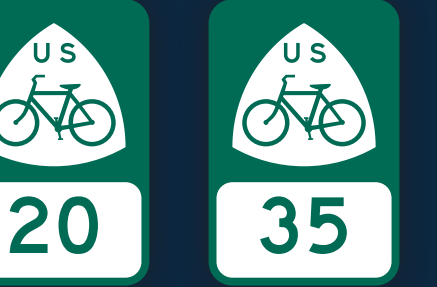


Proposed Trail Connection: Cartier Park to the PM River Access Park



Project Overview

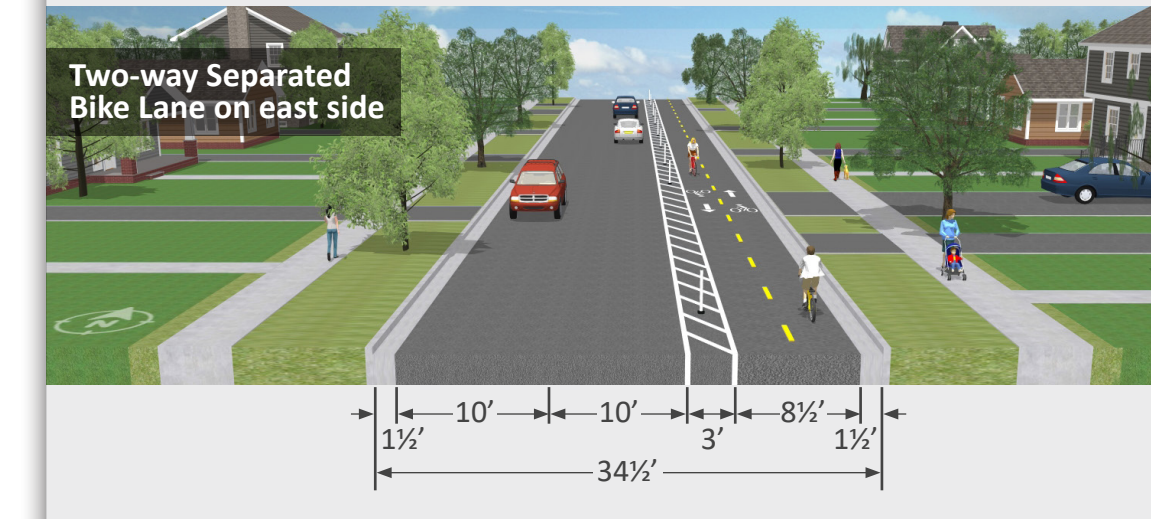
The proposed trail runs from the City of Ludington's Cartier Park to Pere Marquette Township's River Access Park, with downtown Ludington midway. This all-ages-and-abilities route will enhance US Bicycle Routes 35 and 20. The vast majority of the proposed improvements are cost-effective, constructed by reallocating space within existing roadways using delineator posts and pavement markings to establish a separated bikeway.

The project is part of a larger effort to establish multi-purpose trails throughout Mason County. The proposed trail network will eventually connect Ludington State Park to W.F. Memorial Hart-Montague Trail State Park and link Ludington to the Pere Marquette State Trail in Baldwin.

- 4.3 Miles of new trail linking up to the Cartier Park Trail
- Improves US Bike Routes 35 and 20
- About a 30-minute bike ride from one end to the other
- Connects Cartier, Peter Copeyon, and PM River Access Parks
- Spans between Lincoln Lake and Pere Marquette Lake
- Passes through downtown Ludington
- Provides family-friendly bicycle access to redeveloping business districts

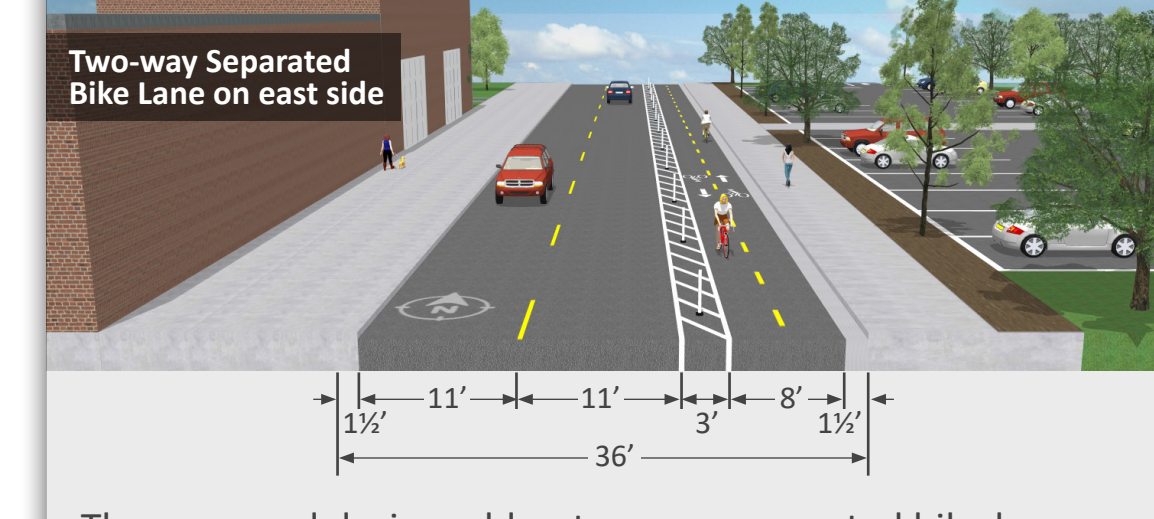
Proposed bikeways

1 N Rath Avenue - Bryant Road to W Court Street



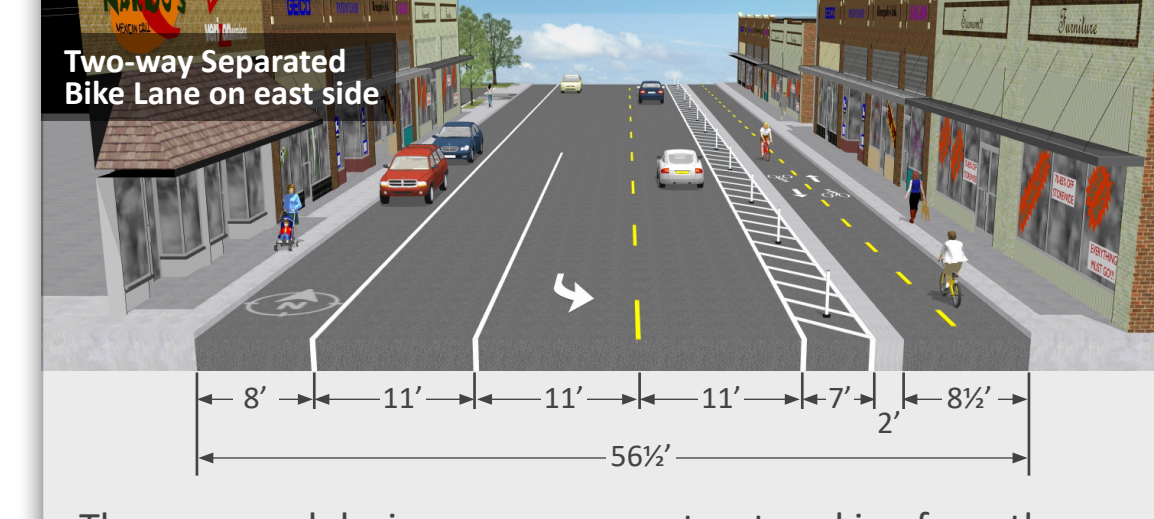
The proposed design repurposes the existing roadway to add a two-way separated bike lane. On-street parking would be removed, and the street restriped within the existing roadway width. Roadway width varies between 34.5-35 feet depending on gutter conditions, and in some locations the gutter has been paved over with asphalt. Delineator posts will be spaced for easy access driveways and room for trash and recycling carts.

2 S Rath Avenue - South of Court Street (1/2 block)



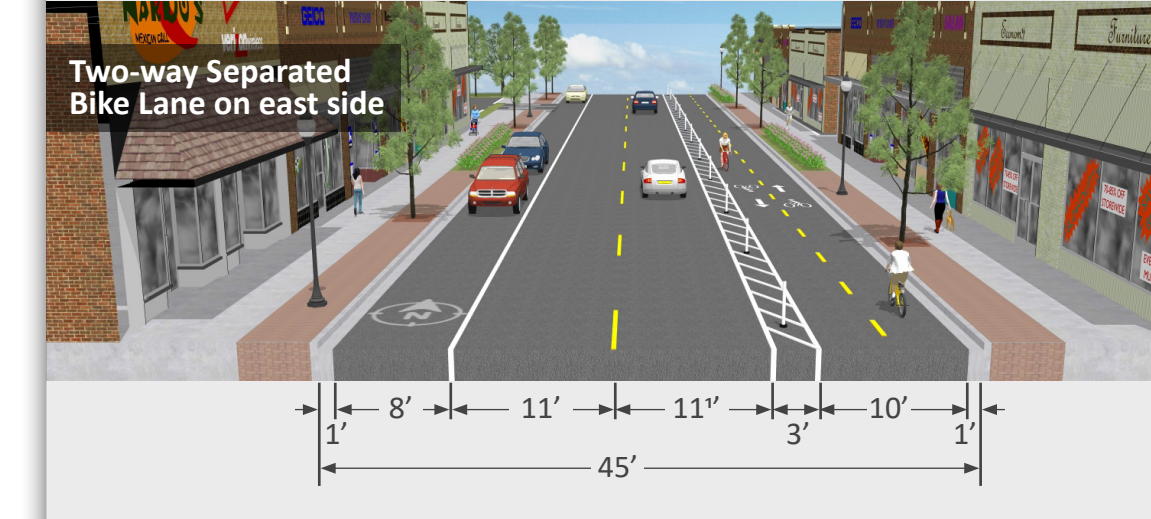
The proposed design adds a two-way separated bike lane on the east side of S Rath Avenue south of Court Street (approximately 1/2 block). On-street parking on the east side would be removed to accommodate the bikeway within the existing roadway width.

3 S Rath Avenue - North of W Ludington Avenue (1/2 block)



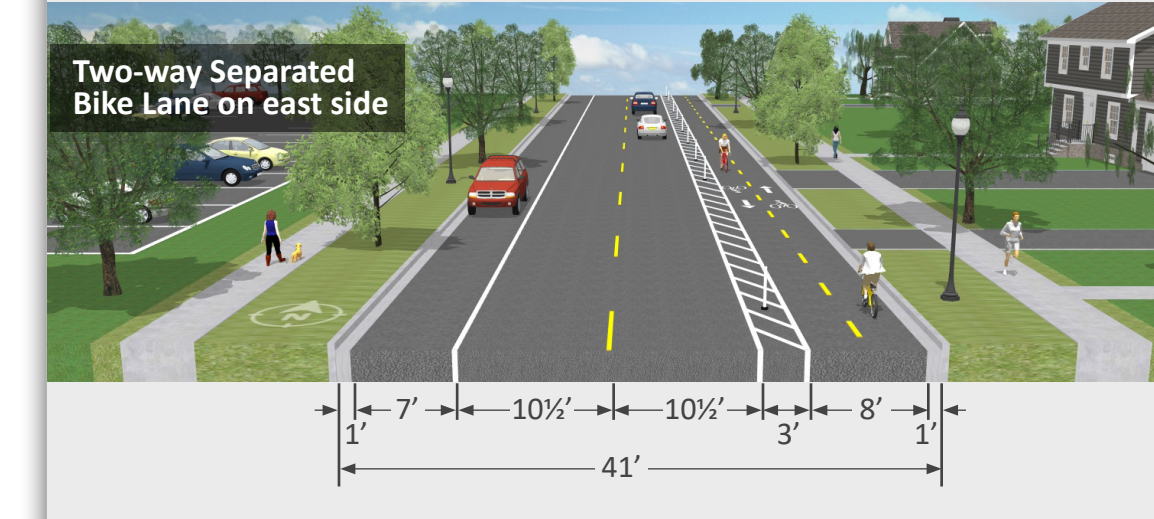
The proposed design removes on-street parking from the east side of S Rath Avenue north of W Ludington Avenue (approximately 1/2 block) to accommodate a two-way separated bike lane. On-street parking on the west side will be maintained. The bike lane buffer is reduced to 3 feet at curb extensions through the intersection.

4 S Rath Avenue - W Ludington Avenue to E Foster Street



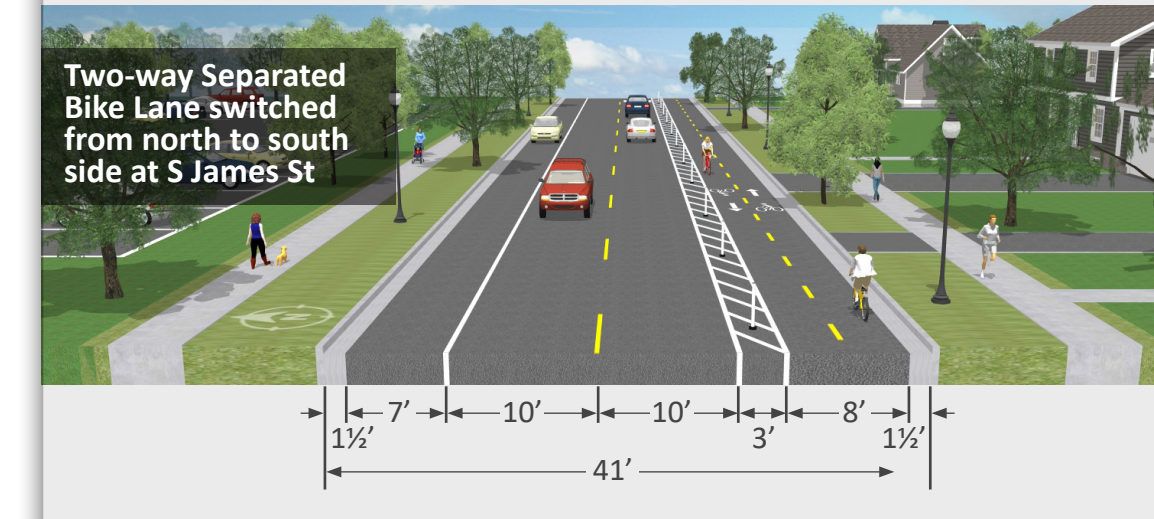
The proposed design repurposes the existing roadway to add a two-way separated bike lane on the east side of S Rath Avenue while maintaining on-street parking on the west side of the street. Asphalt roadway width varies from approximately 43 to 43 1/2 feet, with concrete gutter widths ranging from 1 to 1 1/2 feet.

5 S Rath Avenue - E Foster Street to W Dowland Street



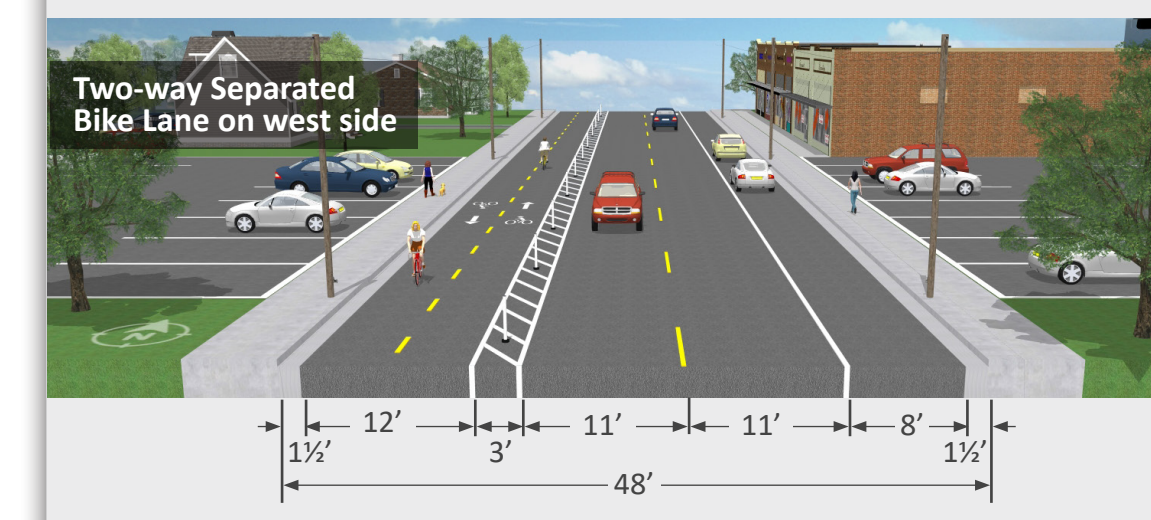
The proposed design repurposes the existing roadway to add a two-way separated bike lane on the east side of S Rath Avenue while maintaining on-street parking on the west side of the street.

6 E Dowland Street - S Rath Avenue to S Washington Avenue



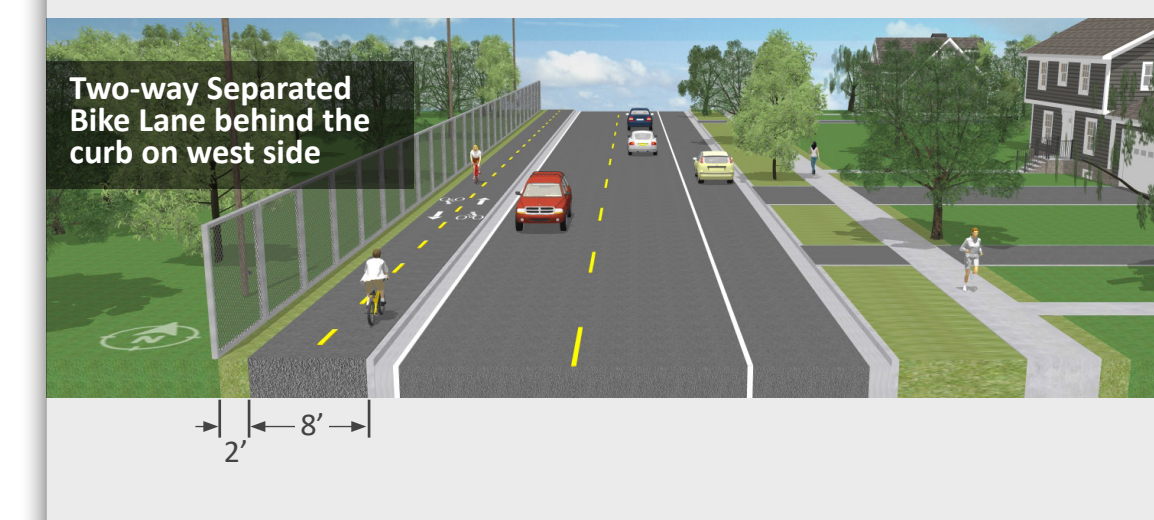
The proposed design repurposes the existing roadway to add a two-way separated bike lane while retaining on-street parking on one side of the street. Between S. Rath Avenue and S. James Street, the bike lane is located on the north side and parking is maintained on the south side. Between S. James Street and S. Washington Avenue, the bike lane shifts to the south side and parking is maintained on the north side.

7 S Washington Avenue - E Dowland Street to Lake Street



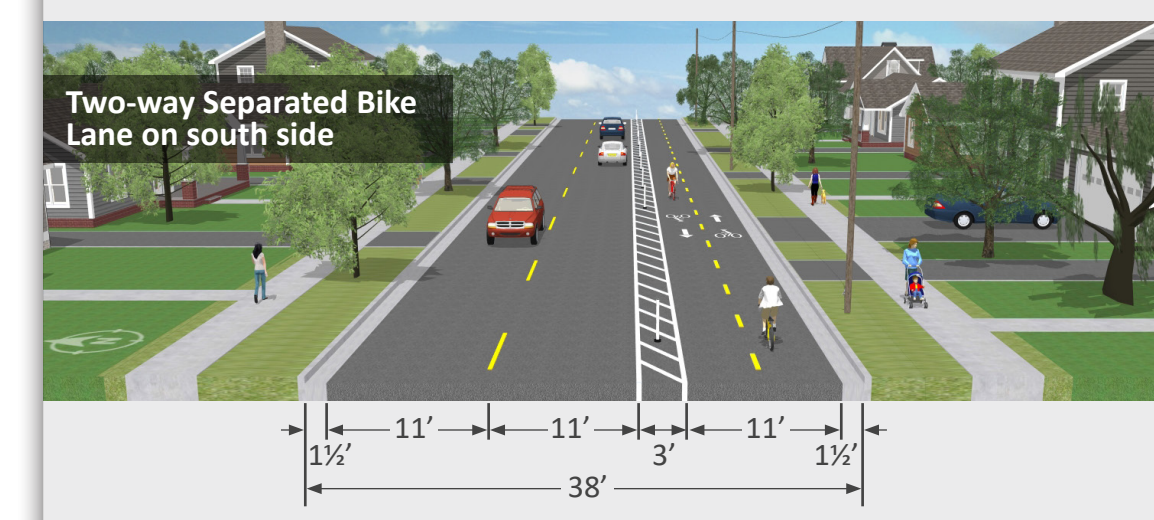
The proposed design repurposes the existing roadway to add a two-way separated bike lane on the west side of S Washington Avenue while maintaining on-street parking on the east side of the street. The roadway consists of a consistent 45-foot asphalt width, with concrete gutter widths fluctuating slightly in areas.

8 S Washington Ave - 3rd Street to 6th Street



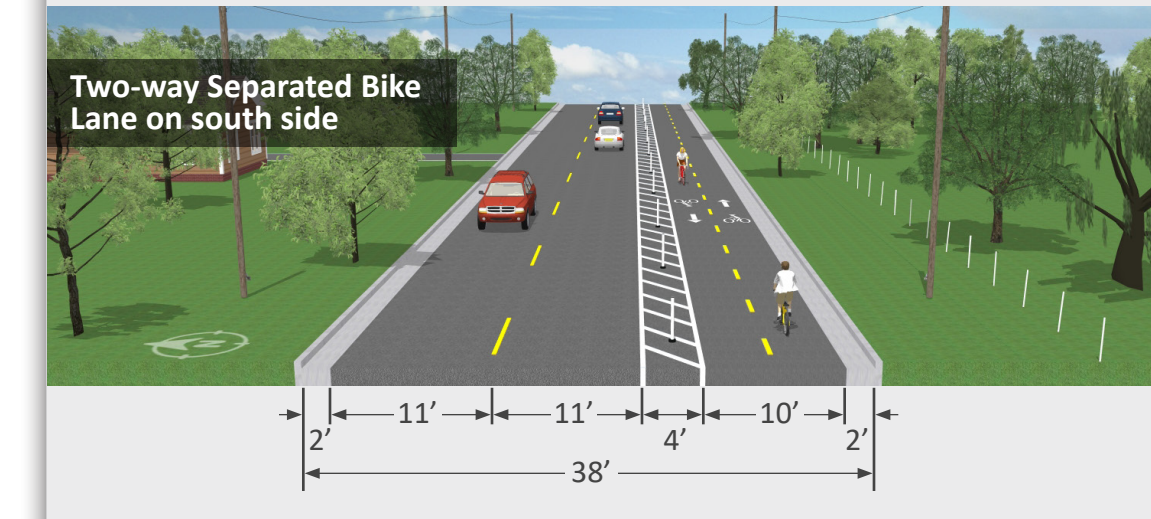
The proposed design adds a raised two-way separated bike lane behind the curb on the west side of S Washington Avenue between 3rd Street and 6th Street. The bikeway would have a minimum width of 8 feet, depending on available right-of-way, and include a minimum 2-foot clear zone from adjacent fencing. Due to constrained conditions at the curve, the facility will be a tight fit behind the guardrail.

9 6th Street - S Washington Ave to S Sherman Street



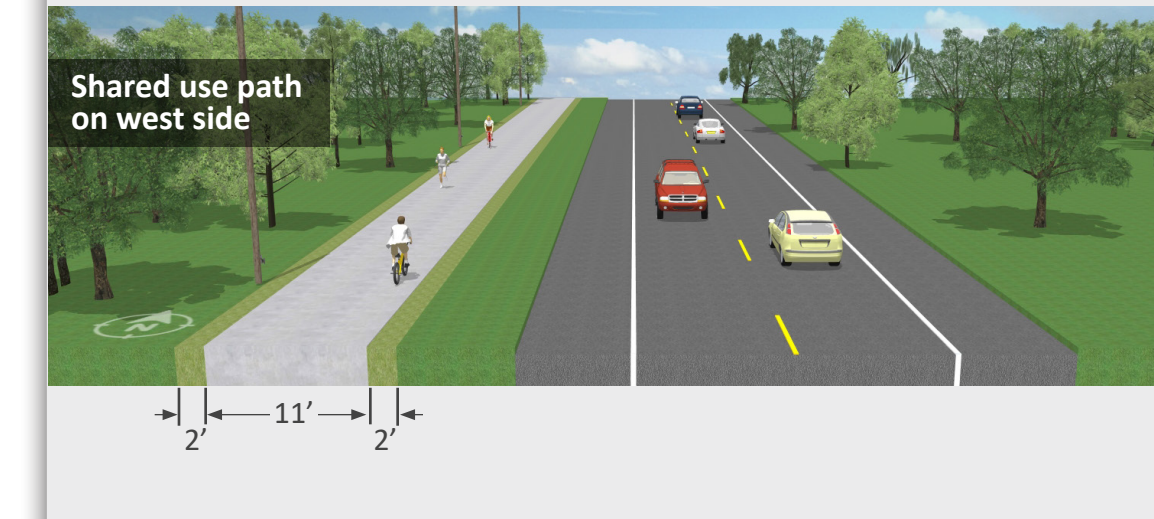
The proposed design repurposes the existing roadway to add a two-way separated bike lane on the south side of 6th Street between S Washington Avenue and S Sherman Street. On-street parking would be removed and the street restriped within the existing roadway width.

10 6th Street - S Sherman Street to S Pere Marquette Highway



The proposed design repurposes the existing roadway to add a two-way separated bike lane on the south side of 6th Street between S Sherman Street and S Pere Marquette Highway. The roadway would be converted from a 3-lane section to a 2-lane configuration to accommodate the bikeway within the existing cross-section.

11 S Pere Marquette Highway - W 6th Street to River Access Park



The proposed design adds an 11-foot shared use path on the west side of S Pere Marquette Highway to River Access Park. The shared use path includes a minimum 2-foot clear zone buffer on each side of the trail to provide separation from adjacent features and includes a railroad crossing.

Tell Us What You Think!

Your input will help shape the final plan.



What do you like about this plan?



What concerns you and/or needs more consideration?



Do you have ideas to improve the route?

Share Your Input!



Scan for Survey