

# Mt. Pleasant Micropolitan Area Non-motorized Transportation Plan

## **Public Workshop –Documentation of Input**

April 26, 2011

### **List of Figures**

#### **Public Input**

A Public Workshop was held on April 26, 2011 for the Mt. Pleasant Micropolitan Non-motorized Transportation Plan. Twenty-five people attended. During the public workshop, participants were given a number of opportunities to provide input. There were three individual exercises that focused on refinements to the proposed non-motorized routes and prioritization of the policies, programs and non-motorized system. The participants were also encouraged to mark additional information the on the two large maps provided at each table.

The following pages document the input that was collected during the workshop.

1. Prioritization Exercise
  - Policy Elements
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## 1. Prioritization Refinement Exercise

Individually, each participant was asked how they would allocate \$100 into the following three categories, programs, policies and non-motorized system. Then participants were asked to determine how important they felt each line item was in each category and rank them from 1 to 5 with 1 being the highest. Below is a summary of the input.

### Programs:

	Total Dollar Allocation for Category	Prioritization (Number of Votes listed below)					Rank
		Very Important	Important	Somewhat Important	Not Important	Not Sure	
Bike and Walking Map	\$ 27	14	6	3	0	0	1
Active Transportation Hubs		6	10	4	3	0	2
Coordinated Safety and Fitness Campaign		3	9	7	2	1	5
Walking School Bus		5	8	9	1	0	3
Month-long alternative commute program		6	7	8	2	0	4

#### Additional Comments:

- LIGHTING AT NIGHT IS ESSENTIAL FOR BOTH WALKING AND BIKING
- I ALSO REALLY LIKE THE IDEA OF A BIKE SHARING PROGRAM, MAYBE RUNNING ALONG A CORRIDOR FROM CAMPUS TO DOWNTOWN
- ROAD SIGNS TO INDICATE THE BIKE ROUTES
- NOT SURE IF MISSION SHOULD BE INCLUDED WHEN CONSIDERING BIKE LANES ON PRIMARY ROADS MOTORISTS ARE NOT READY YET... NEED TIME TO ADJUST TO BICYCLISTS
- NEED ITEM FOR DESTINATION ROUTE SIGNS

### Policy:

	Total Dollar Allocation for Category	Prioritization (Number of Votes listed below)					Rank
		Very Important	Important	Somewhat Important	Not Important	Not Sure	
Snow Removal Policy and Enforcement	\$ 29	14	8	1	0	0	1
Sidewalk Repair Program		7	9	6	0	0	3
Bike Lane Debris Sweeping		2	14	6	0	0	4
Improve Access for People with Disabilities		8	9	3	1	0	2
Increase Bike Parking Options		6	7	8	1	0	5

#### Additional Comments:

- WE ALSO SHOULD REMIND FOLKS WHO WALK COSTS ARE ATTRACKED TO BIKNG WALKING MODES
- BIKE LANES ON PRIMARY ROADS WILL MOVE THE MOST PEOPLE AT THE LEAST COST AND BE EASY TO MAINTAIN
- EDUCATION AND ENCOURAGEMENT PROGRAMS SHOULD BE IMPLEMENTED BETWEEN CHANGES

### Non-motorized System:

	Total Dollar Allocation for Category	Prioritization (Number of Votes listed below)					Rank
		Very Important	Important	Somewhat Important	Not Important	Not Sure	
Bike lanes on Primary Roads	\$ 44	12	6	2	3	0	1*
Neighborhood Connector Routes		9	10	4	1	0	2
Provide Sidewalk links to Isolated Neighborhoods		1	12	9	0	0	3
Additional and Safer Road Crossing Options		12	9	2	0	0	1*
Add non-motorized connections to regional destinations		2	9	9	2	1	4

#### Additional Comments:

- \*Bike lanes on Primary Roads and Additional Safer Links to Isolated Neighborhoods Tied for 1<sup>st</sup>
- TRAFFIC CALMING ON RESIDENTIAL STREETS

## 2. Proposed Initial Corridors Refinement Exercise

Individually, each participant was asked to note if they agree, disagree or not sure about the proposed initial corridors. Below is a summary of the input with the number of votes listed in under each category.

	Agree	Disagree	Not Sure
<b>Primary Road Modifications</b>			
W. Pickard Street – add bike lanes through a 4 to 3 lane conversion	<b>19</b>	<b>2</b>	<b>2</b>
S. Isabella Road – add bike lanes through a 4 to 3 lane conversion and complete sidewalk gaps	<b>23</b>	<b>0</b>	<b>0</b>
E. Broomfield Road – add bike lanes through a 4 to 3 lane conversion and complete sidewalk gaps	<b>20</b>	<b>0</b>	<b>3</b>
E. Deerfield Road – Add sidewalk along south side of the road	<b>17</b>	<b>2</b>	<b>5</b>
E. Remus Road – Add bike lanes and sidewalk to corridor by paving the shoulder and add a bridge with bicycle and pedestrian facilities over US-127	<b>17</b>	<b>1</b>	<b>5</b>

	Agree	Disagree	Not Sure
<b>Neighborhood Connector Routes</b>			
Lincoln Street – add wayfinding signage	<b>21</b>	<b>0</b>	<b>2</b>
Andre Avenue - add wayfinding signage	<b>19</b>	<b>1</b>	<b>4</b>
Crosslanes Street - add wayfinding signage	<b>20</b>	<b>1</b>	<b>3</b>
Sunset Drive - add wayfinding signage	<b>17</b>	<b>1</b>	<b>4</b>
E. Bellow Street – add bike line through lane narrowing and wayfinding signage	<b>22</b>	<b>0</b>	<b>1</b>
Fancher Street – add parking edge stripe that bicyclists may use when parked cars are not present and add wayfinding signage	<b>23</b>	<b>0</b>	<b>0</b>
Watson Road – remove on-street parking and to provide a 4' edge stripe that may be used by bicyclists and add wayfinding signage	<b>17</b>	<b>0</b>	<b>6</b>

	Agree	Disagree	Not Sure
<b>Off-Road Trail</b>			
Existing GKB River Trail through Mill Pond Park, Nelson Park and Island Park	<b>16</b>	<b>0</b>	<b>1</b>
Existing Trail through Central Michigan University	<b>16</b>	<b>0</b>	<b>2</b>
Potential Trail Spur connecting to Mid Michigan Community College	<b>15</b>	<b>1</b>	<b>2</b>
Potential Trail Spur to Soaring Eagle Casino	<b>10</b>	<b>2</b>	<b>4</b>

### **Additional Comments:**

- Bluegrass Road should be done first
- Add Bluegrass Road
- Pickard Street is a good idea, but a low priority
- Isabella Road would be a big bang for the buck
- Andre Avenue at Mission St will be difficult to cross, not many traffic gaps and signals will be needed or shift the route south to Lincoln
- Would add Brown for a parallel route east of Mission
- There are limited funds to provide a safe crossing at Mission St and Andre Avenue, use Arnold to Broadway than Brown.
- Need no truck signs on major streets that are not truck routes to keep bikers safe
- Do not put an auto bridge at Remus Road and US-127
- Concerns with removing parking on Watson Road
- Conflict between those who like on-street parking and those who don't is a big political divide in this community, implementation plans are likely to be easier if parking and bike lanes can be done together
- Too many big trucks use Pickard Street
- Andre Ave is very wide and cars really speed all the time, I think it would be good for a bike lane or two to slow traffic down
- A good connector would be where Mosher crosses Mission headed each by the car dealer connecting to Brown Street
- On Deerfield road add a bike path instead of a sidewalk (2 comments)
- Well thought out!
- Fancher will have bike lane signage (partially) see DPW/City of Mt. Pleasant website (summer 2011)
- Bridge over US-127 at Remus Road will be very expensive
- Using CMU backbone during class change is daunting for non-student population
- Connect Deerfield Road Apartments to Campus
- I am especially in favor of improvements and additions to sidewalks, people who currently drive can start walking without having to purchase additional equipment
- Concern with lighting and safety on potential trail spur connecting to Mid Michigan Community College

### 3. Proposed Initial Corridors Refinement Exercise

Individually, each participant was asked to select which type of non-motorized facility they thought would be best for each regional bike route. Below is a summary of the input with the number of votes listed in under each category.

	Signed Bike Route	Signed Bike Route with 4' Paved Shoulder	10' Roadside Pathway
Route from Mt. Pleasant to Clare and Pere Marquette Trail (13 Miles)	5	9	3
Route from Mt. Pleasant to Deerfield Park (6 Miles)	8	8	3
Route from Mt. Pleasant to Fred Meijer Hartland Trail (10 Miles)	10	6	1

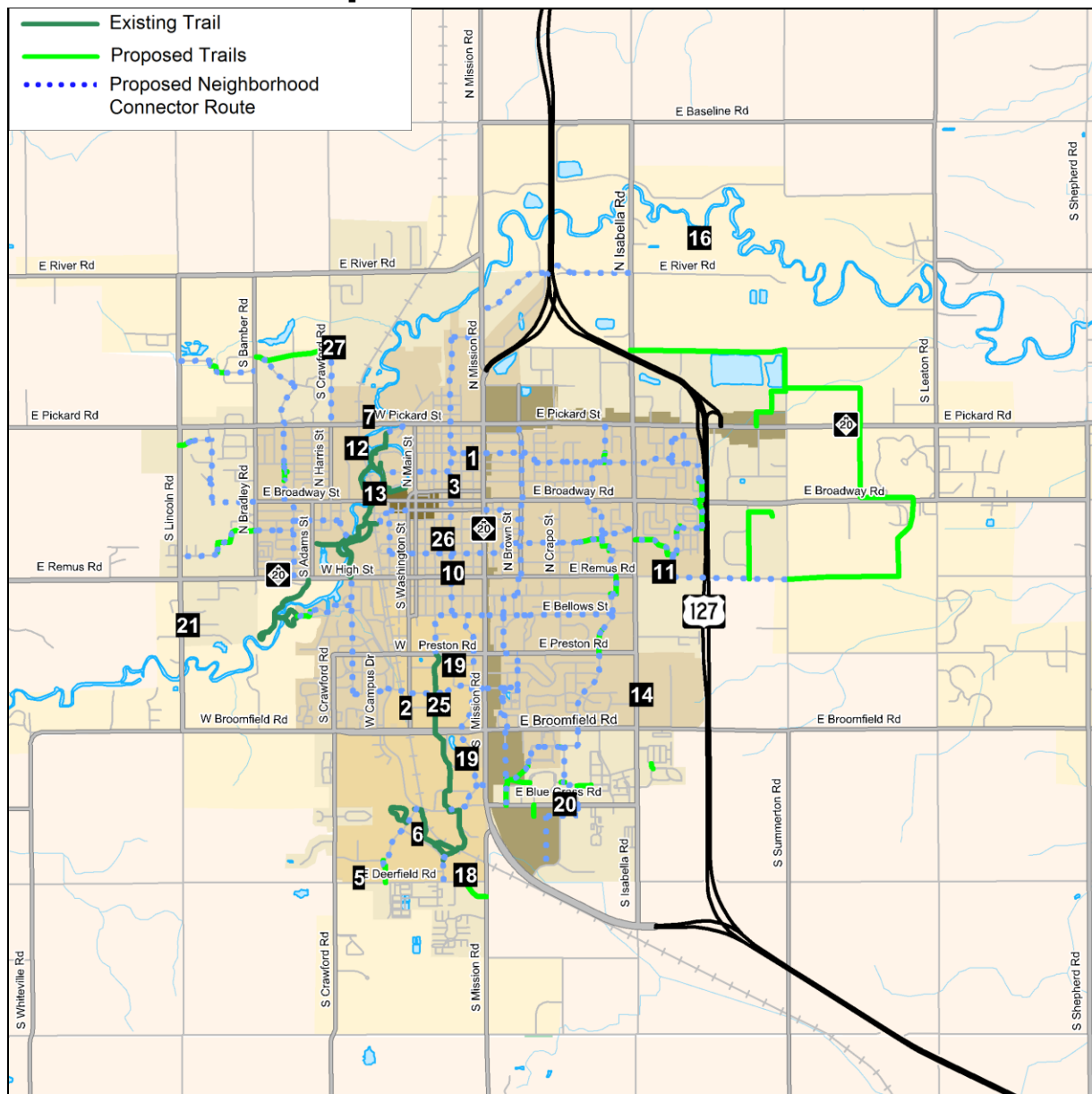
#### Additional Comments:

- Making the route on Mission to connect to Clare would help with fostering connection to Rosebush and Clare communities and events
- The alternative "Isabella Rd" for going to Clare is probably less attractive because not all of it is paved yet, less people live off that road, and it doesn't go through Rosebush
- Prefer the alternative route on Isabella Road instead of Mission due to traffic
- Mt. Pleasant's route to the south should go through Shephard, not follow green road
- The route to Deerfield park should include a spur to Meridian Park (2 comments)
- I think that connecting to Clare and Pere Marquette Trail will really revitalize Rosebush, the Fairgrounds, Restaurants and businesses along the way and bring folks from Midland here and vice versa.
- I would like the route to Deerfield Park to be a dirt off-road trail, not along the roadway but along the river
- The right-of-way along US-27 Old Mission, is 100ft which allows a route to Fred Meijer while still connecting downtown communities to increase economic development
- Would like to have a 4' paved shoulder but with money tight, I would suggest less expensive option for now
- None of the alternatives are worth the cost! Identify alternative paved routes with lower traffic and speed
- I don't have a strong opinion about the appropriate connections to regional facilities, connection in immediate area are top priority
- First priority is Bluegrass, second priority is campus and downtown bike hubs, third priority is connecting to Deerfield Park, and forth priority is circle loop

## Mt. Pleasant Micropolitan Area Map Exercise

As a group, participants were asked to think about the non-motorized routes that they currently use or would like to use to get to destinations in the Mt. Pleasant area. Participants were asked to evaluate the provided potential routes and note directly on the large map any changes or concerns they had with the routes. The following maps document the input.

## Mt. Pleasant Micropolitan Area Feedback



The numbered boxes on the map correspond to the numbed notes on the following page.

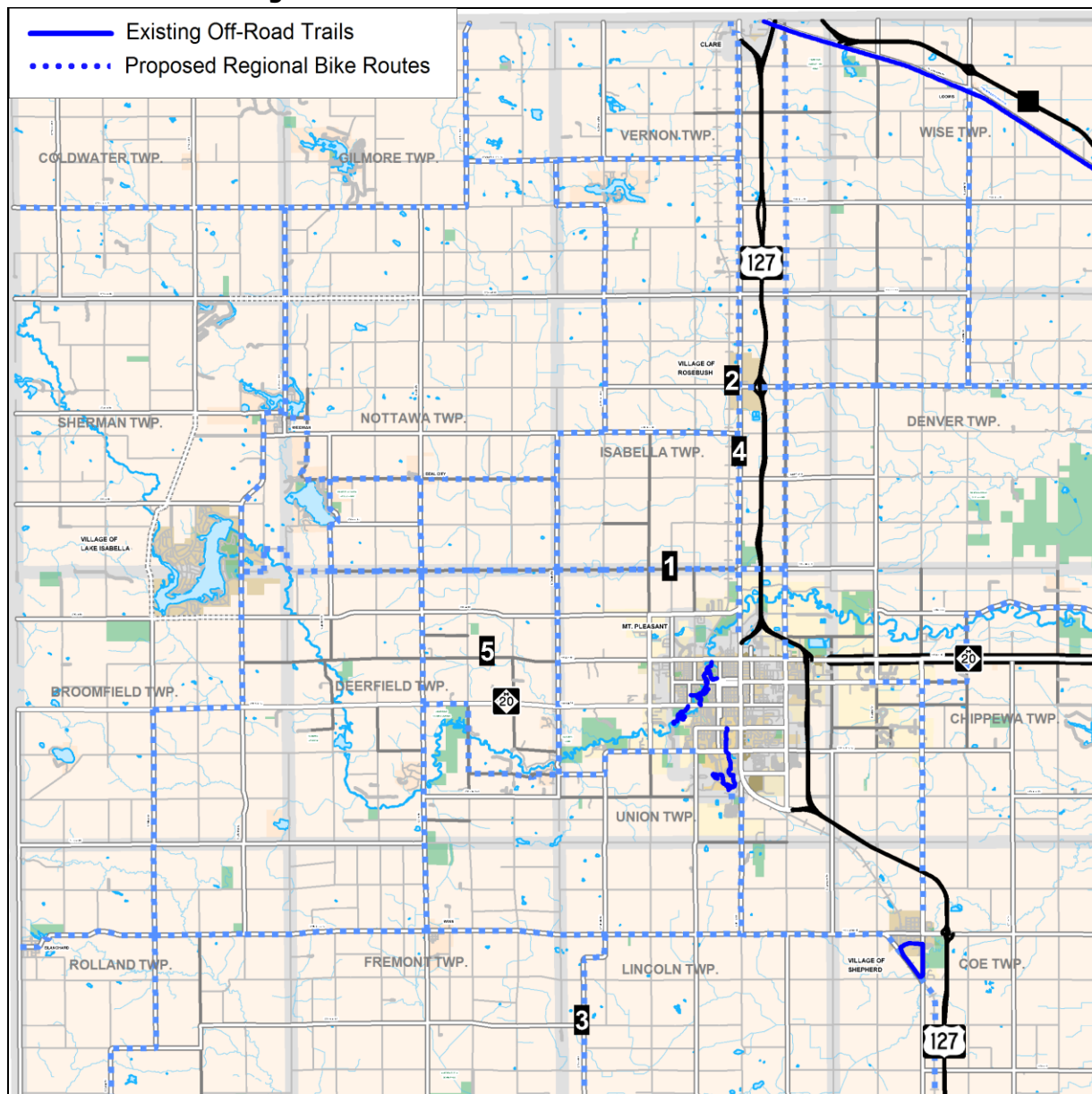
**Notes:**

1. Use Arnold as an alternative to Mission St
2. Southbound bike lane ends on S Washington St just before E Broomfield Road
3. Mosher St may not have enough right-of-way for sidewalks
4. We would prefer paved shoulders to sidewalks along roads outside of town where pedestrians and bicyclists can use the shoulder
5. Add proposed paved shoulder to Deerfield Road
6. Modify sidewalk along Three Leaves Drive to an Off-Road Trail
7. Pickard between Harris Street and Main may be too busy for 4 to 3 lane conversion
8. We like pathways to all schools
9. Left turn light at Isabella Road and Broomfield Road intersection
10. Lots of student traffic crossing up and down High Street between Main and Mission
11. Consider lighting for safety along Remus Road
12. Add connecting walking path between Island Park and N Harris St
13. Better pedestrian crossing needed where the River Trail crosses Broadway St
14. Really like the sidewalks on Isabella
15. Consider crushed limestone paths for easier upkeep
16. On the property to the north of the airport there is an 100' easement from the water's edge and it was once old Indian Pines Park
17. Primary road restriping is the highest priority
18. Off-road trails instead of sidewalks along Deerfield
19. The Library and S.A.C. are potential Bike Parking Hubs on campus
20. Bluegrass is a high priority for a walkway
21. No shoulder to pave on Lincoln St
22. Bikes and Pedestrians don't mix well on campus.
23. Place bike parking hubs near bike lanes on campus and then encourage walking on the pathways.
24. Define bike routes away from major roads
25. The pavement markings on main campus spine trail are not clear. They have faded over time and not sure where to park
26. Add a shortcut link to the proposed circle tour route connecting east west between Mill Pond Park and Morey Courts Ice Arena using Maple Street
27. Crowford Road is a good connection to Baseline which is a regional route so may want to make this route a proposed initial corridor

## Isabella County Map Exercise

As a group, participants were asked to think about the non-motorized routes that currently use or would like to use to key destinations in the county. Participants were asked to evaluate the provided potential routes and note directly on the large map any changes or concerns they had with the routes. The following map documents the input.

## Isabella County Feedback



The numbered boxes on the map correspond to the numbered notes on the following page.



## **Notes**

1. Stinky cow feed lots on Baseline Road
2. The problem with using Isabella Road over Mission Road is that you lose the connectivity between downtown Clare as well as Rosebush, also the right of way is much wider (100 ft) and missing the downtowns decreases the economic development piece
3. Losing downtown revitalization by using Green Rd instead of going through the Village of Shephard
4. Like the route to Pere Marquette Rail trail
5. Pave the shoulder on Pickard Road and use a regional connection to the west

## **Additional Comments Regarding the Project:**

- I think that in the educational section, biking on the sidewalks needs special attention. I personally think it should not be allowed because it is dangerous for the bikers and people coming out of their houses. But when and if allowed in most situations in Mt. Pleasant the road is safer.
- If we can create a community that accepts all forms of non-motorized transportation, we wouldn't need to spend so much money on infrastructure and engineering - education and encouragement are much more affordable.
- The city needs to do a better job of traffic calming on residential streets even if the streets are currently designated as a major street.
- Great Work – overall good workshop design!