



Macomb County Bicycling Route

City of Center Line

Thursday, January 24, 2019
Center Line Library

7:00 pm to 8:30 pm

Proposed Agenda

1. Introductions
2. Project Objective
3. Iron Belle Trail Overview
4. Trail Context and General Character
5. Proposed Route Review & Discussion
6. Next Steps



The meeting objective is to refine the Iron Belle route alternatives in the City of Warren

Project Objective

- Consensus on the bike route and associated improvements – a plan
 - Feasible
 - Affordable
 - Fundable
- Clear implementation strategy
 - “A road map” to completion
 - Who does what and when
 - Who pays for what
 - Key milestones



Technically, there are two separate projects, but the two studies must work in concert

Iron Bell Trail

Showcases Michigan and its communities

- 48 Counties
- 240 Townships
- 83 Towns/villages
- Links numerous existing trails
- Provides recreation, transportation, and economic opportunities

Two routes, one great trail.



**** The illustrated hike and bicycle trail connections will rely upon partnership opportunities.**

www.michigan.gov/dnrtrails



Building a Sense of Place

- Revitalize and connect communities
- Improve land values
- Public health benefits
- Highlight local history
- Public exposure to stewardship
 - Native species
 - Remnant ecosystems



Biking Route

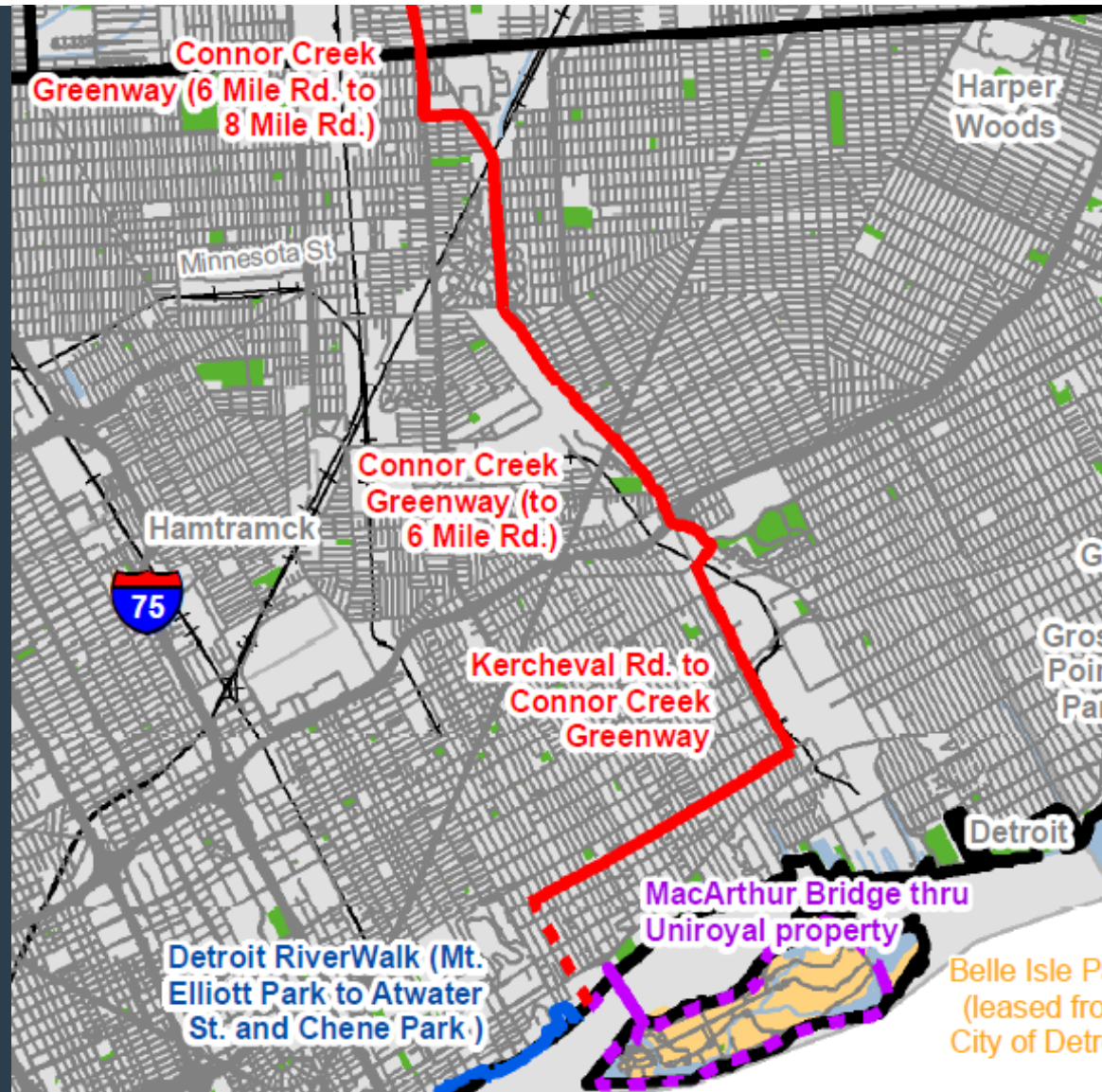
- Uses existing multi-use trails in southern Michigan
- Follows US-2 (US Bike Route 10) in the Upper Peninsula
- 774 miles
- 64% existing trails
- 36% to be developed



This is the bike route through Macomb County, pedestrian accommodations are secondary concerns

IBT - Immediate Context South

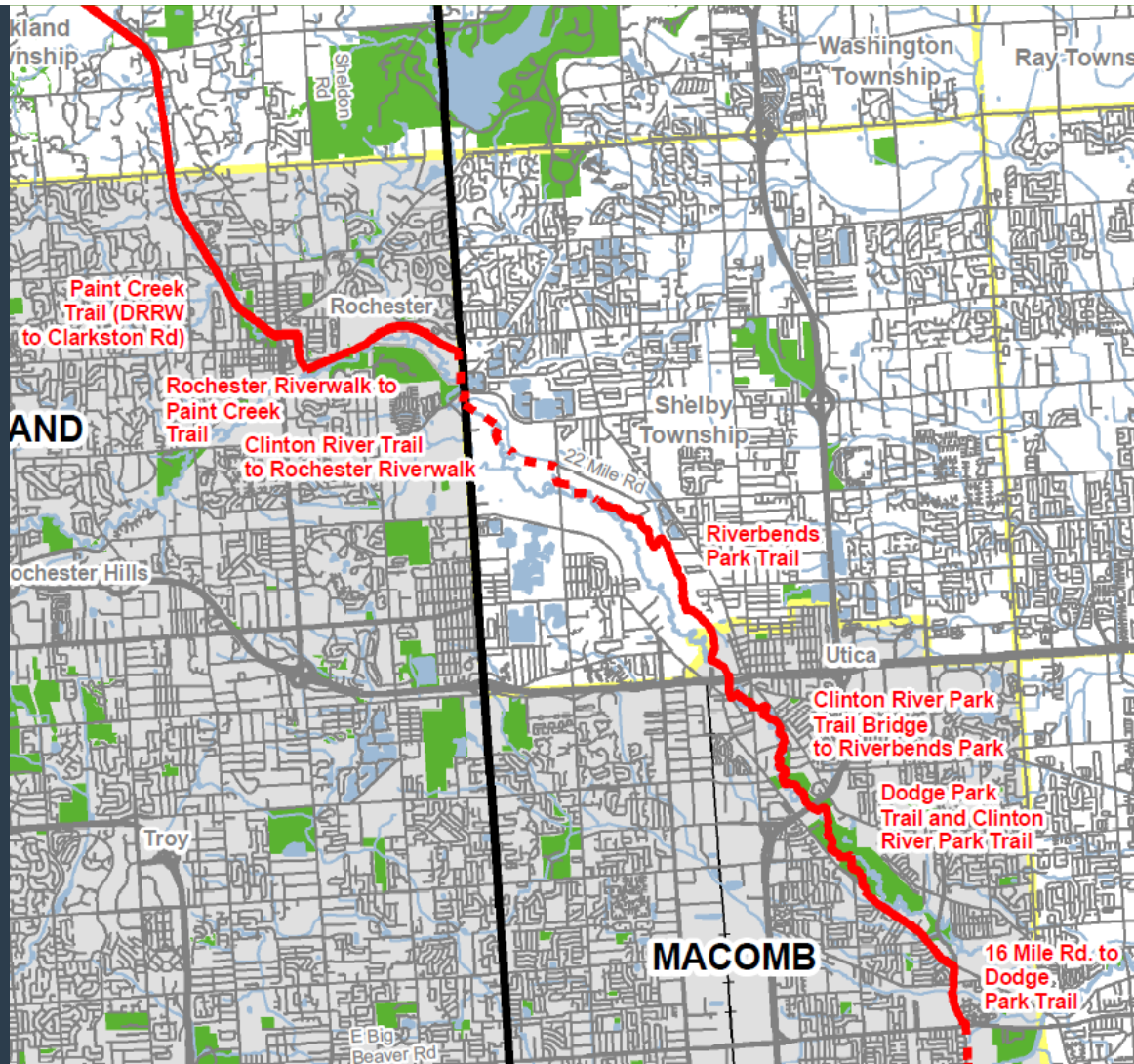
- Conner Creek Greenway
 - Mix of on and off-road
- Kercheval Bike Lanes
- Beaufait Greenway
 - Planned
- Detroit Riverwalk
- Belle Isle
 - Currently Bike Lanes
 - Planned Pathway



Mix of on and off-road bike facilities in an urban setting with some major destinations

IBT - Immediate Context North

- Trails along the Clinton River in Riverbends, Clinton River Park and Dodge Park
- Rochester Riverwalk
- Paint Creek Trail



Primarily off-road high-amenity trails

Different Types of Bicyclists

- **Strong & Fearless**

- <1%
- Always Biking
- Any Road Regardless of Condition

- **Enthused & Confident**

- 7%
- Frequently Bike
- Like Designated Facilities Such As Bike Lanes

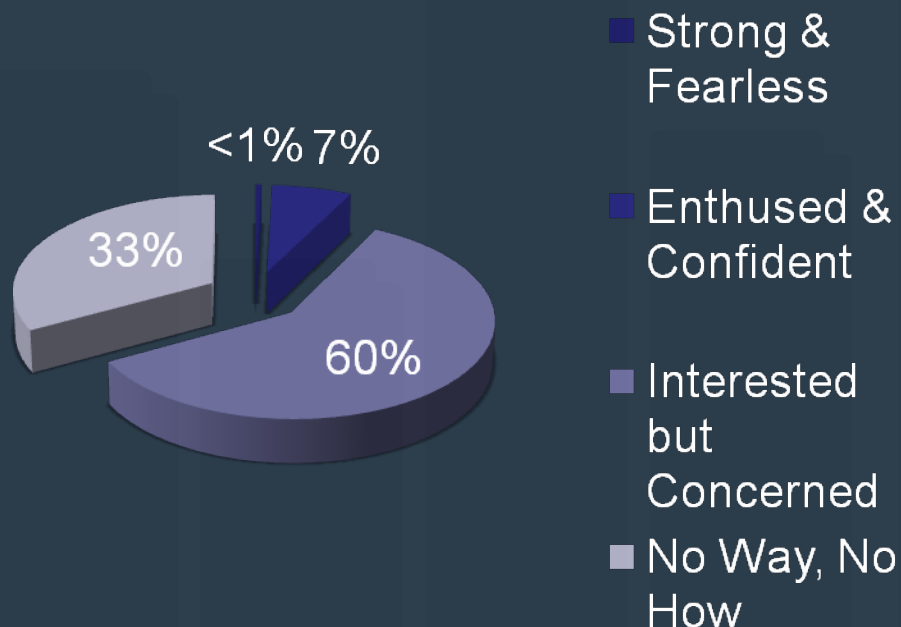
- **Interested but Concerned**

- 60%
- Occasional Rider
- Local Roads and Trails

- **No Way, No How**

- 33%

Bicycle Types



Not really this clear cut, there is movement between the groups

In-Road Facility Evaluation Factors

Key Factors for In-Road Bicycle Level of Service:

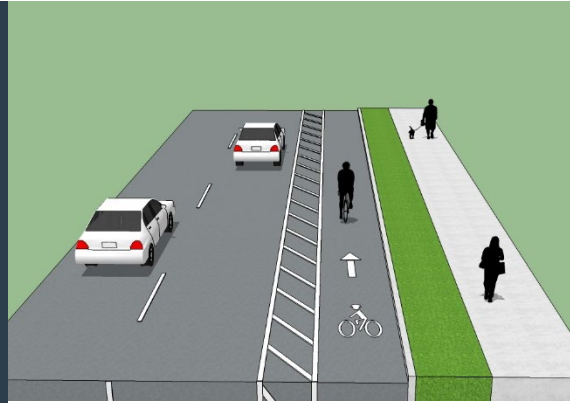
- Presence of bike lane
- Distance from motor vehicles
- Vehicle volume
- Vehicle speed
- Percent of truck traffic
- Size and complexity of intersections
 - Lack of facilities at intersections is often the weak link that negates the rest of the system



The degree of separation between motor vehicles and bicyclists determines what types of bicyclists will be comfortable using the facility

On Road Facilities for Major Roadways

- The greater degree of separation, the more bicyclists will be attracted to a facility along a roadway
- Ability to “upgrade” buffered bike lanes like those along Van Dyke to separated (AKA protected) bike lanes



Minimal

- Painted buffered
- Green paint at conflict areas



Better

- Delineator posts
- Visually distinct buffer



Preferred

- Raised landscaped barrier between road and bike lane



Side Path Evaluation Factors

- A shared-use path separate from the road but still within a road ROW
- Issues to consider:
 - Conflicts with motorists at intersecting driveways and roadways
 - Pedestrian / bike conflicts
 - Getting to destinations on other side of the road
 - Transitions to on-road facilities



How commercial driveways and local road intersections are designed is key to making side paths safe



Side Paths vs. Bike Lanes

- Bicycling on a side path can be slower and more inconvenient than bicycling on the roadway
 - the presence of pedestrians
 - motorists blocking route at intersections
 - Ramps and curb cuts make for a bumpy ride
- The number of commercial driveways and intersecting local roadways is the key factor



Safety is all about visibility and expectations

Bike Routes on Local Road Evaluation Factors

- Attractiveness and perceived safety of neighborhood
- Speed differential between motorists and bicyclists
- Directness of route
- Ability to provide safe crossings of busy roads
- Receptivity of neighborhood to route



The End Product

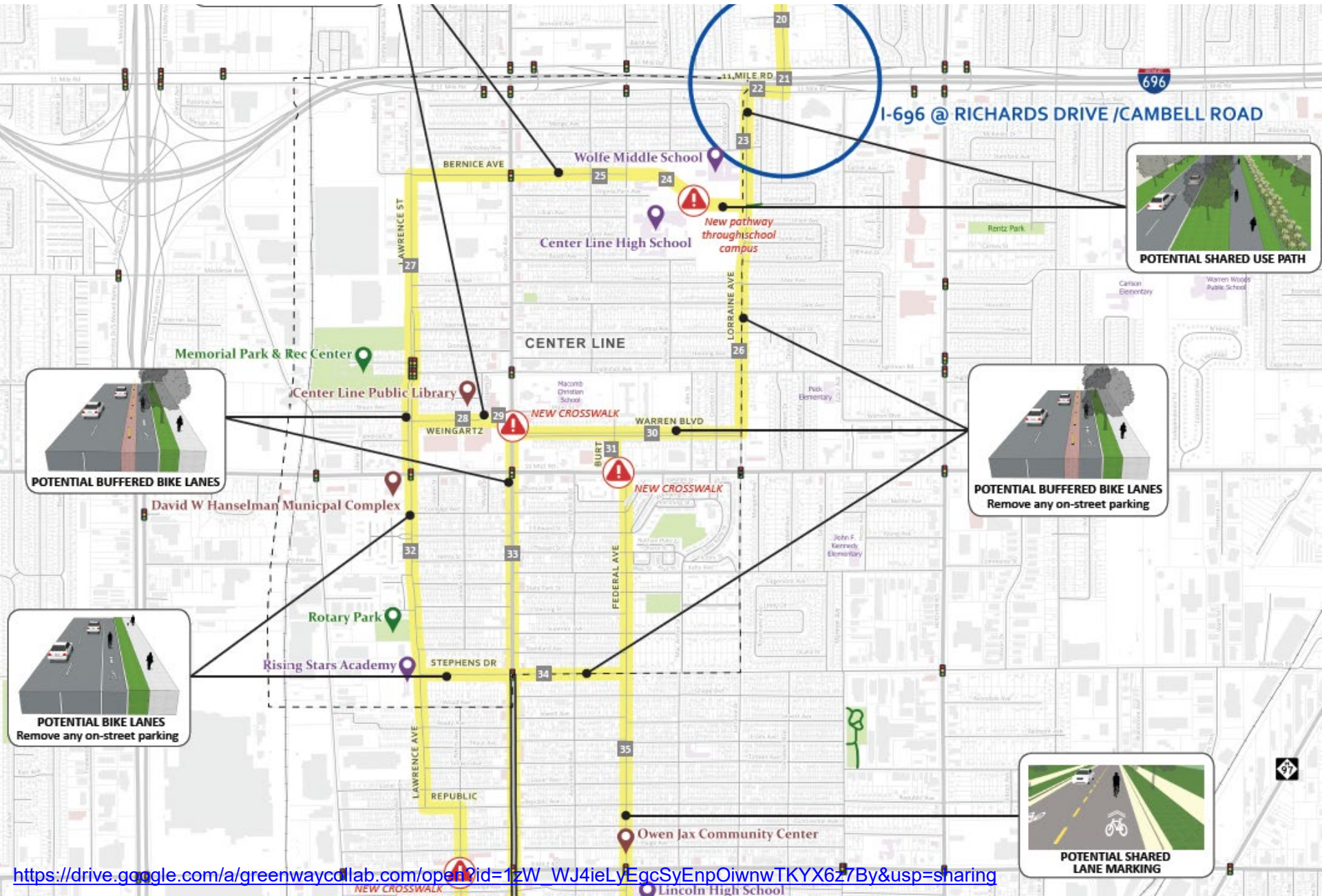
- Family friendly route, with a high degree of separation from motorized traffic
- High amenities including:
 - Water & restrooms
 - Bicycle support facilities
 - Trees and landscape
 - Interpretive signage
- Reasonably direct route
- Pocket Parks
- Links community assets
- Beyond the minimums



The trail should be an obvious amenity



Alternative Routes



I-696 @ RICHARDS DRIVE /CAMBELL ROAD



POTENTIAL SHARED USE PATH



POTENTIAL BUFFERED BIKE LANES



POTENTIAL BUFFERED BIKE LANES
Remove any on-street parking



POTENTIAL BIKE LANES
Remove any on-street parking



POTENTIAL SHARED
LANE MARKING

https://drive.google.com/a/greenwaycollab.com/open?id=1zW_WJ4ieLyEgcSyEnpOiwnwTKYX627By&usp=sharing

- Select preferred route
- Next level of feasibility analysis and planning



Thank You!