

# Greater Mt. Pleasant Area Non-motorized Transportation Plan Preliminary Plan Workshop



Tuesday, April 26, 2011

7:00 to 9:00 PM

Isabella County Building

**PLEASE SIGN IN! A Sign in  
sheet is located at each table**



# Agenda

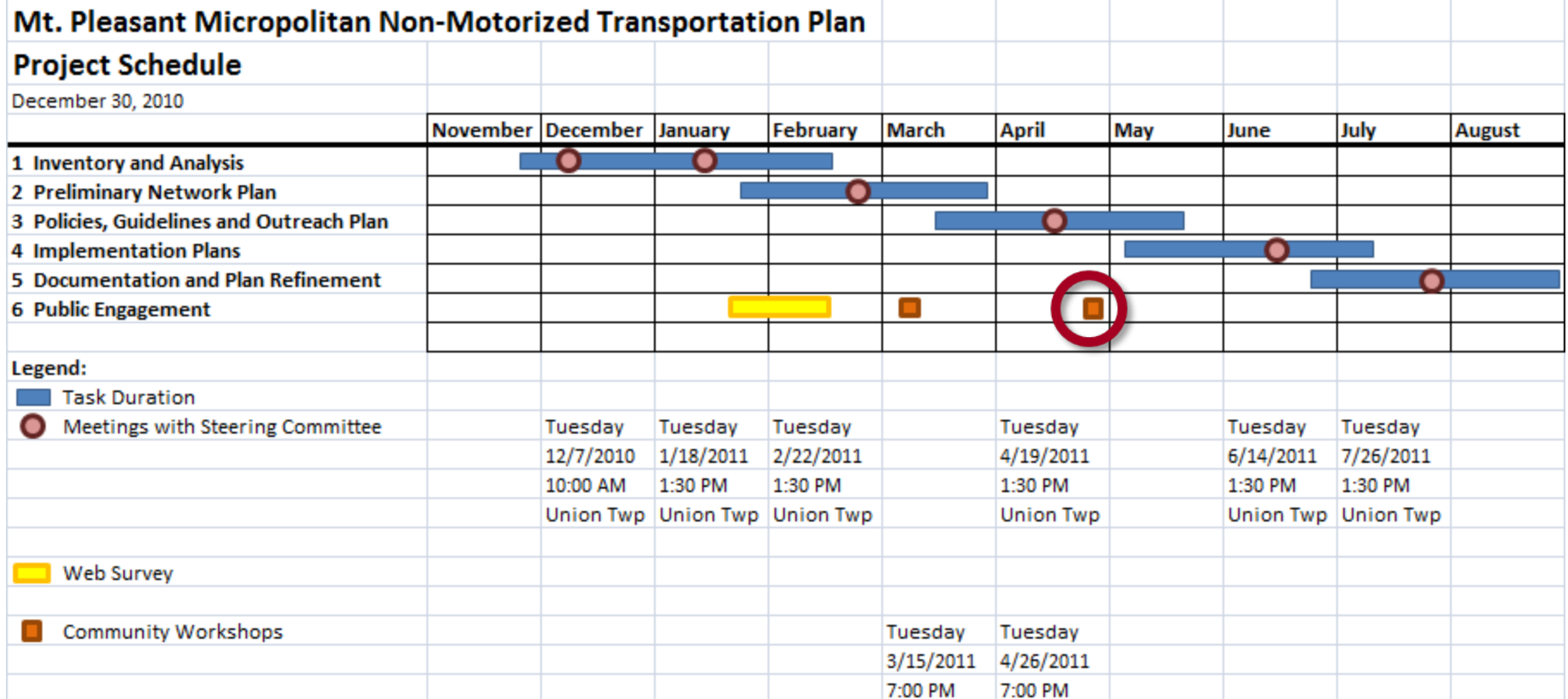
- Summary of Previous Public Workshop Input
- Preliminary Plan Overview
  - Non-motorized System
  - Policies
  - Programs
  - Prioritization Exercise
- Small Group Non-motorized Network Refinement
  - Greater Mt. Pleasant Area
  - Isabella County
- Small Group Report Out



The purpose of the meeting is to present key elements of the preliminary plan, prioritize elements within the plan and refine the non-motorized network



# Project Schedule





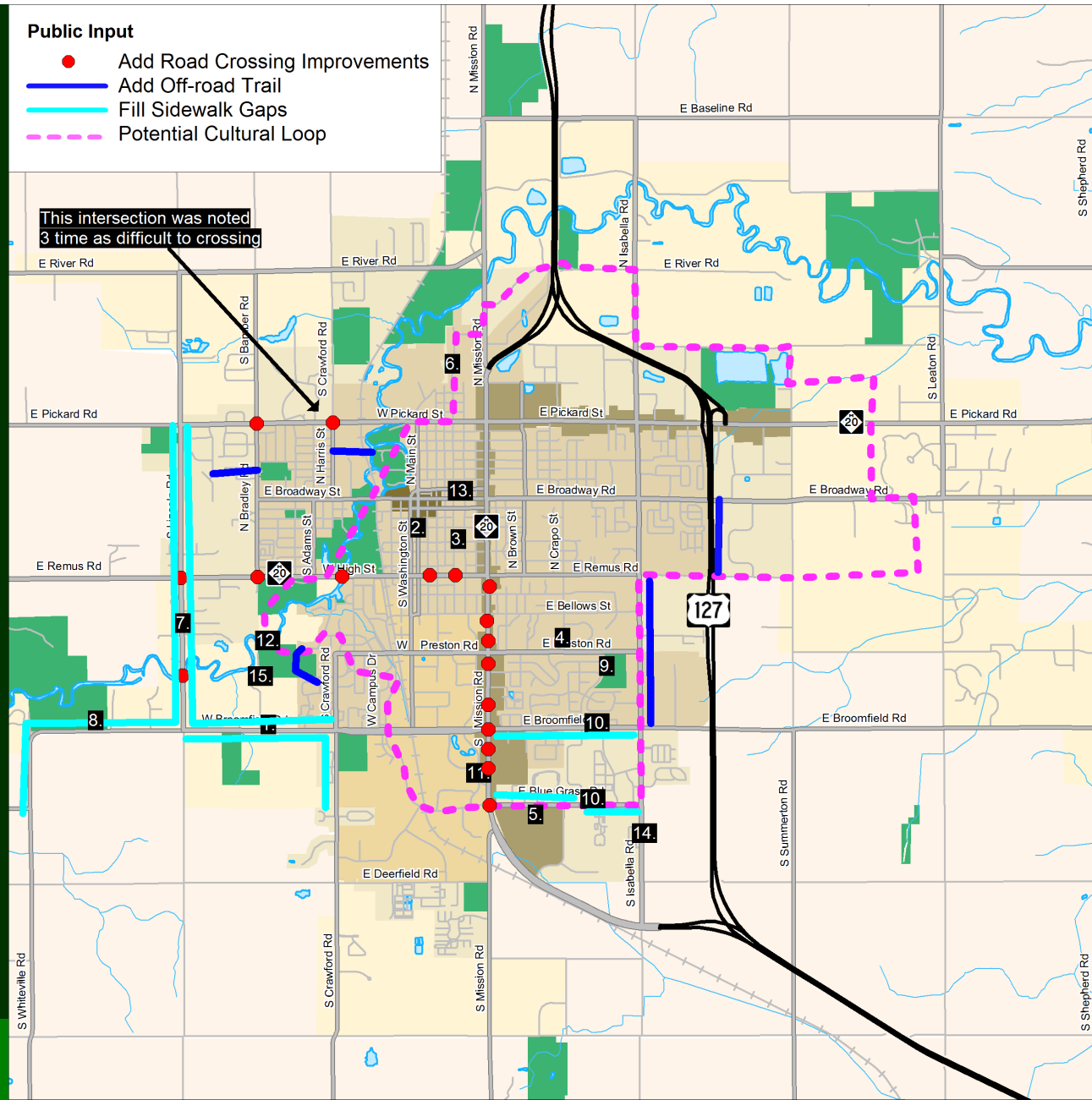
- 
- Public Input**
- Add Road Crossing Improvements
  - Add Off-road Trail
  - Fill Sidewalk Gaps
  - - - Potential Cultural Loop
- This intersection was noted 3 time as difficult to crossing
- Map showing proposed transportation improvements in the Sycamore area, including road crossing improvements, off-road trails, sidewalk gaps, and a potential cultural loop. The map includes a legend and a callout box indicating a specific intersection noted for difficulty.





# Public Input – Greater Mt. Pleasant Area (continued)

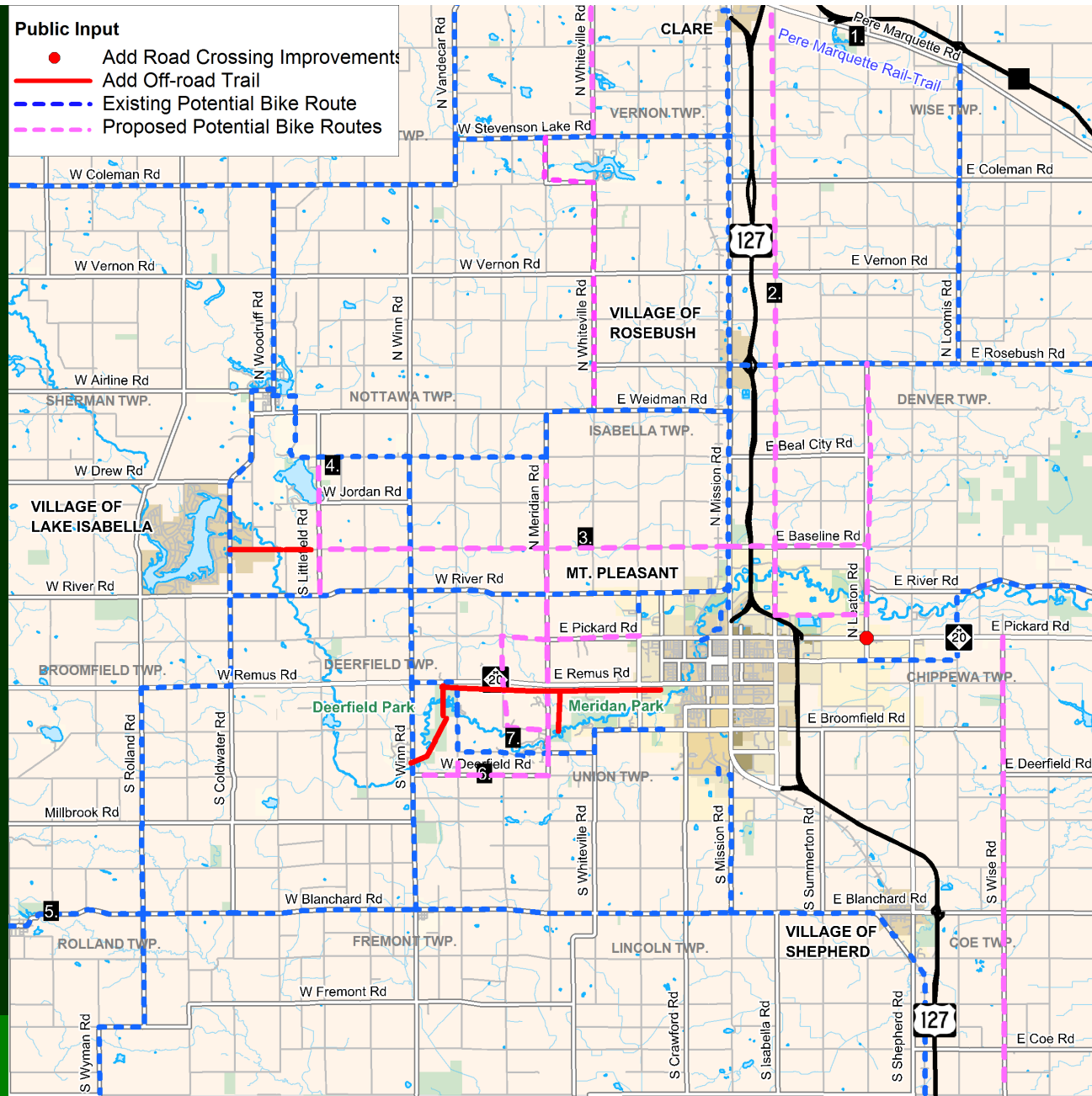
- 10 E. Broomfield Rd and E. Bluegrass Rd have a high concentration of student with no sidewalk or bike lane
- 11 CMU's plan is to construct bike lanes on E. Campus Dr
- 12 The potential bridge across the river that is proposed near Veits Woods may be difficult to construct
- 13 Angled parking on E. Broadway St between Mission and Main is difficult for bikers
- 14 Keep in mind that US-127 was recently connected to Isabella Rd and that it will be built up more in the future so good friendly pedestrian acces can be in place that will work with future development
- 15 Remove potentail bike route from Red Bridge Road, it is private
- 16 Concern about narrow roads include snowplows in winter, drivers don't like to be to close to each other on slippery roads and lines not always visible
- 17 In the summer lanes are difficult to see on wet pavement because Mt. Pleasant doesn't use reflective lane markings





# Public Input – Isabella County

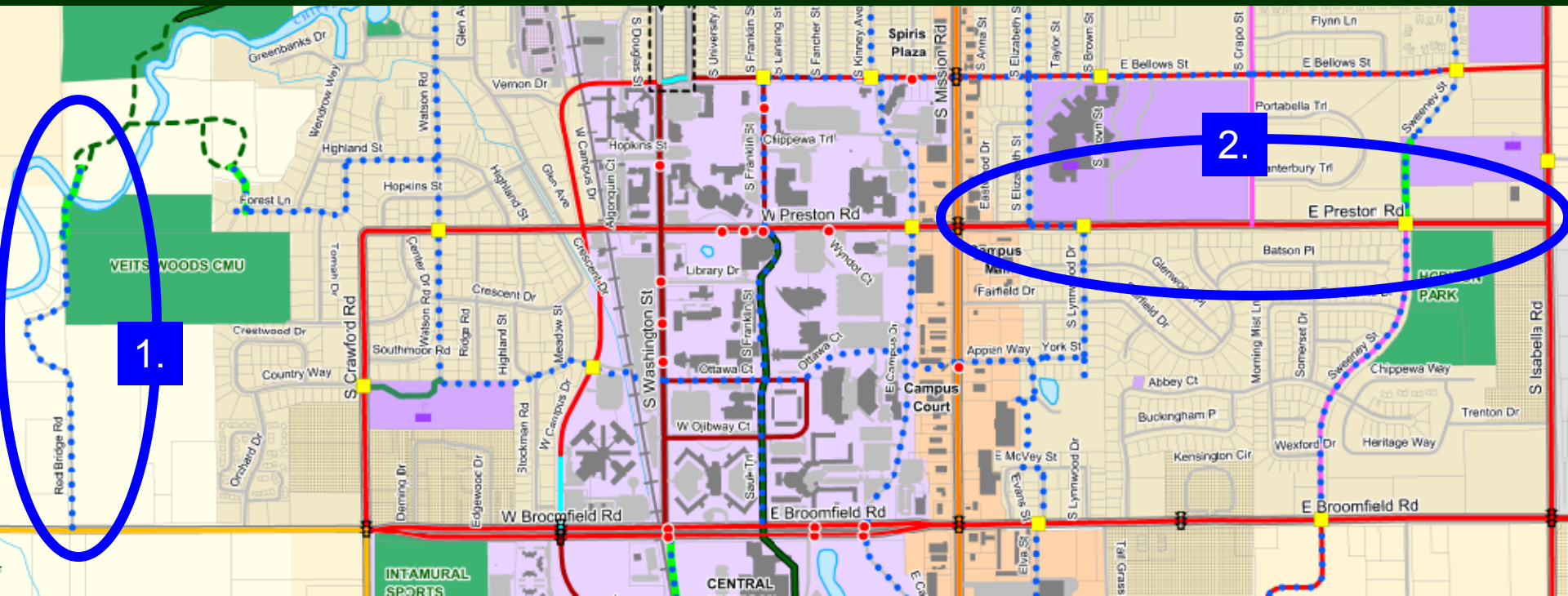
1. Henrrick recreation area has tent camping
2. Pave Isabella Road north of E. Rosebush Road instead of building path along Mission Street
3. E. Baseline Road between Mission Road and S. Littlefield is a nice ride and recently was paved and has a 3' paved shoulder on both sides
4. Coldwater Lake Family Park has a campground with trailers and tents and is heavily used
5. Blanchard is a cute town to visit by bike, but W. Blanchard Road is dangerous (narrow, speeding, visibility when sun in eyes) it needs a paved shoulder
6. W. Deerfield between S. Winn Rd and S. Whiteville Road has a lot of bike traffic from people traveling to the parks
7. Make route to Deerfield Park Legal





# Public Input – Network Changes

1. Remove Route on Red Bridge Road (Private Road)
2. Parking should remain on E. Preston Road near the High School so a Parking Edge Strip is Proposed

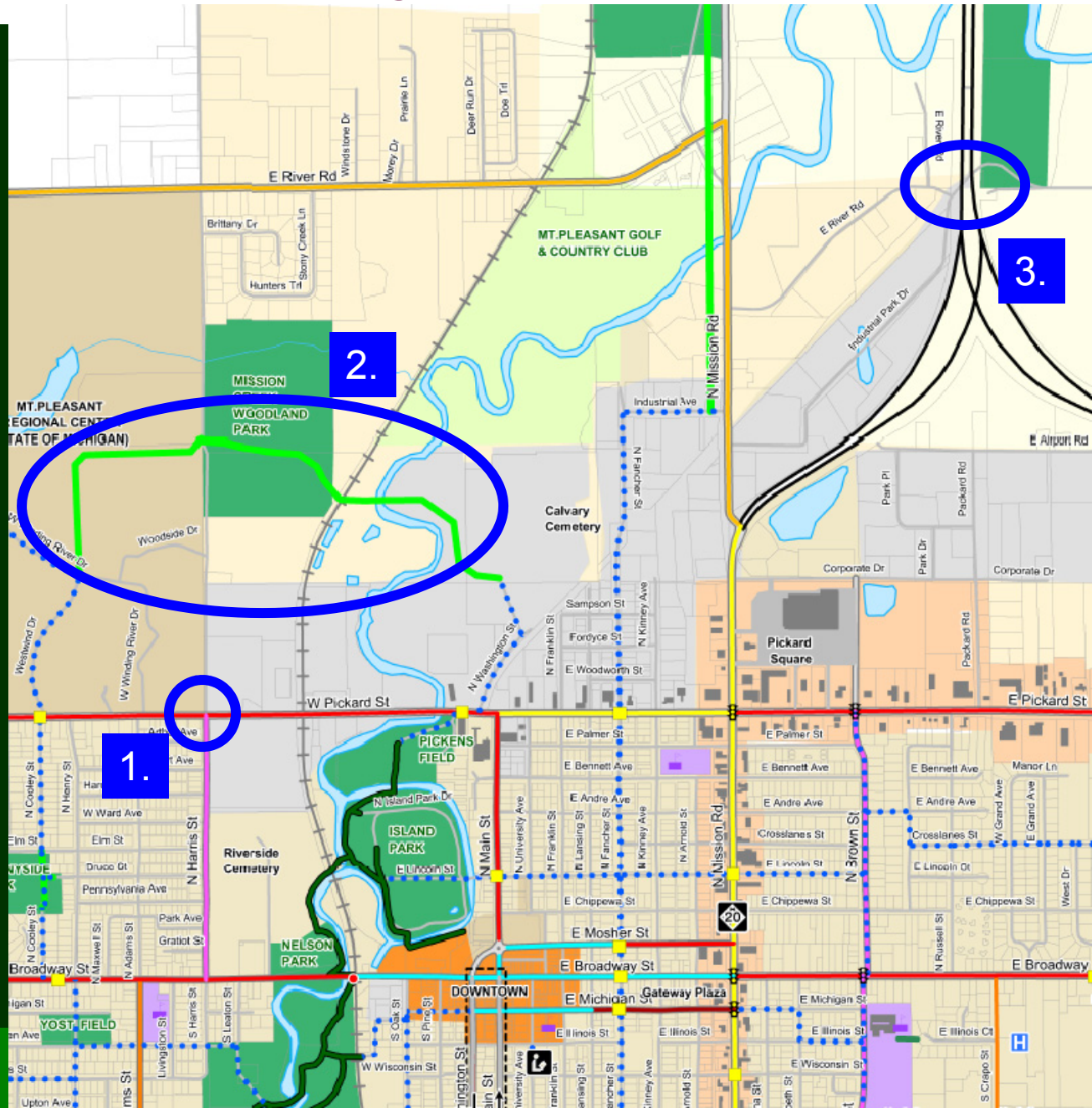






# Public Input – Network Changes

1. Intersection Improvement is needed at the Pickard Road and North Harris Road Intersection (mentioned numerous times)
2. Remove trail through Mission Creek Woodland Park
3. Add bike route to E. River Road at north side of town because it provides existing freeway crossing

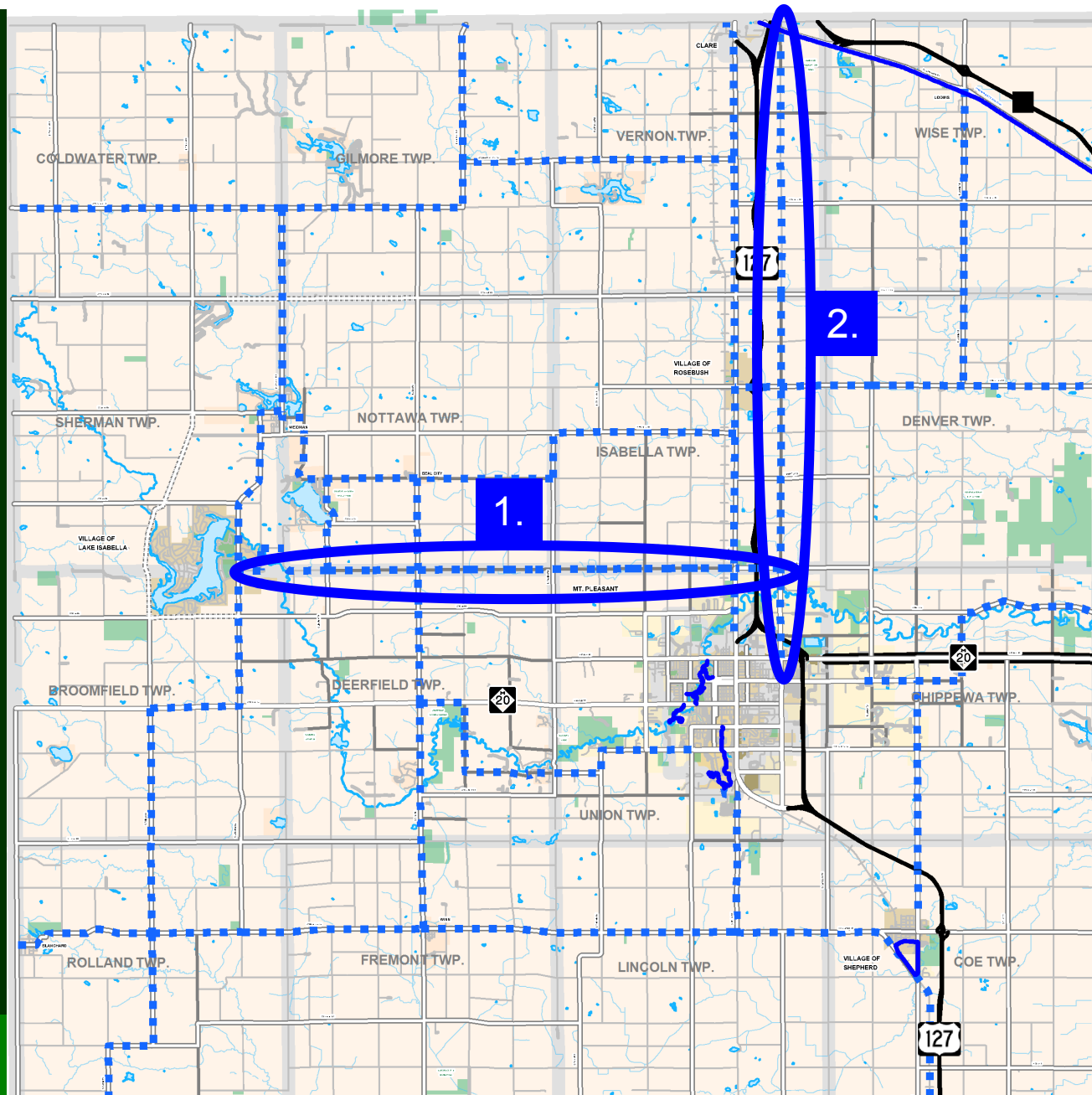






# Public Input – Network Changes

1. As a regional connection use Baseline Road because it was recently repaved and has a paved shoulder
2. As a regional connection use S. Isabella Road as an alternative route to the potential pathway along Mission Road.



# Greater Mt. Pleasant Area Non-motorized Transportation Plan Preliminary Plan Overview



Purpose, Vision and Goals

Non-motorized System

Policies

Programs



# Purpose of the Plan and the Community Vision

- Identify the non-motorized network and the support systems necessary for safe and convenient non-motorized travel throughout the Greater Mt. Pleasant Area and Isabella County.
- As the network and systems are implemented, it is envisioned that this will result in more people freely choosing to walk and bicycle.



It is further envisioned that this will in turn lead to a healthier and more socially engaged community where walking and bicycling is a natural choice because there are easy and convenient ways to get from one destination to another.





# Project Goals

- Provide Better Non-motorized Connectivity
- Advance Community Health
- Improve Bicycle and Pedestrian Safety
- Institute Changes that Lead to a Bicycle and Pedestrian Friendly Community



The plan purpose, community vision, goals and accompanying objectives were drawn from the on-line survey (completed by 550 people) and refined at the last public workshop.



# Greater Mt. Pleasant Area Non-motorized Transportation Plan

## Recommended Non-Motorized System

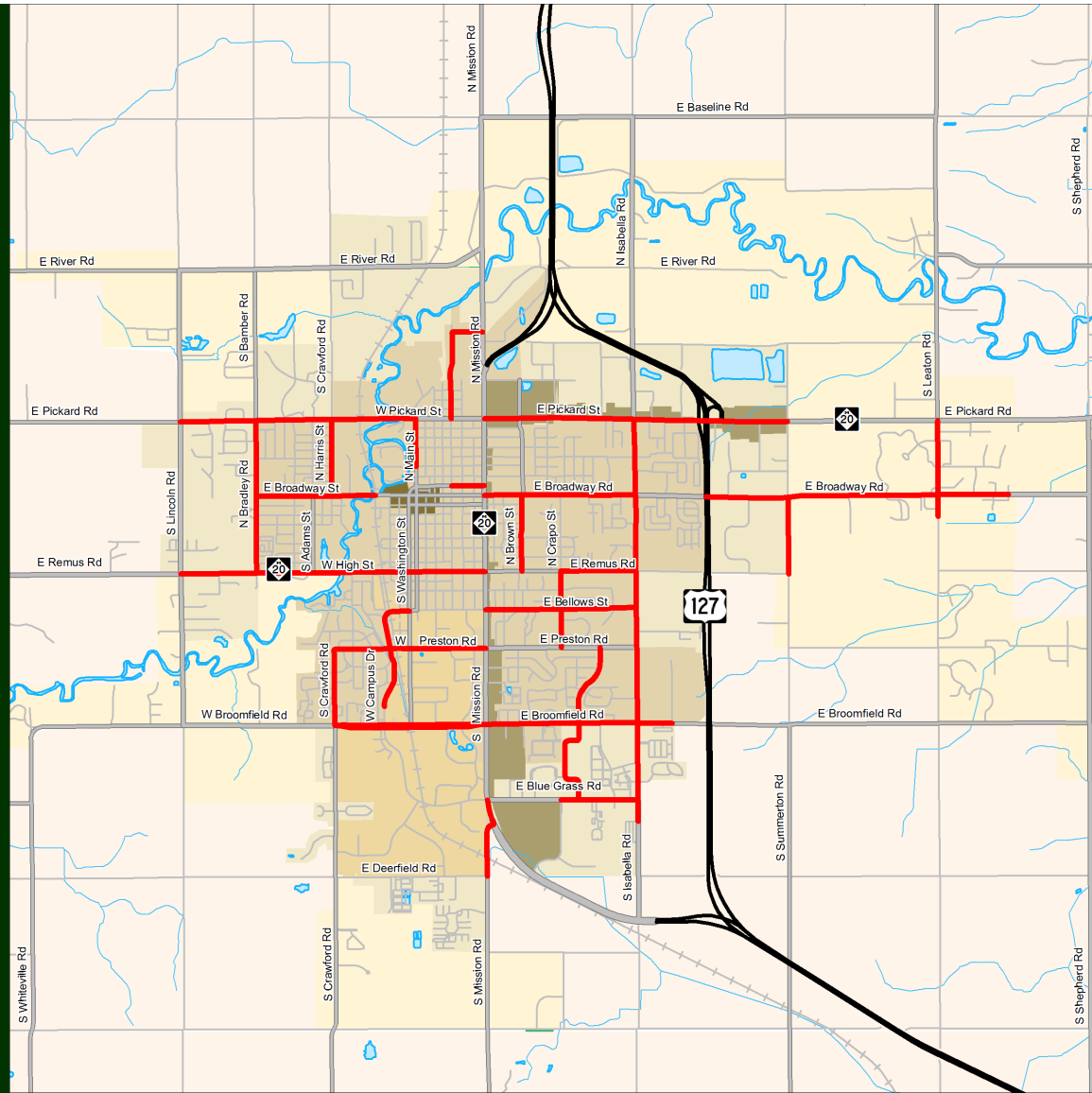


- ❖ Bike Lanes on Primary Roads
- ❖ Neighborhood Connector Routes
- ❖ Provide Sidewalk Links to Isolated Neighborhoods
- ❖ Additional and Safer Road Crossing Options
- ❖ Add Non-Motorized Connections to Regional Destinations



# Bike Lanes on Primary Roads

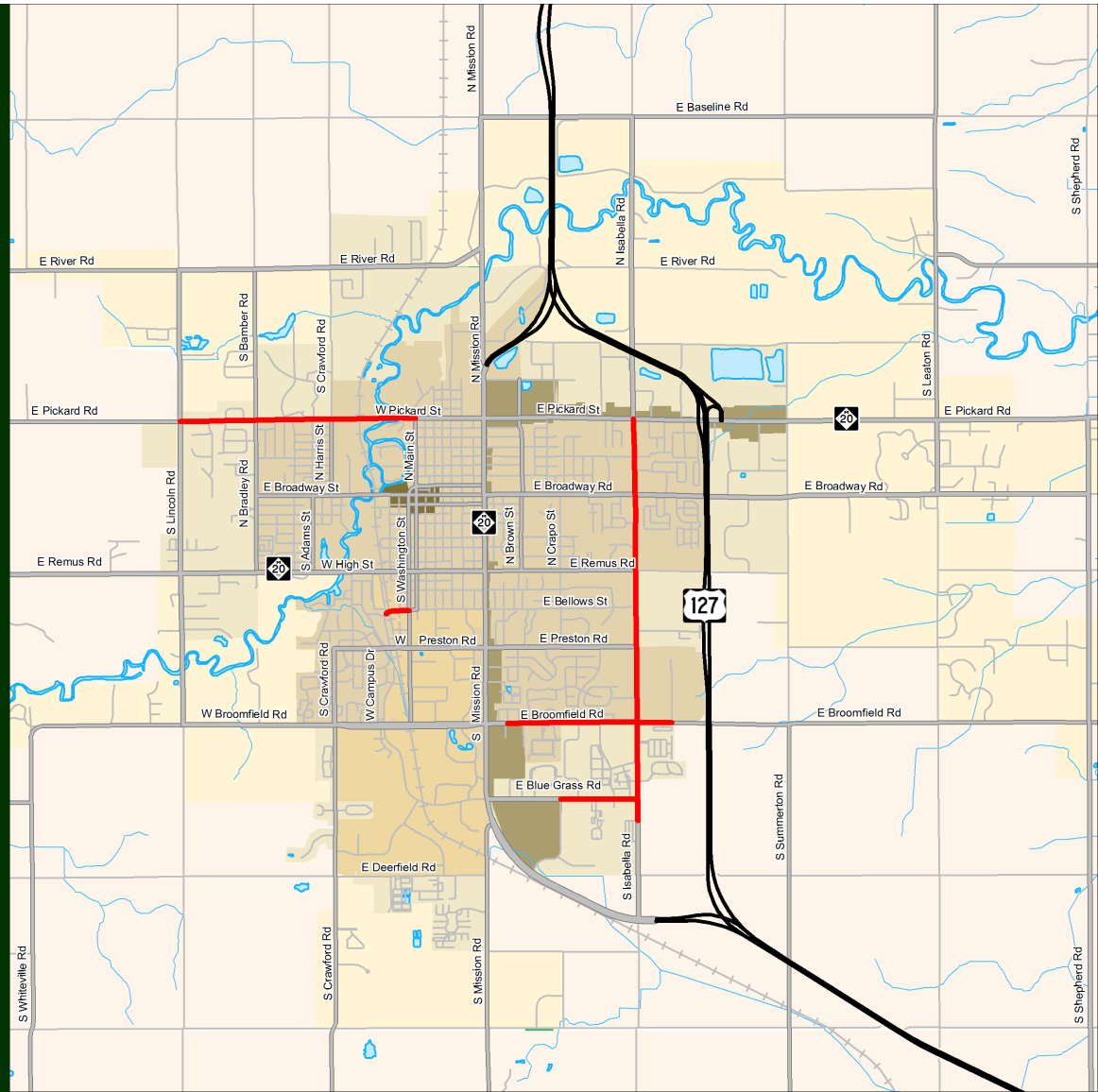
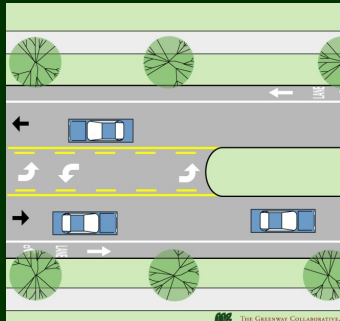
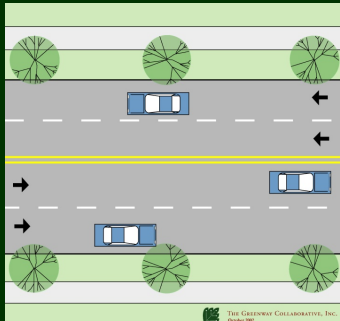
- Designated lane for bicyclists
- 24 additional miles of bike lanes proposed on primary roads
- Just over 7 miles existing bike lanes





# Bike Lanes Via 4 to 3 Lane Conversions

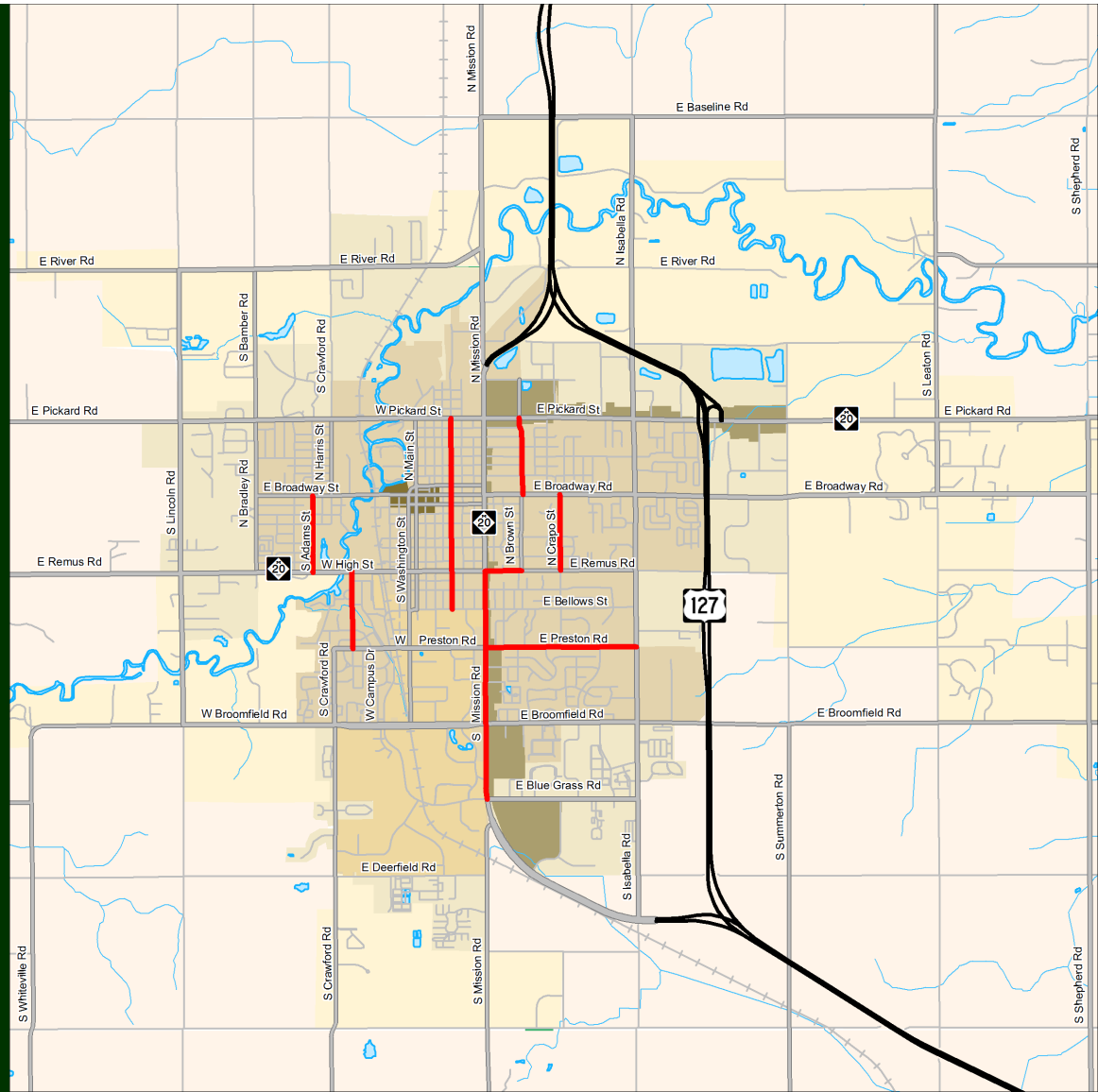
- Pickard, west of Main Street
- S Isabella Road
- E Broomfield Road
- E Blue Grass Road
- Few Sections of Bellows Street





# Parking Edge Stripe

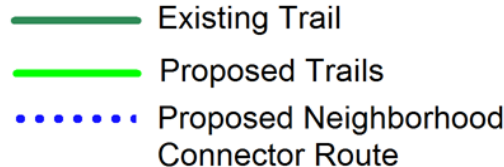
- Parking area defined with stripe 7 to 8' from curb
- Bikes may use parking area when cars are not present
- Traffic calming effect







- # 1.5





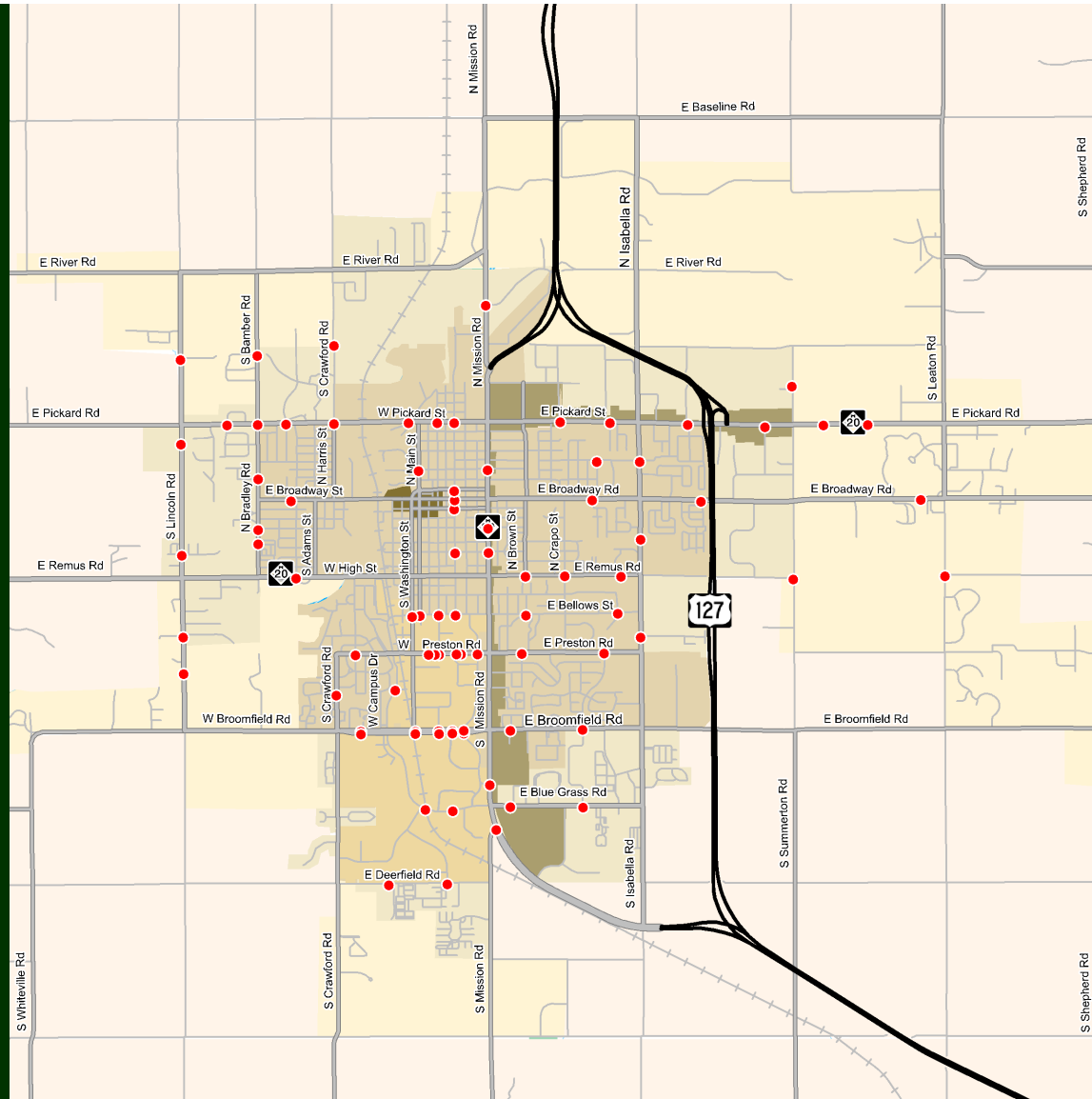
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The Greenway Collaborative, Inc  
Wade Trim  
LSL Planning, Inc.



# Additional and Safer Road Crossing Options

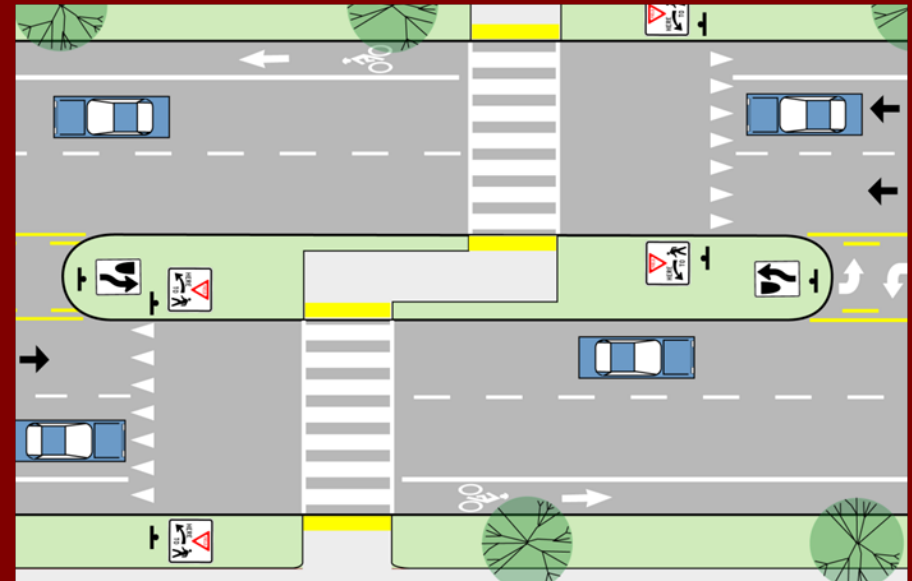
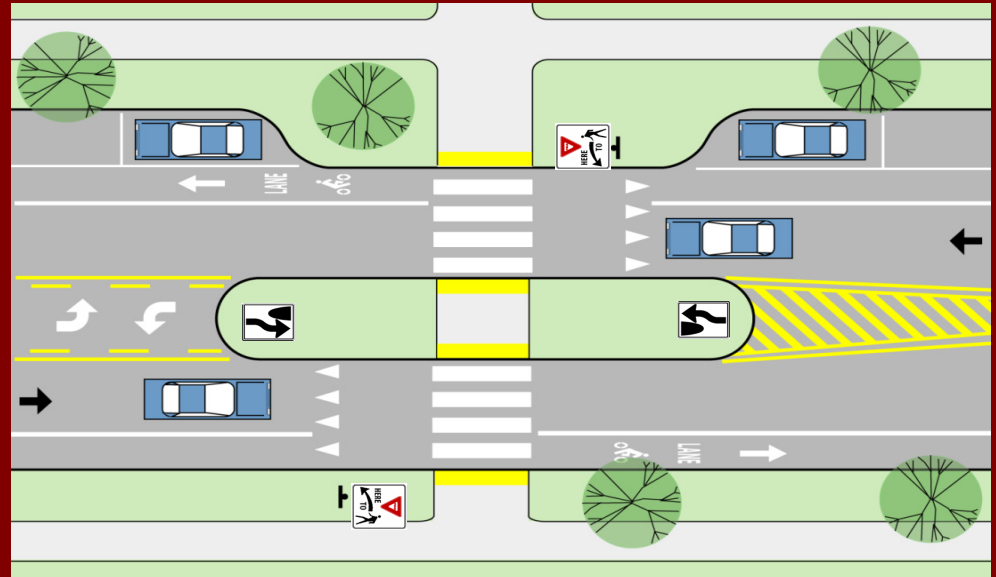
- Provide safe ways to cross busy roads between signals
- Use crossings islands on roads with three or more lanes





# Crossing Islands

- Cross street in two stages
- Only requires a gap in traffic from one direction at a time
- Light crosswalks

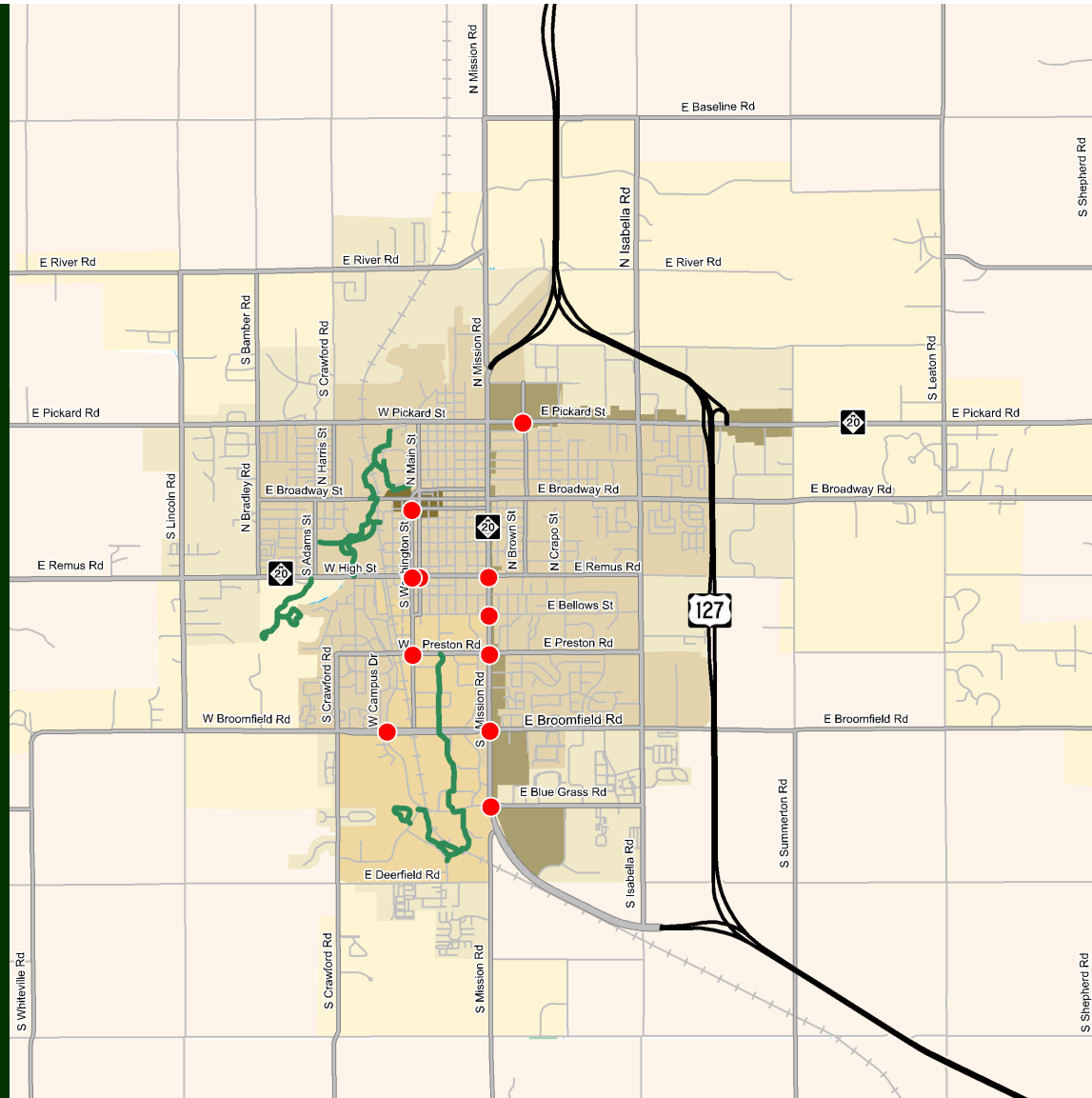






# Proposed Intersection Improvements

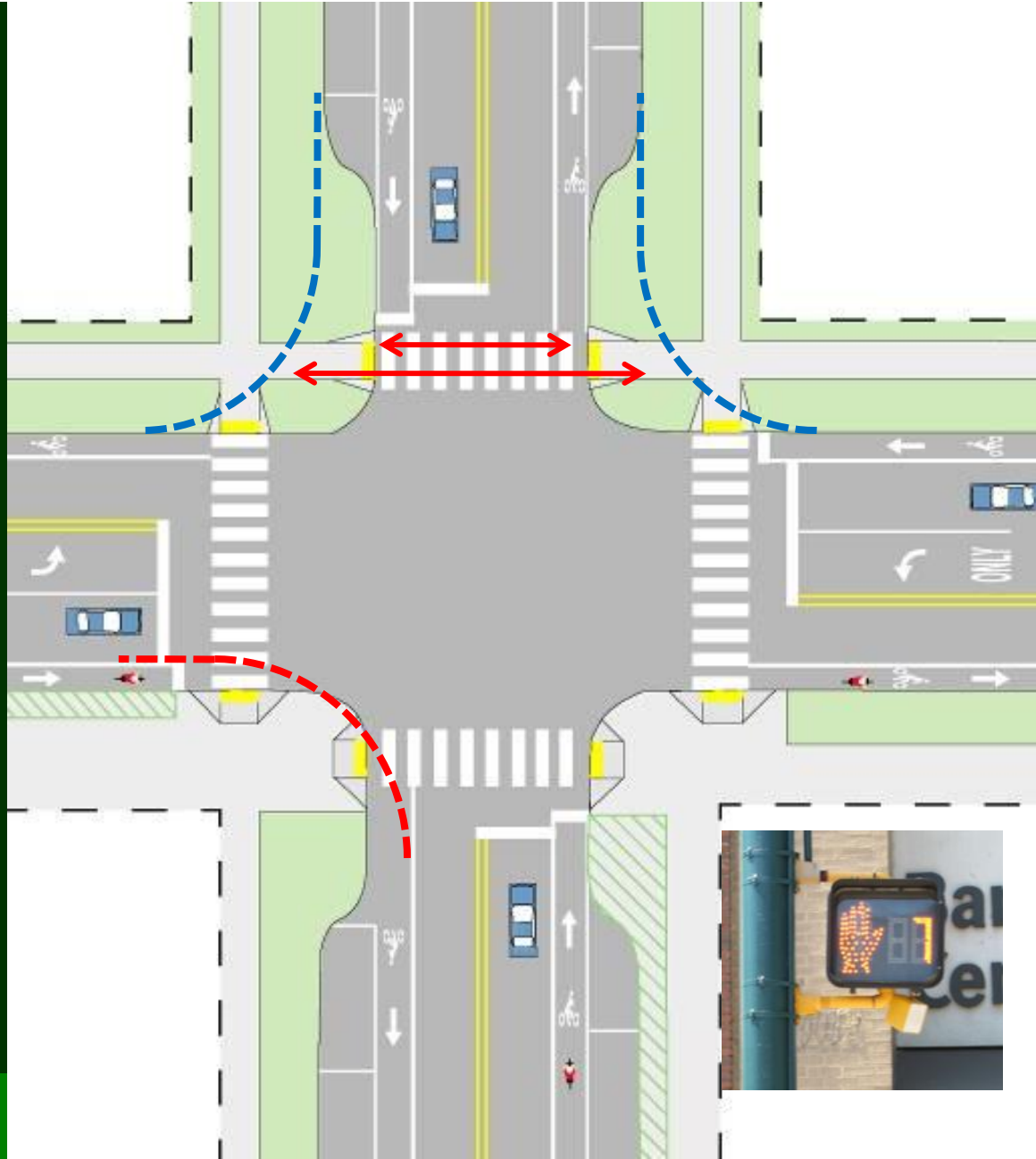
- Improve existing signalized intersections to improve safety and comfort for pedestrians and bicyclists





# Small Urban Intersections

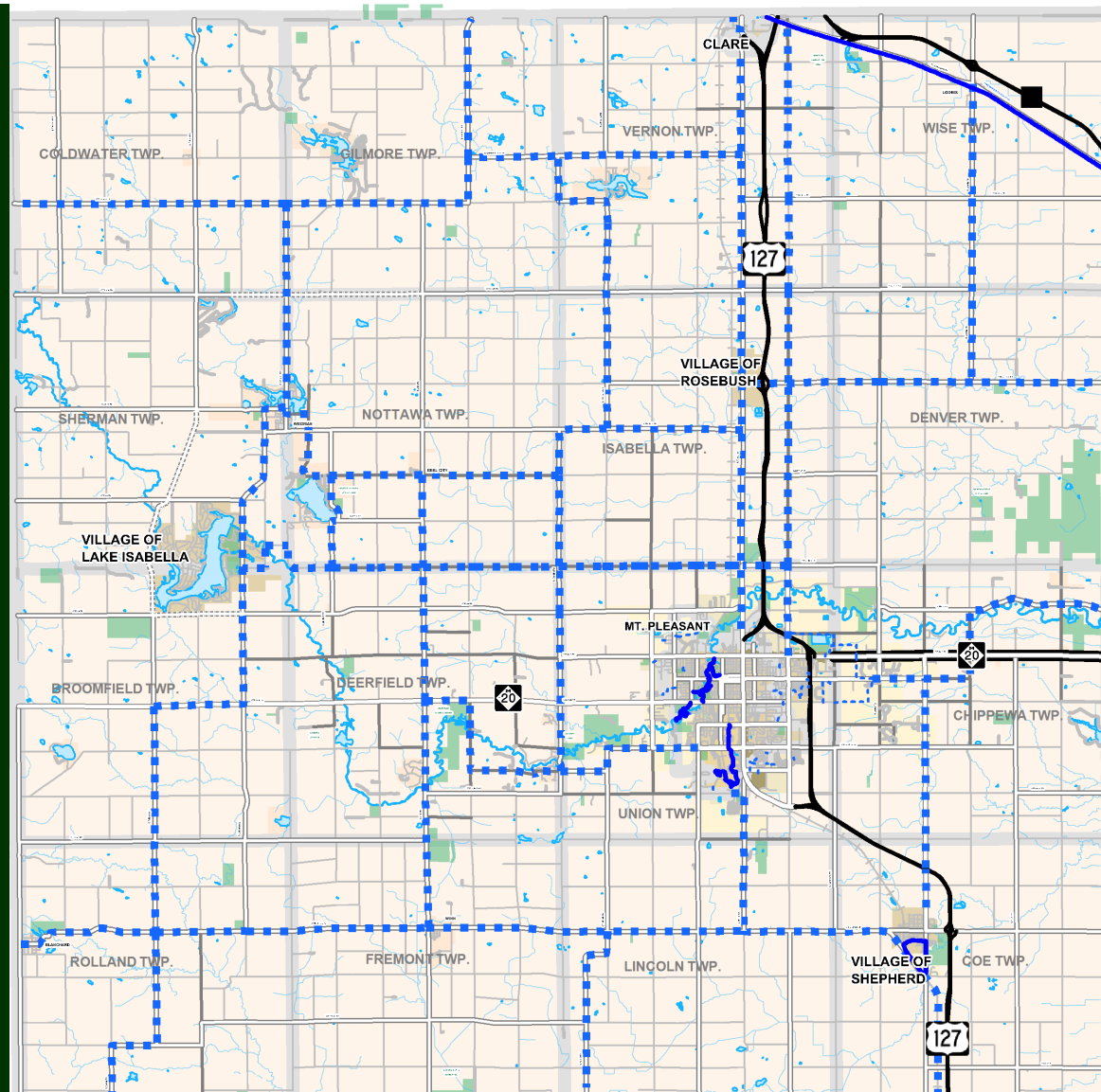
- Curb extensions
- Tight curb radii
- Advance stop bars for bicycles improve bicyclist viability
- Wide, high visibility crosswalks
- Accessible “countdown” pedestrian signals





# Connections to Regional Destinations

- Signed bike routes
- Some routes may have paved shoulders or roadside pathways
- Key Destinations:
  - Clare and the Villages of Lake Isabella, Rosebush and Shepherd
  - Pere Marquette Rail Trail
  - Fred Meijer Hartland Trail
  - County Parks





# Mission Street Issues

- Extremely High Volumes
- Numerous Driveways
  - Difficult to find locations for crossing islands
  - Access consolidation challenging
- Generally Short Blocks
  - Significant cross corridor demand



Very few opportunities to add medians for mid-block crossings. Much of the cross-corridor pedestrian and bicycle demand is at intersecting streets





# Mission Street Strategies – Near and Mid-term

- Provide Parallel Routes East and West of Mission Street
- Improve buffer between street and sidewalk
  - Add pedestrian scale lighting
  - Add street trees
- Improve Signalized Crosswalks
  - Countdown signals
  - High visibility crosswalks
  - Directional ramps
- Add crossings between signals



Mission Street will likely never be a pedestrian and bicycle focused corridor. Focus on safe crossings, alternative routes and improving pedestrian environment of redevelopments. Also, continue the mixed-use, short set-back development proposed in city plans.

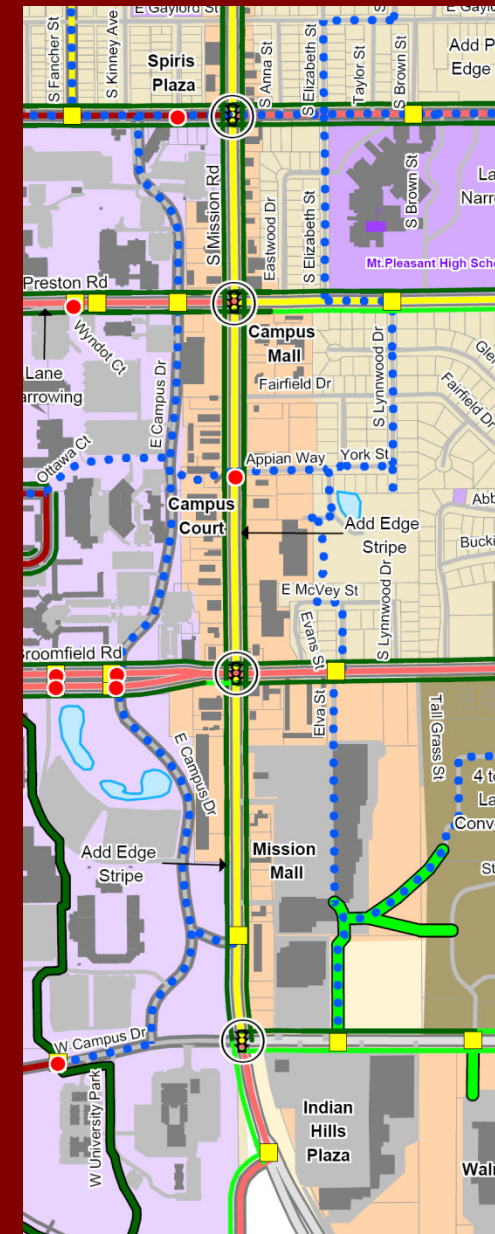
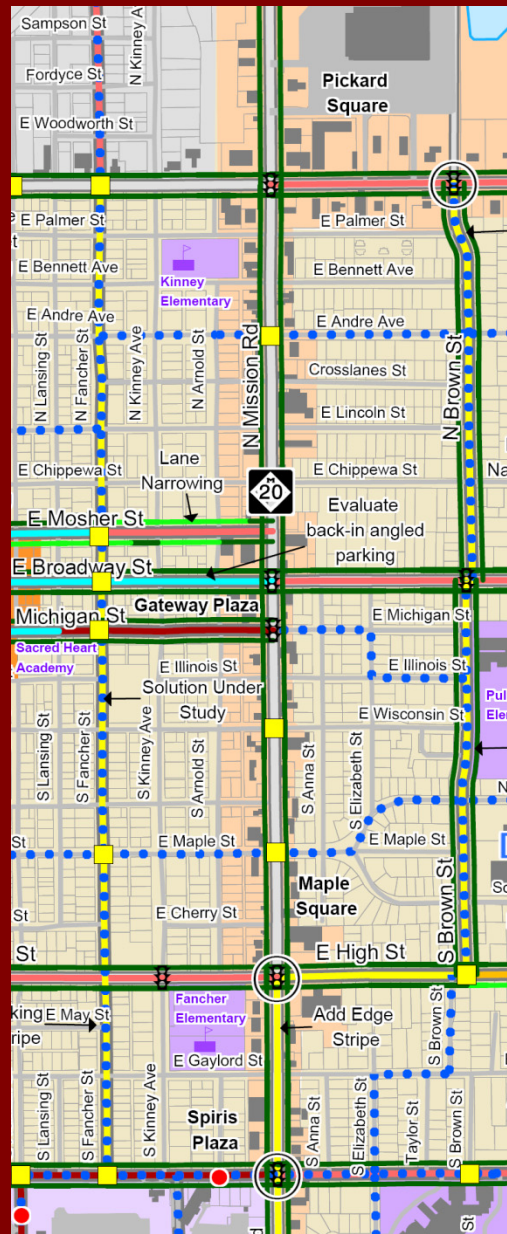
# Mission Street Crossing Improvement Locations

## Intersections:

- Andre Avenue
- Wisconsin Street
- Maple Road
- Mission Road at US 127 Business Route
- Numerous options to improve crossings at these locations

## Mid-block:

- Mission Mall
- Crossing island will work at this locations







# Crossing Improvement Options at Road Intersections

- Eliminate one left-turning movement and add crossing island
  - Alternatives only a block away
- Add Pedestrian Hybrid Beacon (PHB)
  - Would probably require mitigating measures as they are generally should not be used at intersections
- Install “Toucan” Crossing
  - Essentially a PHB, but placed in the middle of the cross street



**Locations:** Lincoln Street, Wisconsin Street and Maple Street



# Pedestrian Hybrid Beacon

- Good for locations where crossing islands are not practical or feasible
- Evaluation of 21 locations found a 69% reduction in pedestrian crashes after installation
- Minimal delay to motorized vehicles
- Generally should not be used 100' of an intersection, but may be used if validated by engineering study



Dark Until Activated



Flashing Yellow



Steady Yellow



Steady Red during Pedestrian Walk Interval



Alternating Flashing Red During Pedestrian Clearance Interval







# “Toucan” Crossing

- Basically a variation on a Pedestrian Hybrid Beacon Installation
- No Through or Left Turns for Vehicles
- Bicyclists and Pedestrians Cross Intersection at Middle of the Road



**Potential Locations:** Andre Avenue, Wisconsin Street and Maple Street

Numerous installations in Arizona, but would be first in Michigan.

# Greater Mt. Pleasant Area Non-motorized Transportation Plan Recommended Policies



- ❖ Snow Removal Policy and Enforcement
- ❖ Side Repair Program
- ❖ Bike Lane Debris Sweeping
- ❖ Improve Access for People with Disabilities
- ❖ Increase Bike Parking Options





# Snow Removal Policy and Enforcement

- Enforce snow removal by private property owners
- Areas of special concern include curb ramps at intersections and pedestrian crossing islands
- If sidewalks are not cleared then people will generally walk in the roadway
- Major ADA accessibility issue





# Sidewalk Repair Program

- Cracks, heaving from tree roots and surface spalling create trip hazards for pedestrians
- Regular and consist maintenance needed
- Establish systematic way to identify problems areas
- Establish a repair program that it is fair and equitable to adjacent land owners







# Bike Lane Debris Sweeping

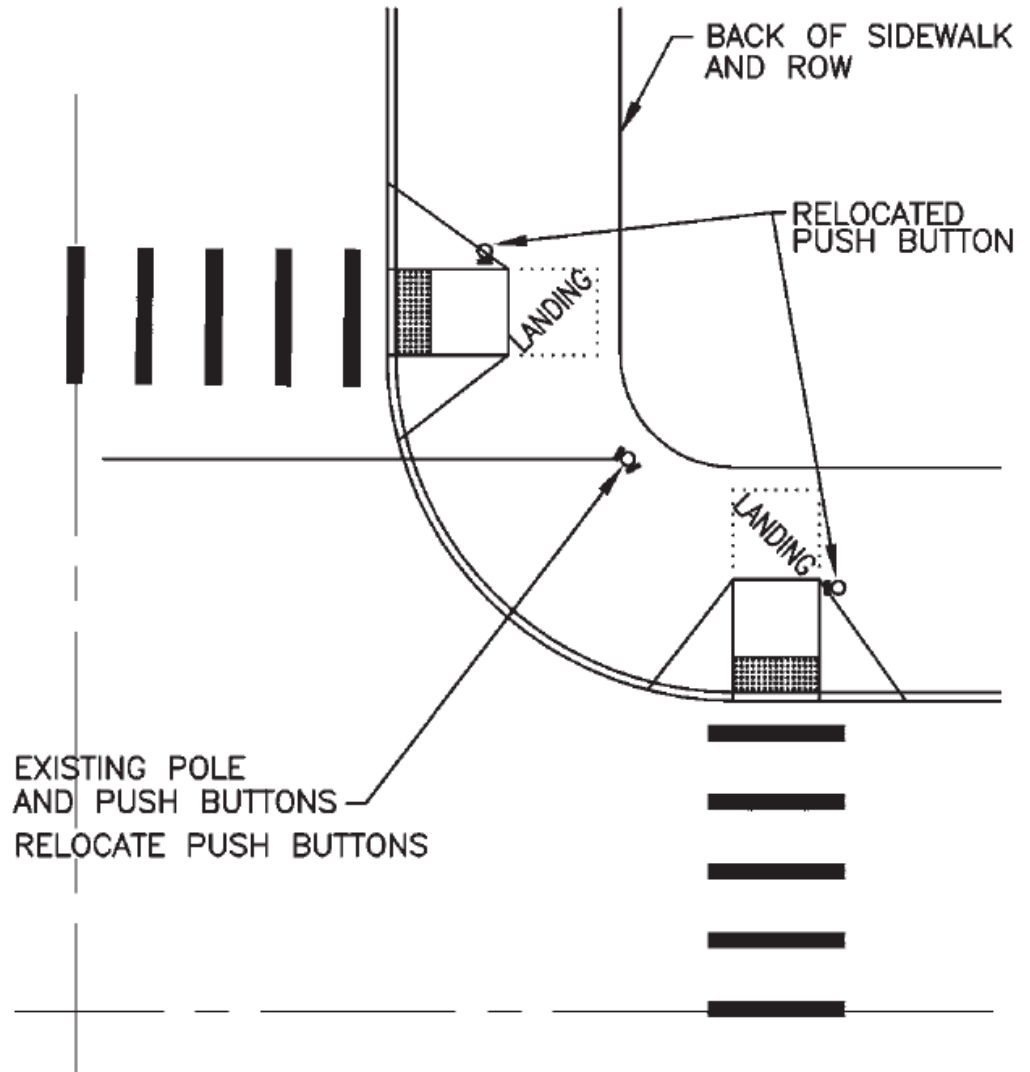
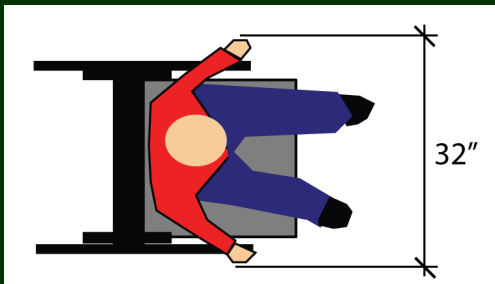
- Motor vehicles tend to sweep debris into bicycle lanes
- Debris become a hazard for cyclists
- Some cyclists will stop using the bike lane and ride in street (causing frustration in drivers)
- Sweeping the bike lane has an added benefit to reducing the amount of sediment washed into the sewer system





# Improve Access for People with Disabilities

- Establish ADA Transition Plan to
- Make intersections ADA accessible
  - Property located push-buttons
  - Directional ramps
  - Detectable warning strips
  - Other features as needed





# Increase Bike Parking Options

- Location, design guidelines and number of space requirements for:
  - Uncovered short-term
  - Covered bike parking
  - Enclosed and secured
  - Bike lockers
- Bike Racks on Buses





# Greater Mt. Pleasant Area Non-motorized Transportation Plan Recommended Programs



- ❖ Bike and Walking Map
- ❖ Active Transportation Hubs
- ❖ Countywide Fitness Campaign
- ❖ Walking School Bus
- ❖ Month-long Alternative Commute Program





- 
- Downtown Flint**  
See Detailed Section On the Other Side of the Map
- University of Michigan - Flint**
- White Building
  - State Office Building
  - University Pavilion
  - Thompson Library
  - French Theater
  - French Hall
  - UCF
  - Recreation Ctr.
  - Marshall Science Building
  - Ferris St. Residence Hall
  - CSP
  - Shelton Building
- Flint Cultural Center**
- Flint Institute of Music
  - Shaw Museum
  - Series Conference Ctr.
  - The Whiting
  - Flint Youth Theatre
  - Langley Recreation
  - Flint Institute of Arts
  - Flint Public Library
- Mott Community College**
- Bellevue Field House
  - Durham Detention
  - Men Memorial Bldg.
  - Centra-Mort Complex
  - Paul College Ctr.
  - Men Library
  - Visual Arts and Design Ctr.
  - Public Safety
  - Regiment Technology Ctr.
  - Common Science Building
  - Presidential Conference Ctr.
  - Presidential Residence
- Kettering University**
- Academic Building
  - Recreation Ctr.
  - Thompson Hall
  - Campus Ctr.
  - Campus Village Apts.
  - C.S. Mort Engineering and Science Center
- Approximate Walking Times and Distances**
- Carriage Town Historic District  
Cultural Center  
College Cultural Neighborhood  
Downsides & U of M Flint  
Kettering University  
Veterans Memorial Park  
Flint Cultural Center  
Flint Central High School  
Mott Community College
- Legend**
- University Region**
- Flint Cultural Center**
- Kettering University**



# Active Transportation Hubs

- Information Kiosk
  - Local Walking Map
  - Bicycling Map of Area
  - Events
  - General Tourism Information
- Water Fountain
- Compressed Air
- Bike Parking
- Bench
- Trash/Recycle
- Lighting



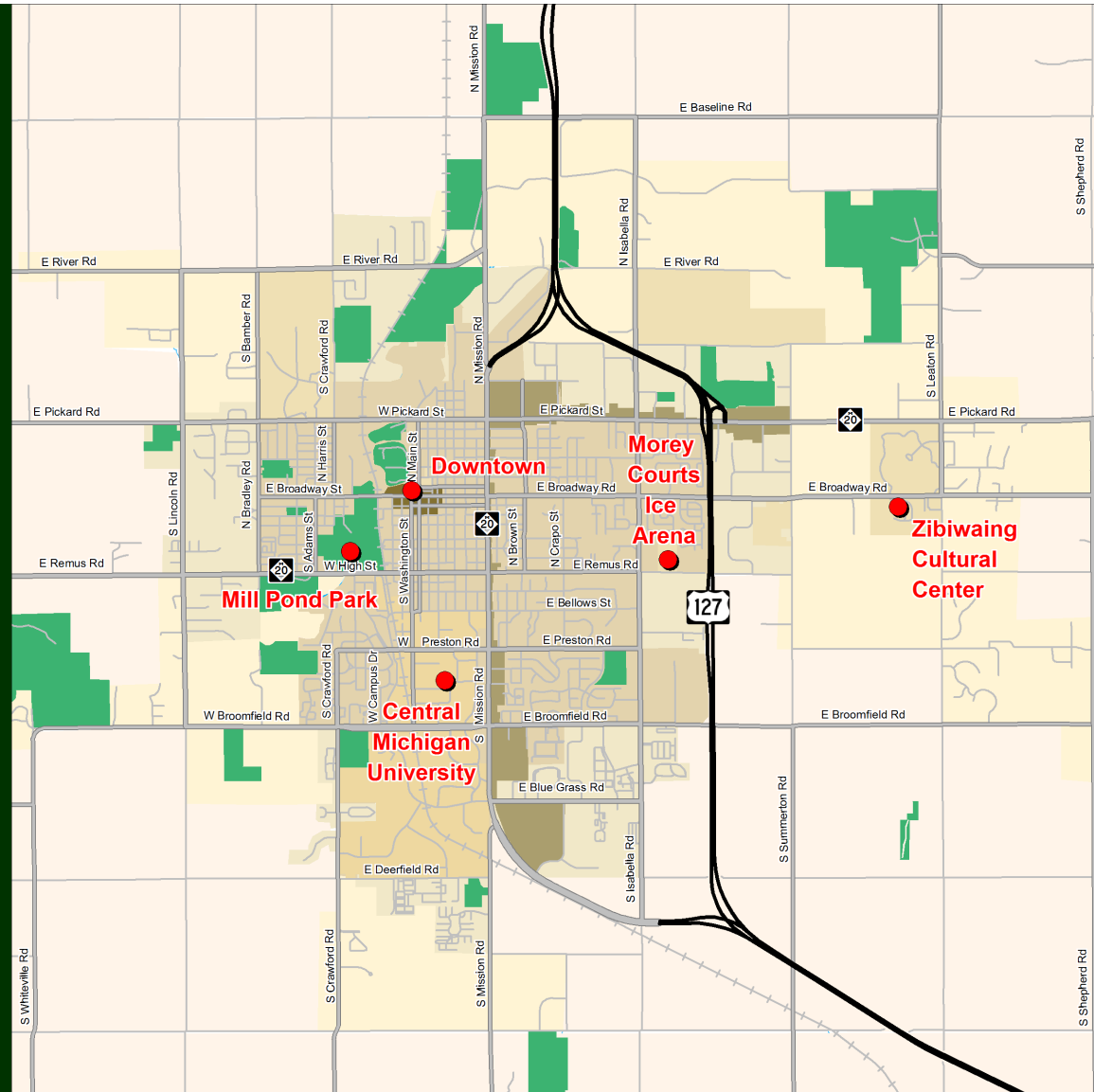
Support and encourage active transportation options

Could coordinate with bike rental / bike sharing locations



# Active Transportation Hubs Potential Locations

- High visibility locations
- Let people know that they could have walked or bike there and to other destinations
- Potential locations:
  - Downtown
  - Mill Pond Park
  - CMU
  - Morey Courts Ice Arena
  - Zibiwaing Cultural Center







# Countywide Safety and Fitness Campaign

- **Key safety message** – understand and respect all roadway users:
  - Bikes as vehicles
  - Using crosswalks
  - See and be seen
- **Key health message** – active transportation improves quality of life
  - Improved fitness level
  - Mental well being
  - Air quality



## Potential Message Mediums:

- Inside and outside of Buses
- Signs on top of Gas Pumps
- See and be seen
- New and existing events
- Public service ads



# Walking School Bus

- Geared toward elementary students
- Parent or staff lead
- Follow set route and scheduled like regular bus
- Addresses security and safety concerns while promoting active transportation





# Month-long Alternative Commute Program

- Good natured competition between employers
- Track progress in miles and pollution reduction
- Establish positive commuting patterns with staying power







# Prioritization Exercise

- Individual exercise
- 15 Minutes
- First – indicate how important you feel the recommendations under each category are
- Second – rank the recommendations within each category
- Third – allocate \$100 amongst the three main categories

## Non-motorized System:

\$ **40**

Total Dollar Allocation for Category

|  | Prioritization |           |                    |               |          |
|--|----------------|-----------|--------------------|---------------|----------|
|  | Very Important | Important | Somewhat Important | Not Important | Not Sure |
| Bike lanes on Primary Roads                            |                |           | ✓                  |               |          |
| Neighborhood Connector Routes                          |                | ✓         |                    |               |          |
| Provide Sidewalk links to Isolated Neighborhoods       |                |           | ✓                  |               |          |
| Additional and Safer Road Crossing Options             | ✓              |           |                    |               |          |
| Add non-motorized connections to regional destinations |                |           |                    |               | ✓        |

Additional Comments:

| Rank                      |
|---------------------------|
| 1 to 5 with 1 the highest |
| 4                         |
| 2                         |
| 3                         |
| 1                         |
| 5                         |

## Policy:

\$ **30**

Total Dollar Allocation for Category

|   | Prioritization |           |                    |               |          |
|---|----------------|-----------|--------------------|---------------|----------|
|   | Very Important | Important | Somewhat Important | Not Important | Not Sure |
| Snow Removal Policy and Enforcement         |                |           | ✓                  |               |          |
| Sidewalk Repair Program                     |                | ✓         |                    |               |          |
| Bike Lane Debris Sweeping                   |                |           | ✓                  |               |          |
| Improve Access for People with Disabilities | ✓              |           |                    |               |          |
| Increase Bike Parking Options               |                |           |                    |               | ✓        |

Additional Comments:

| Rank                      |
|---------------------------|
| 1 to 5 with 1 the highest |
| 4                         |
| 2                         |
| 3                         |
| 1                         |
| 5                         |

## Programs:

\$ **30**

Total Dollar Allocation for Category

|   | Prioritization |           |                    |               |          |
|---|----------------|-----------|--------------------|---------------|----------|
|   | Very Important | Important | Somewhat Important | Not Important | Not Sure |
| Bike and Walking Map                    |                |           | ✓                  |               |          |
| Active Transportation Hubs              |                | ✓         |                    |               |          |
| Coordinated Safety and Fitness Campaign |                |           | ✓                  |               |          |
| Walking School Bus                      | ✓              |           |                    |               |          |
| Month-long alternative commute program  |                |           |                    |               | ✓        |

Additional Comments:

| Rank                      |
|---------------------------|
| 1 to 5 with 1 the highest |
| 4                         |
| 2                         |
| 3                         |
| 1                         |
| 5                         |

# Greater Mt. Pleasant Area Non-motorized Transportation Plan Preliminary Plan Overview



- ❖ Greater Mt. Pleasant Area
- ❖ Isabella County



# Greater Mt. Pleasant Area Map Legend

## LEGEND

### ROAD AND RAILROAD NETWORK

|                                   |  |
|-----------------------------------|--|
| Minor Road                        |  |
| Major Road                        |  |
| Active Rail Line                  |  |
| Limited Access Highway            |  |
| Planned/Under Development Roadway |  |
| Signalized Intersection           |  |

### NON-MOTORIZED NETWORK

|                                   |  |
|-----------------------------------|--|
| Mid-block Crossing                |  |
| Intersection Improvement          |  |
| Road Crossing Improvement         |  |
| Existing Off-Road Trail           |  |
| Proposed Off-Road Trail           |  |
| Existing Sidewalk                 |  |
| Proposed Sidewalk                 |  |
| Existing Paved Shoulder/Bike Lane |  |
| Proposed Bike Lane                |  |
| Proposed Paved Shoulder           |  |
| Proposed Edge Stripe              |  |
| Proposed Shared Lane Marking      |  |
| Proposed Neighborhood Connector   |  |
| Proposed Regional Bike Route      |  |

### POINTS OF INTEREST

|  |               |
|--|---------------|
|  | Schools       |
|  | Library       |
|  | Hospital      |
|  | Canoe Landing |

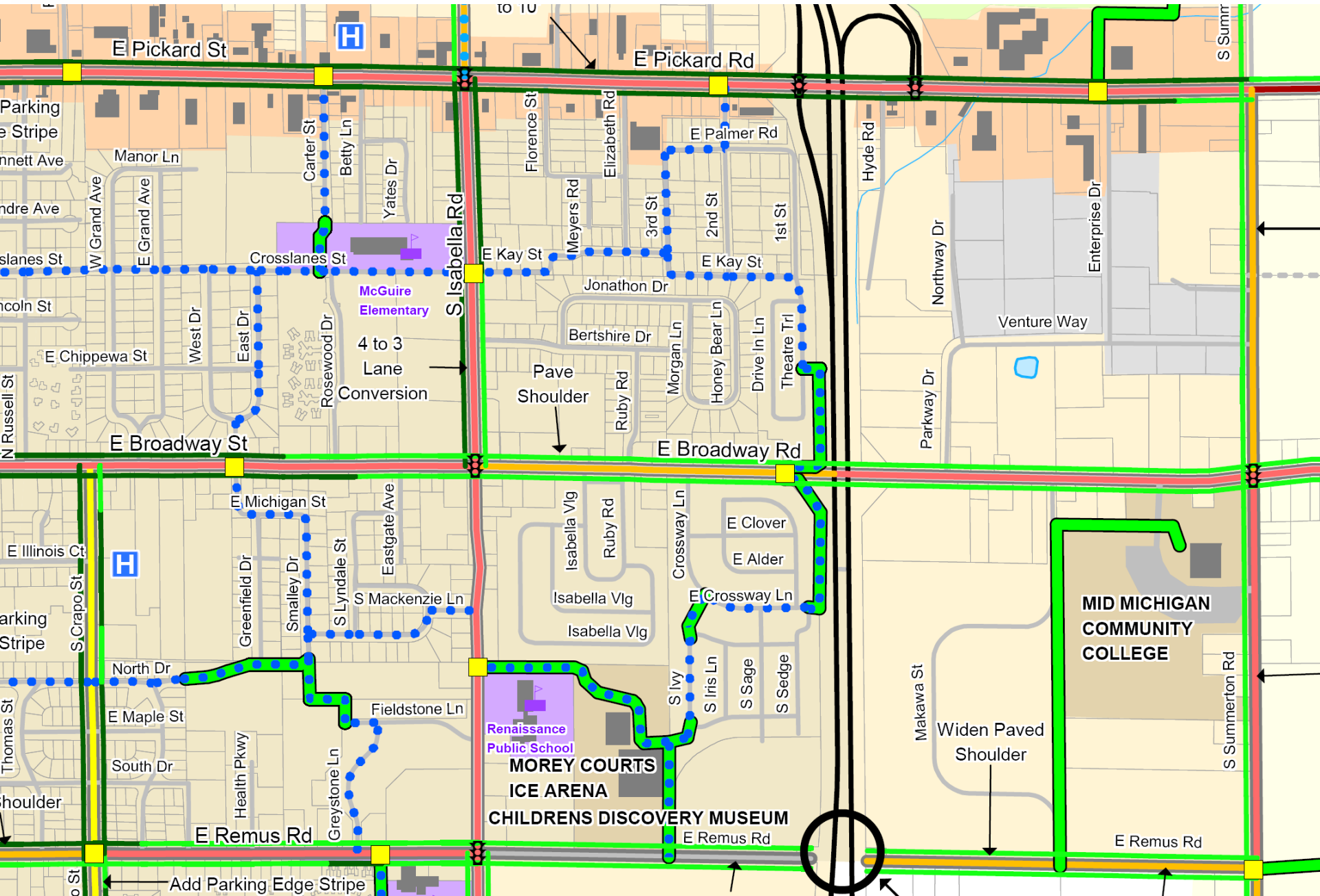
### LAND COVER

|  |                                       |
|--|---------------------------------------|
|  | Lakes, Ponds, Rivers                  |
|  | Parks                                 |
|  | Golf Course                           |
|  | Central Michigan University           |
|  | School Property                       |
|  | Places of Interest                    |
|  | High Density Multi-family Residential |
|  | Downtown                              |
|  | Commercial Center                     |
|  | General Urban                         |
|  | Suburban                              |
|  | Suburban Fringe/Transitional          |
|  | Industrial Areas                      |
|  | Parcel                                |
|  | Buildings                             |
|  | Parking lots                          |





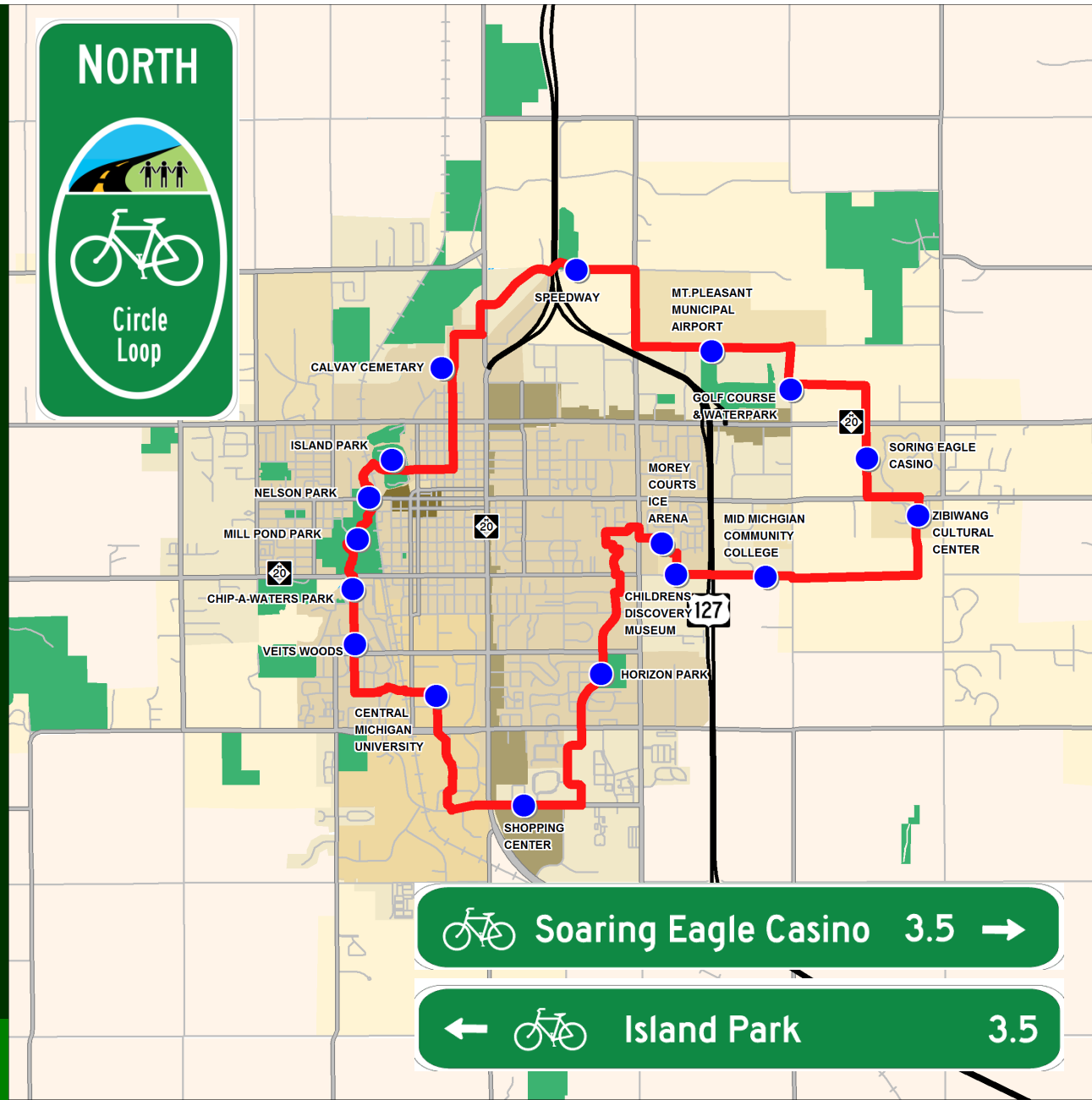
# Greater Mt. Pleasant Area Map Detail





# Potential Circle Tour

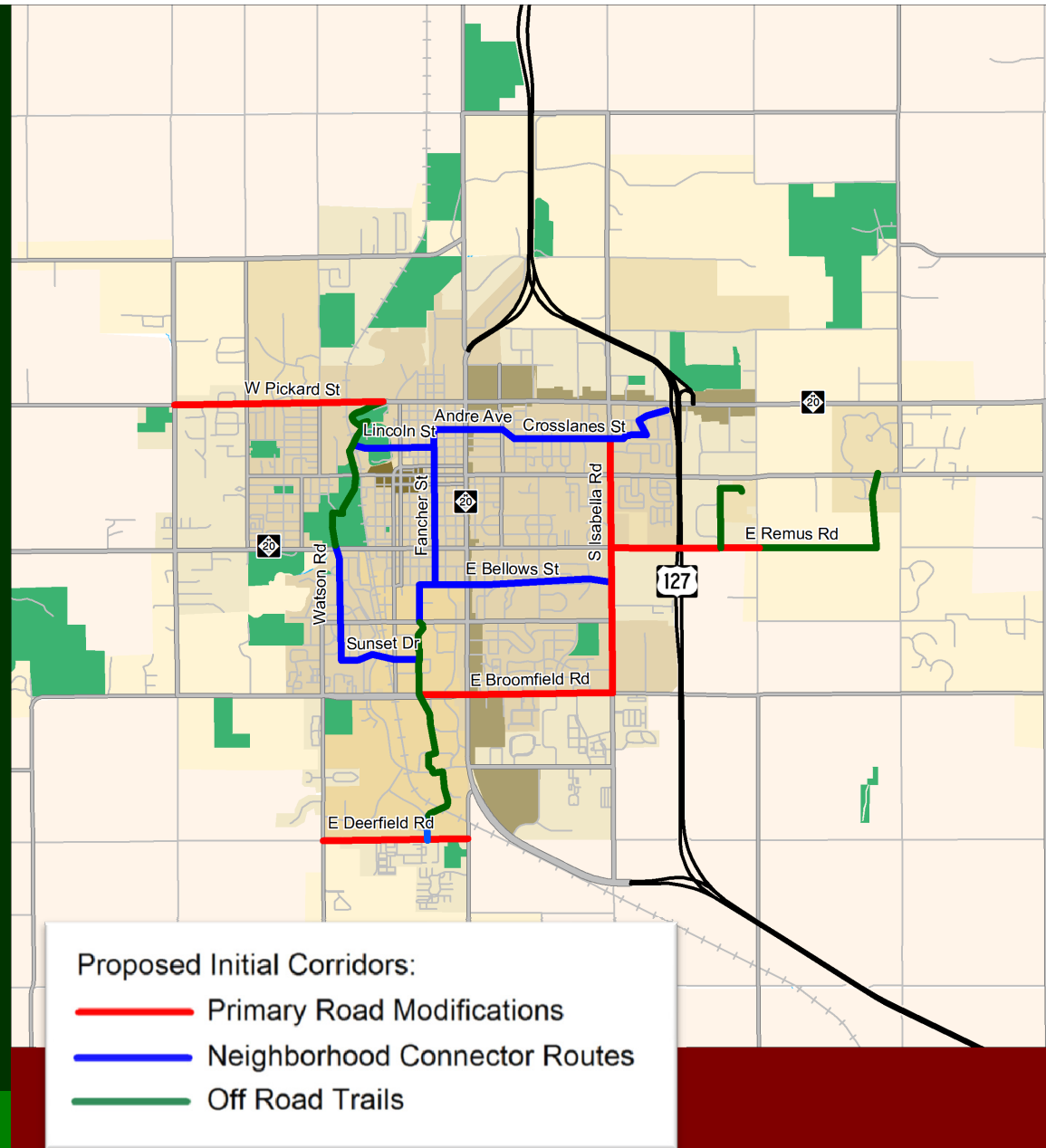
- Link key destinations
- On and off-road facilities, minimal interaction with high speed, high volume traffic
- Potential for art, interpretive and green technology installations along route
- Could provide special branding of route





# Primary Initial Corridors

- Near-term easy conversions
- Reaching isolated destinations
- Existing facilities
- Backbone of the system
- When complete should see noticeable increase in users

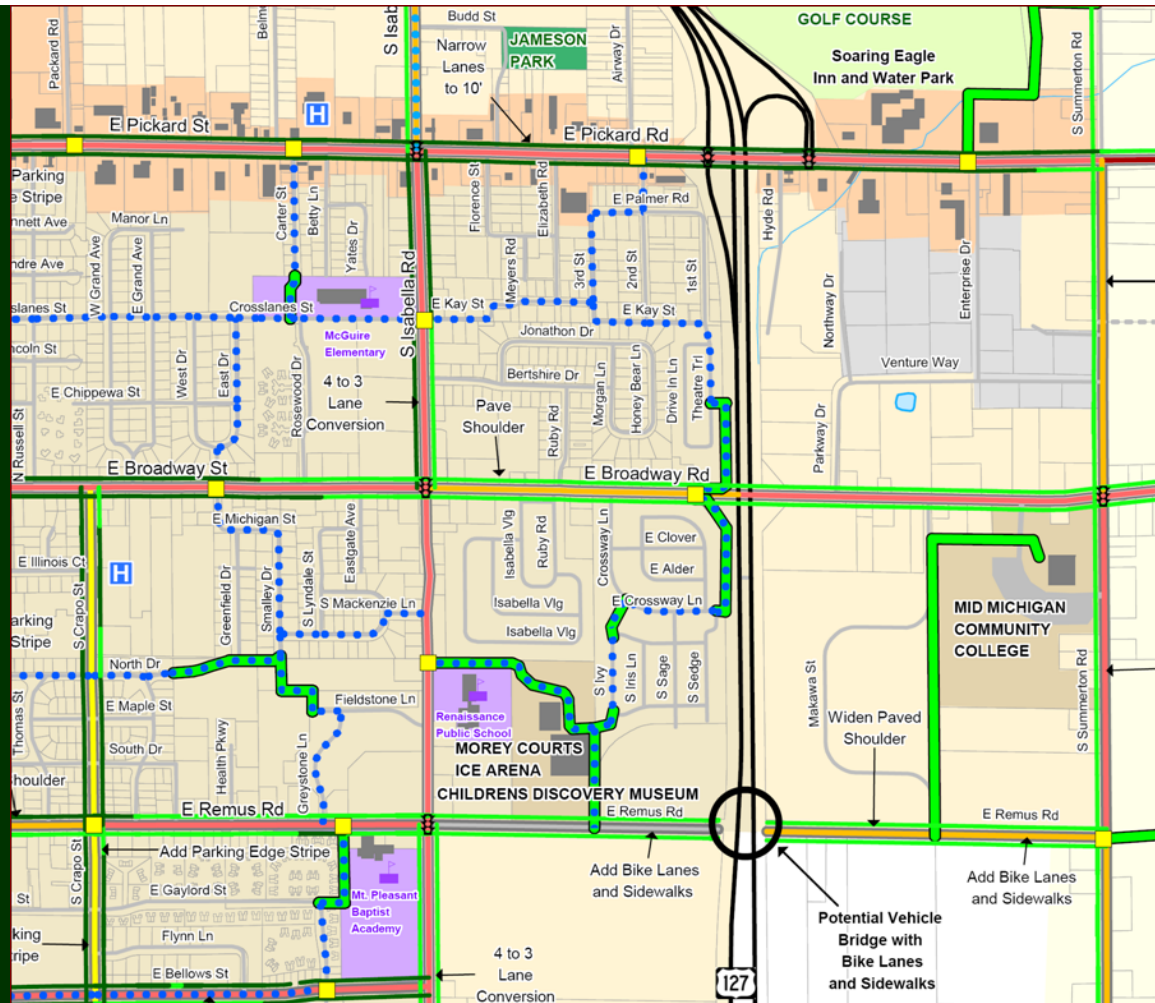






# Map Exercise

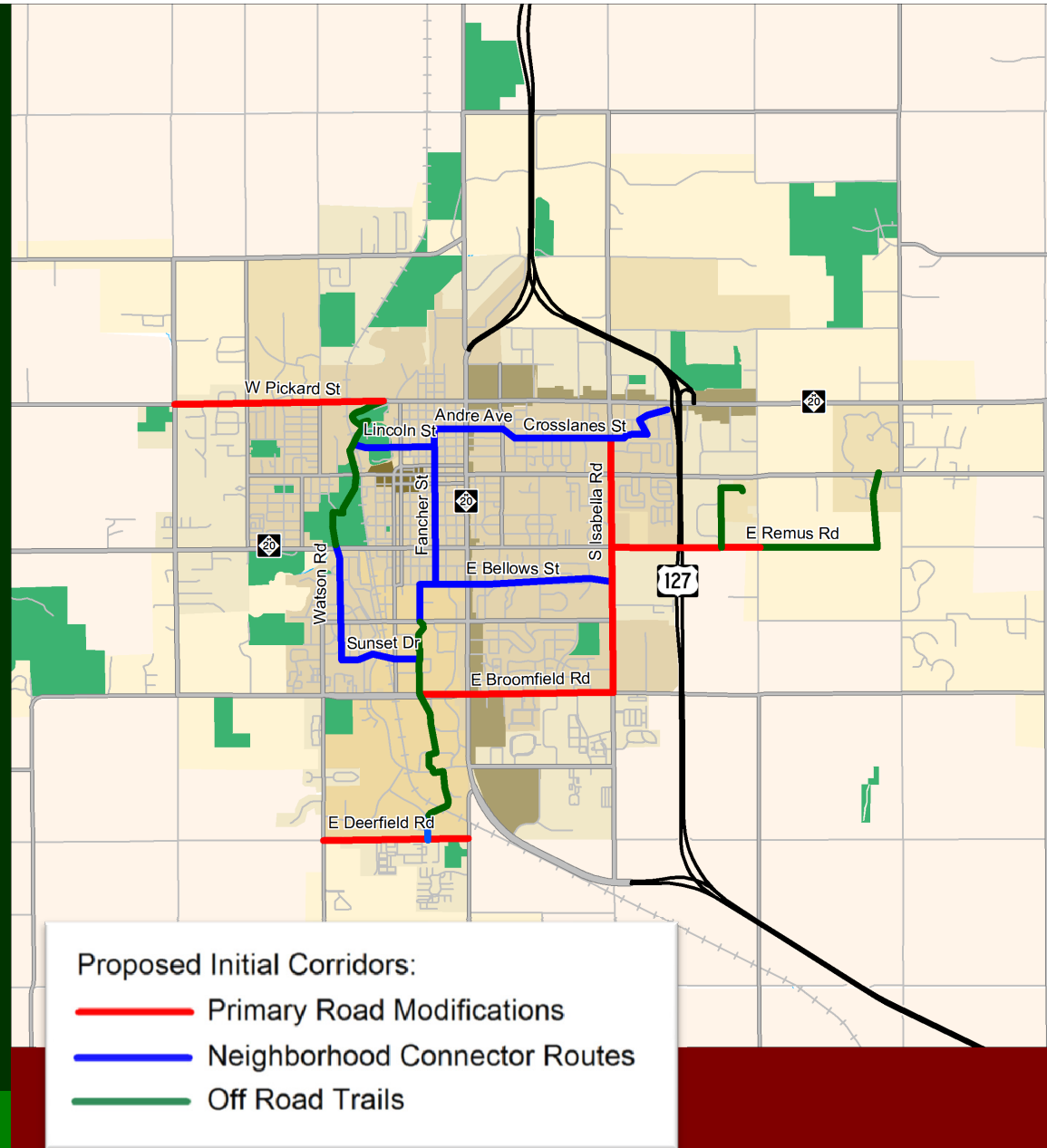
- Please Review:
  - Neighborhood Connector Routes
  - Road Crossing Improvements
  - Proposed Bike Lane Locations
  - Proposed Pathways
- Use markers on map to indicated
  - Alternative routes
  - Alternative facilities
  - Concerns with proposals





# Proposed Initial Mt. Pleasant Area Corridor Refinement

- Individual Exercise
- Ten Minutes
- A network of routes has been preliminarily identified as ones that should be implemented first
  - Link key destinations
  - Provide access to isolated neighborhoods
  - Build on existing resources
  - Are feasible in the near-term





# Proposed Initial Mt. Pleasant Area Corridor Refinement

- Indicate if you agree with the proposed modifications for the:
  1. Primary Road Modifications
  2. Neighborhood Connector Routes
  3. Off Road Trails
- Provide recommendations on alternative routes or improvements

## 1. Please select if you agree, disagree or not sure about the proposed Primary Road Modifications:

|  | Agree | Disagree | Not Sure |
|--|-------|----------|----------|
| <b>Primary Road Modifications</b>  |       |          |          |
| W. Pickard Street – add bike lanes through a 4 to 3 lane conversion  |       |          |          |
| S. Isabella Road – add bike lanes through a 4 to 3 lane conversion and complete sidewalk gaps  |       |          |          |
| E. Broomfield Road – add bike lanes through a 4 to 3 lane conversion and complete sidewalk gaps  |       |          |          |
| E. Deerfield Road – Add sidewalk along south side of the road  |       |          |          |
| 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 |       |          |          |

## 2. Please select if you agree, disagree or not sure about the proposed Neighborhood Connector Routes:

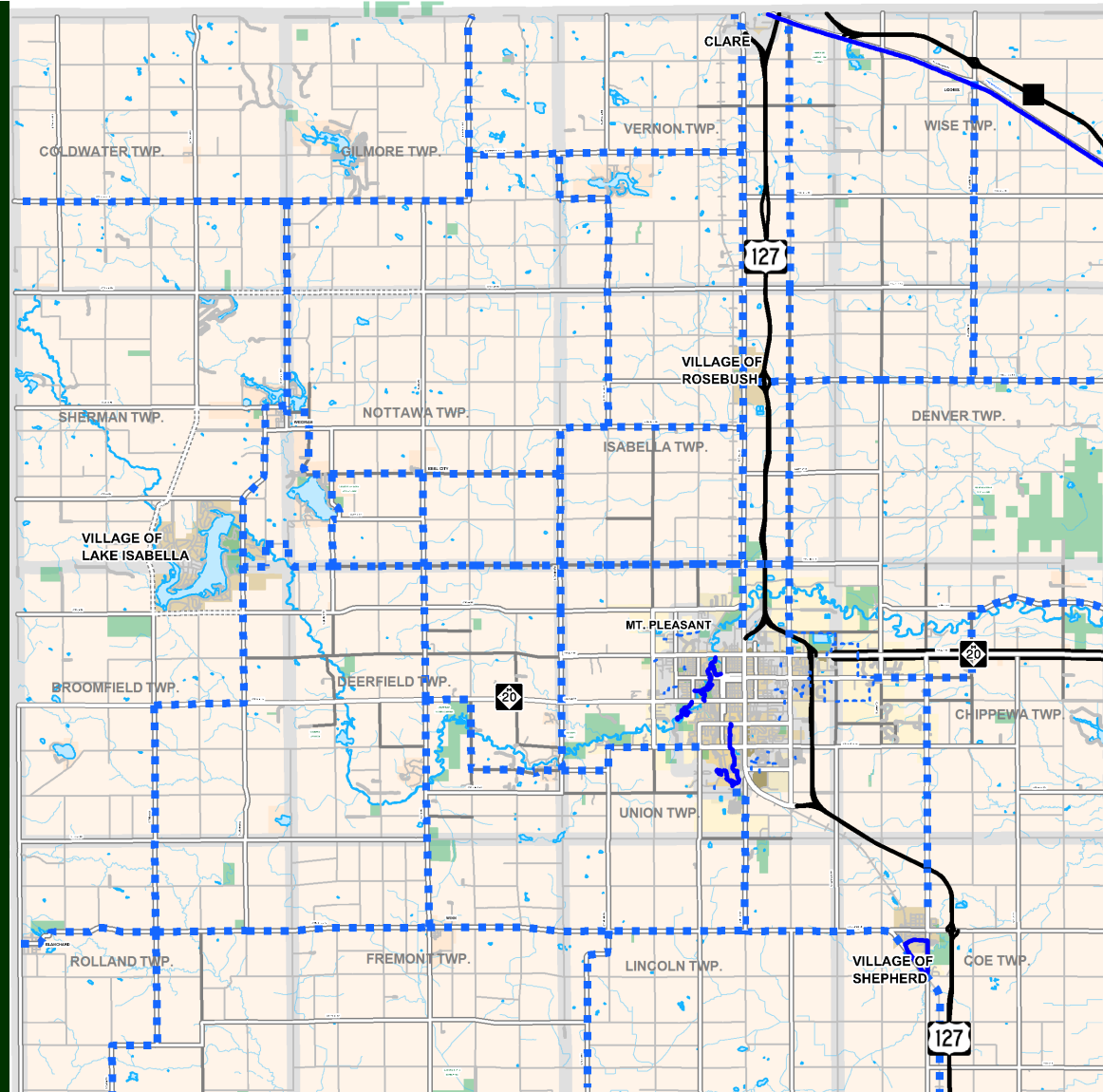
|  | Agree | Disagree | Not Sure |
|--|-------|----------|----------|
| <b>Neighborhood Connector Routes</b>   |       |          |          |
| Lincoln Street – add wayfinding signage  |       |          |          |
| Andre Avenue - add wayfinding signage  |       |          |          |
| Crosslanes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





# Isabella County Preliminary Non-Motorized Network

- Please Review Proposed Bike Routes
- Use markers on map to indicate
  - Alternative routes
  - Additional facilities
  - Concerns with proposals





# Proposed Initial Regional Corridors Refinement

- Individual Exercise
- Ten Minutes
- Three regional routes are identified as ones that should be implemented first
  - Based on destinations identified in the survey





# Proposed Initial Regional Corridors Refinement

- Indicate what you feel would be the most appropriate facility type
  - Some general cost parameters are provided for your reference
- Indicate alternative routes you rather see implemented before these

Approximate cost per mile:

- Signed Bike Route: \$6,600 per mile
- Signed Bike Route with 4' Paved Shoulder: \$140,000 to 170,000 per mile
- 10' Roadside Pathway: \$310,000 per mile

Please put a check next to the type of facility you think is appropriate for the selected route:

|  | Signed<br>Bike Route | Signed<br>Bike Route<br>with 4'<br>Paved<br>Shoulder | 10'<br>Roadside<br>Pathway |
|--|----------------------|--|----------------------------|
| Route to Clare and Pere Marquette Trail (13 Miles) |                      |  |                            |
| Route to Deerfield Park (6 Miles)                  |                      |  |                            |
| Route to Fred Meijer Hartland Trail (10 Miles)     |                      |  |                            |

If you have any additional comments or would like to see a different route as an initial regional corridor, please note it below:

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# Questions or Comments



**Comments cards are  
located on each table**

or feel free to contact me:

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