

# DOWNTOWN WYANDOTTE HEALTHY COMMUNITY INITIATIVE

Dequan Allen, Danielle Gerlach, Helen Hou, Katherine Weiler, Hongxue Zhao  
Michigan State University | School of Planning, Design, and Construction | Practicum 2017



## INTRODUCTION

### About the Project

The Wyandotte Downtown Development Authority (DDA) is interested in improving the community's status as a healthy community through improving

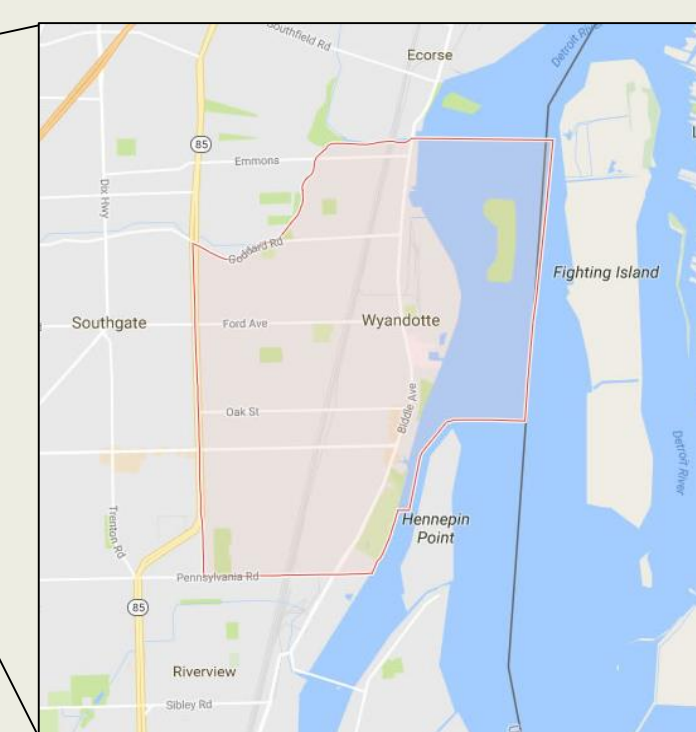
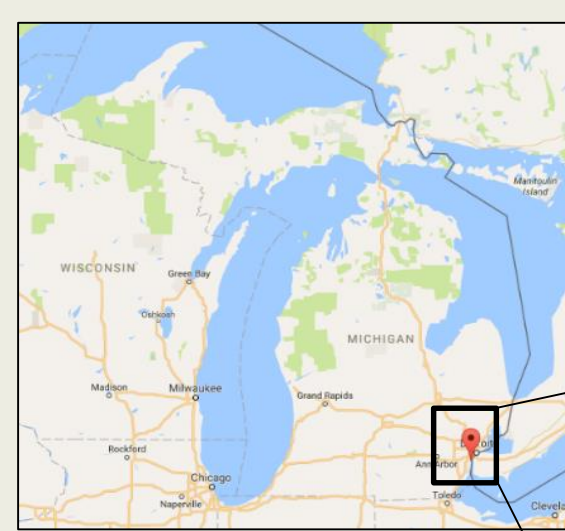
- Health
- Connectivity through placemaking

### Project Goal Statement

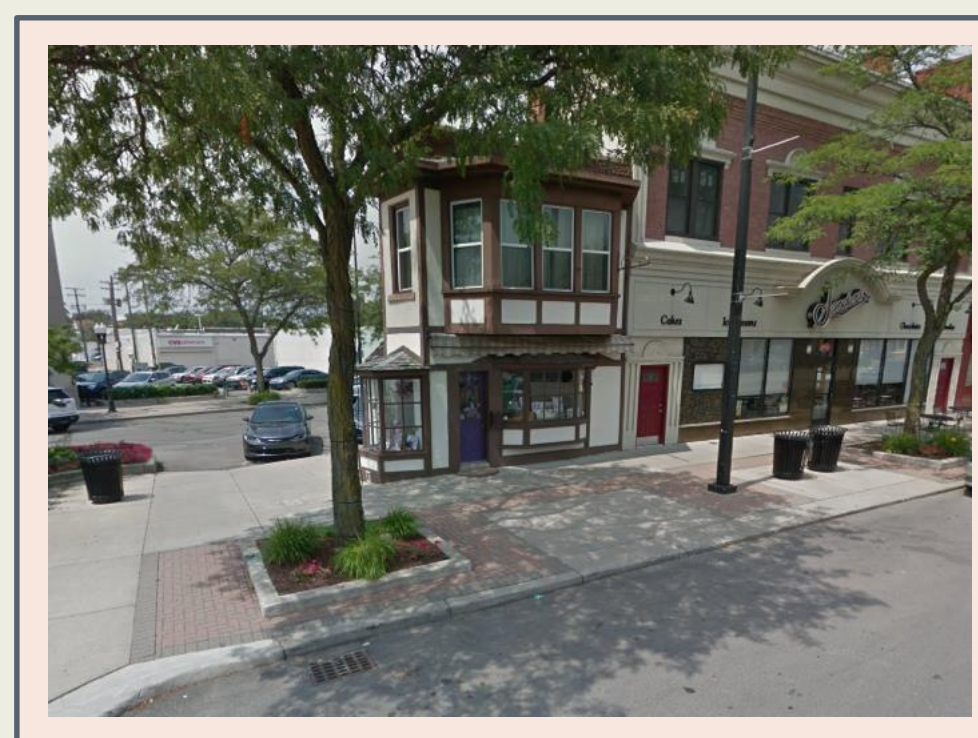
To promote a healthy community by increasing access to fresh local food, improving connectivity and safety for non-motorized transportation, utilizing placemaking techniques, and increasing the partnerships.

## BACKGROUND

### City of Wyandotte



### Downtown Wyandotte



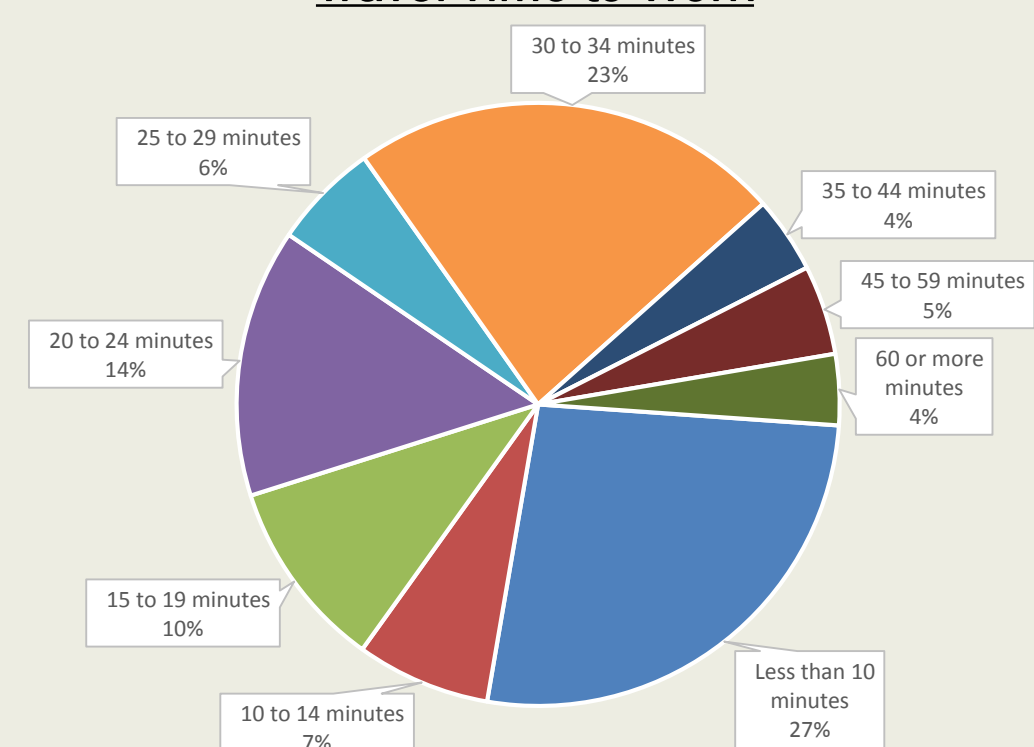
Source: Google Street View 2016

### Population

Population	1990	2000	2010	2015
Greater Downtown Wyandotte	4,446	4,112	3,668	3,751
Wyandotte	30,938	28,006	26,368	25,376

### Transportation Time in Greater Downtown Wyandotte

#### Travel Time to Work



#### Means of Transportation to Work

Workers 16 years and over	1,561
Car, truck, or van	83%
Drove alone	77.3%
Carpooled	5.8%
Public transportation (excluding taxicab)	2.6%
Walked	8.3%
Bicycle	2.2%
Taxicab, motorcycle, or other means	.5%
Worked at home	3.3%
Mean travel time to work (minutes)	21.1 minutes

### Components of a Healthy Community

- Access to a variety of transportation modes
- Access to fresh food
- Safety
- Accessibility for persons with disabilities
- Access to places for recreation and physical activity



Source: Google Street View 2016

### Indicators Used for Assessments

#### Complete Streets & Placemaking

- Sidewalks & crosswalks
- Streetlight quality
- Parking
- Transit stops
- Walking/biking trails
- Bike lanes & bike racks
- Streetscape features

#### Food Accessibility and Health

- Perceived health status
- Safety
- Adult asthma
- Housing median age
- Adult health habits
- Food insecurity & food access
- Obesity & physical activity
- Per capita income & poverty



Example of Typical Commercial Sidewalks with Four Sidewalk Zones  
Source: The Atlantic City Club (2013)

## FINDINGS

### Connectivity through Placemaking

Using the metric below, the practicum team assessed the streets of Downtown Wyandotte. The majority of the blocks along Wyandotte's main street, Biddle Avenue, fell into Class 2 (average) or Class 3 (needs improvement) for Complete Streets. Few blocks were categorized in Class 4 (poor).

Class Rating	Points Required	% of Criteria Satisfied
1	24 to 30	81-100
2	18 to 23	61-80
3	12 to 17	41-60
4	6 to 11	21-40
5	0 to 5	0-20

Downtown Wyandotte is an attractive place and is relatively walkable, but not bike-friendly. The outskirts of Downtown are less walkable and neither have all components necessary to be considered a Complete Street.

### Health

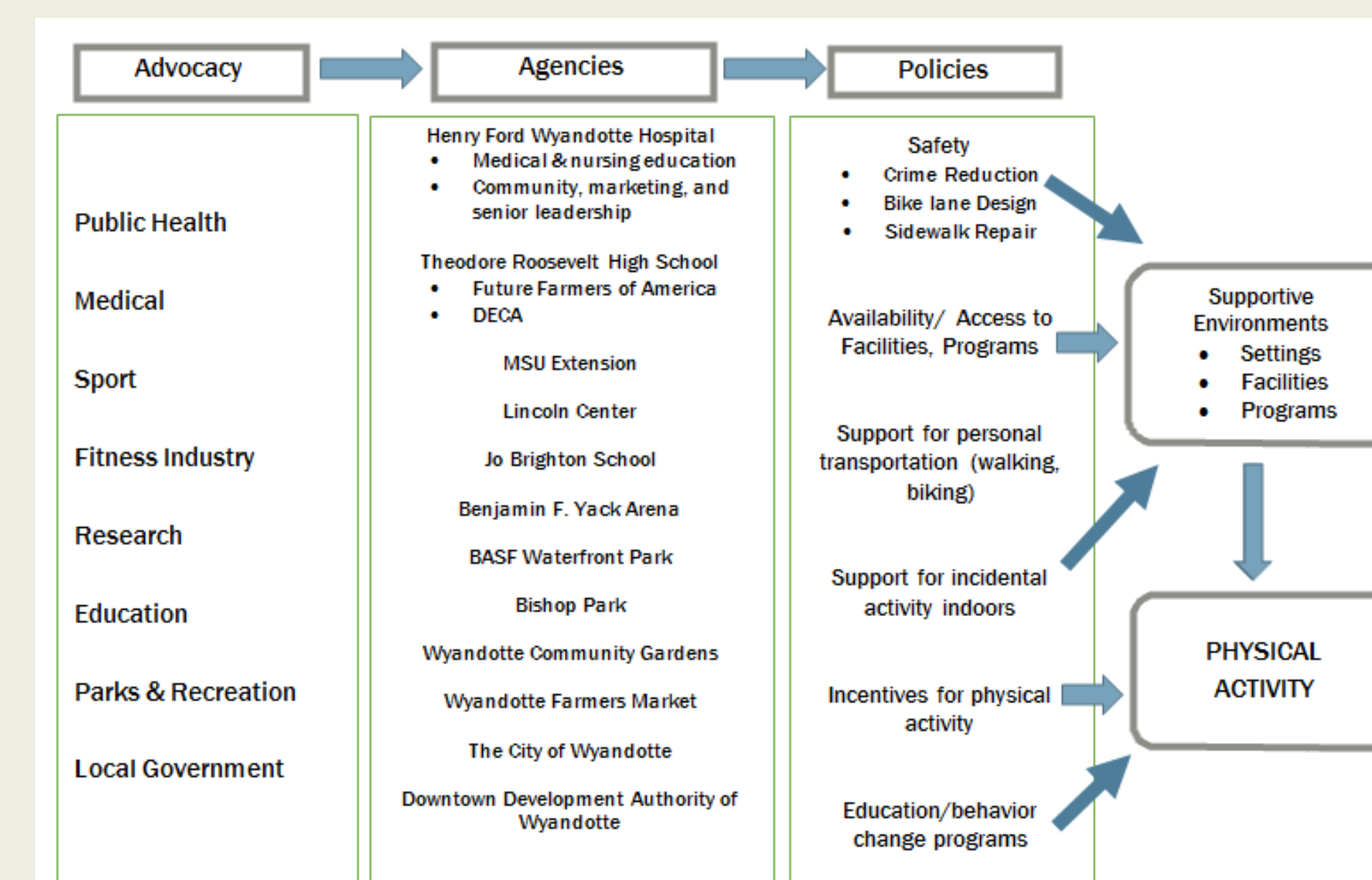
- Four out of the six food access points are within walking distance of a bus stop
- Food insecurity: 17.4% (high)
- Physical activity among population: 17% (low)
- Obesity among population: 32% (high)



Left: Downtown Wyandotte is home to a seasonal outdoor farmers market that is home to local vendors with local products.  
Right: Many locally-owned restaurants that cover a variety of cuisines can be found throughout Downtown.

### Community Partnerships

These existing and potential partnerships can provide the DDA with resources to create a healthy Downtown Wyandotte for all community members.



Top: The sidewalks on Biddle Ave. are in good condition and well-designed.  
Bottom: Outside of the Biddle Ave. Corridor, there is room for improving conditions.

## RECOMMENDATIONS

Based on the results of the Complete Streets analysis, placemaking, and health indicators, Downtown Wyandotte has many positive attributes, but there is room for improvement.

	LOW-MEDIUM COST	MEDIUM-HIGH COST
<b>SHORT-TERM</b>	<ul style="list-style-type: none"> <li>• Replace the streetlight bulbs               <ul style="list-style-type: none"> <li>◦ 123 need to be addressed</li> </ul> </li> <li>• Put more bike racks throughout the downtown: \$660 each</li> <li>• Paint the pavement in the alley for designated bike lane: \$180 per unit</li> <li>• String lights in the alleys: prices vary</li> <li>• Trash cans in alleys: \$1,420 per unit</li> </ul>	<ul style="list-style-type: none"> <li>• Put in bus shelters with benches: \$11,560 per shelter and \$1,550 per bench</li> <li>• Audible/ timer crosswalk signals: ~\$83,200 total cost               <ul style="list-style-type: none"> <li>◦ 52 marked crosswalks, 2 per crosswalk at \$800 per unit</li> </ul> </li> <li>• Paint crosswalks with high visibility markings: \$132,080               <ul style="list-style-type: none"> <li>◦ 52 at \$2,540 each</li> </ul> </li> </ul>
<b>LONG-TERM</b>	<ul style="list-style-type: none"> <li>• Education/programs for owners of older housing units</li> <li>• Create programs and education for those struggling with unhealthy behaviors</li> <li>• Community Education on food access</li> <li>• Increase physical activity via community programs</li> <li>• Replace some main crosswalks with different material (e.g. brick): between \$7.25 to \$15 per square foot</li> <li>• Put bollards at the entrance of alleyways: \$8,030               <ul style="list-style-type: none"> <li>◦ 11 alleyway access points at \$730 per unit</li> </ul> </li> <li>• Landscaping with trees in alleys: \$430 per unit</li> <li>• Benches in alleys: \$1,550 per unit</li> <li>• Paint crosswalks that access the alley with high visibility markings: \$12,700               <ul style="list-style-type: none"> <li>◦ \$2,540 each with 5 potential crosswalks for alleys</li> </ul> </li> <li>• Establish partnerships to aid in addressing community health issues</li> </ul>	<ul style="list-style-type: none"> <li>• Raised crosswalks: \$98,040               <ul style="list-style-type: none"> <li>◦ 12 crosswalks that cross Biddle Avenue at \$8,170 per crosswalk</li> </ul> </li> <li>• Crossing island: \$81,120               <ul style="list-style-type: none"> <li>◦ 6 intersections in the central downtown at \$13,520 per island</li> </ul> </li> <li>• Curb extensions/bulb-outs: \$156,000-182,000               <ul style="list-style-type: none"> <li>◦ 12-14 bulb-outs in the central downtown at \$13,000 per bulb-out on average</li> </ul> </li> <li>• Mid-block crossings: \$2,700 to \$71,000 depending on amenities</li> <li>• Remove or renovate aging buildings to address toxic materials that may be present, such as lead paint</li> <li>• Increased access to food sources through improved transportation</li> <li>• Increase physical activity and decrease private car dependence via improved alternative modes of transportation</li> </ul>

- Increase community physical activity through:
  - Placemaking
  - Education
  - Incentives
  - Complete Streets
- Decrease food insecurity by:
  - Providing easier access to affordable food
- Provide community assistance to hold meetings on medical, financial, and food-based resources available to families in poverty and food-insecure families
- Build partnerships with and between health nodes in the community at:
  - Hospital
  - Grocery stores
  - Farmers market
  - Fitness places and groups
- Provide community education on health hazards of:
  - Older housing
  - Binge drinking & smoking
  - Obesity



Bishop Park is right next to the Downtown and the Detroit River.