

# Mt. Pleasant Micropolitan Area Non-motorized Transportation Plan

## Public Workshop –Documentation of Input

March 15, 2011

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#### **Public Input**

A Public Workshop was held on March 15, 2011 for the Mt. Pleasant Micropolitan Non-motorized Transportation Plan. Thirty-five people attended. During the public workshop, participants were given the opportunity to give input. There was an exercise that focused on the project goals and objectives. The participants were also encouraged to mark additional information on the maps.

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

1. Goals and Objectives Exercise
  - Purpose of Plan and Community Vision
  - Goal 1: Provide better non-motorized connectivity
  - Goal 2: Institute changes that lead to a bicycle and pedestrian friendly community
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## Goals and Objectives Exercise

Each participant was given a Draft Goals and Objectives Input worksheet and was asked review and note if they agreed, agreed but with modifications or disagreed with the goals and objectives. Participants were also encouraged to include any additions, modification or strong objections they had regarding any of the draft goals and objective. Documented below is a list of all of the responses.

<b>Purpose of the Plan and Community Vision:</b>			
<i>The purpose of the plan is to identify the non-motorized network and the support systems necessary for safe and convenient non-motorized travel. 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 futher envisioned that this will in turn lead to a healthier an dmore socially engaged community.</i>			
<b>Stongly Agree</b>	<b>Agree, with Modifications</b>	<b>Disagree</b>	
26 (84%)	5 (14%)	1 (3%)	
<b>Comments:</b>			
<i>Economic Benefits</i>			
<i>Seems the plan is more focused on Mt.Pleasant rather than outward areas like union township or connection to regoina ldestinations this should be more of the focus</i>			
<i>Scope of plan (time, county, intercounty, ect)</i>			
<i>Should include linkages between where people live and where they work, shop (Mission and Downtown) and recreate</i>			
<i>The plan should also be a guide for area planning boards and other agencies to set polices and improvement standards that help meet those objectives. If we can not get buy in by the road commission and the city to change their roadway standards this will not move forward.</i>			
<i>I doubt that the future is really going to be non-motorized transportation. The population is ageing and while, safe sidewalksare good few people will walk long distances or bike to Lake Isabell.a</i>			
<i>For community to/from work, fitness, recreation and leisure. (add to end of second sentence)</i>			
<i>We need to strengthen regional planning and zoning! Housing should be concentrated in larger areas (not those pinpointed areas where a farmer happens to be willing to sell his land to a developer) which can be connected with roads and bike paths and public transportation. We must be planning for a future with more expensive and less oil.</i>			
<i>It sounds wonderful! I would like to see children riding and wlaing around again. Signage is important.</i>			
<i>I think the City commission should reinstitute the policy that was formerly held that a certain amount of new sidewalk be built every year until the whole city has them.</i>			
<i>No mention of environmental and sustainability goals</i>			
<i>The plan should also include a lot of pubilc education about bike and walkers on roadways and they have the right to be on the road just like the cars do.</i>			
<i>I would add to the plan the idea of achieving an educated and suportive community for non-motorized traffic.</i>			
<i>Due to rising energy and health concerns related to motorized vehicles, the plan should also extend beyond the current time frame and extend the network to all accessible places. Hopefully, 10-20 years from now motor vehicles will only be used if absolutely necessary.</i>			
<i>More education and awarness of drivers. Drivers need to be more aware of the laws concerning pedestrain crossings. Cyclists</i>			
<i>A non-motorized network leads to more vibrant an dattractive communities.</i>			

<b>Goal #1: Provide Better Non-motorized Connectivity</b>			
<b>Stongly Agree</b>	<b>Agree, with Modifications</b>	<b>Disagree</b>	
31 (89%)	4 (11%)	1 (3%)	
<b>Objectives:</b>			
<i>1. Provide non-motorized connection between the Mt.Pleasant Area and Regional Destinations (such as Pere-Marquette Rail-Trail, Clair, Deerfield Park Ect.)</i>			
<b>Stongly Agree</b>	<b>Agree, with Modifications</b>	<b>Disagree</b>	
24 (69%)	10 (29%)	2 (6%)	
<i>2. Provide non-motorized links between key destinations within the Greater Mt.Pleasant area (such as shopping centers, parks, schools, campuses, downtown, ect.)</i>			
<b>Stongly Agree</b>	<b>Agree, with Modifications</b>	<b>Disagree</b>	
31 (89%)	5 (14%)	0 (0%)	
<i>3. Provide a Compete Non-motorized Network (including features such as sidewalks, bike lanes, bike routes, safe road crossings,</i>			
<b>Stongly Agree</b>	<b>Agree, with Modifications</b>	<b>Disagree</b>	
23 (67%)	10 (29%)	3 (9%)	
<b>Comments:</b>			
<i>Provide education to the public or the benefits. Look at/provide examples on community changes toward non-motorized availability to help convince those who are not familiar with the benefits.</i>			
<i>I believe the destinations are too far for the average biker/walker to biek/walk there and back and bike/walk at the destination. This seems only possible for Deerfield Park (objective 1).</i>			
<i>Strongly agree ( and considering the need this should get the highest priorityobjective 2).</i>			
<i>Agree but lower priority also considering budget situation(objective 3) .</i>			
<i>The Pere-Marquette Rail Trail may be to long of a distance to connect for most users, even though I would personally love it!</i>			
<i>Obviously this system would have to happen over time. There would have to be a way of doing it incrementally according to community priorities.</i>			
<i>As a long term goal, provide a complete non-motorized network (objective 3).</i>			
<i>I would bike to see the objectives reversed in order. I believe that a complete network within Mt.Pleasant should be the 1st objective and further away destinations in later phases of the project.</i>			
<i>Working toward this goal is imprtant, but achieving a complete network may not be realistic (objective 3).</i>			
<i>I strongly feel that th ecommercial land developers should provide economic input to this plan. If this will help bring more</i>			
<i>What about connection to large subdivisions on the west side of town? Hiawatha Hills, Mineral Springs, Oak Hills, Pickard and Lincoln Area, Blue Grass, bike lane on Broomfield? Or Blue Grass? Many people biek on Deerfield and Meridian.</i>			
<i>What about connecting with the Fred Meijer Heartland Trail that goes form Alma, though Riverdale to Edmore to Greenville, actually closer to Mt.Pleasant than Pere Marquette (objective 1)</i>			
<i>Add a system of "off-road", non-paved trails. Off-road trails should include non-paved trails. This would be low cost and would be for mountain bike riders (objective 3).</i>			
<i>Look at the Marquette County and City of Marquette for an example of bike trail system. Heritage trail, ect.</i>			
<i>Need to add bike trail when Lincoln Road is improved between Pickard and M-20. Also south of M-20 for people walking to river for tubing, need crossing on east side of road.</i>			
<i>Maybe we should be building the sidewalk sand bike lanes into one non-motorized pahtway system (objective 3)</i>			
<i>Should be a long term goal, not this primary objective. This is very expensive and involves several governing agencies and private landowners. How can we focus on this benefits building network in and around town? (objective 1)</i>			
<i>Promote non-motorized policies at road commission</i>			
<i>Need to have more focus on objective 2</i>			
<i>Don't think that objective 3 is realistic</i>			
<i>Make Mt Pleasant a way-point and destination for non-motorized leisure travel in Michigan</i>			
<i>Public safety, signage and policy changes to encourage/protect non-motorized travelers</i>			
<i>Would change order of objectives 1 and 2 because local connections is a high priority</i>			
<i>Need to define area for complete network, not every part of county needs complete network (objective 3)</i>			
<i>Need to incorporate tribe/reservation area and there overall master plan (objective 2)</i>			
<i>Cost? I doubt the survey is representative of the population</i>			

<b>Goal #2: Institute changes that lead to a bicycle and pedestrian friendly community</b>			
<b>Stongly Agree</b>	<b>Agree, with Modifications</b>	<b>Disagree</b>	
28 (80%)	4 (11%)	1 (3%)	
<b>Objectives:</b>			
<i>1. Provide more bike parking and a range of bike parking options (such as downtown, shopping centers, including some covered and secured)</i>			
<b>Stongly Agree</b>	<b>Agree, with Modifications</b>	<b>Disagree</b>	
24 (69%)	9 (26%)	0 (0%)	
<i>2. Provide bike racks on buses</i>			
<b>Stongly Agree</b>	<b>Agree, with Modifications</b>	<b>Disagree</b>	
20 (57%)	6 (17%)	4 (11%)	
<i>3. Establish family friendly non-motorized facilities (such as neighborhood routes to parks and schools)</i>			
<b>Stongly Agree</b>	<b>Agree, with Modifications</b>	<b>Disagree</b>	
27 (77%)	6 (17%)	0 (0%)	
<i>4. Create and distribute a guide map that shows bicycle facilities and recommended routes</i>			
<b>Stongly Agree</b>	<b>Agree, with Modifications</b>	<b>Disagree</b>	
24 (68%)	8 (23%)	1 (3%)	
<i>5. Improve the aesthetics of the area's transportation system (such as by adding street trees, decorative lighting, ect.)</i>			
<b>Stongly Agree</b>	<b>Agree, with Modifications</b>	<b>Disagree</b>	
16 (46%)	12 (34%)	5 (14%)	
<i>6. Enhance the sense of community through increased social interaction between non-motorized transportation users</i>			
<b>Stongly Agree</b>	<b>Agree, with Modifications</b>	<b>Disagree</b>	
23 (66%)	6 (17%)	2 (6%)	
<b>Comments:</b>			
<i>With additional bike facilities and aestentics need to address long term commitement to maintenance. Something that is aestetically pleasing now, left unattended will be an eyesoar in a short order.</i>			
<i>This goal focuses heavily ofn biking and should include walking, provide a more complete sideawlk network, between homes and key destinations</i>			
<i>Provide signage along routes (objective 4)</i>			
<i>Don't have to make it happen it just happens (objective 6)</i>			
<i>University to enforce traffic rules, zoning and promote linkages</i>			
<i>More areas to park bike at businesses and offices would lead me to ride my bike more in the inner city</i>			
<i>Motoristis need education as to how to deal with bicyclists. Motorists often feel they "own the road" and do not have respect for bicyclists and will not allow bicyclist to use the roads safely.</i>			
<i>Not liking the fact that we are heavily steering this study in the direction of "biking". We should be primarily focused on making this an "active &amp; fit" community first.</i>			
<i>Set one standard for biek parking that is easily identifiable (objective 1)</i>			
<i>Create a wayfinding map of the entire network, not just for bikes (objective 4)</i>			
<i>My concern is that I would not want to see money put toards starting or supporting NMT groups (clubs) (objective 6).</i>			
<i>Need to connect apartment complexes in Union Twp to city sidewalk system. Need to connect MMCC to Saginace Chipewa Casino and to Mt.Pleasant. Need to provide better connectivity from Mt. Pleasant "south-side" to "big-box area.</i>			
<i>The La belle's need to add some bike parking racks at their buisness establishments, they can afford it. Especially in front of the salvation army store.</i>			
<i>Child safety is very important and it was said that abduction was rare , however it still makes parents very afraid. These areas should not have closed spaces to go behind buildings. Totally open so everyone can see who is on the path.</i>			

I chose to "agree with modifications" because I could forgo this objective in order to save the project money. Grants may be achieved here (objective 5).

Create routes with more of a focus on electronic distribution versus paper distribution (objective 4)

Provide options based on a survey of needs (objective 1).

Making stuff look nice is fine as long as it's practice, pretty but not distracting (objective 5).

I like the decks currently found on trails downtown. We can sit, talk, rest, eat, watch the river and enjoy the area.

The more bike friendly (bike racks, routes, maps, aesthetics, ect.) the system is the more it will be used, thus enhancing

We don't have a public transport system with buses (objective 2)

Less important, we spend too much money already on benches no one uses (objective 5)

Attempt to get people on board to support the issue

<b>Goal #3: Improve bicycle and pedestrian safety</b>			
<b>Strongly Agree</b>	<b>Agree, with Modifications</b>	<b>Disagree</b>	
29 (83%)	2 (6%)	0 (0%)	
<b>Objectives:</b>			
<i>1. Provide better lighting along non-motorized routes</i>			
<b>Strongly Agree</b>	<b>Agree, with Modifications</b>	<b>Disagree</b>	
22 (65%)	10 (28%)	1 (3%)	
<i>2. Improve the safety of bicyclists and pedestrians at existing busy road intersections</i>			
<b>Strongly Agree</b>	<b>Agree, with Modifications</b>	<b>Disagree</b>	
28 (80%)	5 (14%)	0 (0%)	
<i>3. Provide safe options to cross the road between existing signalized intersections</i>			
<b>Strongly Agree</b>	<b>Agree, with Modifications</b>	<b>Disagree</b>	
26 (74%)	6 (17%)	1 (3%)	
<i>4. Improve education of motorists in regards to pedestrian and bicyclist issues</i>			
<b>Strongly Agree</b>	<b>Agree, with Modifications</b>	<b>Disagree</b>	
29 (83%)	3 (9%)	1 (3%)	
<i>5. Improve the education of pedestrians and bicyclists in regards to rules of the road, motorists concerns and safe travel</i>			
<b>Strongly Agree</b>	<b>Agree, with Modifications</b>	<b>Disagree</b>	
29 (83%)	3 (9%)	1 (3%)	
<i>6. Maintain non-motorized facilities such that they are passable and safe to use</i>			
<b>Strongly Agree</b>	<b>Agree, with Modifications</b>	<b>Disagree</b>	
29 (83%)	4 (11%)	0 (0%)	
<i>7. Reduce the number of bicycle and pedestrian crashes</i>			
<b>Strongly Agree</b>	<b>Agree, with Modifications</b>	<b>Disagree</b>	
31 (89%)	1 (3%)	1 (3%)	
<b>Comments:</b>			
<i>No lighting currently exists (objective 1)</i>			
<i>Not sure, you cannot have too many crossings on Mission (objective 3)</i>			
<i>On Mission bikes have to use the sidewalk, but it is suicide because of all the cars going to the stores, I think Mission is not solvable (objective 4 &amp; 5)</i>			
<i>I strongly disagree with bikers on the sidewalks, dangerous for the bikers themselves, but for kids coming out of the house directly on the sidewalk ok playing there</i>			
<i>Education is most important to achieve safety</i>			

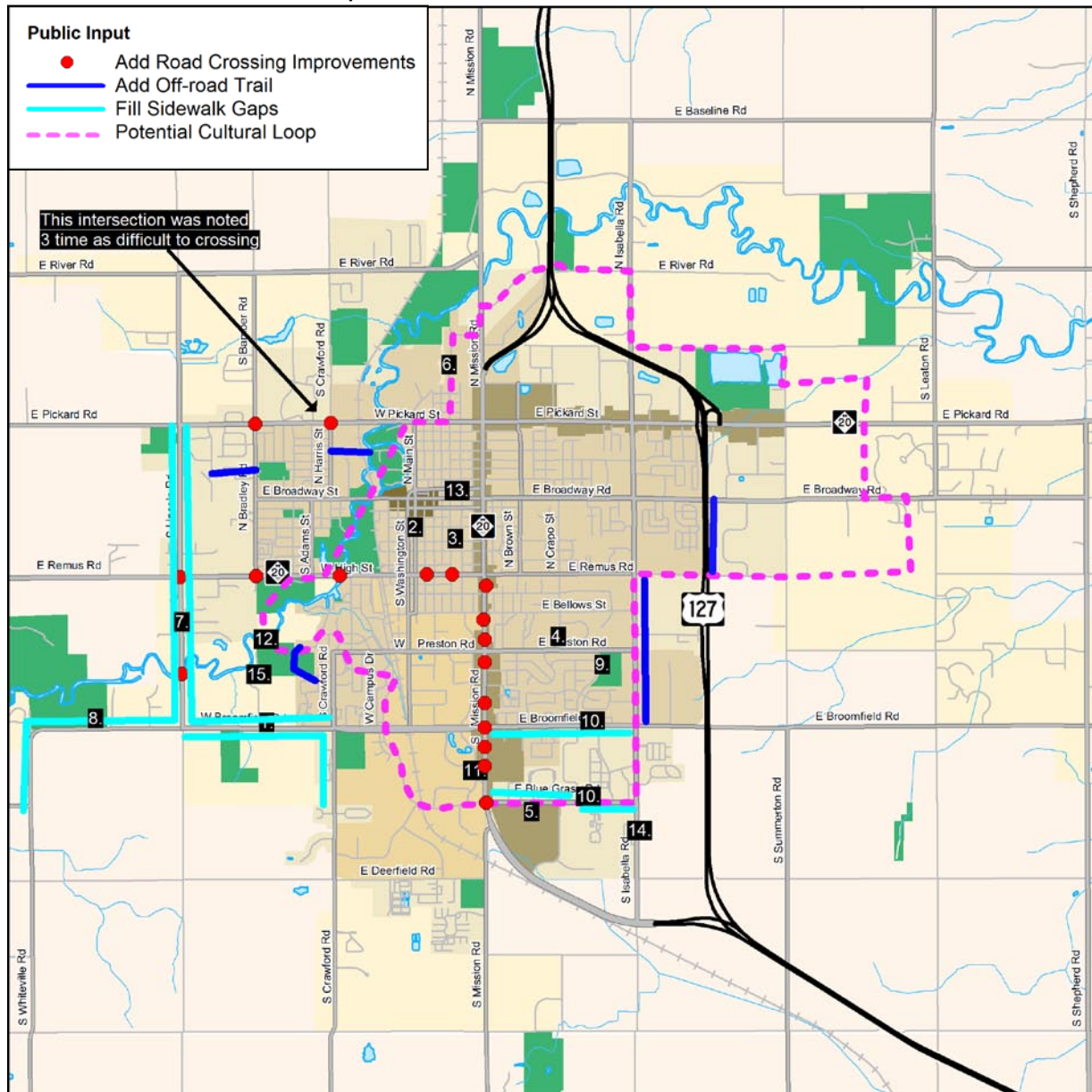
<i>Not too much lighting</i>
<i>Education is very important (objective 4 &amp; 5)</i>
<i>Objectives 1, 3 &amp; 6 may be too costly</i>
<i>Safety first, educate motorists first</i>
<i>Objectives 4 &amp; 5 are very important</i>
<i>Objectives 1, 2 &amp; 7 should be cost effective solutions, not just wasteful spending</i>
<i>People riding bikes after dark should have lights and wear reflective clothing. It is the law in some states.</i>
<i>Do we need lighting everywhere or just in more congested areas?</i>
<i>Is this practical in winter? May not be as important (objective 6)</i>
<i>The awareness on roads like Mission from Pickard to Bluegrass</i>
<i>Promote use of lights on bikes, rather than pay for the installation of lights</i>
<i>Switch the placement of Bicycle and Pedestrian in the sentence</i>
<i>Motorists need education as to how to deal with bicyclists. Motorists often feel they "own the road" and do not have respect for bicyclist and will not allow bicyclists to use the roads safely.</i>
<i>Don't think this a a major priority compared to others (objective 1)</i>
<i>Not sure this is the greatest priority (objective 2)</i>
<i>Not sure how this can be done (objective 7)</i>
<i>Provide lighting on selected routes, high traffic and commerical areas (objective 1)</i>
<i>Don't make bike conveniences a burden on automobile traffic (objective 2)</i>
<i>No more or less then roadways (objective 6)</i>
<i>Not sure what "passable" means (objective 6)</i>

<b>Goal #4: Advance community health</b>			
<b>Stongly Agree</b>	<b>Agree, with Modifications</b>	<b>Disagree</b>	
30 (86%)	2 (6%)	0 (0%)	
<b>Objectives:</b>			
<i>1. Provide more active recreation opportunities (such as off-road trails)</i>			
<b>Stongly Agree</b>	<b>Agree, with Modifications</b>	<b>Disagree</b>	
26 (74%)	5 (14%)	0 (0%)	
<i>2. Reduce automobile dependency</i>			
<b>Stongly Agree</b>	<b>Agree, with Modifications</b>	<b>Disagree</b>	
27 (77%)	4 (11%)	2 (6%)	
<i>3. Increase the number of people walking and bicycling especially for daily transportation trips such as commuting and errands</i>			
<b>Stongly Agree</b>	<b>Agree, with Modifications</b>	<b>Disagree</b>	
26 (74%)	4 (11%)	2 (6%)	
<i>4. Improve air quality (such as reducing CO2 emissions)</i>			
<b>Stongly Agree</b>	<b>Agree, with Modifications</b>	<b>Disagree</b>	
24 (69%)	5 (14%)	2 (6%)	
<i>5. Reduce obesity due to physical inactivity</i>			
<b>Stongly Agree</b>	<b>Agree, with Modifications</b>	<b>Disagree</b>	
27 (77%)	4 (11%)	2 (6%)	
<b>Comments:</b>			
<i>Not sure this is realistic (objective 4)</i>			
<i>To reduce obesity it will take more than just bike paths (objective 5)</i>			
<i>Vehicles actually more gas on short trips within a 25 mile radius, a bike makes more sense aroud town (objective 3)</i>			
<i>Should be goal number 1!</i>			
<i>Bicyclists are very friendly and outgoing, usually courteous and respectful</i>			
<i>With the increase in sense of commuinity and accessibility to use of bike paths, the possibility of icrease in use which will improve overall health</i>			
<i>Protect the enviornment and the future of our children, we cannot keep using the quantities of oil we do. There is an end to it and it is bad for the enviornment (objective 5)</i>			
<i>Continue to educate people with positive ways to promote a healthy community</i>			

# 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



Please note that alternatives presented in the exercise do not include all potential routes.

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



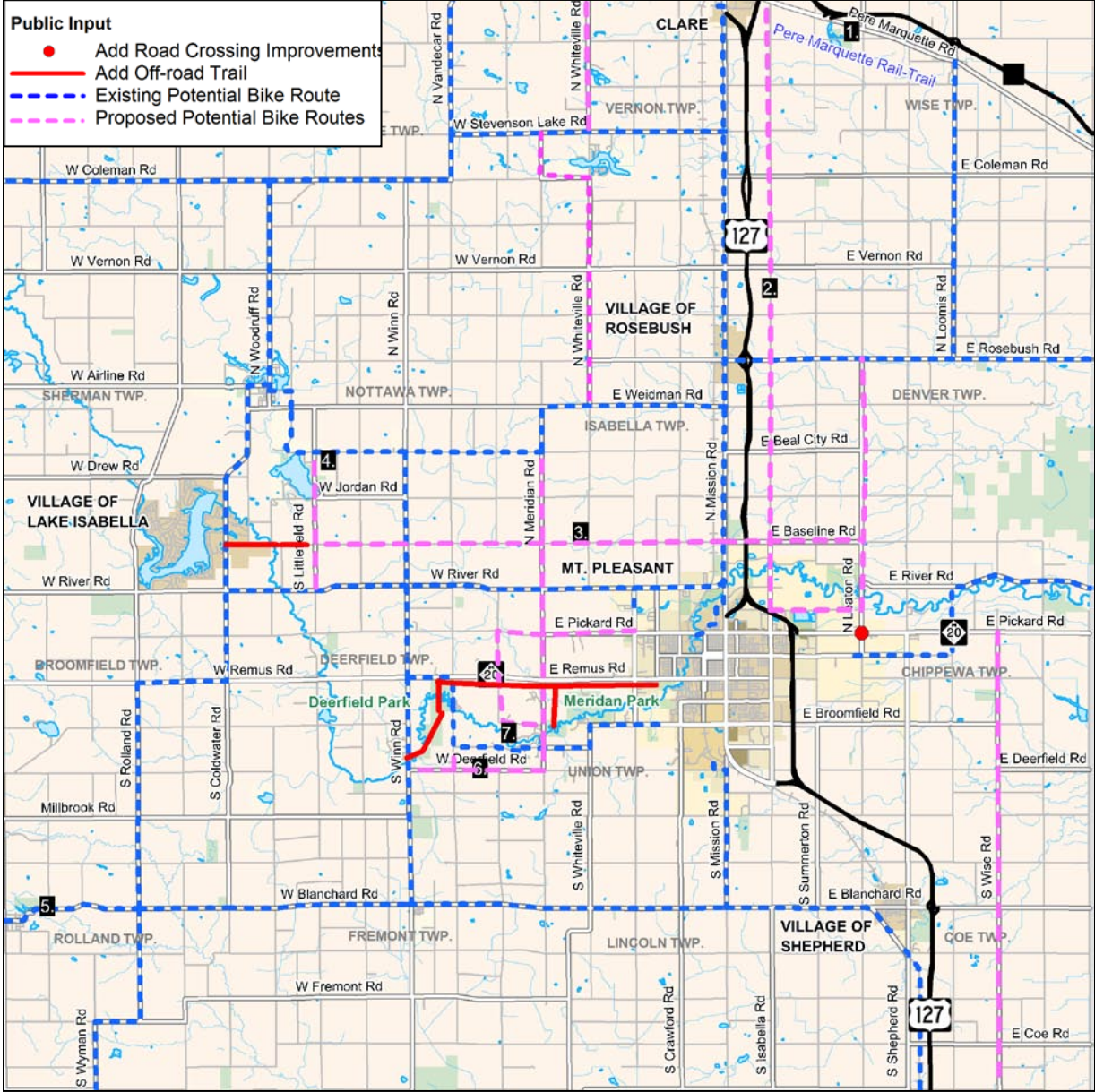
Notes:

1. A lot of bikes and runners use E. Broomfield Road between S. Crawford Road and S. Lincoln Road
2. Washington & Main will only work if you implement traffic calming
3. Concerns with Maple Street – narrow, 2 Lanes of parking, and student housing – it may be difficult to remove parking
4. On-street parking is used on S. Crapo and E. Preston Road near the High School during events and games
5. Trails are not a priority to shopping centers
6. N. Harris Street north of Pickard St is a pretty ride but it is lacking a good paved shoulder to ride on
7. S. Lincoln Road is a great road, but it is dangerous, there are lots of dead critters in the road and river turtles
8. E. Broomfield between S. Whiteville Road and S. Lincoln Road have an good existing shoulder
9. On-street parking is used on Sweeney Street near Horizon Park during soccer and softball season
10. E. Broomfield Road and E. Bluegrass Road have a high concentration of students with no existing sidewalks or bike paths
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 Wood may be difficult to construct
13. Angled parking on E. Broadway Street between Mission and Main is difficult for bikers
14. Keep in mind that US-127 was recently (2 years ago) connected to Isabella Rd and that it will be built up more in the future so good friendly pedestrian access can be in place that will work with future development
15. Remove potential bike route from Red Bridge Road, it is a private road.
16. Concern about narrowing roads include snowplows in winter, drivers don't like to be to close to each other on slippery roads and the lines are not always visible
17. In the summer, lanes are extremely difficult to see on wet pavement because Mt. Pleasant doesn't use reflective lane markings

# 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



Please note that alternatives presented in the exercise do not include all potential routes.

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

## Notes

1. Henrick recreation area has tent camping
2. Pave Isabella Road north of E. Rosebush Road instead of building path along Mission Street
3. E. Baseline Rd between Mission Rd 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 it 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