data analysis conducted in Garden City:

- » Garden City experienced 2,086 crashes from 2019-2023, including 5 fatal crashes and 34 serious injuries.
- » Most crashes occurred on County/State Roads.
- » Common factors behind crashes in Garden City include limited pedestrian and non-motorized safety infrastructure, such as intersections without proper traffic-control devices, accessible sidewalks, and highly visible crosswalks.
- » Bus stops and routes near neighborhoods, schools, Downtown nodes, and parks were identified as priorities to promote the safety of vulnerable populations and overall quality of life within the City.



Four-City Area

While each community has their own individualized transportation safety priorities, commonalities emerged across the four cities, signaling opportunities for strategic partnerships. The following high-level findings are based on the comprehensive quantitative and qualitative data analysis conducted for the entire region:

- » The four-city region experienced 13,593 crashes from 2019-2023, including 49 fatal crashes (9 on city-owned roads).
- » Crashes predominantly occurred on County-owned roads, and common times for crashes included Fridays and 3PM to 6PM, or daylight hours.
- » Key factors behind these crashes included limited safety infrastructure for non-motorized users.
- » Common desires heard across all four communities include:
 - » Providing safe routes to schools, including signalized crosswalks near high-traffic student areas.
 - » Improving the accessibility and comfort of public transit stops, including benches, shelters, trash cans, and sidewalk connections.
 - » Filling sidewalk gaps and improving basic pedestrian infrastructure.
 - » Integrating additional connections within and between communities, such as through trailways and bike paths.

To address these concerns, the four-city region would benefit from improvements to existing pedestrian infrastructure, as well as an expansion to pedestrian and bike pathways near schools, parks, and neighborhoods, and along state and county roads, such as through investment in cross-city trailways. Modernized traffic signals, coordinated traffic signal optimization, and coordinated roadway maintenance projects across jurisdictions would also promote efficiency and safety as users move from one community to the next. In the long term, modern redesigns of road segments with high crash-rates – such as through road diets – could help to promote safe and accessible multi-modal travel and reduce the number of incidents. However, this Plan recognizes the unique, cost-intensive planning partnerships between local and regional bodies that are required for transportation investment on County roads and recommend that they are pursued in the long-term.

Synthesis and Project Prioritization

The project team synthesized the qualitative and quantitative findings from all data gathering to identify the top transportation safety priorities and targeted recommendations within and across each community.

Each recommendation was analyzed and prioritized for alignment with key values and objectives:

-  Address High Injury Network
-  Promote Equity and Access
-  Respond to Quantitative Data and Community Knowledge
-  Consider a Variety of Travel Modes
-  Contribute Meaningfully to Ongoing Local Planning Efforts

Once the coding was complete, the recommendations were compiled into city-specific action plans. Members of the City Administration Working Group were presented with their community's tailored action plan, which included items that could be implemented both within the boundaries of their city and in collaboration with their partner cities, Wayne County, regional providers, and the State. The Group was invited to prioritize this coded list on a scale of 1 to 3 (1 being the most important, and 3 being the least important) based on what they felt was most urgent for their respective communities and for the regional, four-city transportation system.

Based on the prioritization activity, the recommendations were refined and compiled into tailored action plans for each city which offered both city-specific and regional recommendations for future transportation investments. These action plans are included in the following pages.

Table Key

HIN: Addresses High Injury Network

TDC: Serves a Transportation Disadvantaged Community

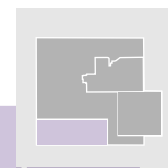


City of Wayne Action Plan

To address identified priorities, Wayne would benefit from initiatives to:

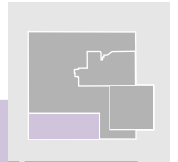
- » Comprehensively reevaluate the infrastructure and design of its intersections and key corridors to ensure that the City is safer and more inclusive of and accessible to multi-modal users.
 - » In the long-term, these concerns could be addressed through large scale projects to calm traffic along key corridors, add mid-block crossings, and add new protected non-motorized routes around the City.
 - » However, investment in basic transportation safety infrastructure, including traffic signal modernization, updated street signs, and signalized, high-visibility crosswalks would begin to tackle this goal.

Action Plan - City of Wayne



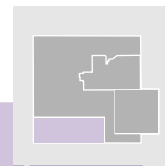
RECOMMENDATION	LOCATION	HIN	TDC	PARTNERSHIP OPPORTUNITY	TIMEFRAME	PRIORITY
Improve the legibility of the roadway system to prevent wrong way traffic	Michigan Avenue	x	x	Wayne, Westland, Inkster, MDOT (Michigan Ave)	Short	High
Add protections and wayfinding signage for bikers using bike lanes; Ensure bike infrastructure is provided throughout the City	Elizabeth St	x	x	Wayne	Short	High
	Connection between Wayne and regional trail systems			Wayne, Westland, Inkster, Garden City		
Conduct proactive maintenance for enhanced safety (Pavement Management, Street Lighting, Roadside Maintenance, Winter Road Maintenance, Street Sweeping)	General Recommendation across City		x	Wayne	Short	Low
Launch a Street Striping Program	Edmund Street	x	x	Wayne	Short	Medium
	Forest Street & Edmund Street			Wayne		
	John Hix Road			Wayne, Westland		
	Glenwood Avenue			Wayne, Westland		
Enhance local enforcement of red-light running	General Recommendation for Wayne Roadways			Wayne	Short	Low
Conduct a Traffic Sign Upgrade Study and Install highly-visible and/or digital warning traffic signs	School Zones, High-traffic intersections, Pedestrian Crossings	x	x	Wayne, Westland, Inkster, Garden City	Short to Medium	High
	Annapolis Avenue & Carnegie Street			Wayne		
	Annapolis Avenue & Mildred Street			Wayne		
	Clinton Street & Edmund Street			Wayne		
	Forest Street & Edmund Street			Wayne		
Fill sidewalk gaps and carry out accessibility improvements to sidewalks and existing pedestrian walkways (curb ramps, tactile paving, clear/ smooth pathways to prevent tripping, etc.)	Edmund St & Forest Ave	x	x	Wayne	Short to Medium	High
	Downtown sidewalks (brick pavers)			Wayne		
	Washington Trail (ADA accessible entrances, lighting)			Wayne;		
	Routes to Schools			Wayne, Westland, Inkster, Garden City		
	Cogswell Rd & Van Born Rd (County)			Wayne, Westland, Wayne County		
	Second Street & Sims Street			Wayne		

Action Plan - City of Wayne



RECOMMENDATION	LOCATION	HIN	TDC	PARTNERSHIP OPPORTUNITY	TIMEFRAME	PRIORITY
Enhance crosswalk markings and improve the visibility and safety of existing crosswalks (e.g. call buttons and high-visibility painting)	Annapolis Avenue & Carnegie Street	x	x	Wayne	Short to Medium	High
	Annapolis Avenue & Mildred Street			Wayne		
	Second Street & Sims Street			Wayne		
	Wayne/Van Born			Wayne, Wayne County		
	Wayne Rd.			Wayne, Westland		
	Sims St.			Wayne		
	Glenwood Rd (near schools)			Wayne, Westland		
	Wayne Rd. (Near library)			Wayne		
	Town Plaza			Wayne		
	Post Office			Wayne		
Provide accessible bus stop infrastructure and improve the accessibility, visibility, and comfort of existing stops	General Recommendation for Bus Stops		x	Wayne, Westland, Inkster, Garden City, SMART	Short to Medium	Medium
Regulate and reduce traffic speeds	Van Born Rd	x	x	Wayne, Westland	Medium to Long	Medium
	Wayne Rd			Wayne, Westland, Wayne County		
Improve the safety of turns and provide left turn lanes, where necessary	Van Born Rd	x	x	Wayne, Westland	Medium to Long	High
	2nd & Glenwood			Wayne, Westland		
Expand the number of (protected) bike lanes	Cogswell Street	x	x	Wayne	Medium to Long	Low
	Hannah Street			Wayne		
	Elizabeth Street			Wayne		
	Annapolis Street			Wayne		
Provide targeted traffic signal improvements (e.g. installation of new traffic lights in areas without any, modernization of existing traffic lights, and retiming and calibrating the traffic lights to function optimally)	Venoy Road & Glenwood Avenue	x	x	Wayne, Westland, Wayne County	Medium to Long	High
	Michigan Ave E & Second Street			Wayne, Westland, Inkster, MDOT (Michigan Ave)		
	Annapolis Ave & Eastlawn Avenue			Wayne		
	Elizabeth St & Main Street			Wayne		
	Cogswell Road & Van Born Road (County)			Wayne, Westland, Wayne County		

Action Plan - City of Wayne



RECOMMENDATION	LOCATION	HIN	TDC	PARTNERSHIP OPPORTUNITY	TIMEFRAME	PRIORITY
Install geometric countermeasures including a roundabout or traffic circle	Glenwood Road & Wayne Road (County)	x	x	Wayne, Westland, Wayne County	Long	Low
	Michigan Ave. E & Second Street (County)			Wayne, Westland, Inkster, MDOT (Michigan Ave)		
	Annapolis Avenue & Venoy Road (County)			Wayne, Wayne County		
Install geometric countermeasures including road diets that convert one lane into a left turn lane	Glenwood Avenue to Elizabeth Street	x	x	Wayne, Westland	Long	Low
	Elizabeth Street to Michigan Avenue			Wayne		
	John Hix Road to Glenwood Avenue			Wayne, Westland		
Prohibit right turns on red.	General Recommendation for High-traffic Intersections			Wayne	Long	Low
Install geometric countermeasures including a road diet that reduces travel lanes on a roadway and provides multi-modal lanes to encourage active transportation	Glenwood Avenue	x	x	Wayne, Westland,	Long	Low
	Cogswell Street			Wayne		
	Hannah Street			Wayne		
	Elizabeth Street			Wayne		
	Annapolis Avenue			Wayne		
Implement alternating one-way streets	General Recommendation for East & South sides of the City in residential grid			Wayne	Long	Low
Add mid-block crossings to key destinations	City Hall and Washington Trail (S Wayne Rd)	x	x	Wayne, Wayne County	Long	High
	Phoenix Theaters State-Wayne to parking lot at Newbury road (Michigan Ave)			Wayne, Westland, Inkster, MDOT (Michigan Ave)		
	Across Wayne Road to Library			Wayne		

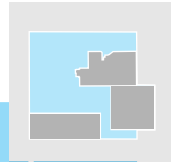


City of Westland Action Plan

To address identified priorities, Wayne would benefit from initiatives to:

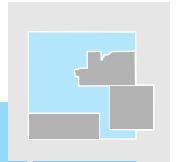
- » Comprehensively update traffic signals and pedestrian infrastructure along high-traffic corridors.
- » Improve roadway legibility and conditions near shopping centers to ensure that the City is safer and more inclusive of and accessible to multi-modal users.
 - » In the long-term, these concerns could be addressed through an assessment of traffic conditions near shopping centers and large scale projects to offer mid-block crossings and additional pedestrian and bicycle pathways.
 - » However, investment in basic transportation safety infrastructure, including sidewalk gap filling, street lighting, updated pedestrian signal timing and signalized, high-visibility crosswalks would begin to tackle this goal.

Action Plan - City of Westland



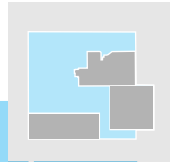
RECOMMENDATION	LOCATION	HIN	TDC	PARTNERSHIP OPPORTUNITY	TIMEFRAME	PRIORITY
Conduct proactive maintenance for enhanced safety (Pavement Management, Street Lighting, Roadside Maintenance, Winter Road Maintenance, Street Sweeping)	General Recommendation across City			Westland	Short	Medium
Launch a street striping program.	Newburgh Road	x	x	Westland, Wayne	Short	High
	Palmer Road			Westland		
	Hunter Avenue			Westland		
	Ann Arbor Trail			Westland		
Enhance local enforcement of red-light running.	General Recommendation for Westland Roadways			Westland	Short	High
Enhance crosswalk markings and improve the visibility and safety of existing crosswalks (e.g. call buttons and high-visibility painting)	Newburgh Road & Cherry Hill Road (County)	x	x	Westland, Wayne County	Short	High
	Annapolis Avenue & Middlebelt Road (County)			Westland, Inkster, Wayne County		
	Hunter Avenue & Wayne Avenue (County)			Westland, Wayne County		
	Ann Arbor Trail & Inkster Road (County)			Westland, Inkster, Garden City, Wayne County		
Provide modernized and more frequent street lighting along key pedestrian corridors.	Marquette	x	x	Westland	Short to Medium	Medium
	Cherry Hill/Merriman			Westland, Wayne County		
	Primary routes to schools			Wayne, Westland, Inkster, Garden City		
Ensure all existing sidewalks and curb cuts are accessible. (curb ramps, tactile paving, clear/smooth pathways to prevent tripping)	Venoy and Avondale	x		Wayne, Westland, Garden City, Wayne County	Short to Medium	Medium
	Merriman and Avondale			Westland, Wayne County		

Action Plan - City of Westland



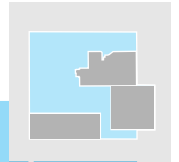
RECOMMENDATION	LOCATION	HIN	TDC	PARTNERSHIP OPPORTUNITY	TIMEFRAME	PRIORITY
Fill sidewalk gaps and carry out accessibility improvements to sidewalks and existing pedestrian walkways (curb ramps, tactile paving, add grass buffers, clear/smooth pathways to prevent tripping, etc.)0	S Venoy and Avondale	x	x	Wayne, Westland, Garden City, Wayne County	Short to Medium	High
	Van Born between Merriman and Middlebelt			Wayne, Westland, Inkster		
	Annapolis Avenue & Middlebelt Road (County)			Westland, Inkster, Wayne County		
	Ann Arbor Trail & Inkster Road (County)			Westland, Inkster, Garden City, Wayne County		
	Hix Road & Ford Road (State)			Westland, Garden City, MDOT		
	Henry Ruff Rd, near Riverview Manufactured Housing Community			Westland, Garden City, Inkster		
	Opposite side of Merriman, Annapolis Road, Central City Parkway, Cherry Hill Road			Westland, Garden City, Inkster, Wayne County		
Ensure safe routes to schools (e.g. Clear drop-off zones, high-visibility student crosswalks)	John Glenn Highschool		x	Wayne, Westland, Inkster, Garden City	Short to Medium	Medium
Conduct a Traffic Sign Upgrade Study and Install highly-visible and/or digital warning traffic signs	Akron Court & Grand Traverse Street	x	x	Westland	Short to Medium	Medium
	Cowan Road & Nankin Boulevard			Westland		
	Intersections in residential areas without adequate signage			Westland		
Study bus stop usage and Provide accessible bus stop infrastructure and improve the accessibility, visibility, and comfort of existing stops	General Recommendation for Bus Stops			Wayne, Westland, Inkster, Garden City, SMART	Short to Medium	Medium
Add signalized and/or mid-block crossings to key destinations	Wayne/Marquette	x	x	Westland, Wayne County	Medium to Long	Medium
	Newburgh/Marquette			Westland		
	Library, parks, markets, churches, City Hall			Westland		
	Across busy multi-lane corridors like Middlebelt			Westland, Inkster, Garden City, Wayne County		

Action Plan - City of Westland



RECOMMENDATION	LOCATION	HIN	TDC	PARTNERSHIP OPPORTUNITY	TIMEFRAME	PRIORITY
Regulate and Reduce Traffic Speeds	Venoy	x	x	Wayne, Westland, Garden City, Wayne County	Medium to Long	Medium
	Annapolis Road			Westland		
Improve the safety of turns and provide left turn lanes, where necessary.	Middlebelt and Joy	x	x	Westland	Medium to Long	High
	Hunter and Wayne			Westland		
Provide targeted traffic signal improvements (e.g. installation of new traffic lights in areas without any, modernization of existing traffic lights, and retiming and calibrating the traffic lights to function optimally).	Newburgh Road & Cherry Hill Road (County)	x	x	Westland, Wayne County	Medium to Long	High
	Central City Parkway & Warren Road			Westland		
	Newburgh Road & Ford Road (State)			Westland, MDOT		
	Ann Arbor Trail & Inkster Road (County)			Westland, Inkster, Garden City, Wayne County		
Provide safe bike routes from neighborhoods to key amenities and destination (e.g. shared "sharrow" drive/bike lanes or shared pedestrian/bike infrastructure)	Newburgh Road	x	x	Westland, Wayne	Medium to Long	Medium
	Glenwood Rd			Westland, Wayne		
	Central City Parkway to City Hall			Westland		
	Nankin Blvd			Westland		
	To and from Park facilities (including new Nankin Square Park)			Westland		
	Hix Road			Westland, Wayne		
	Elizabeth Street			Westland, Wayne		
	Ann Arbor Trail			Westland		

Action Plan - City of Westland



RECOMMENDATION	LOCATION	HIN	TDC	PARTNERSHIP OPPORTUNITY	TIMEFRAME	PRIORITY
Install geometric countermeasures including a road diet that reduces travel lanes on a roadway and provides multi-modal lanes to encourage active transportation.	Newburgh Road	x	x	Westland, Wayne	Long	Low
	Glenwood Road			Westland, Wayne		
	Central City and Nankin Blvd.			Westland, Wayne		
	Wayne (Between Warren and Central City)			Westland, Wayne		
	Elizabeth Street			Westland, Wayne		
	Hix Road			Westland, Wayne		
	Ann Arbor Trail			Westland		
Prohibit right-turns on red.	General Recommendation for High-traffic Intersections			Westland	Long	Low
Install geometric countermeasures including a roundabout or traffic circle.	Newburgh Road & Cherry Hill Road (County)	x	x	Westland, Wayne County	Long	Low
	Glenwood Road & Wayne Road (County)			Westland, Wayne, Wayne County		
	Hix Road & Ford Road (State)			Westland, MDOT		
	Hines & Joy			Westland, Wayne County		
	Joy & Farmington			Westland, Wayne County		
	Glenwood Road & Elizabeth Street			Westland, Wayne		
Install geometric countermeasures including road diets that convert one lane into a left turn lane	Newburgh Road & Cherry Hill Road (County)	x	x	Westland, Wayne County	Long	Low
	Glenwood Road & Wayne Road (County)			Westland, Wayne, Wayne County		
	Hix Road & Ford Road (State)			Westland, MDOT		
	Glenwood Road & Elizabeth Street			Westland, Wayne		
	Newburgh Road & Ford Road (State)			Westland, MDOT		
	Ann Arbor Trail & Inkster Road (County)			Westland, Inkster, Garden City, Wayne County		

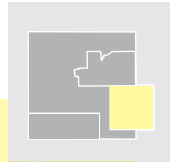


City of Inkster Action Plan

To address identified priorities, Inkster would benefit from initiatives to:

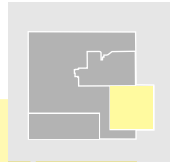
- » Reimagine key corridors to be safer and more inclusive of and accessible to multi-modal users.
 - » In the long-term, these concerns could be addressed through large scale projects to implement road diets along major corridors to provide interconnected pedestrian trailways between Inkster's neighborhoods and amenities, as well with surrounding cities.
 - » Investment in basic transportation safety infrastructure would begin to tackle this goal while contributing positively to Inkster's image and perceptions of safety within the City, including:
 - » Accessible and well-maintained sidewalks
 - » Street lighting
 - » Signalized, high-visibility crosswalks

Action Plan - City of Inkster



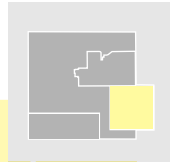
RECOMMENDATION	LOCATION	HIN	TDC	PARTNERSHIP OPPORTUNITY	TIMEFRAME	PRIORITY
Prohibit right-turns on red.	General Recommendation for High-traffic Intersections			Westland	Long	Low
Enhance local enforcement of red-light running	General Recommendation for Inkster Roadways		x	Inkster	Short	High
Launch a street striping program	Beech Daly Road	x	x	Inkster	Short	High
	Annapolis Road			Inkster, Westland		
	Avondale Road			Inkster, Westland		
	Henry Ruff Road			Inkster, Westland, Garden City		
	John Daly Road			Inkster		
Conduct proactive maintenance for enhanced safety (Pavement Management, Street Lighting, Roadside Maintenance, Winter Road Maintenance, Street Sweeping)	Hamlin Drive	x	x	Inkster	Short	High
	Avondale			Inkster, Westland		
	General Recommendation across City			Inkster		
Carry out regular traffic sign upgrades (e.g. regular repainting, removing obstructions, etc.)	Annapolis Avenue & Middlebelt Road (County)	x	x	Inkster, Westland, Wayne County	Short	High
	Beech Daly Road & Colgate Avenue			Inkster		
	Bayhan Avenue & Penn Avenue			Inkster		
Remove Bollards from residential areas.	Residential neighborhoods		x	Inkster	Short	High
Conduct a Traffic Sign Upgrade Study + Install highly-visible and/or digital warning traffic signs	Annapolis Avenue & Middlebelt Road (County)	x	x	Inkster, Westland, Wayne County	Short to Medium	Medium
	Magnolia Avenue & Parkwood Avenue			Inkster		
	John Daly Road & Michigan Avenue (State)			Inkster, Wayne, Wayne County		

Action Plan - City of Inkster



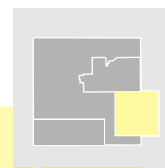
RECOMMENDATION	LOCATION	HIN	TDC	PARTNERSHIP OPPORTUNITY	TIMEFRAME	PRIORITY
Fill sidewalk gaps and carry out accessibility improvements to sidewalks and existing pedestrian walkways (curb ramps, tactile paving, add grass buffers, clear/smooth pathways to prevent tripping, etc.)	Beech Daly Road & Hickory Avenue	x	x	Inkster	Short to Medium	Medium
	Beech Daly Road & Cherry Hill Road			Inkster		
	Bayhan Avenue & Carlisle Avenue			Inkster		
	Bayhan Avenue & Penn Avenue			Inkster		
	Michigan Avenue			Wayne, Westland, Inkster, MDOT (Michigan Ave)		
	Library, Post Office			Inkster		
	Apartment buildings and neighborhoods			Inkster		
	Downtown Amenities			Inkster		
	Near Schools			Inkster, Wayne, Westland, Garden City		
Provide accessible bus stop infrastructure and improve the accessibility, visibility, and comfort of existing stops	General Recommendation for Bus Stops		x	Wayne, Westland, Inkster, Garden City, SMART	Short to Medium	Medium
Enhance crosswalk markings and improve the visibility and safety of existing crosswalks (e.g. call buttons and high-visibility painting)	Michigan Avenue (Call buttons, extended pedestrian walk times)	x	x	Wayne, Westland, Inkster, MDOT (Michigan Ave)	Short to Medium	High
	Michigan Ave and Middlebelt			Inkster, Wayne, Westland, MDOT, Wayne County (Michigan Ave)		
	Inkster Road, near schools			Inkster, Wayne, Westland, Garden City		
	Annapolis Avenue & Middlebelt Road (County)			Inkster, Westland, Wayne County		
	Annapolis Avenue & Bayhan Avenue			Inkster		
	Beech Daly Road & Annapolis Avenue			Inkster		
	Neighborhoods, near schools, shopping, downtown			Inkster		

Action Plan - City of Inkster

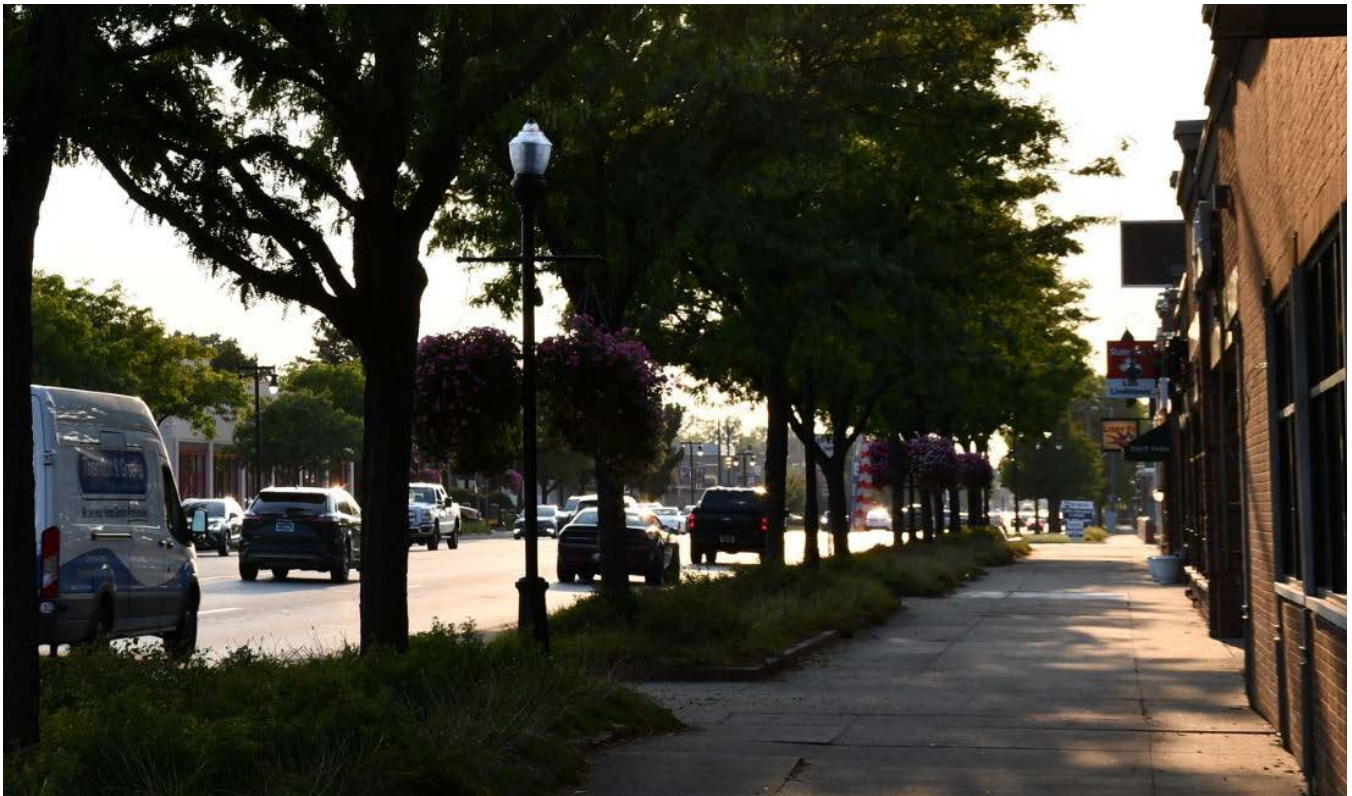


RECOMMENDATION	LOCATION	HIN	TDC	PARTNERSHIP OPPORTUNITY	TIMEFRAME	PRIORITY
Ensure safe routes to schools (e.g. Clear drop-off zones, high-visibility student crosswalks)	Inkster Prep Academy (Woodsfield and Inkster Road)	x	x	Inkster, Wayne, Westland, Garden City	Short to Medium	High
	David Hicks Elementary School (Helen)			Inkster, Wayne, Westland, Garden City		
	American International Academy Upper Elementary (across Avondale and Inkster Road)			Inkster, Wayne, Westland, Garden City		
Regulate turn signals and add turn arrows to improve the safety of turning	Cherry Hill and Middlebelt	x	x	Inkster, Westland, Garden City, Wayne County	Medium	Medium
Provide targeted traffic signal improvements (e.g. installation of new traffic lights in areas without any, modernization of existing traffic lights, and retiming and calibrating the traffic lights to function optimally.)	Annapolis Avenue & Middlebelt Road (County)	x	x	Inkster, Westland, Wayne County	Medium to Long	Low
	Michigan Avenue and Henry Ruff (flashing traffic light is unsafe)			Inkster, Wayne, MDOT		
	Cherry Hill Road & John Daly Road			Inkster		
	Beech Daly Road & Annapolis Avenue			Inkster		
	Magnolia Avenue & Parkwood Avenue (Give traffic signal)			Inkster		
	Beech Daly Road & Darthmoth Avenue (Give traffic signal)			Inkster		
Provide safe bike routes from neighborhoods to key amenities and destinations (e.g. shared "sharrow" drive/bike lanes or shared pedestrian/bike infrastructure)	Michigan Avenue	x	x	Wayne, Westland, Inkster, MDOT (Michigan Ave)	Medium to Long	Low
	Beech Daly Road			Inkster		
	Avondale Avenue			Inkster, Westland		
	Cherry Hill Road- east of Inkster Road (County)			Inkster, Garden City, Wayne County		
	John Daly			Inkster		
	Middlebelt			Inkster, Westland, Garden City, Wayne County		

Action Plan - City of Inkster



RECOMMENDATION	LOCATION	HIN	TDC	PARTNERSHIP OPPORTUNITY	TIMEFRAME	PRIORITY
Develop and maintain cross-city bike trail infrastructure and wayfinding signage throughout the City to connect Inkster to parks and regional trail systems	General recommendation for the City		x	Inkster, Wayne, Westland, Garden City	Medium to Long	Low
Invest in Downtown Amenities and employ traffic calming techniques Downtown.	Michigan Avenue	x	x	Inkster, Westland, Wayne, MDOT (Michigan Ave)	Medium to Long	Medium
Install geometric countermeasures including a roundabout or traffic circle.	Magnolia Avenue & Parkwood Avenue	x	x	Inkster	Long	Low
	Beech Daly Road & Annapolis Avenue			Inkster		
	Beech Daly Road & Dartmouth Avenue			Inkster		
Install geometric countermeasures including road diets that convert one lane into a left turn lane	John Daly Road to Cherry Hill Road		x	Inkster	Long	Low
	Beech Daly Road to Colgate Avenue			Inkster		
Prohibit right-turns on red.	General Recommendation for High-traffic Intersections		x	Inkster	Long	Low
Install geometric countermeasures including a road diet that reduces travel lanes on a roadway and provides multi-modal lanes to encourage active transportation.	Beech Daly Road	x	x	Inkster	Long	Low
	Avondale Avenue			Inkster, Westland		
	Cherry Hill Road – east of Inkster Road (County)			Inkster, Garden City, Wayne County		
Implement alternating one-way streets.	Residential Areas (Southeast corner of Inkster)		x	Inkster	Long	Low
Add mid-block crossings to key destinations	Downtown destinations (to hotels, convenience stores, restaurants, shopping)	x	x	Inkster	Long	Medium
	The Library			Inkster		
	Bus shelters across Michigan Avenue			Inkster, Wayne, Westland, MDOT, SMART (Michigan Ave)		



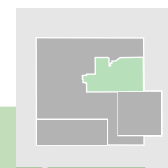
City of Garden City Action Plan

To address identified priorities, Inkster would benefit from initiatives to:

Comprehensively update traffic signals and signage and pedestrian infrastructure along high-traffic corridors to ensure that the City is safer and more inclusive of and accessible to multi-modal users.

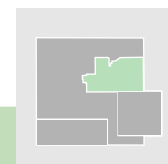
- » In the long-term, these concerns could be addressed through large scale projects to calm traffic along high-traffic corridors.
- » Investment in basic transportation safety infrastructure would begin to tackle this goal, including:
 - » Accessible, well-connected, and well-maintained sidewalks,
 - » Street signs and striping
 - » Signalized, high-visibility crosswalks

Action Plan - Garden City



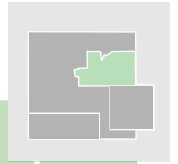
RECOMMENDATION	LOCATION	HIN	TDC	PARTNERSHIP OPPORTUNITY	TIMEFRAME	PRIORITY
Conduct a Traffic Sign Upgrade Study and Install highly-visible and/or digital warning traffic signs	Florence Avenue & Garden Avenue	x		Garden City	Short	Low
	Farmington Avenue & Marquette Avenue			Garden City		
	Henry Ruff Road & Marquette Avenue			Garden City		
Carry out regular traffic sign upgrades (e.g. regular repainting, removing obstructions, etc.)	Cardwell Avenue & John Hauk Road	x		Garden City	Short	Low
	Gilman Avenue & John Hauk Road			Garden City		
	Pierce Avenue & Shotka Road			Garden City		
Enhance local enforcement of red-light running	General Recommendation for Garden City Roadways			Garden City	Short	Low
Conduct proactive maintenance for enhanced safety (Pavement Management, Street Lighting, Roadside Maintenance, Winter Road Maintenance, Street Sweeping)	General Recommendation across City	x	x	Garden City	Short	Medium
Fill sidewalk gaps and carry out accessibility improvements to sidewalks and existing pedestrian walkways (curb ramps, tactile paving, add grass buffers, clear/smooth pathways to prevent tripping, etc.)	Maplewood Avenue	x	x	Garden City, Westland	Short to Medium	Low
	Middlebelt Road (Downtown GC)			Garden City		
	Ford Road (Downtown GC)			Garden City		
	Henry Ruff Road			Garden City, Westland, Inkster		
	Marquette Avenue			Garden City, Westland		
Enhance crosswalk markings and improve the visibility and safety of existing crosswalks (e.g. call buttons and high-visibility painting)	Maplewood Avenue	x	x	Garden City, Westland	Short to Medium	High
	Middlebelt Road (Downtown GC)			Garden City		
	Ford Road (Downtown GC)			Garden City		
	Henry Ruff Road			Garden City, Westland, Inkster		
	Marquette Avenue			Garden City, Westland		

Action Plan - Garden City



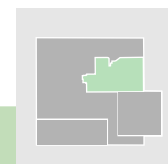
RECOMMENDATION	LOCATION	HIN	TDC	PARTNERSHIP OPPORTUNITY	TIMEFRAME	PRIORITY
Provide accessible bus stop infrastructure and improve the accessibility, visibility, and comfort of existing stops	Maplewood Avenue	x	x	Wayne, Westland, Inkster, Garden City, SMART	Short to Medium	High
	Henry Ruff Road			Wayne, Westland, Inkster, Garden City, SMART		
	Marquette Avenue			Wayne, Westland, Inkster, Garden City, SMART		
	General recommendation for Garden City bus stops			Wayne, Westland, Inkster, Garden City, SMART		
Improve street tree coverage to protect pedestrians and calm traffic	Maplewood Blvd		x	Garden City, Westland	Short to Medium	High
Ensure safe routes between senior housing and groceries and other daily amenities.	Middlebelt Road (Garden City Tower)	x	x	Garden City	Short to Medium	High
Ensure safe routes to schools (e.g. Clear drop-off zones, high-visibility student crosswalks)	Garden City High School	x	x	Garden City, Inkster, Westland, Wayne	Short to Medium	High
Expand the number of (protected) bike lanes.	Maplewood Avenue	x	x	Garden City, Westland	Medium to Long	Low
				Garden City, Westland		
	Marquette Avenue			Garden City, Westland		

Action Plan - Garden City



RECOMMENDATION	LOCATION	HIN	TDC	PARTNERSHIP OPPORTUNITY	TIMEFRAME	PRIORITY
Provide targeted traffic signal improvements (e.g. installation of new traffic lights in areas without any, modernization of existing traffic lights, and retiming and calibrating the traffic lights to function optimally.)	Gilman Avenue & Ford Road (State)	x	x	Garden City, MDOT	Medium to Long	High
	Henry Ruff Road intersections with Ford Road (State), Cherry Hill Road (County), and Warren Road (County)			Garden City, Inkster, Westland, MDOT, Wayne County		
	Maplewood Avenue intersections with Merriman Road (County), Inkster Road (County) and Middlebelt Road (County)			Garden City, Inkster, Westland, Wayne County		
	Cambridge Avenue & Inkster Road (County) [add traffic signals]			Garden City, Wayne County		
	Hubbard Avenue & Cherry Hill Road (County) [add traffic signals]			Garden City, Wayne County		
	Kathryn Avenue & Middlebelt Road (County) [add traffic signals]			Garden City, Wayne County		
	Marquette Avenue & Farmington Road [add traffic signals]			Garden City, Wayne County		
	James Avenue & Merriman Road (County) [add traffic signals]			Garden City, Wayne County		
	Marquette Avenue intersections with Merriman Road (County), Inkster Road (County), Middlebelt Road (County) and Venoy Road (County)			Garden City, Wayne County		
Develop and maintain cross-city bike trail infrastructure and wayfinding signage throughout the City to connect Garden City to parks and regional trail systems	Hines Park, especially across Middlebelt. (Collaborate with Westland to improve crossings and connections)			Garden City, Westland	Medium to Long	Low
Offer targeted improvements to dangerous intersections to the legibility of signaling and turns.	Block and Middlebelt		x	Garden City	Medium to Long	High

Action Plan - Garden City



RECOMMENDATION	LOCATION	HIN	TDC	PARTNERSHIP OPPORTUNITY	TIMEFRAME	PRIORITY
Consider speed reductions on collector streets.	Henry Ruff Road		x	Garden City, Inkster, Westland	Long	Medium
	Beechwood			Garden City		
Install geometric countermeasures including a roundabout or traffic circle.	Deering Avenue & Florence Avenue			Garden City	Long	Medium
	Henry Ruff Road & Marquette Avenue			Garden City		
Install geometric countermeasures including road diets that convert one lane into a left turn lane	Inkster Road & Maplewood Avenue	x	x	Garden City	Long	Low
Prohibit right turns on red.	General Recommendation for High-traffic Intersections			Garden City	Long	Low

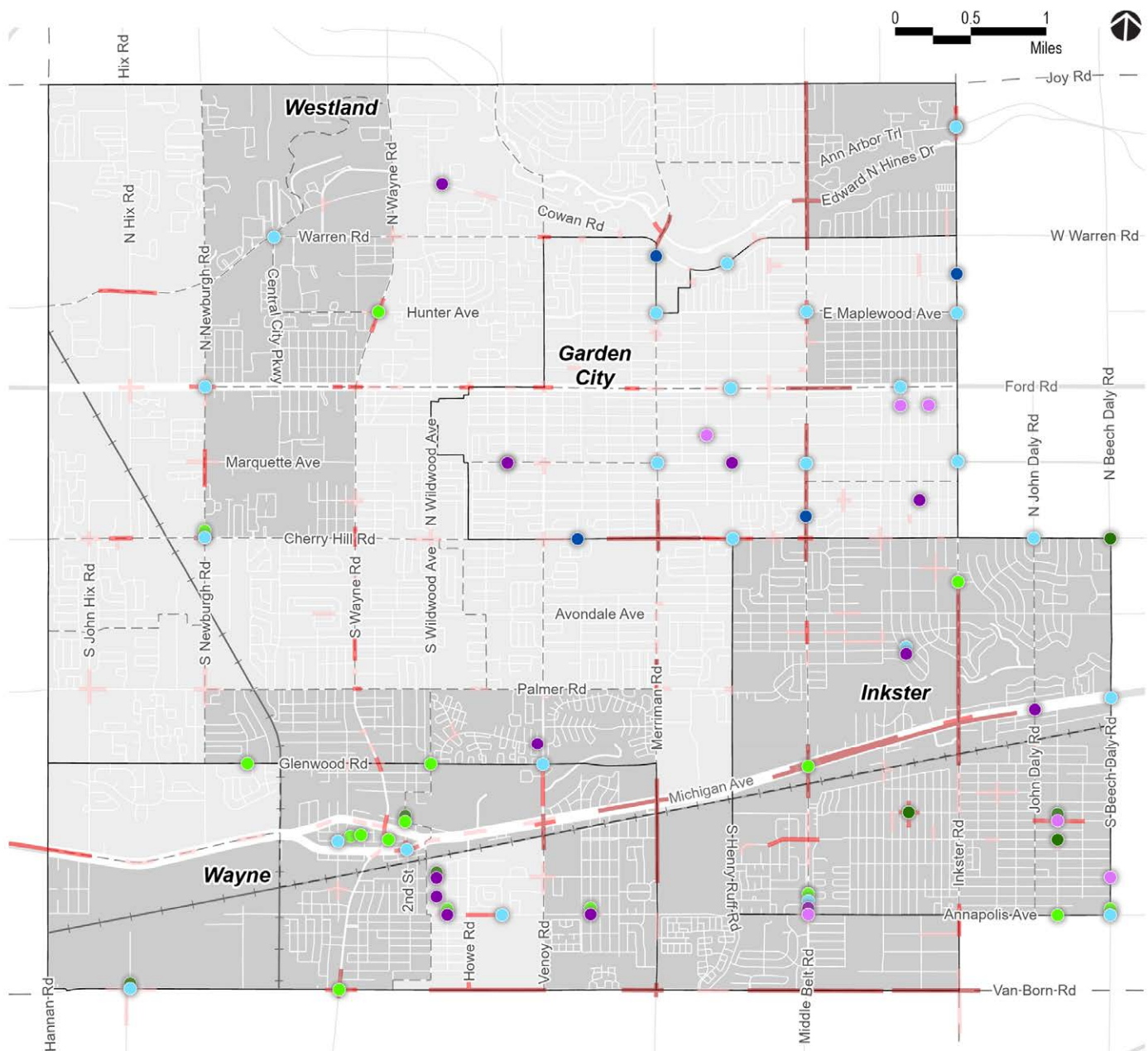


Addressing Shared Priorities

The four partner cities have shared issues and priorities that might be more effectively solved by working together and thinking more regionally:

- » Incremental improvements to existing pedestrian infrastructure, implemented as broadly as possible.
- » Enhanced pedestrian and bike pathways near schools, parks, and neighborhoods, and along state and county roads, such as through investment in cross-city trailways.
- » Modernized traffic signals, coordinated traffic signal optimization, and coordinated roadway maintenance projects across jurisdictions would also promote efficiency and safety as users move from one community to the next.

In the long term, modern redesigns of road segments with high crash-rates – such as through road diets – could help to promote safe and accessible multi-modal travel and reduce the number of incidents. However, this Plan recognizes the unique, cost-intensive planning partnerships between local and regional bodies that are required for transportation investment on County roads and recommend that they are pursued in the long-term.



Crosswalks, Traffic Signals, Traffic Signs Recommendations

Recommendations

- ADA Crosswalk Improvements
- Crosswalk Marking Improvements
- Traffic Signal Addition
- Traffic Signal Improvements
- Traffic Sign Addition
- Sign Maintenance

High-Injury Network

- High (3+ crashes)
- Medium (2 crashes)
- Low (1 crash)
- Transportation Disadvantaged Communities (TDC)
- - - 2020 Census Tract Boundaries

February 13, 2025

Incremental Pedestrian Safety Improvements

Pedestrian safety and community connectivity is a shared value held by community members and leaders of Wayne, Westland, Inkster, and Garden City. Given the close proximity of all four communities, residents regularly cross city lines to enjoy neighboring education and employment opportunities, trails and green spaces, shops and restaurants, community events, and other amenities. Shared pedestrian infrastructure is therefore a key component of community life in the four-city region.

To address pedestrian connectivity concerns, the four-city region would benefit from incremental upgrades to existing pedestrian infrastructure. This might look like investing in roadway maintenance and landscaping, filling sidewalk gaps along common corridors, or leading coordinated street striping efforts.

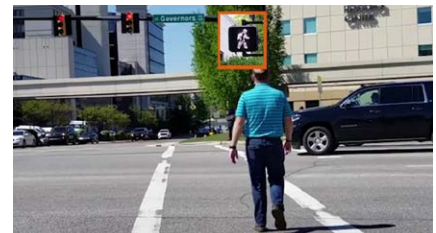
Intersection Improvements: Pedestrian and Bicycle

Intervention: Leading Pedestrian Interval

By prioritizing pedestrians entering crosswalks at signalized intersections over vehicles making left or right turns can encourage vehicle to reduce their speed and reduce pedestrian crashes by 13%.

Relative Cost:

Medium



Intervention: Median Refuge

The addition of a refuge area in a multi-lane road provides protection to pedestrians trying to cross, reduces crossing distances, and reduces the risk of vehicle left-turn and head-on collisions at intersections.

Relative Cost:

Medium

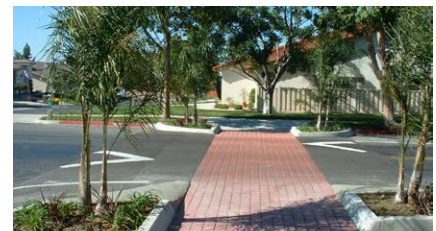


Intervention: Raised Crosswalk

Including raised sidewalks in locations of high pedestrian and vehicular traffic as well as mid-block can increase visibility between pedestrians and drivers as well as enhance pedestrian safety.

Relative Cost:

Medium



Intervention: Rectangular Rapid Flashing Beacon

Placing these beacons at multi-lane crossings with speeds under 40 miles per hour, uncontrolled pedestrian crossings, and mid-block crossings can increase driver awareness at crosswalks lacking signage and increase motorist yielding rates up to 98%.

Relative Cost:

Medium



Intervention: Pedestrian Hybrid Beacon (PHB/HAWK)

Placing these beacons at mid-block crossings, uncontrolled pedestrian crossings, and multi-lane crossings with speeds under 40 miles per hour can reduce pedestrian crashes by 55%, total crashes by 29%, and serious injury and fatal crashes by 15%.

Relative Cost:

Medium



Intersection Improvements: Vehicle

Intervention: Backplates with Retroreflective Borders

Equipping traffic signals with retroreflective borders increases night visibility, especially for vision impaired drivers, and notably reduces crashes due to red-light running.

Relative Cost:

Low



Intervention: LED Roadside Signs

Illuminating roadside signs in areas such as schools, and roadways with higher speeds can encourage drivers to slow down and reduce related crashes by 58%.

Relative Cost:

Low

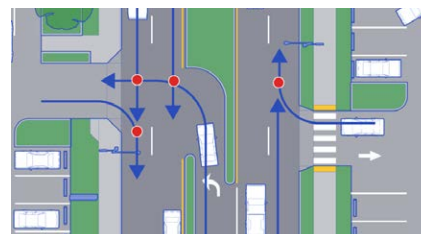


Intervention: Hooded Left Turns

Creating a physical separation of turning traffic at intersections with higher turning volumes and crashes due to higher turning can increase operational efficiency and safety.

Relative Cost:

Medium



Intervention: Speed Cushion

Cushions placed along with signs and pavement markings and reduce speeds of approaching vehicles and expect a reduction of pedestrian crashes and bike crashes by 45% and 51% respectively.

Relative Cost:

Medium



Intervention: Curb Extension

Adding bulb outs to roadways reduces pedestrian crossing distances, makes crosswalks more visible to drivers, reduces vehicle speeds and can reduce pedestrian crashes by 48% when combined with additional pedestrian improvements.

Relative Cost:

Medium -
High



Intervention: Raised Intersection

Particularly helpful in intersections and streets with high pedestrian traffic, raised intersections can make pedestrians and crosswalks more noticeable to drivers, reduce vehicle speeds, and reduce pedestrian crashes by 45%.

Relative Cost:

Medium

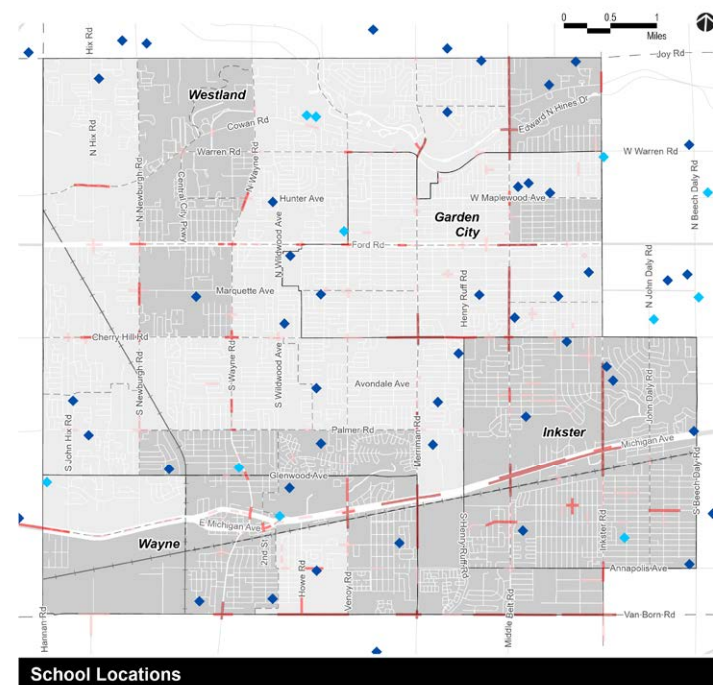
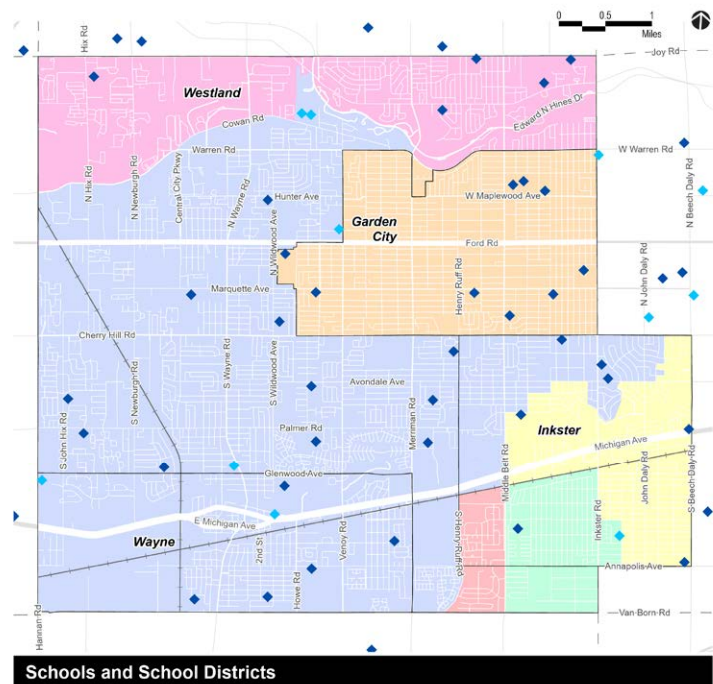


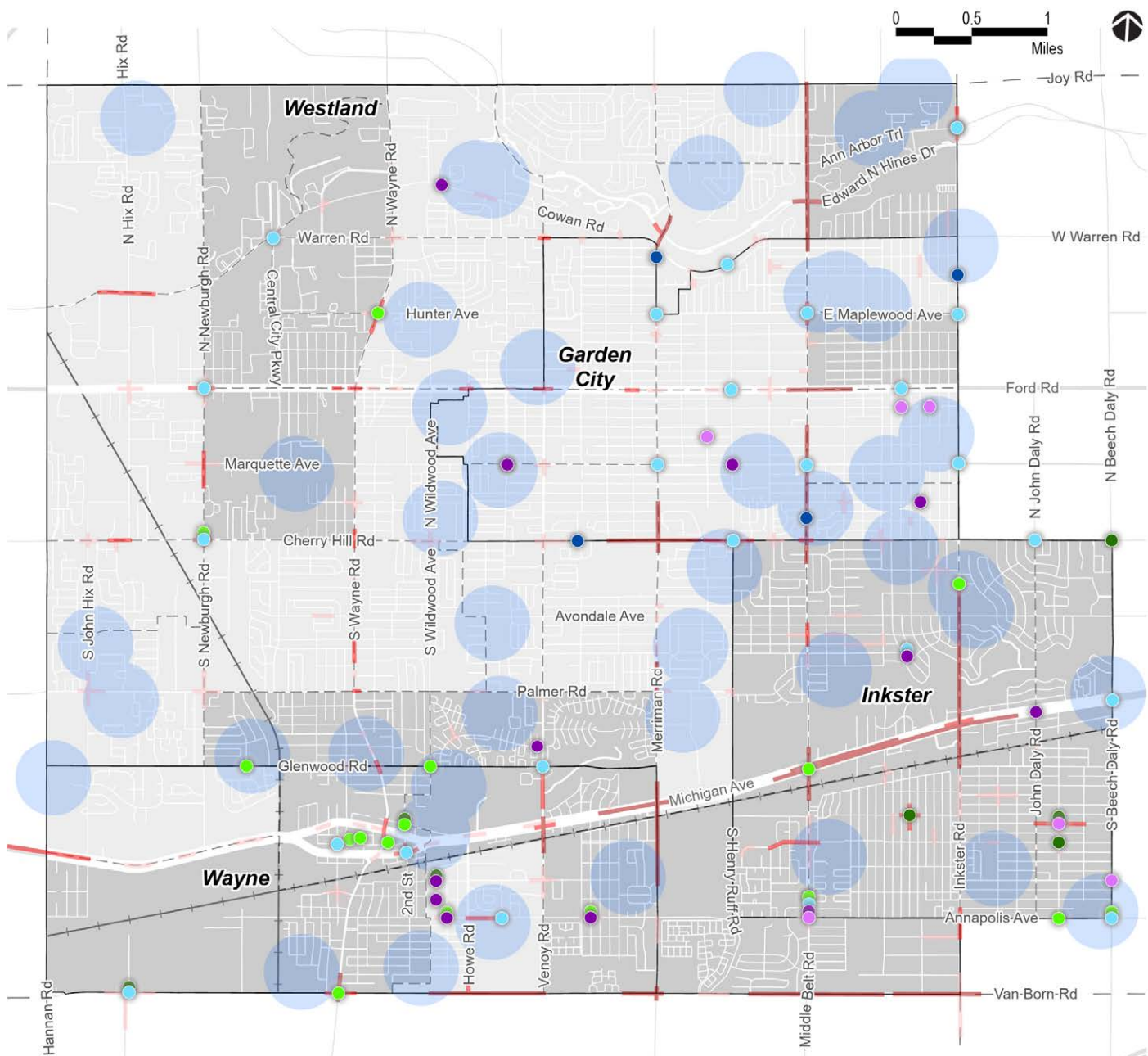
Safe Routes to School

Wayne, Westland, Inkster, and Garden City are home to over 40 schools, many of which lie on shared city borders or fall in overlapping School Districts. This unique geography means that students (and their parents/guardians) frequently travel across community lines to reach their classrooms. The close proximity of these schools poses a unique opportunity for the four-city region to collaborate to ensure that all students can safely reach their place of learning each day. Points of collaboration might include:

- » Educational safety campaigns that promote safe walking, biking, and driving behaviors among students, families, and other motorists.
- » Sidewalk Gap and ADA-Compliance improvements along key routes to school, to ensure safe and equitable passages for students of all neighborhoods while reducing barriers for students with mobility needs.
- » Crossing infrastructure and safety resources, such as crosswalk striping, street lighting, signalized pedestrian crossings, and shared crossing guard programs to provide guided crossings at high-traffic intersections.

Importantly, there are numerous low-cost, high-impact solutions that the four-city partnership can pursue to improve the safety of students while boosting the walkability of neighborhoods for current and future residents.





Recommendations and Proximity to Schools

Recommendations

- ADA Crosswalk Improvements
- Crosswalk Marking Improvements
- Traffic Signal Addition
- Traffic Signal Improvements
- Traffic Sign Addition
- Sign Maintenance

● 1/4 Mile School Buffer

■ Transportation Disadvantaged Communities (TDC)

--- 2020 Census Tract Boundaries

High-Injury Network

— High (3+ crashes)

— Medium (2 crashes)

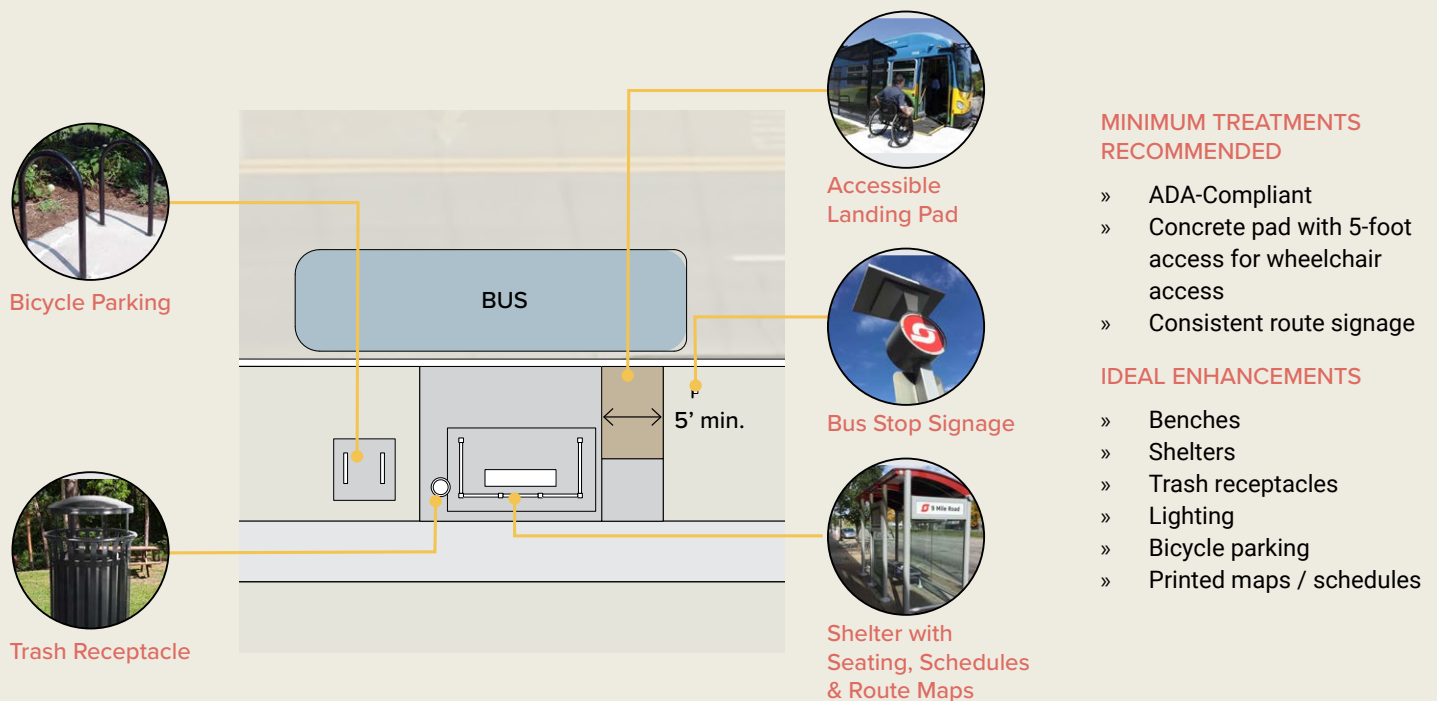
— Low (1 crash)

Transit Enhancements

Given the geographic connectivity of the four-City region, the overlap of major corridors (such as Ford Road, Michigan Avenue, Wayne Road, and Middlebelt), and the shared movement of riders crossing city borders, there is a unique opportunity for Wayne, Westland, Inkster, and Garden City to collaborate on strengthening public transit offerings. A coordinated, regional approach can ensure that transit routes serve their communities well, and that investments in transit infrastructure benefit all residents, regardless of jurisdictional boundaries or census tracts.

One of the most impactful areas for collaboration lies in bus stop improvements. Upgrading stops with features that prioritize safety, comfort, and accessibility can dramatically enhance the rider experience. This includes adding covered shelters with seating, trash receptacles, and route information; ensuring ADA-compliant design with infrastructure such as curb ramps and level boarding areas; and investing in well-lit, well-connected sidewalk nodes that provide safe pathways to and from each stop.

Such improvements are especially critical for vulnerable populations across these communities, including aging populations, individuals with disabilities, and low-income residents, who rely on public transit as their primary means of accessing health appointments, education and employment opportunities, grocery stores, and other daily needs. By working together on this shared priority, the four-city partnership can create a more equitable transit system that supports safety, economic mobility, and community connection.





Bus Stop Recommendations

- SMART Bus Stops
- Transportation Disadvantaged Communities (TDC)
- 2020 Census Tract Boundaries
- High-Injury Network
 - High (3+ crashes)
 - Medium (2 crashes)
 - Low (1 crash)



07.

Monitoring, Evaluation, and Transparency

We recognize that the implementation of Plan recommendations, policies, and projects will be incremental and opportunistic in the years to come, with specific projects and timelines adjusting to align with available funding, favorable partnerships, as well as changing political and community priorities. While the trajectory of this Plan must be flexible and dynamic in response to these factors, we recommend that the four-city Administration Working Group makes a continued effort to monitor and transparently communicate traffic data and Plan progress at the community and four-city partnership scale.

In addition to keeping community members engaged in this work, tracking traffic statistics as well as new investments and initiatives can help to support the four-city partnership in responding to unanticipated needs and outcomes while measuring impact.

The following Monitoring Plan offers a series of holistic, quantitative and qualitative metrics that each city should track and report annually. Such metrics can be shared out publicly through a short annual report, through the Plan website, or through other communication channels deemed appropriate.

Transparency and Monitoring Plan

METRIC TYPE	PERFORMANCE MEASURE	PERIOD	PARTIES
Statistic	Number of fatal and serious injury crashes	Annually	4-City; Public Safety
Statistic	Number of fatal and serious injury crashes involving pedestrians and/or non-motorized transit users	Annually	4-City; Public Safety
Statistic	Number of crashes involving speeding	Annually	4-City; Public Safety
Investment	Location and number of street segment and intersection improvements (including non-motorized) made on the High Injury Network	Annually	4-City; Engineering; Planning/Community Development; DPW
Investment	Location and number of street segment and intersection improvements (including non-motorized) made in TDC communities	Annually	4-City; Engineering; Planning/Community Development; DPW
Investment	Location and number of street segment and intersection improvements (including non-motorized) made near schools	Annually	4-City; Engineering; Planning/Community Development; DPW
Investment	Number of traffic signal upgrades	Annually	4-City; Engineering; Planning/Community Development; DPW
Investment	Number of traffic signage improvements	Annually	4-City; Engineering; Planning/Community Development; DPW
Investment	Number of pedestrian crosswalk improvements	Annually	4-City; Engineering; Planning/Community Development; DPW
Investment	Number of road diet/road configuration/road geometry projects completed	Annually	4-City; Engineering; Planning/Community Development; DPW
Investment	Feet of Sidewalk or Trailway Additions or Maintenance	Annually	4-City; Engineering; Planning/Community Development; DPW
Investment	Feet of Bike Lane Additions or Maintenance	Annually	4-City; Engineering; Planning/Community Development DPW
Partnerships	Number of coordinated transportation safety and connectivity projects	Annually	4-City; Engineering; Planning/Community Development; DPW; Regional Partners
Partnerships	Number of 4-City Unified Safety Action Plan Check-in Meetings	Annually	4-City City Administration Working Group
Community Knowledge	Experience of Community Members Utilizing Transportation Network; Perceptions of Safety	Annually	4-City; Community Development



08. **Appendices**



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