

10. Appendix

Topics:

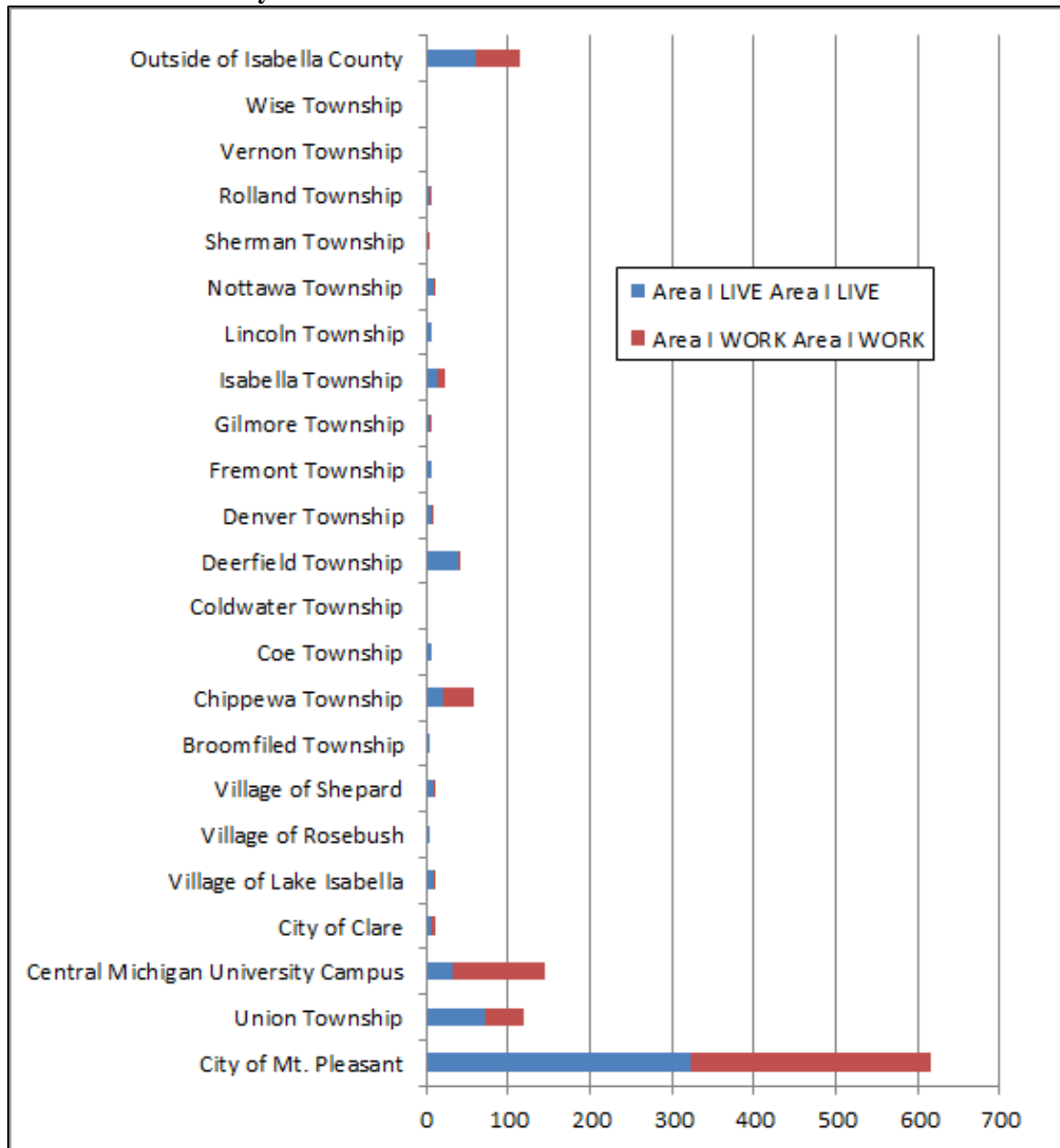
- 10.1 – Web Survey Results
- 10.2 – Public Workshop Summary: Visioning
- 10.3 – Public Workshop Summary: Preliminary Plan
- 10.4 – Non-motorized Improvements & Details
- 10.5 – Evaluating Alternative Scenarios for Travel Along Road Corridors

10.1 Web Survey Results






A web survey for the Greater Mt. Pleasant Area Non-motorized Plan was conducted over a three week period in the month of January, 2011. The purpose of the survey was to collect information about current walking and bicycling patterns, determine the comfort level of using different non-motorized facility types, identify popular bicycle and pedestrian destinations as well as hope and concerns for a non-motorized network in the project area. A total of 719 people took the survey and 548 completed it. The following pages provide the results.

Section 1: About Yourself



Please indicate where you live and work



Please indicate which of the following best describes your circumstance. For the purposes of this question, a household is considered any type of residence with or more occupants.

		Response Percent	Response Count
I am less than 18 years old		0.6%	4
I am a full time college or university student		23.5%	166
I am part of a household without school age children		38.0%	268
I am part of a household with school age children		31.9%	225
I am a senior citizen		6.1%	43
answered question			706
skipped question			13

Please indicate your gender

		Response Percent	Response Count
Male		41.9%	296
Female		58.1%	410
answered question			706
skipped question			13

What is your primary mode of transportation for the following types of trips? Please select walking, bicycling, bus, motorcycle, drive yourself, passenger or other. If you don't typically make a particular trip type select "Not Applicable"

	Not Applicable	Walking	Bicycling	Bus	Motorcycle	Drive Yourself	Carpool	Passenger	Other	Response Count
To Work	13.1% (91)	8.0% (56)	6.5% (45)	0.7% (5)	0.0% (0)	68.6% (478)	2.3% (16)	0.9% (6)	0.0% (0)	697
Education/School	45.2% (298)	14.5% (96)	5.2% (34)	2.6% (17)	0.0% (0)	29.7% (196)	1.5% (10)	0.8% (5)	0.6% (4)	660
Shopping & Personal Business	0.6% (4)	5.2% (37)	3.7% (26)	0.4% (3)	0.0% (0)	83.9% (594)	2.5% (18)	3.4% (24)	0.3% (2)	708
Leisure & Recreation	0.8% (6)	18.7% (132)	22.3% (158)	0.3% (2)	0.4% (3)	48.2% (341)	3.3% (23)	4.8% (34)	1.1% (8)	707
Other	25.2% (103)	19.4% (79)	16.4% (67)	0.5% (2)	1.5% (6)	30.9% (126)	1.5% (6)	1.2% (5)	3.4% (14)	408
Other (please specify) Show Responses										101
answered question										711
skipped question										8

Other (please specify)



1	Visiting friends	Mar 1, 2011 4:51 PM
2	I try to bike when the weather allows.	Mar 1, 2011 2:17 PM
3	exercise	Mar 1, 2011 1:21 PM
4	Driving while snow is on the ground	Mar 1, 2011 12:23 PM
5	Occasional leisure travel	Mar 1, 2011 12:00 PM
6	Going to Downtown Mount Pleasant	Mar 1, 2011 11:46 AM
7	I like riding bikes.	Mar 1, 2011 11:41 AM
8	Scenic Drives	Mar 1, 2011 11:38 AM
9	Anything not listed above I still have to drive to.	Mar 1, 2011 11:32 AM
10	As part of leisure and recreation	Mar 1, 2011 11:32 AM
11	Exercise - bicycling and walking in the neighborhoods	Mar 1, 2011 11:31 AM
12	City Bus during car issues	Mar 1, 2011 11:24 AM
13	To go down town in the summer	Feb 28, 2011 12:49 PM
14	Church	Feb 28, 2011 10:21 AM
15	Other Recreation	Feb 24, 2011 5:42 PM
16	Some shopping and recreation	Feb 24, 2011 3:17 PM
17	Skateboarding	Feb 23, 2011 10:01 PM
18	going to city park	Feb 23, 2011 8:36 PM
19	Vacations	Feb 23, 2011 3:15 PM
20	going to the Bar	Feb 23, 2011 10:12 AM
21	Summertime short trips	Feb 23, 2011 10:07 AM
22	travel to traditional ceremonies out of state	Feb 23, 2011 9:33 AM
23	Live in Lake Isabella - transportation to town mandates vehicles - no way to walk or ride no place in town to leave a bike and get around if I did intend to.	Feb 23, 2011 8:47 AM
24	motorcycle and walking	Feb 22, 2011 6:35 PM
25	whenever	Feb 22, 2011 5:49 PM
26	golf cart	Feb 22, 2011 5:43 PM
27	church	Feb 21, 2011 3:01 PM

28	Going out to a bar.	Feb 20, 2011 11:33 AM
29	to church, library, friends	Feb 19, 2011 11:46 PM
30	I would ride my bike of shopping and personal business, if the road from my house to Mission street had a side walk on this stretch of the road.	Feb 19, 2011 2:47 PM
31	I run for leisure with no destination other than back home	Feb 19, 2011 9:48 AM
32	running	Feb 18, 2011 6:13 PM
33	I do not own a car, and would like to get a bike.	Feb 18, 2011 10:05 AM
34	trips to conferences	Feb 17, 2011 2:59 PM
35	exercise	Feb 17, 2011 2:26 PM
36	Sometimes I ride bicycle to work or for pleasure.	Feb 17, 2011 12:50 PM
37	jogging	Feb 17, 2011 11:55 AM
38	Bike when the weather is good!	Feb 17, 2011 11:46 AM
39	I bicycle to work in the summer months.	Feb 17, 2011 10:24 AM
40	walk dog	Feb 17, 2011 9:44 AM
41	Running member of the Striders	Feb 17, 2011 7:36 AM
42	exercise	Feb 16, 2011 10:59 PM
43	Running	Feb 16, 2011 2:54 PM
44	running	Feb 16, 2011 1:18 PM
45	running, bicycling, and walking	Feb 16, 2011 1:10 PM
46	Running training	Feb 16, 2011 1:08 PM
47	running/kayaking	Feb 16, 2011 12:47 PM
48	exercise/fitness	Feb 16, 2011 12:21 PM
49	Running	Feb 16, 2011 12:13 PM
50	I ride my bike all summer long, most summers I do not go through a tank of gas	Feb 16, 2011 9:24 AM
51	tennis - drive	Feb 15, 2011 3:55 PM
52	visiting friends and family	Feb 15, 2011 10:59 AM
53	I bicycle to work when the weather is warmer. I walk and bicycle for	Feb 15, 2011 10:11 AM
54	When the weather is nice, I do some walking to shopping, but it's not easy on the road.	Feb 15, 2011 9:20 AM






55	depends on what, when and where	Feb 14, 2011 11:09 PM
56	Visiting friends in neighborhood.	Feb 14, 2011 10:51 PM
57	Drive kids to school	Feb 14, 2011 10:38 PM
58	Walking thru the parks-thru the dams and chippewaters is a great route	Feb 14, 2011 9:36 PM
59	taxi	Feb 14, 2011 3:55 PM
60	family functions	Feb 14, 2011 3:55 PM
61	Shopping when the weather is poor	Feb 13, 2011 10:58 PM
62	I bicycle when weather permits bus when it doesnt	Feb 13, 2011 5:12 PM
63	Fitness and Travel on Campus	Feb 13, 2011 3:08 PM
64	use bike or walk for some errands	Feb 12, 2011 8:23 AM
65	I love to run outside but there are few unobstructed options to do so.	Feb 11, 2011 3:16 PM
66	I am trying incorporate more biking into my daily routine	Feb 11, 2011 10:55 AM
67	Exercise	Feb 10, 2011 10:27 PM
68	Out of state travel	Feb 10, 2011 12:56 PM
69	Bicycling and walking, sometimes Rollerblading	Feb 10, 2011 10:40 AM
70	when the weather is condusive	Feb 10, 2011 10:32 AM
71	some shopping	Feb 10, 2011 10:04 AM
72	running - recreation	Feb 10, 2011 9:24 AM
73	Avid cyclist	Feb 10, 2011 8:22 AM
74	going home	Feb 10, 2011 12:02 AM
75	leisure and fitness	Feb 9, 2011 10:49 PM
76	I usually walk to stores unless I'm getting heavy stuff.	Feb 9, 2011 10:32 PM
77	running	Feb 9, 2011 10:00 PM
78	Primary mode of transportation is seasonal. I drive myself in the winter and bicycle in the summer.	Feb 9, 2011 9:56 PM
79	around town when weather is good.	Feb 9, 2011 8:54 PM
80	Second job	Feb 9, 2011 7:28 PM
81	Running	Feb 9, 2011 7:19 PM

82	to downtown businesses	Feb 9, 2011 7:00 PM
83	live close to downtown & walk there sometimes	Feb 9, 2011 5:26 PM
84	Ride bike when there isn't snow on the ground instead of driving	Feb 9, 2011 5:17 PM
85	Neighborhood walks, going to lunch, shopping near work, etc.	Feb 9, 2011 4:54 PM
86	I like to bicycle to school or to run errands when the weather is not snowy.	Feb 9, 2011 4:49 PM
87	Both work and leisure in the summer without the kids	Feb 9, 2011 4:20 PM
88	winter errands	Feb 9, 2011 4:09 PM
89	Bike to work, weather permitting	Feb 9, 2011 4:07 PM
90	leisure	Feb 9, 2011 4:03 PM
91	Bicycling is primary in good weather (no icy roads)	Feb 9, 2011 3:51 PM
92	Long distance running	Feb 9, 2011 3:30 PM
93	walk son to school in good weather, walk to dentist and Dr. appts, etc.	Feb 9, 2011 3:04 PM
94	I also reside in the Metro Detroit area and go to that home several times per month	Feb 9, 2011 1:38 PM
95	Trips	Feb 9, 2011 1:04 PM
96	This is norm doing a test	Feb 9, 2011 12:39 PM
97	travel outside Mount Pleasant	Feb 9, 2011 12:37 PM
98	Health Fitness	Feb 9, 2011 12:12 PM
99	Long trips outside of Mt. Pleasant	Feb 9, 2011 12:00 PM
100	Since I work in Midland sometime I have to drive. But sometimes when I work in Mt.Pleasant I bicycle.	Feb 9, 2011 11:43 AM
101	Bicycle to store or errands	Feb 9, 2011 11:20 AM

Do you own a bicycle?

		Response Percent	Response Count
Yes		82.7%	564
No		17.3%	118
answered question			682
skipped question			37

Is your bicycle in working condition?

2. Is your bicycle in working condition?				 Create Chart	 Download
		Response Percent	Response Count		
Yes		77.4%	528		
No		5.9%	40		
Not Applicable		16.7%	114		
answered question			682		
skipped question			37		

Please describe how frequently you walk and bicycle for the following types of trips:

	Daily	Weekly	Monthly	Rarely	Never	Response Count
Walk for fun and/or exercise	35.5% (240)	35.2% (238)	11.2% (76)	13.6% (92)	4.6% (31)	677
Walk for transportation	21.2% (144)	16.8% (114)	10.9% (74)	33.0% (224)	18.0% (122)	678
Bicycle for fun and/or exercise	12.9% (88)	28.7% (196)	20.1% (137)	23.0% (157)	15.4% (105)	683
Bicycle for transportation	8.9% (60)	15.2% (102)	10.0% (67)	33.1% (222)	32.8% (220)	671
Other (please specify) Show Responses						58
answered question						686
skipped question						33

Other (please specify)

1	I walk in the summer months, but not in the winter.	Mar 1, 2011 5:20 PM
2	clearlym, my responses are for good weather months	Mar 1, 2011 4:01 PM
3	This is weather dependent.	Mar 1, 2011 2:18 PM
4	biking not done during winter months	Mar 1, 2011 1:43 PM
5	Walking and biking daily are in good weather only	Mar 1, 2011 11:33 AM
6	I do use my Bicycle more in the Summer, but never in the winter	Mar 1, 2011 11:25 AM
7	I walk or bike more frequently in the summer months	Feb 28, 2011 12:50 PM
8	depends greatly on the weather. i mainly use the car in the winter, and sub in the bike in the warm weather. so these answers are skewed since we're in February.	Feb 28, 2011 10:22 AM
9	we take biking trips	Feb 24, 2011 2:32 PM
10	much more bike in summer/ no bike in winter	Feb 24, 2011 2:25 PM
11	would bike to work in good weather but afraid of no sidewalks	Feb 23, 2011 4:50 PM
12	Just got the bike, this winter.	Feb 22, 2011 6:18 PM
13	Walk Daily for work	Feb 22, 2011 5:57 PM
14	golf cart	Feb 22, 2011 5:44 PM
15	would bike more if had sidewalk	Feb 22, 2011 5:26 PM
16	I bike/walk more during the warmer months	Feb 19, 2011 11:48 PM
17	Weather permitting for the bicycle reference	Feb 19, 2011 2:48 PM
18	run almost daily for fun and exercise	Feb 19, 2011 9:50 AM
19	Would like to bike more	Feb 18, 2011 10:06 AM
20	run every day	Feb 17, 2011 4:46 PM
21	It depends upon the weather - my responses reflect an average	Feb 17, 2011 3:02 PM
22	cannot ride bicycle due to disability	Feb 17, 2011 2:28 PM
23	Obviously less in the winter months...	Feb 17, 2011 11:48 AM
24	electric scooter available	Feb 17, 2011 10:30 AM
25	bicycle for transportation in spring and summer	Feb 17, 2011 10:29 AM
26	Running for exercise daily	Feb 17, 2011 7:38 AM
27	Rollerblade for fun and/or exercise - Weekly	Feb 16, 2011 10:42 PM
28	run 4 to 5 days a week	Feb 16, 2011 6:44 PM

29	Bicycle for transportation in summer months.	Feb 16, 2011 3:35 PM
30	running 30 to 40 miles a week	Feb 16, 2011 1:12 PM
31	Summer answers...don't ride much in winter	Feb 16, 2011 1:10 PM
32	Running for Exercise	Feb 16, 2011 1:09 PM
33	In the summer I bike/walk every day for exercise and transportation	Feb 15, 2011 3:23 PM
34	(In Shepherd)	Feb 15, 2011 2:36 PM
35	you have not counted weather into this. I bike to work every day when it isn't winter	Feb 15, 2011 1:34 PM
36	these questions are very influenced seasonally... I answered for the summer when it is possible to bike on the sidewalks	Feb 15, 2011 1:32 PM
37	biking is only really feasible in the summer due to snow banks in winter	Feb 15, 2011 1:09 PM
38	In the summer I bicycle often for transportation	Feb 15, 2011 10:12 AM
39	Would walk and bike more if the roads had space for it, drivers don't give any leeway and it's scary with kids.	Feb 15, 2011 9:21 AM
40	I would LIKE to walk to nearby stores but we don't have sidewalks so it is too dangerous.	Feb 15, 2011 8:51 AM
41	Do not own a bike.	Feb 14, 2011 10:29 PM
42	I live in the country, biking for anything other than fun it tough	Feb 12, 2011 11:44 AM
43	We love to bicycle but there are no sidewalks by our house.	Feb 11, 2011 3:18 PM
44	In summer, rollerblade	Feb 10, 2011 10:42 AM
45	run daily all over town	Feb 9, 2011 10:01 PM
46	not often in the winter but all the time in the other seasons!	Feb 9, 2011 10:01 PM
47	All these are for Spring/Summer/Fall, not in the Winter.	Feb 9, 2011 9:58 PM
48	you need to address weather changes--my transportation changes radically by season.	Feb 9, 2011 8:55 PM
49	I can't drive in the dark: I walk out of necessity	Feb 9, 2011 7:02 PM
50	Bike to work weekly in warm months	Feb 9, 2011 5:48 PM
51	Walk and bicycle for transportation in spring, summer, and fall	Feb 9, 2011 5:18 PM
52	Walk (for transportation) about campus after parking my car	Feb 9, 2011 4:40 PM
53	In non-icy weather conditions.	Feb 9, 2011 3:52 PM
54	Bicycle daily for exercise in warm weather	Feb 9, 2011 3:19 PM
55	walking/biking limited to appropriate weather...usually March thru Nov	Feb 9, 2011 3:06 PM
56	I run on the trail system; I don't walk.	Feb 9, 2011 1:35 PM
57	Bicycle in the summer only	Feb 9, 2011 1:30 PM
58	Bicycling during summer	Feb 9, 2011 1:03 PM

If a system of sidewalks, pathways, crosswalks, bike lanes, etc. is constructed, how do you think that would change your walking and bicycling habits?

	Daily	Weekly	Monthly	Rarely	Never	Response Count
Walk for fun and/or exercise	47.9% (315)	32.2% (212)	7.4% (49)	7.6% (50)	4.9% (32)	658
Walk for transportation	33.5% (219)	22.6% (148)	12.1% (79)	19.9% (130)	11.9% (78)	654
Bicycle for fun and/or exercise	33.1% (221)	34.0% (227)	13.0% (87)	10.8% (72)	9.0% (60)	667
Bicycle for transportation	30.9% (203)	24.5% (161)	11.9% (78)	15.7% (103)	17.0% (112)	657
Other (please specify) Show Responses						41
answered question						673
skipped question						46

Other (please specify)

1	I would spend more time in Mt. Pleasant biking.	Mar 2, 2011 3:48 PM
2	It would not change, since my available time for walking would still be the same.	Mar 1, 2011 5:20 PM
3	It would not change what I currently do but it would be much safer.	Mar 1, 2011 2:18 PM
4	Be a lot happier. Can't bike or walk more, but better biking is needed.	Mar 1, 2011 12:39 PM
5	Safer biking	Mar 1, 2011 12:24 PM
6	I live in Lansing, but would love access to for walking or biking routes in Mt. Pleasant.	Mar 1, 2011 11:25 AM
7	Depending on up keep in winter	Mar 1, 2011 11:13 AM
8	Walk/Run/Rollerblade for fun/exercise	Mar 1, 2011 11:06 AM
9	we already are big bikers in summer	Feb 24, 2011 2:25 PM
10	it might add a few trips to Mt. Pleasant for biking /month	Feb 18, 2011 6:15 PM
11	jogging out of the city	Feb 17, 2011 11:57 AM
12	Again, weather affects this...	Feb 17, 2011 11:48 AM
13	this would be dependent on whether I would need to drive to access the constructed areas.	Feb 17, 2011 10:29 AM
14	Running daily	Feb 17, 2011 7:38 AM
15	Skateboard	Feb 16, 2011 8:30 PM
16	would still run 4 to 5 days a week	Feb 16, 2011 6:44 PM
17	Bicycle in summer.	Feb 16, 2011 3:35 PM

18	my habits would not change.	Feb 16, 2011 1:12 PM
19	I would run on this weekly...ALL YEAR LONG!!	Feb 16, 2011 1:10 PM
20	Running for exerices	Feb 16, 2011 1:09 PM
21	I would bike longer into the fall and earlier in the spring	Feb 16, 2011 9:26 AM
22	(While I was in Mt. Pleasant)	Feb 15, 2011 2:36 PM
23	not in the case of rain or snow or wind	Feb 15, 2011 10:37 AM
24	I don't bike but my daughter does and I know if we had sidewalks she would use them	Feb 15, 2011 8:51 AM
25	Might change if I owned a bike.	Feb 14, 2011 10:29 PM
26	On Pickard Rd. we would still have to haul our bikes first, but would be willing to if the options were greater.	Feb 11, 2011 3:18 PM
27	Some parts of town are unsafe to bicycle and reduces my use	Feb 10, 2011 10:42 AM
28	I would most definitely use this system of sidewalks, pathways, crosswalks, bike lanes, etc.	Feb 9, 2011 10:02 PM
29	run daily but be safer away from cars	Feb 9, 2011 10:01 PM
30	would not change a thing	Feb 9, 2011 9:41 PM
31	i already do it...no change	Feb 9, 2011 8:42 PM
32	It depends on where the pathways go	Feb 9, 2011 5:52 PM
33	Might consider getting a bicycle if there such a system.	Feb 9, 2011 5:27 PM
34	I would ride my bike more often in town (rather than rail trail) if I felt safe from traffic and there were bike racks on Broadway	Feb 9, 2011 4:10 PM
35	It might make my commute safer...	Feb 9, 2011 3:52 PM
36	Not at all	Feb 9, 2011 3:36 PM
37	Would be safer to ride on the roads	Feb 9, 2011 2:26 PM
38	I may be more likely to purchase a bike	Feb 9, 2011 1:40 PM
39	I would run on a good trail; the current trails are MUCH too short for a good workout.	Feb 9, 2011 1:35 PM
40	Bicycle in the summer only	Feb 9, 2011 1:30 PM
41	It would be difficult to use since my workplace is around 20 miles from my home.	Feb 9, 2011 1:25 PM

Section 2: Where do you or would you like to walk and bicycle to?

For the following commercial/employment areas, please indicate if you currently walk and/or bicycle to the destinations and if you would be interested in doing so in the future if there was a network of sidewalks, pathways, crosswalks, bike lanes, etc.

	Currently WALK	Would Like to WALK	Would Not WALK	Currently BIKE	Would Like to BIKE	Would Not BIKE	Response Count
Downtown Mt. Pleasant	39.6% (234)	28.1% (166)	14.4% (85)	22.8% (135)	35.4% (209)	12.9% (76)	591
Central Michigan University Campus	38.9% (225)	20.0% (116)	17.8% (103)	22.3% (129)	35.1% (203)	16.8% (97)	579
Mid Michigan Community College Campus	3.5% (17)	15.4% (75)	54.5% (265)	2.1% (10)	30.2% (147)	46.3% (225)	486
Mission Street between High Street and Pickard Street	12.5% (70)	29.2% (164)	30.4% (171)	8.4% (47)	42.5% (239)	27.0% (152)	562
Mission Street between Broomfield Street and High Street	10.5% (59)	29.6% (166)	30.3% (170)	7.3% (41)	44.6% (250)	26.9% (151)	561
Indian Hills Plaza Shopping Center (Southwest of Mission Street and Blue Grass Road)	5.3% (29)	24.4% (134)	39.9% (219)	2.7% (15)	43.5% (239)	33.3% (183)	549
Mission Mall (Northeast of Mission Street and Blue Grass Road)	5.1% (28)	24.0% (131)	39.8% (217)	2.6% (14)	43.9% (239)	33.6% (183)	545
Kohl's/Walmart/Menards	3.5% (19)	24.8% (136)	41.3% (227)	1.8% (10)	41.9% (230)	36.4% (200)	549
Pickard Street between Mission Street and the Freeway	3.5% (19)	21.9% (118)	42.5% (229)	3.7% (20)	42.1% (227)	34.9% (188)	539
Soaring Eagle Casino	2.9% (15)	14.2% (73)	55.5% (286)	0.8% (4)	29.9% (154)	50.7% (261)	515
Ziibiwing Center	2.8% (14)	14.4% (72)	53.1% (266)	1.2% (6)	34.7% (174)	45.9% (230)	501
					Other (please specify) Show Responses		46
					answered question		604
					skipped question		115

Other (please specify)

1	Would like to bike on Isabella Road	Mar 4, 2011 12:20 PM
2	Connections ACROSS/UNDER 127 are needed!	Mar 1, 2011 12:42 PM
3	There needs to be a sidewalk connecting Jamestown and campus. There NEEDS to be pedestrian signals at the Broomfield Rd. and Isabella.	Mar 1, 2011 12:00 PM
4	I would like to bike to the Nimkee Heath Clinic	Feb 28, 2011 12:54 PM
5	mission street deemed too dangerous to bike as is	Feb 24, 2011 2:28 PM
6	City Park Trails I walk and bike use to get around too	Feb 24, 2011 9:54 AM
7	Would love to see a lane for bikes from town and then along Leaton Road clear up to the rails for trails path. I see people riding their bikes on Leaton frequently	Feb 22, 2011 5:38 PM
8	I bike and walk on the side streets	Feb 17, 2011 3:06 PM
9	the noise on mission is overwhelming	Feb 17, 2011 2:31 PM
10	would jog in most areas	Feb 17, 2011 12:00 PM
11	If I lived in the city, I would be more interested in walking.	Feb 17, 2011 10:36 AM
12	Park System would like to walk	Feb 17, 2011 9:45 AM
13	actually run in all of these areas	Feb 16, 2011 6:46 PM
14	Disc Golf Course	Feb 16, 2011 1:17 PM
15	connetivity to park system trails of course	Feb 16, 2011 12:29 PM
16	Would really like to run	Feb 16, 2011 12:16 PM
17	Alot of these places you can bike to you just REALLY have to watch the traffic.	Feb 16, 2011 10:20 AM
18	to meijer from broadway	Feb 15, 2011 3:25 PM
19	would like to bike/walk down Isabella from Freeway to Pickard	Feb 15, 2011 1:27 PM
20	I would only commonly walk or bike during warm weather months	Feb 15, 2011 1:13 PM
21	Pickard between Lincoln and Meridian	Feb 15, 2011 10:49 AM
22	Island Park, Nelson Park - would like to walk, Would like to bike	Feb 15, 2011 10:05 AM
23	I say would not walk because it's just too far away from home.	Feb 15, 2011 9:23 AM
24	Keep in mind that I live at Isabella and Bluegrass so I wouldn't be walking down by Pickard or out at the Casino etc.. but would LOVE to be able to walk to Walmart, Target etc!	Feb 15, 2011 8:54 AM
25	mission street needs to be safer...alot safer...and pickard	Feb 14, 2011 10:02 PM

26	I would love to be able to connect to Mission Creek park from the current park system	Feb 14, 2011 9:38 PM
27	Campus to downtown for quicker lunches	Feb 13, 2011 10:37 PM
28	Very interested in being able to bicycle from Coe Township to Mt Pleasant	Feb 11, 2011 9:25 PM
29	high street from mission to bradley	Feb 10, 2011 10:13 PM
30	It would be nice to have a city maintained (plowed) path running parralell to Mission Street. The implementation of bike lanes on Mission may lead to more traffic problems	Feb 10, 2011 9:44 PM
31	would like to bike pickard to lincoln and lincoln to broomfield	Feb 10, 2011 5:20 PM
32	The Park; the post office; the Library;	Feb 10, 2011 10:58 AM
33	Mt. Pleasant to Clare or Lansing	Feb 10, 2011 10:36 AM
34	Midland would like to bike	Feb 10, 2011 10:07 AM
35	Meijer or Kroger--would like to Bike or Walk	Feb 9, 2011 7:32 PM
36	Currently walk on Preston Road, but no street lights	Feb 9, 2011 7:06 PM
37	I would really only bike in good weather	Feb 9, 2011 5:54 PM
38	Pickard from Mission to Lincoln, and Lincoln road from Pickard down to High	Feb 9, 2011 5:24 PM
39	I would really like a bike lane to cross the bridge over the express way on Broadway St. going towards Doan Center from downtown.	Feb 9, 2011 5:02 PM
40	A Bike path along River Rd!	Feb 9, 2011 4:38 PM
41	Bluegrass between mission and Isabella needs a sidewalk	Feb 9, 2011 4:23 PM
42	having bike lanes, etc. would not make me bike more. Certainly not across town.	Feb 9, 2011 3:37 PM
43	Routes along the river and connections to the rail trails would be very popular.	Feb 9, 2011 3:22 PM
44	East Broomfield Rd from Leaton to Mission	Feb 9, 2011 2:26 PM
45	Morey Courts should be bike/walk accessible for children and adults who wish to use the facility; it would also be wonderful to have recreation trails to popular county parks such as Coldwater Lake and Deerfield so that we could ride out there rather than driving.	Feb 9, 2011 2:01 PM
46	We walk recreational downtown and to campus during the summer/fall/spring	Feb 9, 2011 1:32 PM

For the following communities and trails surrounding the Greater Mt. Pleasant Area, please indicate if you currently bicycle to the destinations and if you would be interested in doing so in the future if there was a network of sidewalks, pathways, crosswalks, bike lanes, etc.

	Currently BIKE	Would Like to BIKE	Would Not BIKE	Response Count
Alma	8.4% (44)	42.4% (221)	50.7% (264)	521
Clare	6.8% (36)	47.7% (252)	46.2% (244)	528
Village of Lake Isabella	6.7% (34)	42.3% (215)	51.6% (262)	508
Village of Rosebush	5.3% (27)	48.2% (246)	46.9% (239)	510
Village of Shepherd	8.7% (45)	50.5% (262)	42.0% (218)	519
Pere Marquette Rail-Trail of Mid-Michigan	16.8% (93)	58.4% (324)	27.7% (154)	555
Fred Meijer Hartland Trail	10.8% (55)	56.6% (288)	33.6% (171)	509
		Other (please specify) Show Responses		21
		answered question		579
		skipped question		140

Other (please specify)

1	I am unfamiliar with where the Fred Meijer Hartland Trail is.	Mar 1, 2011 5:24 PM
2	Currently bike the trails, but drive to get there. Would prefer to bike to the trails.	Mar 1, 2011 12:42 PM
3	do not know of fred meijer	Feb 24, 2011 2:28 PM
4	Midland Chippewa Nature Center - walk & bike	Feb 22, 2011 5:54 PM
5	Also running would be great!	Feb 17, 2011 11:51 AM
6	Mt. Bike trail riding	Feb 17, 2011 10:46 AM
7	I have used, and like to use, bike trails.	Feb 17, 2011 10:36 AM
8	Currently we drive to PMRT and then bike	Feb 17, 2011 7:41 AM
9	Deerfield County Park	Feb 16, 2011 1:17 PM
10	Would like to run	Feb 16, 2011 1:11 PM
11	Currently run to Rosebush would like to have better path	Feb 16, 2011 12:16 PM
12	The more place to ride to safely the better	Feb 16, 2011 9:29 AM
13	Would like to bike to work in Blanchard (Rolland Twp) regularly	Feb 15, 2011 11:13 AM
14	I don't own a bike so really this is N/A	Feb 15, 2011 8:54 AM
15	do not own a bike	Feb 14, 2011 10:31 PM
16	east/west near m-46 would definitely bike	Feb 9, 2011 10:55 PM
17	I would love a route west along the river.	Feb 9, 2011 3:22 PM
18	Currently biking to the locations mentioned is somewhat dangerous	Feb 9, 2011 2:28 PM
19	I bike using main roads, but would like a designated path	Feb 9, 2011 2:03 PM
20	Would bike to Deerfield Park and Coldwater Lake also	Feb 9, 2011 2:01 PM
21	Lake George	Feb 9, 2011 1:43 PM

For the following recreation areas, please indicate if you currently walk and/or bicycle to those destinations and if you would be interested in doing so in the future if there was a network of sidewalks, pathways, crosswalks, bike lanes, etc.

	Currently WALK	Would Like to WALK	Would Not WALK	Currently BIKE	Would Like to BIKE	Would Not BIKE	Response Count
GKB River Trail	16.9% (68)	29.9% (120)	23.9% (96)	12.2% (49)	41.8% (168)	21.1% (85)	402
CMU Trail	23.6% (112)	30.2% (143)	16.7% (79)	19.6% (93)	39.0% (185)	14.8% (70)	474
Pickens Field	16.4% (71)	28.2% (122)	24.3% (105)	19.9% (86)	36.1% (156)	19.4% (84)	432
Island Park	44.7% (233)	19.8% (103)	11.5% (60)	35.1% (183)	29.9% (156)	10.6% (55)	521
Nelson Park	40.8% (207)	19.7% (100)	13.2% (67)	34.3% (174)	30.4% (154)	11.6% (59)	507
Mill Pond Park	39.6% (201)	22.3% (113)	13.4% (68)	32.7% (166)	30.8% (156)	11.4% (58)	507
Chipp-a-Waters Park	31.9% (162)	26.0% (132)	14.4% (73)	27.6% (140)	35.2% (179)	11.8% (60)	508
Veits Woods	21.4% (98)	28.4% (130)	21.9% (100)	12.7% (58)	38.7% (177)	20.4% (93)	457
Horizon Park	11.3% (46)	26.8% (109)	30.8% (125)	12.1% (49)	37.9% (154)	25.1% (102)	406
Sunnyside Park	10.6% (44)	27.9% (116)	28.4% (118)	14.2% (59)	38.9% (162)	22.6% (94)	416
Jamison Park	5.3% (21)	27.7% (109)	34.0% (134)	6.6% (26)	40.4% (159)	29.2% (115)	394
SAC Arena	19.2% (88)	22.7% (104)	24.7% (113)	16.6% (76)	37.6% (172)	21.6% (99)	458
Community Recreation Center/I.C.E. Arena/Morey Courts	4.7% (21)	30.0% (134)	29.5% (132)	5.1% (23)	49.0% (219)	24.6% (110)	447
Union Township Park	4.4% (18)	26.0% (107)	32.8% (135)	6.8% (28)	45.9% (189)	26.5% (109)	412
Deerfield County Park	15.0% (70)	24.6% (115)	25.7% (120)	10.5% (49)	49.9% (233)	19.3% (90)	467
Meridian County Park	5.1% (21)	26.0% (106)	32.4% (132)	5.9% (24)	47.1% (192)	26.7% (109)	408
Other (please specify) Show Responses							32
answered question							541
skipped question							178

Other (please specify)

1	I am new in town and do not know where any of these are	Mar 4, 2011 12:22 PM
2	Items without checkmarks are items I am unfamiliar with the location.	Mar 1, 2011 5:28 PM
3	would use extended bike trails	Mar 1, 2011 1:47 PM
4	Midland Chippewa Nature Center	Feb 22, 2011 5:57 PM
5	Around the Isabella Reservation	Feb 22, 2011 5:48 PM
6	How come there are no parks in Chippewa township?	Feb 22, 2011 5:41 PM
7	I drive my car into town then get out and walk in these	Feb 22, 2011 5:37 PM
8	currently jog in these areas	Feb 17, 2011 12:03 PM
9	Getting to Union Township Park by any method other than vehicle is currently dangerous! Lines I left blank I don't know where they are. :)	Feb 17, 2011 11:54 AM
10	Mission Creek Park mountain bike trail riding	Feb 17, 2011 10:49 AM
11	Biking in the parks is difficult due to volume of walkers and a narrow trail, if the park trails were lined to separate walkers and bikers, or were wider, I would bike them more.	Feb 17, 2011 10:47 AM
12	I have to drive to the parks so that I can run	Feb 17, 2011 7:44 AM
13	actually run in all of the areas marked walk	Feb 16, 2011 6:48 PM
14	Deerfield park, cross country skiing	Feb 16, 2011 1:48 PM
15	I run!	Feb 16, 2011 1:12 PM
16	Running area	Feb 16, 2011 1:12 PM
17	Run most of them also.	Feb 16, 2011 12:18 PM
18	Would like to bike down Crawford S and broomfield west to Lincoln	Feb 15, 2011 9:52 PM
19	I live 9 miles out of MP	Feb 15, 2011 4:00 PM
20	Although I wouldn't personally go to some of the parks (due to distance and lack of amenities) I think it is VERY important that this system of trails not leave out parks in the poorer sections of town. This should be a system for ALL the people, not just for those of us well-off enough to live near the better-developed parks.	Feb 15, 2011 11:18 AM
21	We live one mile west on Pickard and we will not bike to anyplace because of the traffic on Pickard I have a 1 year old and a 4 year old and we would love to start biking places in next couple of years.	Feb 15, 2011 10:53 AM
22	mission creek park	Feb 14, 2011 3:14 PM
23	Sylvan Solace Hiking	Feb 13, 2011 10:43 PM
24	What is the GKB River Trail? Would like to bike to Celebration Cinema (west of Jameson Park).	Feb 10, 2011 1:14 PM
25	Mission Creek Park - Crawford Road	Feb 10, 2011 9:29 AM
26	i don't know what GKB River trail is or what CMU trail is	Feb 9, 2011 5:56 PM
27	I don't know a few of these parks.	Feb 9, 2011 5:10 PM
28	I run instead of walk	Feb 9, 2011 3:37 PM
29	I roller ski and skate as well as walk and bike.	Feb 9, 2011 3:27 PM
30	Meijer, would like to bike for groceries	Feb 9, 2011 3:21 PM
31	I checked walk, but I would jog/run to these destinations	Feb 9, 2011 2:07 PM
32	We walk more than we bike but i wouldn't mind biking if we didn't have to cross Mission.	Feb 9, 2011 1:35 PM

For those destinations on this and the previous page that you indicated that you would like to walk or bicycle to in the future, please indicate the importance of following items in making that trip actually happen in the future.



	Very Important	Somewhat Important	Not Very Important	Not Important	Response Count
Bicycle parking	41.2% (218)	36.3% (192)	12.1% (64)	10.4% (55)	529
Complete sidewalk / roadside pathway system	76.9% (412)	16.8% (90)	2.6% (14)	3.7% (20)	536
Complete bike lane system	59.1% (311)	24.3% (128)	8.7% (46)	7.8% (41)	526
Hands-on training on safe and effective bicycling	14.8% (77)	26.2% (136)	34.7% (180)	24.3% (126)	519
Lighting along sidewalks and pathways	50.5% (269)	31.0% (165)	12.2% (65)	6.4% (34)	533
Mid-block crosswalks	28.0% (145)	35.1% (182)	24.1% (125)	12.7% (66)	518
Map of available pedestrian and bicycle facilities	46.5% (247)	34.3% (182)	13.0% (69)	6.2% (33)	531
On-line customized walking and bicycling routes	35.1% (183)	34.0% (177)	22.8% (119)	8.1% (42)	521
Snow and ice removal from sidewalks and pathways	63.6% (343)	23.0% (124)	7.1% (38)	6.3% (34)	539
Wayfinding signs for suggested bicycle and pedestrian routes to key destinations	46.0% (242)	37.8% (199)	10.8% (57)	5.3% (28)	526
			Other (please specify) Show Responses		22
			answered question		548
			skipped question		171

Other (please specify)

1	Keep area natural. Don't pave or "develop". There are plenty of paved areas already.	Mar 3, 2011 4:13 PM
2	Mid-block crosswalks ESSENTIAL on Mission & Pickard.	Mar 1, 2011 12:50 PM
3	If a bike/walking system is done, it needs to be complete to be safe.	Mar 1, 2011 11:32 AM
4	do not bike in winter	Feb 24, 2011 2:31 PM
5	Don't know what mid-block crosswalks means	Feb 22, 2011 5:37 PM
6	Larger Sidewalks... NO BIKE LANES IN THE ROAD! (to dangerous)	Feb 21, 2011 3:49 PM
7	Someplace that is safe for just biking with my 7 year old.	Feb 17, 2011 7:53 PM
8	Public media/internet networking education for those who will continue to drive for the safety of pedestrians and bicyclists	Feb 17, 2011 10:47 AM
9	put the paths in first then add the "extras" as money allows	Feb 16, 2011 12:53 PM
10	too far	Feb 15, 2011 4:00 PM
11	what are the bike sign things attached to the roads signs downtown? I don't understand what they're for.	Feb 15, 2011 1:38 PM
12	the customized routes would be very cool, but isn't of dire importance	Feb 15, 2011 9:26 AM
13	disabled vet	Feb 14, 2011 3:59 PM
14	I cannot stress how important great lighting is, I often go later in day, but do not feel safe without proper lighting. Also Snow removal is critical!	Feb 10, 2011 10:50 AM
15	keep away from insane car traffic	Feb 9, 2011 10:58 PM
16	remove obstacles at driveways that prevent drivers from seeing bikes when they back out	Feb 9, 2011 4:18 PM
17	Would not bike during winter	Feb 9, 2011 3:37 PM
18	Getting safe and protected routes is what matters. Rest is waste of money.	Feb 9, 2011 3:27 PM
19	Please light PRESTON ST between Mission and Isabella!	Feb 9, 2011 3:21 PM
20	Drivers need training on sharing the road, not the cyclists	Feb 9, 2011 2:31 PM
21	Off street paths are superior to bike lanes because families with children can use them.	Feb 9, 2011 2:07 PM
22	i would volunteer to remove snow on some pathways	Feb 9, 2011 12:33 PM

Section 3: Walking and Bicycling to School

Are you the parent of a school age child or a student yourself? An answer to this question is required as it determines if you are presented with some additional questions specific to school age children.

	Response Percent	Response Count
Yes	 37.9%	220
No	 62.1%	361
answered question		581
skipped question		138

Elementary School which elementary school do you or your children attend and how do you typically get to school?

How do your or your children typically get to school?					
	Walk	Bike	Bus	Driven	Response Count
Fancher Elementary School	21.7% (5)	4.3% (1)	30.4% (7)	43.5% (10)	23
Ganiard Elementary School	8.0% (2)	0.0% (0)	28.0% (7)	64.0% (16)	25
Kinney Elementary School	0.0% (0)	0.0% (0)	0.0% (0)	100.0% (1)	1
McGuire Elementary School	8.3% (1)	8.3% (1)	50.0% (6)	33.3% (4)	12
Pullen Elementary School	12.5% (2)	6.3% (1)	43.8% (7)	37.5% (6)	16
Seventh Day Adventist Elementary School	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0
Vowels Elementary School	8.7% (2)	0.0% (0)	34.8% (8)	56.5% (13)	23
Orchard Hills Elementary School	0.0% (0)	0.0% (0)	0.0% (0)	100.0% (1)	1
Parkview Elementary School	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0
Thornton Creek Elementary School	100.0% (1)	0.0% (0)	0.0% (0)	0.0% (0)	1
Village Oaks Elementary School	100.0% (2)	0.0% (0)	0.0% (0)	0.0% (0)	2
Other (please specify) Show Responses					40
answered question					84
skipped question					635

Other (please specify)

1	St. Cecilia in Clare	Mar 1, 2011 1:35 PM
2	Sacred Heart Academy	Mar 1, 2011 12:11 PM
3	Shepherd	Mar 1, 2011 11:19 AM
4	Coleman, Driven	Mar 1, 2011 11:13 AM
5	Saginaw Chippewa Academy, by Vehicle	Feb 24, 2011 4:50 PM
6	St. Joseph the Worker Catholic School in Beal City	Feb 23, 2011 4:31 PM
7	West Midland Family Center	Feb 23, 2011 10:59 AM
8	five children in weidman elementary	Feb 23, 2011 8:50 AM
9	Saginaw Chippewa Academy-bus, walk and I drive	Feb 22, 2011 6:46 PM
10	Shepherd	Feb 22, 2011 6:21 PM
11	Clare Elementary - Driven	Feb 22, 2011 6:01 PM
12	homeschool	Feb 17, 2011 8:47 PM
13	Rosebush Elementary	Feb 17, 2011 12:11 PM
14	Sacred Heart - they walk	Feb 17, 2011 10:58 AM
15	shepherd, bus	Feb 17, 2011 9:50 AM
16	Winn Elementary	Feb 16, 2011 1:16 PM
17	Clare-Gladwin RESD	Feb 16, 2011 11:29 AM
18	zion Lutheran-Drive	Feb 15, 2011 10:53 AM
19	Beal City Schools - 1	Feb 15, 2011 10:42 AM
20	Headstart II at Rosebush Elementary building - we drive as it is all the way on the other end of the county	Feb 15, 2011 9:27 AM
21	Morey PSA, takes the bus, sometimes I drive	Feb 15, 2011 8:58 AM
22	homeschool	Feb 14, 2011 11:03 PM
23	Saginaw Chippewa Academy - Drive	Feb 14, 2011 10:46 PM
24	homeschool	Feb 14, 2011 10:15 PM
25	shepherd	Feb 14, 2011 10:04 PM
26	homeschooled	Feb 14, 2011 9:33 PM
27	beal city	Feb 14, 2011 9:26 PM

28	Mid Mi	Feb 14, 2011 4:04 PM
29	shepherd	Feb 14, 2011 4:01 PM
30	Evart Elementary	Feb 11, 2011 11:13 PM
31	n/a	Feb 11, 2011 10:52 AM
32	Child Development Learning Lab (CMU preschool), Drive	Feb 10, 2011 11:36 AM
33	Breckenridge Elementary	Feb 9, 2011 10:59 PM
34	Shepherd	Feb 9, 2011 4:59 PM
35	Shepherd Elementary - Walk	Feb 9, 2011 4:33 PM
36	My children go to Alma Public Schools	Feb 9, 2011 3:25 PM
37	Home School	Feb 9, 2011 3:22 PM
38	MP High School-student drives a car	Feb 9, 2011 2:09 PM
39	CMU	Feb 9, 2011 12:34 PM
40	Shepherd Elementary -- walk	Feb 9, 2011 11:59 AM

Which middle school do you or your children attend and how do you typically get to school?

	Walk	Bike	Bus	Driven	Response Count
West Intermediate School	0.0% (0)	2.6% (1)	42.1% (16)	55.3% (21)	38
Other (please specify) Show Responses					14
answered question					38
skipped question					681

Other (please specify)

1	Shepherd	Mar 1, 2011 2:22 PM
2	Clare Public	Mar 1, 2011 1:35 PM
3	Chippewa Hills	Feb 24, 2011 12:09 PM
4	Beal City Schools	Feb 23, 2011 4:31 PM
5	Shepherd Middle School - bus	Feb 23, 2011 9:11 AM
6	Sacred Heart - she walks	Feb 17, 2011 10:58 AM
7	Shepherd Middle School	Feb 16, 2011 8:55 PM
8	Shepherd Middle School	Feb 16, 2011 1:16 PM
9	Beal City Schools -1	Feb 15, 2011 10:42 AM
10	homeschool	Feb 14, 2011 10:15 PM
11	shepherd	Feb 14, 2011 10:04 PM
12	beal city	Feb 14, 2011 9:26 PM
13	shepherd	Feb 14, 2011 4:01 PM
14	Shepherd Middle School (bus)	Feb 11, 2011 9:36 PM

High Schools: Which high school do you or your children attend and how do you typically get to school?

	Walk	Bike	Bus	Driven	Drive Themselves	Response Count
Oasis High School	0.0% (0)	0.0% (0)	0.0% (0)	66.7% (2)	33.3% (1)	3
Mt. Pleasant High School	9.1% (4)	2.3% (1)	9.1% (4)	59.1% (26)	20.5% (9)	44
Other (please specify) Show Responses						13
answered question						46
skipped question						673

Other (please specify)

1	Clare Public	Mar 1, 2011 1:35 PM
2	Shepherd-Drive Self	Mar 1, 2011 12:46 PM
3	Chippewa Hills	Feb 24, 2011 12:09 PM
4	Beal City High School	Feb 23, 2011 6:23 PM
5	Beal City High School	Feb 23, 2011 4:31 PM
6	Shepherd High School - bus	Feb 23, 2011 9:11 AM
7	Beal City - Son drives self	Feb 19, 2011 9:55 AM
8	Grand Ledge High School by personal car	Feb 17, 2011 12:10 PM
9	Shepherd High School	Feb 16, 2011 8:55 PM
10	Beal City Schools - 1	Feb 15, 2011 10:42 AM
11	homeschool	Feb 14, 2011 10:15 PM
12	shepherd	Feb 14, 2011 4:01 PM
13	Clare High School	Feb 9, 2011 2:17 PM





Other Schools: Which school do you or your children attend and how do you typically get to school?

	Walk	Bike	Bus	Driven	Drive Themselves	Response Count
Renaissance Public School Academy	0.0% (0)	0.0% (0)	0.0% (0)	100.0% (4)	0.0% (0)	4
Mt. Pleasant Baptist Academy	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0
Sacred Hart Academy	21.1% (4)	0.0% (0)	0.0% (0)	52.6% (10)	26.3% (5)	19
Other (please specify) Show Responses						19
answered question						23
skipped question						696

Other (please specify)

1	Clare Public	Mar 1, 2011 1:35 PM
2	Central Michigan University/Mid Mich Comm College, by vehicle	Feb 24, 2011 4:50 PM
3	Beal City Schools	Feb 23, 2011 4:31 PM
4	Central Michigan University Student	Feb 21, 2011 3:50 PM
5	Beal City - drives self	Feb 19, 2011 9:55 AM
6	Central Michigan University	Feb 18, 2011 6:09 PM
7	homwschool	Feb 18, 2011 2:56 PM
8	Beal City - BUS	Feb 17, 2011 9:49 AM
9	CMU	Feb 16, 2011 11:59 PM
10	Morey PSA	Feb 15, 2011 8:58 AM
11	homeschool	Feb 14, 2011 10:15 PM
12	shepherd	Feb 14, 2011 10:04 PM
13	beal city (driven)	Feb 14, 2011 9:26 PM
14	shepherd	Feb 14, 2011 4:01 PM
15	MMCC	Feb 9, 2011 10:59 PM
16	Preschool, FUMC walk	Feb 9, 2011 10:42 PM
17	drive for the winter months (Jan/Feb)	Feb 9, 2011 3:12 PM
18	It is Sacred Heart Academy, not Hart	Feb 9, 2011 1:36 PM
19	CMU Preschool -- drive	Feb 9, 2011 11:59 AM

How likely are you or your child to walk or bike to school in the future if there is a network of sidewalks, pathways, crosswalks, bike lanes, etc.?

		Response Percent	Response Count
Already walk or bike		13.4%	26
Likely to walk or bike most of the time		25.3%	49
Likely to walk or bike some of the time		32.0%	62
Not likely to start walking or biking		29.4%	57
answered question			194
skipped question			525

What concerns do you have about walking or bicycling to school?

	Major Concern	Somewhat of a Concern	Minor Concern	Not a Concern	Not Applicable or Not Sure	Response Count
Lack of sidewalks in the neighborhood	44.7% (76)	21.8% (37)	11.2% (19)	11.2% (19)	11.2% (19)	170
Lack of sidewalks or pathways along the main roads	64.2% (111)	13.3% (23)	4.0% (7)	9.2% (16)	9.2% (16)	173
Existing crosswalks too far out of way	25.0% (41)	22.0% (36)	24.4% (40)	14.0% (23)	14.6% (24)	164
Signalized intersections too busy	47.1% (81)	22.1% (38)	14.0% (24)	5.2% (9)	11.6% (20)	172
Too far to walk or bike	31.0% (57)	15.2% (28)	17.4% (32)	29.3% (54)	7.1% (13)	184
No bike racks at school	11.5% (19)	23.6% (39)	15.2% (25)	29.7% (49)	20.0% (33)	165
Weather	38.8% (69)	29.2% (52)	15.7% (28)	9.6% (17)	6.7% (12)	178
Poor lighting along route	33.1% (56)	23.7% (40)	14.8% (25)	18.3% (31)	10.1% (17)	169
Personal security concerns	37.8% (68)	27.2% (49)	12.8% (23)	15.6% (28)	6.7% (12)	180
Other (please specify) Show Responses						18
answered question						196
skipped question						523



Other (please specify)

1	age	Mar 1, 2011 11:08 PM
2	Too much traffic	Mar 1, 2011 12:46 PM
3	kids loaded down woth backpacks and other material my daughter plays tenor sax	Feb 24, 2011 2:34 PM
4	Crossing High Street a Major Concern	Feb 24, 2011 1:44 PM
5	Pedafiles in the area	Feb 23, 2011 3:25 PM
6	Lose dogs in area make it unsafe to bike or walk.	Feb 23, 2011 9:44 AM
7	Too far, Roads are too busy for my kids or myself to bike to school or work. I/they would get hit by a car	Feb 22, 2011 6:22 PM
8	excessive speeds	Feb 21, 2011 3:09 PM
9	Homework too cumbersome to safely bike	Feb 17, 2011 7:48 AM
10	amount of time to get to school/work	Feb 15, 2011 9:08 PM
11	Child is too young; other young children to transport to daycare	Feb 15, 2011 4:42 PM
12	The pedestrian light at broadway/brown is always out	Feb 15, 2011 3:28 PM
13	No traffic light at intersection of Pickard and Crawford	Feb 14, 2011 9:43 PM
14	crazy parents driving	Feb 10, 2011 10:27 PM
15	Child to young to walk	Feb 10, 2011 9:31 AM
16	We ride when there is good weather and when I can be at work later.	Feb 9, 2011 8:58 PM
17	Your not supposed to bike on the sidewalks....	Feb 9, 2011 2:32 PM
18	Crossing Mission is challenging even for an adult; there needs to be a series of rideable pedestrian bridges form children; otherwise, most parents won't let their children cross Mission Blvd. I have had drivers bear down on me in the crosswalk.	Feb 9, 2011 2:13 PM

Section 4: Walking and Bicycling to Campus

Are you a student at Central Michigan University or Mid Michigan Community College?





An answer to this question is required as it determines if you are presented with some additional questions specific to college and university students.

		Response Percent	Response Count
Yes		30.1%	171
No		69.9%	398
		answered question	569
		skipped question	150

What school do you attend?

What year are you?							
	Freshman	Softmore	Junior	Senior	Graduate Student	Other	Response Count
Central Michigan University	23.8% (31)	12.3% (16)	19.2% (25)	16.2% (21)	22.3% (29)	6.2% (8)	130
Mid Michigan Community College	16.3% (7)	39.5% (17)	16.3% (7)	14.0% (6)	0.0% (0)	14.0% (6)	43
answered question							160
skipped question							559

Do you use a motor vehicle on campus?

2. Do you use a motor vehicle on campus?				Create Chart	Download
			Response Percent	Response Count	
Yes, I use it daily to get to class			37.8%	62	
Yes, I use it weekly to get to class			15.2%	25	
Yes, but I seldom use it to get to class			27.4%	45	
No I do not have a motor vehicle			19.5%	32	
answered question				164	
skipped question				555	

How do you generally get to the following locations?

	Walk	Bike	Bus	Motorcycle/Scooter	Drive Myself	Carpool	Passenger	Taxi	Other	Response Count
Class	35.4% (58)	13.4% (22)	2.4% (4)	0.6% (1)	44.5% (73)	0.6% (1)	0.6% (1)	0.0% (0)	2.4% (4)	164
Errands and Shopping	6.7% (11)	6.7% (11)	1.8% (3)	0.0% (0)	73.2% (120)	4.9% (8)	6.1% (10)	0.0% (0)	0.6% (1)	164
Entertainment	11.1% (18)	7.4% (12)	2.5% (4)	0.6% (1)	56.2% (91)	9.9% (16)	9.9% (16)	1.2% (2)	1.2% (2)	162
Other (please specify) Show Responses										17
answered question										165
skipped question										554

Other (please specify)

1	run for fun and exercise sometimes walk downtown	Mar 1, 2011 11:53 PM
2	Drive when snow is on the ground	Mar 1, 2011 12:28 PM
3	I attend online classes so the library is the only place I go on campus for class materials.	Mar 1, 2011 11:40 AM
4	Drive if its far but walk if its downtown or Campus	Mar 1, 2011 11:12 AM
5	visit at hospital/ / medical appointments / government offices	Feb 16, 2011 12:39 PM
6	Fitness and Recreation: I walk	Feb 13, 2011 3:15 PM
7	older student	Feb 12, 2011 11:48 AM
8	Borrow car	Feb 10, 2011 1:07 PM
9	Car when too much snow, too cold, or running late.	Feb 10, 2011 10:53 AM
10	shopping is 50/50 drive/walk	Feb 9, 2011 10:40 PM
11	In the Winter I drive myself and in the Spring/Summer/Fall I ride my bike.	Feb 9, 2011 10:15 PM
12	This section is difficult as I am faculty at CMU and Mid-- I Bike to CMU when the weather allows and drive to MMCC since it is difficult ot bike there	Feb 9, 2011 7:40 PM
13	I take classes occasionally, and would like to bike instead of drive.	Feb 9, 2011 5:27 PM
14	Only in winter. Bike/walk other seasons	Feb 9, 2011 5:22 PM
15	When the weather is nice I ride my motorcycle or try to bicycle.	Feb 9, 2011 5:14 PM
16	would be interested in walking/biking trails	Feb 9, 2011 4:47 PM
17	I am a faculty member and I ride a bike to work all year.	Feb 9, 2011 2:14 PM

How likely are you to walk or bike to school in the future if there is a network of sidewalks, pathways, crosswalks, bike lanes, etc.?

		Response Percent	Response Count
Already walk or bike		39.3%	64
Likely to walk or bike most of the time		27.0%	44
Likely to walk or bike some of the time		20.9%	34
Not likely to start walking or biking		12.9%	21
		answered question	163
		skipped question	556

What concerns do you have about walking or bicycling to campus?

	Major Concern	Somewhat of a Concern	Minor Concern	Not a Concern	Not Applicable or Not Sure	Response Count
Lack of sidewalks in the neighborhood	31.6% (49)	28.4% (44)	20.0% (31)	13.5% (21)	6.5% (10)	155
Lack of sidewalks or pathways along the main roads	53.2% (83)	20.5% (32)	10.9% (17)	10.9% (17)	4.5% (7)	156
Existing crosswalks too far out of way	22.4% (34)	25.0% (38)	27.6% (42)	18.4% (28)	6.6% (10)	152
Signalized intersections too busy	40.0% (62)	28.4% (44)	17.4% (27)	11.0% (17)	3.2% (5)	155
Too far to walk or bike	24.5% (38)	23.2% (36)	18.1% (28)	30.3% (47)	3.9% (6)	155
No bike racks at school	11.0% (17)	19.5% (30)	22.1% (34)	35.1% (54)	12.3% (19)	154
Weather	45.3% (72)	26.4% (42)	19.5% (31)	6.9% (11)	1.9% (3)	159
Poor lighting along route	32.7% (51)	30.8% (48)	19.2% (30)	12.8% (20)	4.5% (7)	156
Personal security concerns	29.7% (47)	22.8% (36)	18.4% (29)	23.4% (37)	5.7% (9)	158
Other (please specify) Show Responses						8
answered question						161
skipped question						558

Other (please specify)

1	Tight Schedule	Feb 24, 2011 1:45 PM
2	Of these, weather and lack of pathways is the major concerns	Feb 17, 2011 10:53 AM
3	bad drivers	Feb 10, 2011 9:44 PM
4	My biggest problem are the driveways along Pickard. Drivers do not watch for bikes, only other cars.	Feb 9, 2011 10:18 PM
5	General safety, motorists are not aware that bicycles are SUPPOSE to ride in the road and pedestrians on the sidewalk. Motorists don't seem to pay attention to pedestrians/bicyclists.	Feb 9, 2011 8:49 PM
6	No room on shoulder of bridge that crosses expressway on Broadway.	Feb 9, 2011 5:17 PM
7	Too much foot traffic to bike safely	Feb 9, 2011 4:56 PM
8	The biggest issue with riding to work during the winter is that the snow isn't cleared from the side of the road where I ride. I have to ride with the cars in their tire tracks.	Feb 9, 2011 2:18 PM

Section 5: Roadside Pathways

Please indicate how frequently you use a roadside pathway?

	Daily	Weekly	Monthly	Rarely	Never	Response Count
As a pedestrian	19.5% (105)	21.2% (114)	14.1% (76)	32.3% (174)	12.8% (69)	538
As a bicyclist	10.0% (53)	20.7% (110)	15.4% (82)	31.2% (166)	22.7% (121)	532
				answered question		550
				skipped question		169

What are your concerns when walking or bicycling on a roadside pathway?

	Major Concern	Somewhat of a Concern	Minor Concern	Not a Concern	Not Applicable or Not Sure	Response Count
Overhanging vegetation	9.7% (51)	30.4% (160)	34.8% (183)	20.3% (107)	4.8% (25)	526
Condition of pavement	31.3% (168)	37.9% (203)	20.3% (109)	6.9% (37)	3.5% (19)	536
Rough pavement transitions at intersecting driveways and roadways	25.6% (135)	35.1% (185)	24.7% (130)	10.4% (55)	4.2% (22)	527
Conflicts with pedestrians	14.8% (77)	27.8% (145)	32.1% (167)	21.1% (110)	4.2% (22)	521
Conflicts with bicyclists	12.3% (64)	25.9% (135)	34.1% (178)	23.9% (125)	3.8% (20)	522
Being hit by motor vehicles at intersecting driveways and roadways	48.2% (256)	21.8% (116)	14.9% (79)	11.3% (60)	3.8% (20)	531
Snow and ice	43.3% (231)	28.7% (153)	13.7% (73)	9.0% (48)	5.3% (28)	533
Puddles	14.0% (73)	26.8% (140)	34.3% (179)	20.7% (108)	4.2% (22)	522
Lighting	32.0% (169)	30.9% (163)	20.5% (108)	12.5% (66)	4.2% (22)	528
Gaps in the system	51.5% (270)	29.6% (155)	7.8% (41)	6.7% (35)	4.4% (23)	524
				Other (please specify) Show Responses		37
				answered question		543

What are your concerns when walking or bicycling on a roadside pathway?

1	snow and ice are not a concern b/c I don't ride my bike in the winter	Mar 5, 2011 9:53 PM
2	Sidewalks on Isabella Road?	Mar 4, 2011 12:24 PM
3	As a driver the biggest concern is hitting a bicyclist.	Mar 3, 2011 4:13 PM
4	overall safety of users. Police should patrol on regular basis to keep it safe and free of criminal activity.	Mar 2, 2011 4:00 PM
5	biking in Mt. P is currently dangerous because of vehicles, poor pavement, and lack of bike lanes	Mar 1, 2011 1:49 PM
6	Connect the park trail (Island, Mill Pond, etc.) through Veits Woods to Center St.	Mar 1, 2011 12:52 PM
7	Being hit by a motor vehicle isn't a concern because I'm not an idiot and only cross when clear whether I have the right away or not.	Mar 1, 2011 11:42 AM
8	Bicycle paths on Bellows scare me as a driver and riding a bike. Too close to traffic.	Mar 1, 2011 11:26 AM
9	only one i can think of is island park and that is not roadside	Feb 24, 2011 2:36 PM
10	Lose dogs in the area make it unsafe to walk or bike.	Feb 23, 2011 9:46 AM
11	they are not available.	Feb 22, 2011 12:57 AM
12	Proximity to roads, the further the better!	Feb 21, 2011 4:06 PM
13	I run not walk	Feb 17, 2011 8:49 PM
14	I have had many close calls when walking in the cross walk. I would never walk in the road. I think I would get hit.	Feb 17, 2011 7:57 PM
15	Roads too narrow in some neighborhoods for much change	Feb 16, 2011 8:40 PM
16	It is important that creating a roadside pathway does not preclude riding my bicycle on the road parallel to it.	Feb 16, 2011 11:41 AM
17	The biggest concern is cycling not they need to follow the rules of the road, stopping at stop sign, and car's not realizing cyclist have rights on the road.	Feb 16, 2011 9:37 AM
18	Mostly just worry about safety of my children; roads are just too busy and drivers don't seem to be watching	Feb 15, 2011 4:44 PM
19	I am extremely concerned about being hit by vehicles at all times, not just at intersections. I would not prefer roadside pathways directly adjacent to roadways for this reason.	Feb 15, 2011 1:36 PM
20	We don't have any for where I want to bike.	Feb 15, 2011 10:57 AM
21	The roadside pathways in this town aren't that useful. The only one I know of is on campus, that doesn't help me walk my boys to the store.	Feb 15, 2011 9:30 AM
22	none available i dont think	Feb 14, 2011 10:06 PM
23	No roadside pathways around here	Feb 11, 2011 7:04 PM

24	we love to run on these paths but again, we live out of the city and would have to haul our bikes.	Feb 11, 2011 3:25 PM
25	An issue I've noticed with many pedestrian/bike paths is that they are not designed to funnel to water away and many times water will puddle and poses a hazard in the winter.	Feb 10, 2011 9:53 PM
26	Short lengths of the Riverwalk Trail in Mt Pleasant are next to High St and could be considered roadside pathway.	Feb 10, 2011 1:14 PM
27	Being hit by motor vehicles at intersecting driveways and roadways is a major concern! Snow and ice are also a deterrent.	Feb 10, 2011 10:57 AM
28	I went to the hospital once because I was hit by a bicycle while walking to school	Feb 10, 2011 1:49 AM
29	no crosswalks, signs or signals at roads between river park systems is a major concern	Feb 9, 2011 10:45 PM
30	they should go somewhere useful	Feb 9, 2011 8:50 PM
31	We don't have any of these in our AREA	Feb 9, 2011 5:17 PM
32	Major bike use is warm weather. Paved safe route is the issue.	Feb 9, 2011 3:30 PM
33	Most are not plowed after major snowfall, which means I have to drive to school	Feb 9, 2011 3:26 PM
34	The only roadside path I am aware of are at CMU and MP High school; I use the CMU paths during the winter because they are cleared of snow. I do not use the high school paths because they are icy and too short for my commute.	Feb 9, 2011 2:24 PM
35	That the existence of a trail system would prohibit me from riding on the parallel road.	Feb 9, 2011 1:21 PM
36	Not only being hit at intersections, but alongside the road itself. The idea of a roadside pathway, not just a painted lane, is extremely appealing.	Feb 9, 2011 11:39 AM
37	there are hardly roadside paths in mt. pleasant right now so this isn't very applicable.	Feb 9, 2011 11:19 AM

What is your comfort level using a roadside pathway in the following contexts:

	Uncomfortable	Somewhat Uncomfortable	Somewhat Comfortable	Comfortable	Not Applicable or Not Sure	Response Count
With frequent intersecting driveways and/or roadways	15.2% (82)	33.5% (181)	26.8% (145)	21.3% (115)	3.3% (18)	541
When the pathway is right next to the roadway	19.6% (105)	27.2% (146)	24.3% (130)	25.9% (139)	3.0% (16)	536
When there is a strip of grass between the road and pathway	2.0% (11)	6.9% (37)	18.2% (98)	69.1% (372)	3.7% (20)	538
When there is a strip of grass and trees between the road and pathway	3.0% (16)	4.9% (26)	9.9% (53)	77.9% (417)	4.3% (23)	535
answered question						542
skipped question						177

Section 6: Bike Lanes

How frequently do you bicycle in a designated bike lane?

		Response Percent	Response Count
Daily		6.5%	35
Weekly		11.5%	62
Monthly		10.2%	55
Rarely		33.3%	179
Never		38.5%	207
answered question			538
skipped question			181

What are your concerns when using or contemplating using a bike lane?

	Major Concern	Somewhat of a Concern	Minor Concern	Not a Concern	Not Applicable or Not Sure	Response Count
Debris	22.1% (114)	32.6% (168)	25.8% (133)	9.5% (49)	10.1% (52)	516
Condition of the pavement	28.4% (146)	38.7% (199)	18.3% (94)	5.6% (29)	8.9% (46)	514
Being hit by motor vehicles turning into or out of driveways or local roadways	64.4% (337)	17.0% (89)	7.5% (39)	2.9% (15)	8.2% (43)	523
Making left turns on busy roadways	57.5% (296)	21.6% (111)	8.7% (45)	3.7% (19)	8.5% (44)	515
Being hit from behind by a motor vehicle	60.7% (318)	18.1% (95)	9.5% (50)	3.2% (17)	8.4% (44)	524
Snow and ice	40.3% (208)	25.8% (133)	14.0% (72)	8.9% (46)	11.0% (57)	516
Puddles	16.2% (83)	23.0% (118)	32.9% (169)	18.1% (93)	9.7% (50)	513
Lighting	27.0% (139)	27.0% (139)	21.8% (112)	13.4% (69)	10.7% (55)	514
Gaps in the system	42.7% (218)	29.2% (149)	11.8% (60)	6.7% (34)	9.6% (49)	510
Other (please specify) Show Responses						21
answered question						527
skipped question						192

What are your concerns when using or contemplating using a bike lane?

1	there are no bike lanes currently in Mt Pleasant	Mar 5, 2011 12:39 AM
2	This is a bad idea--major safety concern	Mar 3, 2011 4:13 PM
3	grates	Mar 1, 2011 11:11 PM
4	bike lines currently end and start randomly (in middle of street, e.g. Bellows)	Mar 1, 2011 1:50 PM
5	Being crowded from the side; "right hooks" - vehicle passes & turns right; bike lanes make bikes "second class citizens" even though the motor vehicle code regards bikes as having the same rights to the road as cars.	Mar 1, 2011 12:54 PM
6	Unless bicyclists start paying a license fee I don't think they should share the road with motor vehicles by being given specific paths to use.	Mar 1, 2011 11:45 AM
7	Snow is rarely cleared from this area, when there are gaps, then the bicyclist doesn't know where to ride. Confusing to both motorist and bicyclist	Mar 1, 2011 11:43 AM
8	this type of bike lane in mt pl IS SUPER DANGEROUS AND MUST BE AVOIDED /too many littlekid bikers/ too many young student drivers	Feb 24, 2011 2:38 PM
9	They don't exist here!	Feb 19, 2011 6:01 PM
10	broken glass in the roadway is a common encounter when I bicycle	Feb 17, 2011 11:01 AM
11	MAJOR CONCERN, traffic circle at Bellows and Arnold. It sucks for cyclists. Bike lane disappears and the entry into the circle is barely wide enough for a vehicle.	Feb 16, 2011 1:28 PM
12	Often I will ride on the sidewalks instead of an existing bike lane to separate myself from car traffic. I feel better on the bike lane on Michigan street, there's not much traffic..I don't think I'd ride on a bike lane on mission, at least not very often.	Feb 15, 2011 1:43 PM
13	I am extremely afraid of being hit by cars while in a bike lane.	Feb 15, 2011 1:37 PM
14	no bike lanes by my house	Feb 11, 2011 7:05 PM
15	I would not allow my children to ride on a bike lane. we prefer a bike path.	Feb 11, 2011 3:26 PM
16	street lights are out in my neighborhood making it difficult to see or be seen	Feb 9, 2011 4:21 PM
17	Best set up is lanes with a barrier to keep cars out of the lanes. See Madison, WI	Feb 9, 2011 3:37 PM
18	The students here are terrible drivers, bike lanes are useless when you can't trust the drivers to stay in the lines or pay attention to their surroundings.	Feb 9, 2011 3:28 PM
19	there are no bike lanes in this town except the one on west campus that doesn't connect with anything	Feb 9, 2011 2:37 PM
20	Bike lanes in MP generally contain snow and ice pushing bikes back into the road. I'm not complaining; it's just the way it is.	Feb 9, 2011 2:27 PM
21	Dealing with motorists is my #1 concern; it trumps all the others.	Feb 9, 2011 11:41 AM

What is or would be your comfort level in using a bike lane in the following contexts:

	Uncomfortable	Somewhat Uncomfortable	Somewhat Comfortable	Comfortable	Not Applicable or Not Sure	Response Count
2 to 3 lane road with speeds 35 MPH or less	10.9% (58)	11.7% (62)	27.9% (148)	40.8% (216)	8.7% (46)	530
2 to 3 lane road with speeds 35 to 45 MPH	22.3% (117)	21.3% (112)	26.9% (141)	21.0% (110)	8.6% (45)	525
2 to 3 lane road with speeds greater than 45 MPH	42.8% (224)	23.5% (123)	15.5% (81)	9.6% (50)	8.6% (45)	523
4 to 5 lane road with speeds 35 to 45 MPH	41.6% (218)	23.9% (125)	14.5% (76)	11.6% (61)	8.4% (44)	524
4 to 5 lane road with speeds greater than 45 MPH	58.5% (306)	16.8% (88)	8.4% (44)	7.8% (41)	8.4% (44)	523
				answered question		531
				skipped question		188

Section 7: Project Hopes and Concerns

Desired Project Outcomes Visualize the impact of this plan. Think ten or so years into the future and visualize The Mt. Pleasant area as you would like it to be. How have walking, bicycling and other non-motorized trips changed in the area? What are you, your neighbors, visitors, or government doing differently? Tell us your priorities. Please concisely list your top three desired outcomes of the non-motorized Plan based on your vision of the future. Try to focus on general ideas.

In town errands being easier to do on a bike
access to education, entertainment, and shopping via bicycle and walk pathways
Students can get to schools
Definitely having access to a bicycle or walking area
Mt P becoming a friendlier city/ people would have more contact with each other
Being able to walk or bike anywhere in Mt pleasant
Pedestrian community - can get anywhere you want to go on foot or bike
Communicate. Pedestrians, cyclists and automobiles must share. If our community becomes non-motorized, we must be reminded and instructed again and again until we get it.
I think completing the system to enable people to walk and bike to save gas
Easier to bike travel to weekly chores like grocery shop, errond shopping.
All citizens within biking or walking distance of work and school do so as often as possible.
More bike lanes
Roadway Bike lanes
Highway Overpass bike/pedestrian lanes (In Summer months I ride to Mt Pleasant from Shepherd and these are most frightening)
Bicycle lanes
Separated bike lanes with at least grass buffer on all major access roads into Mt. Pleasant
bike lanes between downtown and cmu
Bike lanes on every road

Bicycle paths, lanes throughout the city of Mt. Pleasant
Bike lanes linking all major areas
Bike lanes or paths throughout the Mt Pleasant area to permit travel anywhere within the area.
More bike lanes
All new roads built with bike lanes
More bicycle lanes on the roads.
lanes for bikes in town
bike lanes in and around mt. pleasant
Better system for bicyclists whether they're bicycle lanes or making drivers more aware of bicyclists
Reduced numbers of parents queuing to retrieve and drop off kids at schools
Ease of non-motorized transportation between CMU and MMCC campuses.
Enforce the law about cars in crosswalks when people are walking in them or bikes are in them
People need to know we have a right to be on the road not the side walk
Education of moterists in regards to pedestrians and cyclists
Greener enviornment
Healthier population getting exercise
Exercise more meaning less obesity
Healthier and happier citizens
The majority of the population will be biking, walking, skating, rollerblading and carpooling using methods that are great forms of exercise as well as eco efficient.
Healthier community
healthier residents - clean air!
Healthier community
Greater emphasis on health, wellness, and exercise
healthier people
I would like to see the major intersections more pedestrian and bicycle friendly.
ALTERNATIVE TRANSPORTATION
To decrease our dependancy on cars for in town transportation.
How about a reliable bus system that allows us to put our bikes on the buses
Motor-free downtown with ample parking outside downtown proper From May to September
Make it appealing and easier to use non-motorized transportation than motorized.
I would love to cut down to only one car for our family
less gas cosumption in the area/state/and eventually US
reduced in town driving
People leave their cars at home
Not depending so much on fuel for our vehicles
Better street lighting in pedestrian/biking areas. Even with a bike light, riding at night is treacherous in this town.
Consistent street lighting
maintenance of current paths in the MP city park system
improve sidewalks and require maintenance by home owners/businesses
mission street is one of the most dangerous roads for pedestrians, especially for CMU students/staff. this needs to be fixed.
Nothing should be on Mission nor Pickard due to safety
Do not, under any circumstances, put bike lanes on Mission Street. They would be unusable in periods of snow and rain. The margin for error on the part of an auto or truck driver is fatally small.
Walking/Bike Paths OVER Mission street
To feel safe riding my bike to shopping areas (Mission, Pickard, downtown). Bike paths.
create more bike paths so bicycling along Mission is safer, consider "bridge" for bicycles to cross

Being able to walk across major streets safely. Specifically Mission Road.
Sidewalks everywhere with safe crossings on main streets like Mission.
Sidewalks linking the area of Isabella rd between Bluegrass and Broomfield to the Mission Street sidewalks
Clairity and purpose - none of these three block long bike trails nor ignorant placements of dinky roundabouts
i am not for this i think we need to worry about fixing the roads since there are more people that drive deff summerton
Don't spend too much money on this project
a connected system
Interconnected system of non-motorized pathways offering an alternative to auto transportation
Extend the existing sidewalk network beyond the City of Mt Pleasant into Union Twp to connect parks, schools, and tribal areas.
connected bike paths throughout town
more roadside pathways throughout the city
connectivity to existing trails
Pathways with no gaps
bike paths/lanes throughout the area
Walking paths in all areas that di not end in the middle of nowhere (as they do now) and lead to interesting places such as shopping and dining
Connect as many communities with the path as possible
Need of More bike Paths on Primary Roads Between Mt. P and Chippewa Township
More trails to walk/bike off campus.
Expansion of the Heartland Trail
Bike/Walking Paths
walking/bike path completed to the casino on broadway and on pickard
consistent and well cared for bike paths throughout Union Township
Organize paths to be utilized by all.
Connecting Rails to Trails
More bike or walking paths next to the roads.
More bicycle paths
more trails
Bike Paths on all road ways through out the city
Available Bike Paths - clear of debris and visibly marked
good trails
bike/walking paths on all major streets
Nice family bike and walking paths
safer walk/run/bike paths
pedestrian or bicycle paths entirely separate from roadway (not bike lanes)
A system of designated bike paths
More roadside or bike lanes throughout town. Especially leading to major business (Meijers) and east and west of town (out to Deerfield).
bike lane and walk way conections so that all areas of Mt. pleasant can be reached
have biking trails to get around town easily with school aged children
Complete pathways from outer areas to shopping
Paved biking trails that extend from Clare to Lansing thru Mt. Pleasant!
Car free area to run or ride bike for transportation
lighted trails
Interconnected paved system
More non-motorized pathways extending beyond Mt. Pleasant city limits
GIVE ME TRAILS AT MISSION CREEK PLEASE

separate recreational biketrails
more off road access/trails
Having rail trail for recreation
Bike trails that connect the parks are wonderful.
Non-motorized pathway between Clare & Mt Pleasant to link w/Pere-Marquette
Complete trail systems and make bike & pedestrian connections across (or under) 127. There are NO good crossings now.
safe bike paths for kids and adults on logical connecting roads (between neighborhoods and parks, etc..)
a safe seamless system of paths/bike routes
Having designated pathways and safe routes to common place
Safe paths for walking/biking are available to all major Mt. Pleasant destinations (downtown, Meijers, Parks, ect)
To travel safely on a network of non-motorized paths.
Bike/pedestrian paths avoiding all major roads, cross country to get to all major areas of Mt. Pleasant safely
Walking and biking pathways exist to go to parks and for commuting
Walking routes everywhere.
A walkable community
Expansion of recreational opportunities afforded by traveling along new trails/paths
Connect to parks to improve the recreational opportunities in the county and give people a place to go other than the little downtown parks that are all packed in together near downtown
Safety
Safe traveling where everyone knows and follows the rules of non-motorized transportation
safety
Safety for not only the person walking/biking but also for the driver of a vehicle. People tend to concentrate on the walker/biker but the person in the vehicle as the innocent victim. I drive to my job everyday on campus and people walking/biking are not paying attention, texting, talking walk into oncoming traffic. They feel they always have the right of way. They must yield to oncoming traffic.
riding safely
Be able to safely go with my family on a bike ride all the way to down town comfortably
Safety
To increase safety for non motorized travel
Travel in and around Mt. Pleasant is safe
Create the opportunity for people in neighborhoods to complete minor errands (downtown, etc.) safely via bicycle or walking
continuous and safe trails used to encourage healthy living.
More people in the community making safe non-motorized trips in their day-to-day activities.
Sharing the road with motor vehicles
Increased safety for those already walking or bicycling the existing paths.
safety
Safety of travel
How to get from where I live to Mt. Pleasant or other areas safely - rural access to biking.
SAFETY for our children!
give families a place to safely be active.
Safety of cyclist and pedestrians, hit and runs are too common of an occurrence
Provide safe options for non-motorized transportation
Safety. No cars.
Safe cycling and running for myself and my family members
Safety of Children From Home to Destination Point
Safety of trails/lanes/etc.
To become a community for cyclist and walkers to be able to go where ever they want to go safely.
bike lanes that are safe - that means bike lanes not part of auto roads/ BIKES AND CARS TOGETHER IS TOO DANGEROUS FOR THE WAY MT PL IS
Biking/walking lanes that are safe between CMU campus & downtown

would like to see wide bike lanes criss crossing Mt. pleasant community to encourage safe bicycling as mode of transportation
bikes able to safely travel in Mt P (CMU to downtown, even to Mission)
safe, effective means to walk or bike to many local destinations
Safe, Well-Integrated Biking and Walking System That Links Key Points in Mount Pleasant
safely going to parks
ability to bike comfortably, safely from home to parks and stores
eliminating gaps in sidewalk and bike path areas, and increase their coverage so that those that choose or need to make biking/walking their primary transportation method, can do so safely.
Safety of pedestrians and bicyclists from motorized traffic has improved
I would like to be able to bike to work while feeling safe.
A safe and complete bicycle pathway system throughout the major roads and business districts. Many residents are voluntarily bicycling or walking to their employment.
there are sidewalks along Blue Grass, Broomfield and Isabella Roads
Sidewalks on all streets in Mt. Pleasant. Many streets have no sidewalks especially on west side
Sidewalks connecting union township to Mt. Pleasant sidewalks
A system of well maintained sidewalks and paths throughout the area
Widen Sidewalks
increase sidewalks or add bike paths (especially down Isabella)
Sidewalks everywhere
Sidewalks or walking paths
Sidewalks down Isabella, Bluegrass, Broomfield and High St Roads.
Sidewalks on at least one side of the street in every neighborhood
Sidewalks fully extending through the greater Mount Pleasant area
Requiring, and strongly enforcing, snow and ice removal from sidewalks.
less vehicular traffic
Main roads like Lincoln and Pickard need bike paths. Once I can get to a neighborhood with sidewalks I am fine, but biking on the busy streets in traffic isn't ideal.
More people biking to work
CMU, as an employer, embraces biking or walking to work by revising dress codes or providing showers
Being able to go to work without the car.
To have parking lots to access the trail for those people that have to drive to it first.
Bike sharing/loaning program in place
To get people moving more
Reimplement the program the city formerly had to build a certain amount (miles) every year.
more people bicycle
Attractive, functional bikepaths - include public art
Highlight and show off our non-motorized routes with lighting, banners, landscaping. They should be a jewel in our community.
Main routes for non-motorized users
More people are walking and bicycling as a means of recreation.
Family friendly
comprehensive coverage - can get just about anywhere on foot or on bike
The ability to easily access all county parks via bicycle
Being able to ride a bike to do a little shopping.
easy access to work and shopping
Repaving existing roads add bike lanes
continue bike lanes esp on Michigan St. where started
It's comfortable (i.e. safety/sidewalks/crossings) to ride your bike places most people drive (i.e. mission, meijer, walmart)
Protected bike lanes all over the area with snow clearance to allow winter commutes
sharing the road with bikes and vehicles
bike lanes
bike lanes
Having bike lane

Widen Roads
more bicycle lanes and routes from Mt Pleasant to outter shopping and other destinations (movie theater, Tribal Center, shopping centers, etc)
conduct all my business by walking and/or biking in the summer months
Bike lanes or sidewalks for all streets in Mt. Pleasant
ample parking for bicycles especially on MMCC and CMU campuses, at shopping centers, restaurants, parks, etc.
More bike parking, especially at businesses. I would be more likely to ride my bike when running errands.
have bike racks available at all major destinations (stores, gas stations)
Increased Physical Activity for Children/Like when I was younger and my parents felt comfortable
Greater sense of community / interacting with others
better community
Help improve the 'welcome' factor of Mt. Pleasant
Connect the CMU Campus to the greater community (i.e. Saginaw Chippewa Tribe, Downtown, other cities)
All citizens within walking or biking distance of shopping and eating establishments do so often
system that goes to destinations I would use schools, parks, shopping, downtown
Safe, Well-Integrated Systems That Link Mount Pleasant to Surrounding Towns and Trail Systems
Our child is an infant now, but once she is older, we would like to use sidewalks on Lincoln road to get to the township park.
Education and etiquette - respect for walkers and bikers
More bicycle awareness programs
better education of motorists regarding cyclists rights
increased awareness of bicyclists and walkers
Better education toward walkers/bicyclers
Motorist education regarding the right of cyclists to share the roadway and more acceptability of that concept
Motorists understanding that cyclists need room and respect
Cyclist/pedestrian awareness and respect
Having a mutual understanding and respect for motorists and cyclists
motorist that respect the bike and cyclist lanes, too many times I have been riding my bike down a road and a car honks at me even though I have the obvious right-of-way and they are at a stop sign
Mt P would be a healthier city
To get more people off of the couch and out into the fresh air!
We get more exercise built into the day when we are using our bikes as transportation
Getting much needed exercise
healthy attitudes
promote exercise/health in a pleasant community
drop in gas prices from people using less
fewer cars on the road
Gas conservation
less motorized traffic
To decrease use on motorized vehicles
more safe bike routes in town with good lighting
competant lighting of these bike/pedesrian trails - look at the elevated trail next to millpond along High/M-20
Lighting along these routes.
More lighting
better lighting
lighting
better nighttime lighting at pedestrian crosswalks
Lighting for all sidewalk areas
good lighting and clear paths
Non dangerous or uncomfortable bicycling/walking situations on Mission street
make Mission street more esthetically pleasing and safer for people who are walking
To decrease the amount of cars on Mission
Be realistic, bike path out of town won't affect enough residents
there are sidewalks donton thats where everyone walks i think we need to put our money towards more imporant stuff
emcompasses whole city with surrounding immediate areas
Create an integrated and interesting system for training runners, bikers, and avid walkers
networked together
Create a path system that has minimal driveways, intersections with cars that aren't controlled by lights and keep it well lit

designated bike paths throughout Isabella Cty
more paved bicycle trails
More lanes or connect more or the rail trails so we dont have to ride on the road
bike paths separate from roadways esp along Mission Street and CMU campus
Need of More bike Paths on Secondary Roads Between Mt. P and Chippewa Township
more trails
Create these paths in areas that will actually be utilized. Do not put in area that will not be used.
having the path connect to all urban areas
Paths bike and running paths
Increased use of new paths by new walkers/bikers.
Roadside paths on Mission, Broomfield, Deerfield, and Bluegrass
Would like to see more walk ways to encourage exercise for community
Bike paths in Mt.Pleasant
Bike paths
Construct better paths for both bicyclists and pedestrians that would make it simpler for everyone
Have long stretches of path...many miles where walking and biking is possible
I would like to see better walking and bicycle paths to the shopping centers.
Create paths to MP destinations so that families can ride bikes to school or Morey courts or the SAC
Longer distant bike walk paths that are safe. The minute you leave MP the danger in walking and bikeing significantly increases
have biking trails between nearby towns (MP, Shepherd, Rosebush, Clare, Alma)
Non-motorized pathway between Mt. Pleasant & Ithaca w/link to Fred Meijer in Alma
Connect Mt. Pleasant to the rail-trail systems.
To travel to other towns by non- motorized path.
consistent and well cared for bike paths within town
Pathways that cover many areas of community, not just down town area
A system of roadside paths
Walking/Bike Paths throughout the city but not on the streets - more as a sidewalk
Transportation paths connecting the county parks
Paths to major parks
pathways and/or trails to connect chip-a-waters park with the other parks in town all the way to Island Park.
Consize path system connecting major destinations; downtown, campus, shopping malls, the reservaiton and the city/county parks
Safe walking/biking path on Isabella Rd between Broomfield & Pickard
no gaps in sidewalk layout
More sidewalks in general
Sidewalks paths are kept in good condition and cleaned of snow and ice and other debris
Better pavement conditions.
better access for wheelchairs
Side walks seperated by grass on all roadways through out the city
Increased number of sidewalks for pedestrians
Leisure recreation in and around Mt. Pleasant
Bicycling and hiking tourists are seeking Mt. Pleasant as a travel destination due to the lovely trails along the river system that connects to other tourist destinations.
All busy or multi-lane roads should have pedestrian crossing signals
safe crossings across mission at preston bellows michigan and broadway
Marked bicycle paths that cross busy streets, i.e. Pickard, Broomfield, etc
Crosswalks with appropriate vehicle notification at connections between river parks
Pedestrian bridges over major streets.
Safety
pickard street is also dangerous, but not as crucial for CMU.
More people cycling because of improved safety
safely visiting friends
Signage makes it obvious to area visitors that they have to be more cautious drivers.
Riding across town is somewhat challenging; many stop signs and visibility issues.
Safer Bike and pedestrian lanes
Education of people on safety and driving with bike lanes present
Increase awareness of importance of bikable/walkable communities, including bicycle safety issues.

Safe walking and biking system
create safe areas that are monitored for recreation such as running, walking and biking.
Ease of getting to recreation (parks) destinations safely on foot or by bicycle
More sidewalks
Consistent system of sidewalks
Sidewalks along Isabella Rd all the way from BUS 127 to Pickard St
sidewalks on all streets
Sidewalks in working condition
clear Routes
increase maintenance (path conditions, snow removal, debris removal) so that areas can be traveled without hazzard
Maintenance is critical, clear debris, snow, fill potholes.
snow removal of bike lanes and walkways
Walks cleared of snow in the winter to make walking the City possible. Kids should be able to walk to school on sidewalks.
More enforcement of sidewalk snow removal rules
Sidewalks are maintained in the winter, either by residents or by the city
Sidewalks cleared of ice and snow
Make it part of the city & township codes to have all sidewalks cleared of snow/ice in the winter
Less automobiles on the road.
less traffic
Lower traffic accidents
People can travel to work and back
Short trips for errands (store, post office, etc) are now done walking/biking by 80% of neighbors
There is an expectation that walking or riding a bike to work is entirely normal
More people biking to work or school
Less polution
EMISSION CONTROLS
greatly diminish the amount of pollution
trail conditions
Nature trails
function
the disc golf course south of campus is removed so walkers can return to the area and feel welcome
battery powered bike's for seniors
To have bathroom facilities and picnic areas along the trail system.
Lobby for more money for non-motorized or mass transit ways of transportation.
in allowing me to ride my bike from our home to the Downtown area, which was close to 6 miles.
Riding East or West is difficult, no bike lanes on highways and back country roads.
Walking/Bike Paths to stores and areas surrounding MP - Kohls, Walmart, Meijer, etc.
See people out enjoying the community without a lot of speeding cars, with most people walking or biking. Families !
The City of Mt Pleasant wins award for being the top bicycle and pedestrian friendly city in the U.S.
A very walking/bike friendly downtown
That these will be generally accepted go-to modes of transportation.
Enjoying the outdoors more as a family, especially with the kids
3. Develop the complete streets idea. Allow for shared use of expanded network of sidewalks and pathways.
accomadate the increase of winter bikers
Construct Bike Lanes
wider improved bicycle/pedestrian shoulders on designated rural bicycle routes
condition on shoulders improved
improve bike lanes to connect the rez and mt pleasant businesses better
Bike Lanes
more bike lanes going north and south between campus and downtown
Paved trails to destinations around the county. E.g. Wide shoulders on county roads for touring bike riders.
Wider shoulders on all county roads, especially those newly constructed
Accomodation of cyclists at all business. providing for not only safe access but parking as well
Bike racks at all major destinations.
More bicycle parking in business/commercial areas of the city
Northwest side of town has no sidewalks. Children must walk/bike in the street. Sunnyside park has no sidewalks in the surrounding neighborhoods.
Green Community

Improve the 'going green' attitude in Mt. Pleasant
aesthetics
connections to all parks, public buildings, and schools
covered route's to popular area's
Links to trail systems from within city.
Connecting close communities such as Shepard with paths for non-motorized means of transportation
Bicycle paths linked to surrounding towns, MP to Shephard, etc
City bicycle registry? Preventing bike theft?
Educate drivers
Bicycle awareness programs to encourage biking in town. If the local government supports and encourages it, more people will do it.
Walking/Biking awareness
Cyclists understanding the rules of the road
Educating the community on safe healthy alternatives to motorized transportation about laws and expectations of non-motorized transportation.
More police traffic control
bicycle training some bicyclist do not obey the laws and piss off drivers
driver education required in Michigan. Drivers often do not stop for pedestrians, bikes
Instruct drivers that pedestrians have the right of way!
Driver awareness of pedestrians
motorist knowing the rules
Education campaign has taught drivers and bicyclists proper right-of-way and traffic rules
lower crime rate
To get the younger generation away from computers and "virtual" exercise into real exercise!
Healthier citizens
People can exercise by walking and biking
More people exercising
HEALTH & WELLBEING
pedestrian activated signals at major intersections
Less motorized vehicles on the road
1/4 as many cars on the road
downtown area for delivery vehicles, buses only. Parking lots outside the perimeter for personal cars.
lighting
lighting
Better lighting on designated walking/biking paths, ie. mill pond, deerfield, chip-a water
paved and maintained trails to surrounding cities
upkeep upkeep upkeep
To have the trails well maintained.
Make it possible for children, no everyone, to cross Mission safely. I cross it everyday and it is crazy.
safely walk along Mission
safe plan for crossing Mission
Forget side-of-the-street bike lanes. These are more dangerous than riding in the lane and usually force cyclists into roadside debris, curbs, and vehicles pulling out from driveways and cross streets.
Bike lanes off main roads
more off road access/trails
Access to regional and state-wide paths directly from Mt. Pleasant
Maintain good shape of the trails.
Pathways that are maintained
maintenance of pathways
connect Mt. Pleasant with a rail trail
Bike paths in Union Township
bike paths towards out of town for longer leisure routes.
Transportation paths connecting with other counties
To have safe paths for my children.
Pave the path
Better pavement
more people aware of more people walking a biking on the road where there is no path
Increase out door activities in the community

Greater foot/riding access within parks
Meridian and Deerfield parks have adequate funding for maintenance and for personnel to staff the entrance gates
Increased use of currently available parks due to new ability to get there safely via non-motorized vehicles.
Linking all the riverside county and city parks with non-motorized trails.
Connecting Deerfield and Pere-Marquette Rail Trail to Mt. Pleasant non-motorized trails
create a rail trail between mt. pleasant and shepherd and clare
Walkways over the major roads at multiple locations throughout the city
safe crossing at bluegrass to connect apartments to w campus drive
More crosswalks
The city offers countdown crosswalks at more locations across Mission to connect with CMU campus
More signs making motorists aware of pedestrians and cyclists
Greater sense of safety
safety
Safety
safety
extremely safe ways to do the aforementioned through waking and biking roadways
safe bike lanes on roads out of Mt. Pleasant to reach bike paths to other towns
Schools providing incentive to children/families for children to bike to and from school reducing traffic issues
Safe walking/biking path from Broomfield to Walmart/Kohls/Mendard
Educational programs for pedestrians, bikers, and drivers in the area with public safety support for pedestrians and bikers
increase lighting in biking and walking areas to promote safety
Intersections more pedestrian and biker friendly to avoid accidents, maybe with more traffic lights
Safety and maintenance plan (lighting and upkeep)
maintain the vegetation/landscape so that it does not become an unsafe place
I would commute to work on my bike a couple of days a week if there was a safe way to get here from the west. M 20 is not an option.
good sidewalks for walking
Expansion of sidewalks
Sidewalks down Pickard
More snow removal
More people are choosing to walk and bicycle to work and to conduct personal business.
the ability to bring bikes onto public transportation quickly and with ease (an external rack) so that one can ride to work, but have public transportation as an option should adverse weather occur during the day that makes biking difficult
I could save a ton of money by leaving my car parked at home!
safely going to work
Rather than talking about getting my car stuck on a winter day, I am talking about the brisk ride into work.
more hot women bicycle
No car zones
Offer incentives for non-motorized activity such as 'cyclists receive 10% off their bill.' Promote non-motorized recreation such as 5Ks.
Having sections go through natural areas
less pollution
willingness to work
cleaner air
common sense in architecture - no trails to nowhere - a flow 'sense'
places to repair and air up tires, etc
I am originally from Portage, MI. A few years ago, the city created a walking/bicycling path that went through beautiful sections of the city, while connecting major sections of the city. On any given day, I had seen hundreds of people on the path and I believe it was one of the greatest assets to the city.
http://www.portagemi.gov/Departments/ParksRecreation/PortageBikeway.aspx has more information.
Increase the number of rest stops along the routes with public restroom & water facilities
Minimize impact on the environment

Needed improvements Recall the streets and trails that you frequent. Now think of those places at different times of the day, weather conditions and seasons. In these places that you are familiar with, please tell us about three specific areas that this project should address. These issue areas may be an off-road trail opportunity, a challenging intersection, a difficult road to cross, or a hard stretch of road to walk or bicycle along. Please note the location and concisely describe the issue.

The bend on Bellows (by the tracks): Poor lighting and a fairly bling corner make crossing this road dangerous.
better bike lanes
bike lanes
Pretty much all county roads with little or no shoulder to accommodate cars and bikes (this includes most out-county roads)
No shoulder or limited shoulder on most roads in the biggest problem
The main north/south and east/west roads do not have designated bike lanes, and the roads are currently too tight to ride safely
Designated lane for cycling (e.g. Broadway from Isabella to Bradley)
From Deerfield to Broomfield on Crawford road -- I ride this daily. There is no shoulder at all and speeds are over 55 mph
Lincoln Road. It would be helpful to have a bike lane or path along Lincoln road throughout mt. pleasant area
Narrow or non-existant shoulders on Old Mission between Clare & Mt. Pleasant
Bicycle lanes all the way down Main St from CMU campus to Downtown Mt. Pleasant
Difficulty of using major roads (High, Mission, Pickard, Broadway, Main and Washington on a bike
Downtown is difficult to cycle. Back in angled parking improve situation (i.e. State of Iowa)
Old Mission Road between River and Mission, there is no off-road path and the shoulder of the road is very small, so walking/biking is very dangerous as the speed limit is 50mph.
Bluegrass Rd. by the Walmart area. Needs safe trail from town and campus!
Bluegrass Road, a lot of college students live in apartments around there and they all have to walk in the road or strip of land and mostly end up driving. It would be nice if there was a wide lane there for them to use
extend a shoulder of bike lane on Broomfield out to BluegrassRd.
The intersections at Bluegrass and Isabella and at Broomfield and Isabella
A light at Bluegrass and Isabella
on Bluegrass near Target, there is a major gap in the sidewalk
The bridge on Broadway street going over the highway, very poor visibility for cars to see cyclists and pedestrians while going over the bridge.
Broadway from Isabella to Bradley
Broadway Road from city limits to the Reservation
Broadway from Isabella to Bradley
broadway east of mission
Broadway over US 127- no room to walk or bike safely
Broadway/Crapo
Broadway to casino
Broadway street daily snow and ice removal during winter so that pedestrians can avoid walking in streets
Broomfield road between lincoln around the turn where it turns to Whiteville and out a couple miles
Broomfield from Isabella to Lincoln needs a bike lane, drivers don't look for bikers on sidewalks
On college campuses (both CMU and MMCC)
East Campus Drive at Preston is impossible to cross during the day
Intresection of east campus and Preston is impossible- needs a round about
Riding to Casino is out of the question...no shoulder and the drivers of cars could be drunk
Bike path along North Crawford Road connecting Mission Creek Park to current park system
Crawford Rd between Deerfield and Broomfield
Deerfield road between Crawford and Mission lots of pedestrians/bicyclists no bike/pedestrian trail here
Downtown area of all cities
M-20 (High Street) between Deerfield park and Mission in Mt. Pleasant, and then continuing on High until Isabella Rd is reached
High Street from Fancher st to Lincoln
Connection to Mill Pond Park along High Street from CMU campus area RR bridge is frequently used by others.
High Street east of Crapo - sidewalk ends as you get closer to isabella Rd.
M-20
East and West M-20 are main thoroughfares into the city. Speeds of cars excess 55 mph and west M-20 (where I live) has a narrow shoulder to bicycle on. I believe these may be an off-road trail opportunity except for the state's jurisdiction.
The sidewalk along High Street between Washington Street and Oak Street needs repairs
millpond pard - lighting
light the trails

the walking paths south of campus (Comfort Inn area) need either more lighting or maintenance of current lighting upgraded as it is too dark there in the evenings
Lincoln road is very dark at night, but I don't bike often in the dark.
Preston Road: no street lights around high school area - I am night blind and dread this walk every night
Trails in parks not cleared during winter time on a timely basis, specifically Chipp-a-Waters and Mill pond
all of the exsiting ones need work...
Meridian Road - major potholes - terrible road
Fix the holes in Meridian Rd.
I am disappointed that the Rail-trail is only open seasonally. I would greatly appreciate a place to walk/exercise outdoors in winter without having to drive to get there. I live within walking distance of the Loomis trailhead. I wish the county would plow it.
Clear paths
the condition of the edge of the road and shoulders are dangerous
Many bike lanes are currently (2/10/11) a place to pile snow. Then ones that aren't were not salted and have ice boulders on them. Many are also lower than the primary part of the street which allows for them to collect water. (noticed on CMU campus Franklin St and Washington.)
Rough pavement on Crawford south of Bluegrass
The uneven roads cause my children to fall off their bikes and hurt my knees. (downtown area)
Preston Street on CMU's campus is in terrible condition. Awful to bike on.
lower speed limits on Mission Street to 35
Mission Road
Mission St. the whole street needs to be revamped to allow for safe driving and biking
anywhere along Mission is a problem
mission,mission, mission
Mission/west campus east to Isabella
All of Mission street is a challenge
Mission ___ no way to use a bike
Mission
because its so busy main issue would be mission rd from freeway to freeway
mission st
Mission Rd, too many drivers, too little shoulder or bike lanes
Mission street would be great if it had a dedicated bicycle lane. In Lansing one land of Mt.Hope road was taken away from cars and given to bikes.
bicycling along Mission St is concern due to all the driveways
Mission Street. This route is dangerous as a motorist, let alone walking/biking. It's also one of the least glamorous aspects of the city.
Mission Street between Pickard and Bluegrass and drivers not being aware of bicyclists
Reduce congestion on Mission Street south of High Street to Bluegrass
Broomfilded and Mission interesection is dangerous even for those crossing the street.. better marked cross walks and perhpas a little bit longer lights might help
Pickard and Mission
Pickard and Mission are really for cars, connecting traffic generators (big stores & apartment complexes).
Crossing at Mission and Pickard, not safe for walking or biking.
Difficult road to cross - I walk frequently from Mission street to the MMCC campus. I will typically cross at the Pickard/Mission intersection.
Mission and Pichard intersection
Corner of Preston & Mission
pedestrian traffic light on Mission at Appian
Finding a way to cross Mission safely on a bike.
again, mission is a disaster and very dangerous - especially for students living on the opposite side of the road.
Misson Street - CMU students living on hte east side. ICTC provides free shuttle. Walking is dangerous when crossing Mission. I believe overhead crosswalks could be utilized. These can be made to look very attractive.
When I cross Mission walking or biking (at a light), drivers rarely give a walker the right of way.
Mission Road is a barrier. It is difficult and dangerous to walk across from east to west and vice versa
crossing mission st at the pixie with little kid bikers usually means taking lives into your hands- very dangerous
Crossing Mission street (almost anywhere) it is so hard to cross withing the time alloted and with people turning.
a pedestrian bridge needs to be placed on Mission by CMU, it is too dangerous now.
As a pedestrian, crossing Mission, even with traffic lights is risking one's life, especially rush hours.
Mission Street is very congested and dangerous to cross, so I often don't walk or bike to areas on the other side..

Mission road is always hard to cross as a pedestrian or bicyclist.
Mission Street is too busy to cross and the traffic lights are far apart
Mission Street is difficult to cross
Mission Street - it is difficult to cross
Mission & Michigan - crossing there can be dicey when motorists don't look for pedestrians/bicycles even though we have the right of way
Mission and Broadway -the pedestrian light changes too quickly and it is difficult to get the entire family across
mission and high street intersection safety crossing
Mission/High Street intersection - very difficult for pedestrians to cross safely
pickard street from isabella rd. out to lincoln rd.
between the MMCC Pickard and Doane location
Mid Michigan Community College Pickard Campus
Most of Pickard street.
The Picard Mission intersection is so tricky, and you have to wait a while for your turn to cross.
Crossing Pickard from Fancher.
Pickard Street leading to Union Township Park... no shoulder, busy and fast traffic, poor snow/ice removal
crossing US 127 @ broadway - how come there were no trails developed when paved?
crosswalk between millpond park and Nelson Park and a Crosswalk leading to island Park at Borden building
bike crossing High St. between Kinney and Washington (no lights or crosswalks)
Intersection of High street and Watson street: easy to cross High from the North going South but very dangerous in the opposite direction - drivers are not used to looking for pedestrians. What's that pedestrian sign on the East side of Watson where it crosses with High? There is no need to cross to that side because there is no walking path along the South side of High.
High st. between Bradley and Washington: there is only one crosswalk in between these streets to cross from the north side to the south side.
It is sometimes difficult to cross High Street at Fancher during evening rush hour.
To enter the MP trail system from south, you have to cross MI20; the trail should be rerouted under the bridge over the chippewa river so that bikes can simply ride under the bridge to the other side and pick up the trail.
The area near Kohls/Menards/Walmart is a disaster, if not impossible for foot and bike traffic. It's dangerous! Sidewalks are very incomplete.
Finger of Union Township protruding into Mt. Pleasant on Gaylord: No sidewalks
I would like the sidewalk to extend on Broadway(past brown) and onto Isabella road so my daughter could ride her bike to school.
Walkways and bike lanes on Broomfield and preston all the way to CMU
Broomfield Road would be a great place for bike/walking path.
sidewalk or path down Isabella
Isabella from Pickard to Broomfield where there are currently areas with no sidewalks
On Isabella road around the apartments, there is a road with a curb, no shoulder for cycling to get off to the side road. A lot of student housing and everyone drives because it can be come unsafe.
Pickard Street, no sidewalks or paths all the way. Often weave from sidewalk to road and back when riding bike due to accessibility.
Sidewalks (or other SEPARATED FROM THE ROADWAY paths) along Pickard.
pickard/m-20 between MMCC and Leaton - Lack of lighting and sidewalks/bike paths
Area near Highschool including Gaylord and Crapo No connected set of sidewalks, dangerous for those on bikes, paths are not cleared
Some sidewalks in the residential streets around downtown have foliage overhanging.
pavement / cracks in sidewalk
Washington and Preston, too many cars
biking from broomfield to pickard on mission is unappealing and unsafe
Fred Meijer trail maps are incorrect the trail does not connect between Riverdale & Edmore. Very frustrating to have incorrect maps.
Post signs at city boundaries and major intersections "turning traffic must yield to pedestrians"
Safer crossings of mission near CMU
Franklin Street needs to be repaved
Poor signage
The riverside trail system should be completed so it runs continuously from north of Pickard to Bloomfield, with a connection to Center St.
River Road between Mission and Lincoln (at least) needs a bike path or bike lane

Chipp-a-waters Park: more paved paths
Puddles along the roadside.
permanent paths
West Campus Drive - no sidewalks, a bike/walking path would be nice
Upgrade of Route along Broadway to Island Park and Nelson Park (for example)
South leaton has too many pot holes that been patched up and there arent sidewalks the whole way
Pedestrian Bicycle overpass High and Watson area (finish Greg Baderschneider's dream)
Walking around this town is dangerous right now
GIVE ME TRAILS AT MISSION CREEK PLEASE
Connect Chip-e-waters parks to the rest of the park system via an overpass.
Most existing trails are great, just have to get to them using a vehicle or run in the street.
Connecting Existing paths
Need rail trail system between mt. pleasant and clare
More trails at deerfield park would be nice
connect existing parks
Complete linkage between city and county parks
Leaton Road, between Pickard and Rosebush; difficult biking and needs lane or bikeway
airport rd, behind meijer
Franklin street between High and Broadway - poor pavement
bike paths clearly marked
outlying major roads at 8am and 5pm
Safety. No cars. I will not bike if there is any chance I will be hit by cars on the roadway.
Motorist failure to share the road
Blanchard Road, either going into Shepherd or leaving Shepherd and heading towards Mission and Blanchard Roads
Veits Woods - trails can get very wet and muddy
Security for solo walkers, runners, cyclists
Would love to see a connection between the Pere-Marquette trail and Mt Pleasant.
Campus, the laws are not known or ENFORCED by those who use the trails and sidewalks. Cyclists and motorists alike need to know the rules.
I haven't been to Veits Woods in quite some time, but if there is not already one there, a bike rack at the entrance would be fantastic.
We need a dedicated pathway connecting the current trail system to Mission Creek
contecting bike trails, fred mieyer all the way to edmore
Maybe a bike land on Russell street.
wider roads with bike lanes on township roads ringing mount pleasant
one N/S street from CMU to downtown having bike lanes or shared space (any designated street)
M-20 High St. a lane for biking west of town.
High Street, The one way roads mess everything up, there is too little road space, there are no bike lanes or large shoulders
There is no bike lanes or paths east or west of town (ex. W. M-20 and/or Broadway east of town)
Bicycle lanes all the way down Washington from CMU Campus to Downtown Mt. Pleasant
Set up bike lanes on the one ways of Washington and Main St to promote travel to the downtown area from campus. Midland has a similar system in place.
Bicycle down Main and Washington street in Mt. Pleasant, difficult to cycle down.
Building a cycling-friendly community
Washington St between campus and downtown, needs to have safer ways to get to downtown
Bluegrass Rd between Mission and Isabella
there is a path on Bluegrass that I would use in the winter, except it is not plowed
The East-West routes (Pickard, High, Broomfield, Bluegrass).
Uneven road surface - broadway to Bradley
Broadway
over the bridge on Broadway going out to the Casino. This is a major route for employee's and guest and the bridge narrows not giving enough room for non-motorized transportation
Broadway once you enter union township.
Along much of the streets around Fessenden, Henry, and even some parts of broadway the snow and ice seem to be a problem.
Broomfield west of Crawford to Lincoln
Broomfield has no sidewalk safety areas
A left turn light at Broomfield & Isabella
Side walk along broomfield is completely covered in ice and snow from Washington to Crawford. At Stockman it would be nice to see a ramp instead of a curb.

CMU campus intermittent trail/walk system creates safety concerns
Preston road through CMU campus is more pothole than road; this road could be an excellent bicycle route if it were reconstructed.
Connect CMU campus with SAC via an overpass
S. Crawford past Broomfield: There is no path to ride on and the speed limit is 55 on a narrow 2 lane road.
Deerfield Road - paved area - potholes
Downtown Mt P
Downtown has the same issues as above.
Snow removal from the sidewalks on Washington and Main between downtown and campus is BAD, especially by the frat houses
High Street
high st
High Street is too narrow for bicycle paths
Washington and High, islands somewhat clutter space
Issabella Rd. it is a death road for nm. traffic!
Better lighting on some of the trails
Lincoln Rd between US20 and Broomfield is a death trap for any living creature!!!!
Widen Lincoln Rd.
lincoln rd from river rd. to broomfield
The intersection of Mission and Pickard is a nightmare, the crosswalks don't make much sense, I worked at the MP Country Club and it was easier to just ride out of the way to Crawford than to try to cross that
Mission and Broomfield
Campus to East side development areas (Broomfield to 127 between Mission and Isabella
Old Mission Rd. to Rosebush and beyond
Busy streets areas (i.e., Mission, Pickard, WalMart, Meijer)
West bound preston to mission needs a green arrow
Broomfield road between Mission and Isabella lots of pedestrians/bicyclists no bike/pedestrian trail here
Broomfield west of Mission would be a great place to have bike paths as well.
Crossing Mission on Preston: drivers often have no clue that there are pedestrians present
Rough pavement on un-repaired part of S. Mission
Mission Street in general
Mission street is too congested. I know this is a difficult situation though, as it is a main road of Mt. Pleasant. It is hard for me to see a solution.
Corner of Bellows & Mission
Bike lanes along Mission.
Remove the roundabout that is on Bellows, near Mission. The bike lane ends as you approach the circle and the biker must merge into the one lane. In addition, there needs to be yellow painted strips outlining the roundabout. It is very difficult to see in clear weather with snow. Your attention is not drawn to the narrowing lane until you are driving over the hump.
Mission and High -the pedestrian light changes too quickly and it is difficult to get the entire family across
Mission/Preston Street intersection - extremely difficult for pedestrians to cross safely
biking along Broadway from mission to home depot is dangerous
Mission street generally. Too difficult to cross, and the stop lights are only on heavily travelled streets like Broadway.
Baseline Road, between Leaton and Old Mission, busy, fast moving traffic
We need a coherent system allowing access to business on Mission St.
pathways from end of town to ther other, but off mission street
Mission Street from Broomfield to Pickard is unfriendly to bike traffic or to pedestrians attempting to cross
Mission Street is a horrible road to bike on the sidewalk... and unsafe to bike on the road.
Mission street is impossible to bike on, too many drive ways and sidewalks too rough for bike tires
Mission sidewalks need repair/change. Make these bike friendly?
A North-south continuous path for biking from Pickard and Blue Grass between Mission and Isabella
Same as above for Mission and Bluygrass road.. these are very busey intersections and really discourage bicycling, yet are the best thorough fares to get across mission
Broomfield between Isabella and Mission where there are currently areas with no sidewalks
Pickard rd from Mission to Lincoln road: sidewalk should be completed for entire section or bike lanes added
Mission Street leveling out sidewalks so that people are not riding or walking at a slant.
Both Mission and Pickard streets are nearly impossible to bicycle on unless you take the sidewalk unlawfully. Then the risk of entering and exiting cars from the road is especially dangerous.
Mission Street: Ice and snow on sidewalks, including by businesses
Pickard St in all of Mt. Pleasant, extending through Union township in both directions
Pickard is also a challenge
also due to the amount of traffic another main issues would be pickard rd between leaton rd and lincoln rd
Pickard by helping drivers be aware of bicyclists on the road, so there are no accidents.
Pickard road past linicon, going west, lots of rough road, and patch work.

REMOVAL of current turn-lane island on Pickard that often cause more problems than they resolve.
It's tough to cycle from downtown to northwest. West Pickard is not bike friendly.
Signal at North Crawford and Pickard Street
High Street crossings
High Street can be difficult to cross and it has few traffic lights
Kinney and High street. When I am biking I hit the crosswalk button even though I probably shouldn't! However something like that for bikes would be great.
ever try to get across M20 to Chipp-a-waters? Watson or DIE thanks to the brilliant engineers @ MI-DOT
a traffic light at Franklin and High Street
High Street and Watson: safer crossing into the Millpond Park system
sidewalks
There are too many places where the sidewalk runs out or there are gaps here on the east side.
East Campus Drive - no sidewalks, a bike/walking path would be nice
complete sidewalk down high street all the way to Isabella
Upgrade of Sidewalk along the North Side of High Street, West M-20
I live on Isabella Road and feel there should be a sidewalk on either the west or east side of that road
Isabella Road from Broadway south - no sidewalks or bike lanes
Leaton north of casino - lack of sidewalks/bike paths and lighting
The full length of Isabella is unsafe, no safe crossings at Renn or McG schools. No sidewalks after Broadway--people walk in the street, and slip in the street when it's snow covered.
Pickard Road between Mission and Main Street sidewalks are very small and very close to the road, walking/bicycling is very uncomfortable in these areas, and it is a major route to get to downtown.
There needs to be a sidewalk and pedestrian signals connecting Jamestown Apartments to campus
Broken sidewalk/no sidewalk available.
City sidewalks (residential areas): uncleared snow and ice.
sidewalk conditions - all over
de ice the trails
shoveling of sidewalks and crosswalks need to be enforced - fines if not cleared within 24 hours after snowfall
Walking in winter is hard because there are always large snow piles to climb over to cross a street
Many sidewalks in the residential streets around downtown are not maintained in the winter.
Snow & Ice removal
crossing M-20 at Summerton
Mid Michigan Community College Summerton Campus
Riding North of Shepherd on Summerton Road
In the Walmart/Menards/Kroger area, there is no safe place for cyclists. I would ride there more often if there were.
Intersections and turns
west of mt.pleasant to parks and lakes
bellows
millpond park to much dog poop
Lincoln between Broomfield and High
East-West routes need bike lanes, across town and out of town
Connect all parks
deerfield park
You can see drug deals and frightening people at night in town parks after 7 pm
they need to be in a "system, or network"
Smooth pathways
I cannot send my children to school on their bike unless I want them on the busy Shepherd Road with traffic.
Need some connection with the West side of town (beyond Lincoln rd.)
trails at millpond park need to be level and a smoother transition to the grass
The overpass on Broadway going out to the Tribal Operations is dangerous!
Isabella toward airport
trail system through parks is very nice, but needs to be salted to use more in winter. I run there occasionally but it's icy.
Traveling outside of Mt Pleasant city limits is often dangerous on a bicycle because of insufficient space for bicycles and drivers going much too fast.

Kinney and Fancher poor road quality, potholes and bumps make biking difficult
More obvious (to vehicles) walking/biking path through parking lot at Borden building heading into Island Park
Shepherd Road would be a great place for a bike/walking path.
PereMarquette Trail near Northwood University - sometimes there are sketchy characters out there. Should be patrolled more.
Had a friend that was attacked out there several years ago in broad day light.
pthway ends/Not clear where pathway picks up
A Shepherd to Mt Pleasant route improved for bicycle lane
Bicycling around this town is too dangerous right now
connect the trail from clare to mt pleasant
education of citizens
MountPleasant streets are ugly. There is no point in walking in order to enjoy the environment. The condition of the city, in terms of zoning and upkeep, is deplorable.
Distance markers
Would be great if the trails could somehow accomodate cross country skiers too.
off-road, easily navigable bike trails between Mount Pleasant and Lake George. A readily available map of this and other trails (also to Harrison) would be fantastic.
Bellows St-bike lane starts and stops in middle of street
Multiple bicycle lanes stretching from Mt Pleasant/CMU out to other destinations of interest
Broadway needs lanes
Some more bike lanes on Central's roads would be nice, on Preson. That area gets pretty packed
good lanes for bikes along High Street the entire width of the city
Washington (on campus): Vehicles parked in the bike lanes.
Safer paths for bikers/walkers between CMU and downtown Mount Pleasant
Walking or biking on or near campus during the school year is too dangerous!
roads leaving campus - heading west. there is no safe way to ride a bike onto or out of campus
only other i can think of is downtown because its so congested and close together down there and I'm having trouble seeing how they could make the room for biking and walking lanes.
Bluegrass road out by Walmart -- not a friendly area for walking or biking it's barely safe for cars
biking along bluegrass from mission to kohls is dangerous
Blue Grass Road - no safe way to walk or bike to campus or shopping centers
Need more user friendly crosswalk on Bluegrass by Walmart and at intersection of Pickard and Brown Street
there is a crucial need for sidewalks on Blue Grass road. too dark and dangerous for anyone to have to walk there now
The complete lack of sidewalks along Broomfield & Bluegrass
No sidewalks or trails from Isabella road to the shopping on Blue Grass, not save for cars, grass and weeds are overgrown, so you can't see to turn left. Traffic is traveling to fast to cross to other side. Need a light at that corner, so heavily traveled.
Bike path along Broadway Streets
Broomfield between Mission and Crawford
Bloomfield
Broomfield from Whiteville to Mission
Broomfield is not bikeable passed Isabella going east
Broomfield and Isabella Rd. Frequent car accidents, and pedestrian accidents
127. There are no good ways for cyclists or pedestrians to cross 127. The bridges at Isabella Rd., Broadway and Bloomfield need physically separated bike lanes and sidewalks, and there need to be underpasses at Remus and Pickard.
CMU campus -- cars will kill you
Crawford south of Broomfield
Isabella Rd from Broomfield to Pickard
isabella rd. from pickard to broomfield
Isabella Road in Mount Pleasant
Isabella in town is a major artery but has no shoulder and is very difficult/unsafe to bike or run on.
Weather conditions and lighting
Lighting
biking through any of the trails when icy is a challenge. It would be nice if they were clear
Most of the streets in the winter because the snow cleanup is poorly done.
street debris while biking
Rough pavement on Lincoln between Baseline and Weidman Road.
Meridan south of M-20 and Whiteville south of Broomfield--the pavement is in horrible condition
Side streets: Ice and snow on sidewalks

and upkeep needs to a priority
road conditions
On CMUs campus -- bike lanes are poorly marked and not at all recognized by pedestrians.
Mission between Broomfield and Preston
Mission
The two stop lights on mission at Michigan and Broomfield are overkill. We only need one.
better visibility on mission st
Cycling anywhere around Mission is a problem
all of Mission and Old Mission to fairgrounds, too busy, no safe place for bike to get around in MP to run errands
Mission St - wider sidewalks, less dangerous
bluegrass & mission
The most challenging intersections for bicycles and pedestrians must be Pickard/Mission and Mission/Bluegrass.
Mission/Broomfield intersection - extremely difficult for pedestrians to cross safely
The link between the main part of Campus at CMU and Apartments is at Deerfield is mostly frozen over in the winter. This causes bikers to take a longer route in the street to get to campus. Deerfield is also very narrow and as a safe biker, I have had a few close calls riding down Deerfield between Mission and Crawford.
Corner of High & Mission
Pickard and Mission
The shopping centers. There needs to be easier access and easier ways to cross mission and pickard for non-motorized transportation, I think creating pthways on those roads is not necessary, but crossing them is.
Anytime you cross mission or pickard is hard no one pays attention
crossing Mission st. from east or west
N. Old Mission
Old Mission rd. to Shepherd
Old Mission rd. to Shepherd
Pickard
pickard
Pickard St from Broomfield to Isabella Rd. is also a death trap for cyclists & pedestrians.
Pickard from Hotel areas to reservation (casino)
We need a coherent sytem allowing travel parallel with Pickard St.
preston
crosswalks
High Street difficult to cross
Add overhead crosswalks for students to use to cross on Preston St. at Washington and in front of the University Center or the Library.. Also on Washington in front of Powers.
Crapo south of High - sidewalk needed on east side of rd/incomplete.
No sidewalks through the area immediately south of the high school.
I would gladly ride my bike to work but we do not have connecting sidewalks from Little Elk Estates to other areas!
complete sidewalk down Broadwa to Isabella (small gap at the end)
Isabella road has no sidewalks or bike lane, so I just don't go there. Also, try getting to the east side of town from campus. You either have to ride on MI 20 or cross the highway on Broadway or go way out of the way. The Broadway bridge is way too narrow to cross safely and drivers in this area are not very courteous.
Brown and Pickard (at meijer)- no sidewalks and the light changes too quickly
city wide code enforcement during winter months for ice/snow removal so that people can actually walk on the sidewalks instead of the street
All of the sidewalks are impassible in bad weather, or when there has recently been bad weather
Clearing sidewalks in the winter early before they get walked on and the snow gets packed down would be helpful for sidewalks students use to get to classes
Keep the oneway traffic on Washington and Main
safe connections to clare and alma
West of town, out by Meridian road, there need to be bike lanes on Meridian and many other surrounding roads so that recreational riders and commuters to town can feel safe
Any country roads that should be pure pleasure for a cyclist actually feel like a Nascar track. The only truly safe country road to drive on is the Rails-to-Trails and I have to load the bike in the car to get there.
A connection of Mt. Pleasant to the Pere Marquette rail trail, either by Mission St or the old RR grade to Coleman.
Some places like old downtown (where green tree, police station, and CRDL Library are) are great examples of a pedestrian/bicycling friendly environment!
Find a way to connect Mt. Pleasant with the Pere Marquette Trail in Clare
The railroad track from High st. to CMU campus: There should be a path to ride next to or follow the same path as the tracks to avoid traffic and make a direct route to campus.
Whiteville Road - improvements
All roads should be like the new Baseline Rd. with bike lanes on both sides1

Trails to get out of the city so you don't have to haul your bike, drive, etc.
Areas around all the schools, elementary schools in particular, that lack sidewalks. A better sidewalk system would lead to more students walking or riding to school.
Any off-road trail opportunity would benefit the city in many ways. It will allow people to feel comfortable walking or bicycling outside and a set location where they can do so with others.
No access to Alma, Clare, Lansing from Mt. Pleasant via bike trail
bike path to Deerfield from Mt. Pleasant
On Whiteville road, just as it begin by Broomfield, very rough, not shoulder, and you are going up a hill car in both direction and not were to get off if you need to when you are on a bike.
Stop-light controlled crosswalk in place of island. Safer for both cars and pedestrians.
River Rd. and Weidman Rd. are scary to cycle. The new bike lane on Michigan in town is great
I wish the Rails Trails came to Mount Pleasant!! So consider that a non-location but much desired.
Purchase the State Home and just see what kind of a recreational trail network could be developed and integrated with the rest of the park system
Baseline Rd. - lack of sidewalks/paths and lighting
No trails available at all.
catwalks at major intersections
Dont like bike lane in road
Wise Road south of Blanchard Road, its all pot holes and no place for a bike rider to ride!!!
chippawater trails better info bike allowed or not
meridian park
Baselien east of mission
Walking path that continues completely around river in Island Park, continuing behing veteran's Memorial so people don't have to walk through the busy thoroughfare to the parking lot to complete a loop.
White Pine Trail was a bit overgrown with thorn bushes a few summers ago north of comstock park.
i don't understand what you want here
Intersection warning signs
Many bicyclists are not familiar with proper signalling or the driving laws they are supposed to follow. Somehow requiring cyclists to take a bicycle safety course to use roadways would be fantastic. Drivers, too, should be aware of these expectations for cyclists to prevent conflicts between them.

10.2 Public Workshop Summary: Visioning

Public Workshop –Documentation of Input

March 15, 2011

List of Figures

Public Input

A Public Workshop was held on March 15, 2011 for the Greater Mt. Pleasant 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 the 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
 - Goal 3: Improve bicycle and pedestrian safety
 - Goal 4: Advance community health
2. Greater Mt. Pleasant Area Map Exercise
 - Feedback Map
 - Notes
3. Isabella County Map Exercise
 - Feedback Map
 - Notes

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.

Purpose of the Plan and Community Vision:			
<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 further envisioned that this will in turn lead to a healthier and more socially engaged community.</i>			
Strongly Agree	Agree, with Modifications	Disagree	
26 (84%)	5 (14%)	1 (3%)	
Comments:			
<i>Economic Benefits</i>			
<i>Seems the plan is more focused on Mt. Pleasant rather than outward areas like Union Township or connection to regional destinations this should be more of the focus</i>			
<i>Scope of plan (time, county, intercounty, etc)</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 policies 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 sidewalks are good few people will walk long distances or bike to Lake Isabella.</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 walking 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 public 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 supportive 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 awareness of drivers. Drivers need to be more aware of the laws concerning pedestrian crossings. Cyclists</i>			
<i>A non-motorized network leads to more vibrant and attractive communities.</i>			

Goal #1: Provide Better Non-motorized Connectivity			
Strongly Agree	Agree, with Modifications	Disagree	
31 (89%)	4 (11%)	1 (3%)	
Objectives:			
1. Provide non-motorized connection between the Mt.Pleasant Area and Regional Destinations (such as Pere-Marquette Rail-Trail, Clair, Deerfield Park Ect.)			
Strongly Agree	Agree, with Modifications	Disagree	
24 (69%)	10 (29%)	2 (6%)	
2. Provide non-motorized links between key destinations within the Greater Mt.Pleasant area (such as shopping centers, parks, schools, campuses, downtown, ect.)			
Strongly Agree	Agree, with Modifications	Disagree	
31 (89%)	5 (14%)	0 (0%)	
3. Provide a Complete Non-motorized Network (including features such as sidewalks, bike lanes, bike routes, safe road crossings,			
Strongly Agree	Agree, with Modifications	Disagree	
23 (67%)	10 (29%)	3 (9%)	
Comments:			
<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 bike/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 priority objective 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 important, but achieving a complete network may not be realistic (objective 3).</i>			
<i>I strongly feel that the commercial 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 bike on Deerfield and Meridian.</i>			
<i>What about connecting with the Fred Meijer Heartland Trail that goes from Alma, through 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 and bike lanes into one non-motorized pathway 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>			

Goal #2: Institute changes that lead to a bicycle and pedestrian friendly community			
Stongly Agree	Agree, with Modifications	Disagree	
28 (80%)	4 (11%)	1 (3%)	
Objectives:			
<i>1. Provide more bike parking and a range of bike parking options (such as downtown, shopping centers, including some covered and secured)</i>			
Stongly Agree	Agree, with Modifications	Disagree	
24 (69%)	9 (26%)	0 (0%)	
<i>2. Provide bike racks on buses</i>			
Stongly Agree	Agree, with Modifications	Disagree	
20 (57%)	6 (17%)	4 (11%)	
<i>3. Establish family friendly non-motorized facilities (such as neighborhood routes to parks and schools)</i>			
Stongly Agree	Agree, with Modifications	Disagree	
27 (77%)	6 (17%)	0 (0%)	
<i>4. Create and distribute a guide map that shows bicycle facilities and recommended routes</i>			
Stongly Agree	Agree, with Modifications	Disagree	
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>			
Stongly Agree	Agree, with Modifications	Disagree	
16 (46%)	12 (34%)	5 (14%)	
<i>6. Enhance the sense of community through increased social interaction between non-motorized transportation users</i>			
Stongly Agree	Agree, with Modifications	Disagree	
23 (66%)	6 (17%)	2 (6%)	
Comments:			
<i>With additional bike facilities and aestentics need to addresss 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 & 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 modificatios" 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 enhansing

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

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

Attempt to get people on board to support the issue

Goal #3: Improve bicycle and pedestrain safety			
Stongly Agree	Agree, with Modifications	Disagree	
29 (83%)	2 (6%)	0 (0%)	
Objectives:			
1. Provide better lighting along non-motorized routes			
Stongly Agree	Agree, with Modifications	Disagree	
22 (65%)	10 (28%)	1 (3%)	
2. Improve the safety of bicyclists and pedestrians at existing busy road intersections			
Stongly Agree	Agree, with Modifications	Disagree	
28 ((80%)	5 (14%)	0 (0%)	
3. Provide safe options to cross the road between existing signalized intersections			
Stongly Agree	Agree, with Modifications	Disagree	
26 (74%)	6 (17%)	1 (3%)	
4. Improve education of motorists in regards to pedestrainand bicyclist issues			
Stongly Agree	Agree, with Modifications	Disagree	
29 (83%)	3 (9%)	1 (3%)	
5. Improve the education of pedestrians and bicyclists in regards to rules of the road, motorists concerns and safe travel			
Stongly Agree	Agree, with Modifications	Disagree	
29 (83%)	3 (9%)	1 (3%)	
6. Maintain non-motorized facilities such that they are passable and safe to use			
Stongly Agree	Agree, with Modifications	Disagree	
29 (83%)	4 (11%)	0 (0%)	
7. Reduce the number of bicycle and pedestrian crahses			
Stongly Agree	Agree, with Modifications	Disagree	
31 (89%)	1 (3%)	1 (3%)	
Comments:			
<i>No lighting currently exists(objective 1)</i>			
<i>Not sure, you cannot have too many crossing on Mission (objective 3)</i>			
<i>On Mission bikes have to option than the sidewalk, but it is suicide becaseu of all the cars going to the stores, I think Mission is not solvable (objective 4 & 5)</i>			
<i>I strongly disagree with bikers on the sidewalks, dangerous fo rthe bikers themselves, but for kids coming out of the house directly on the sideway 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 & 5)</i>
<i>Objectives 1, 3 & 6 may be too costly</i>
<i>Safety first, educate motorists first</i>
<i>Objectives 4 & 5 are very important</i>
<i>Objectives 1, 2 & 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 commercial areas (objective 1)</i>
<i>Don't make bike conveniences a burden on automobile traffic (objective 2)</i>
<i>No more or less than roadways (objective 6)</i>
<i>Not sure what "passable" means (objective 6)</i>

Goal #4: Advance community health			
Stongly Agree	Agree, with Modifications	Disagree	
30 (86%)	2 (6%)	0 (0%)	
Objectives:			
<i>1. Provide more active recreation opportunities (such as off-road trails)</i>			
Stongly Agree	Agree, with Modifications	Disagree	
26 (74%)	5 (14%)	0 (0%)	
<i>2. Reduce automobile dependency</i>			
Stongly Agree	Agree, with Modifications	Disagree	
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>			
Stongly Agree	Agree, with Modifications	Disagree	
26 (74%)	4 (11%)	2 (6%)	
<i>4. Improve air quality (such as reducing CO2 emissions)</i>			
Stongly Agree	Agree, with Modifications	Disagree	
24 (69%)	5 (14%)	2 (6%)	
<i>5. Reduce obesity due to physical inactivity</i>			
Stongly Agree	Agree, with Modifications	Disagree	
27 (77%)	4 (11%)	2 (6%)	
Comments:			
<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 around 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 community and accessibility to use of bike paths, the possibility of increase in use which will improve overall health</i>			
<i>Protect the environment 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 environment (objective 5)</i>			
<i>Continue to educate people with positive ways to promote a healthy community</i>			

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.

[illegible]

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

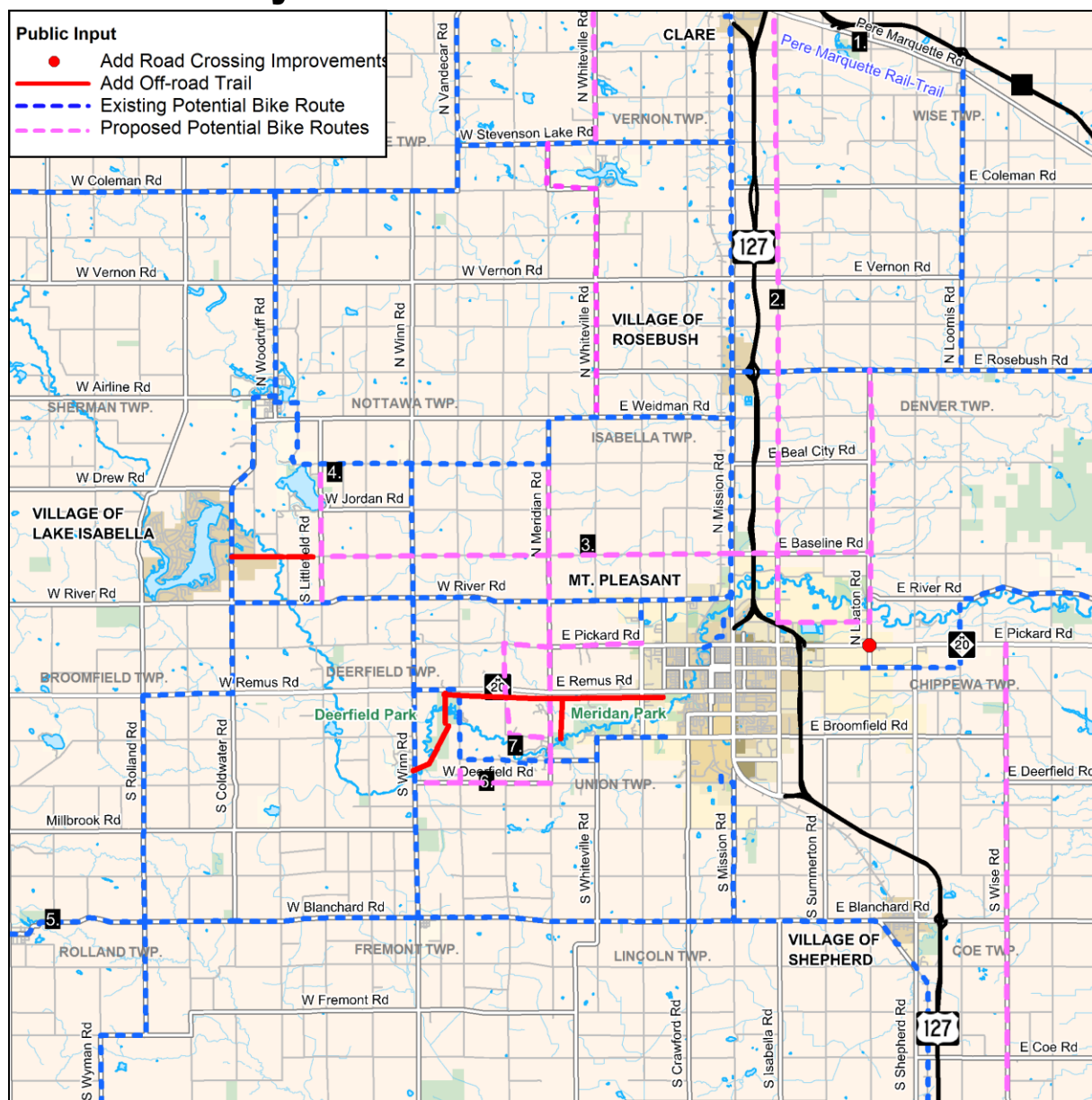
Notes:

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 too 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 numbered notes on the following page.

Notes:

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 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

10.3 Public Workshop Summary: Preliminary 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 Greater Mt. Pleasant 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.

4. Prioritization Exercise
 - Policy Elements
 - Programs Elements
 - Non-motorized System Elements
5. Proposed Initial Corridors Refinement Exercise Results
 - Primary Road Modifications
 - Neighborhood Connector Routes
 - Off-Road Trails
 - Additional Comments
6. Proposed Initial Regional Corridors Refinement Exercise Results
 - Appropriate Facility Types
 - Additional Comments
7. Greater Mt. Pleasant Area Map Exercise
 - General Feedback on the Map
 - Notes
8. Isabella County Map Exercise
 - General Feedback on the Map
 - Notes

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:

\$ 27	Total Dollar Allocation for Category	Prioritization (Number of Votes listed below)					Rank
		Very Important	Important	Somewhat Important	Not Important	Not Sure	1 to 5 with 1 the highest
	Bike and Walking Map	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:

\$ 29	Total Dollar Allocation for Category	Prioritization (Number of Votes listed below)					Rank
		Very Important	Important	Somewhat Important	Not Important	Not Sure	1 to 5 with 1 the highest
	Snow Removal Policy and Enforcement	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:

\$ 44	Total Dollar Allocation for Category	Prioritization (Number of Votes listed below)					Rank
		Very Important	Important	Somewhat Important	Not Important	Not Sure	1 to 5 with 1 the highest
	Bike lanes on Primary Roads	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 1st

- 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
Primary Road Modifications			
W. Pickard Street – add bike lanes through a 4 to 3 lane conversion	19	2	2
S. Isabella Road – add bike lanes through a 4 to 3 lane conversion and complete sidewalk gaps	23	0	0
E. Broomfield Road – add bike lanes through a 4 to 3 lane conversion and complete sidewalk gaps	20	0	3
E. Deerfield Road – Add sidewalk along south side of the road	17	2	5
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	17	1	5

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

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

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

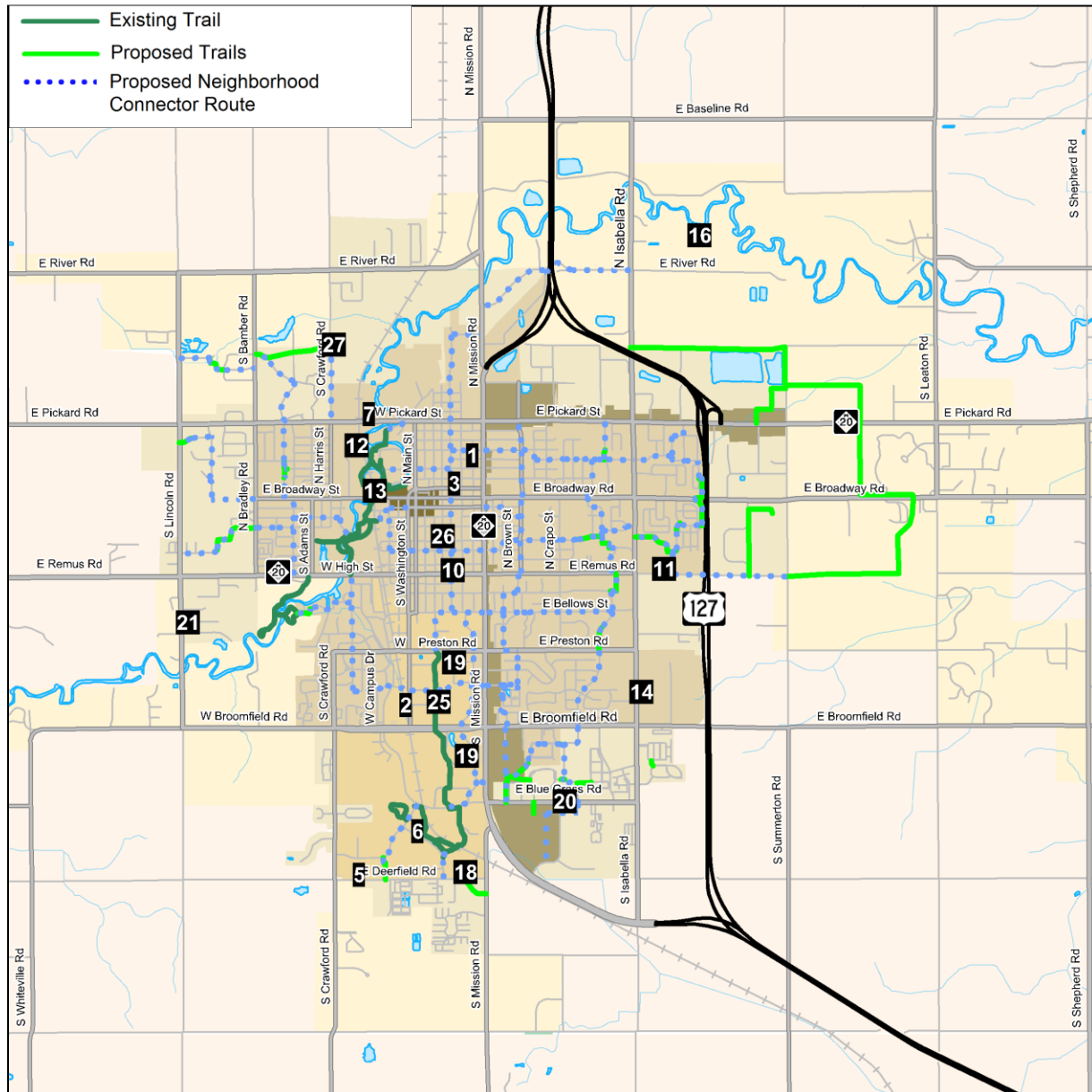
Additional Comments:

- 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 Shepherd, 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

Greater Mt. Pleasant 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.

Greater Mt. Pleasant Area Feedback



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

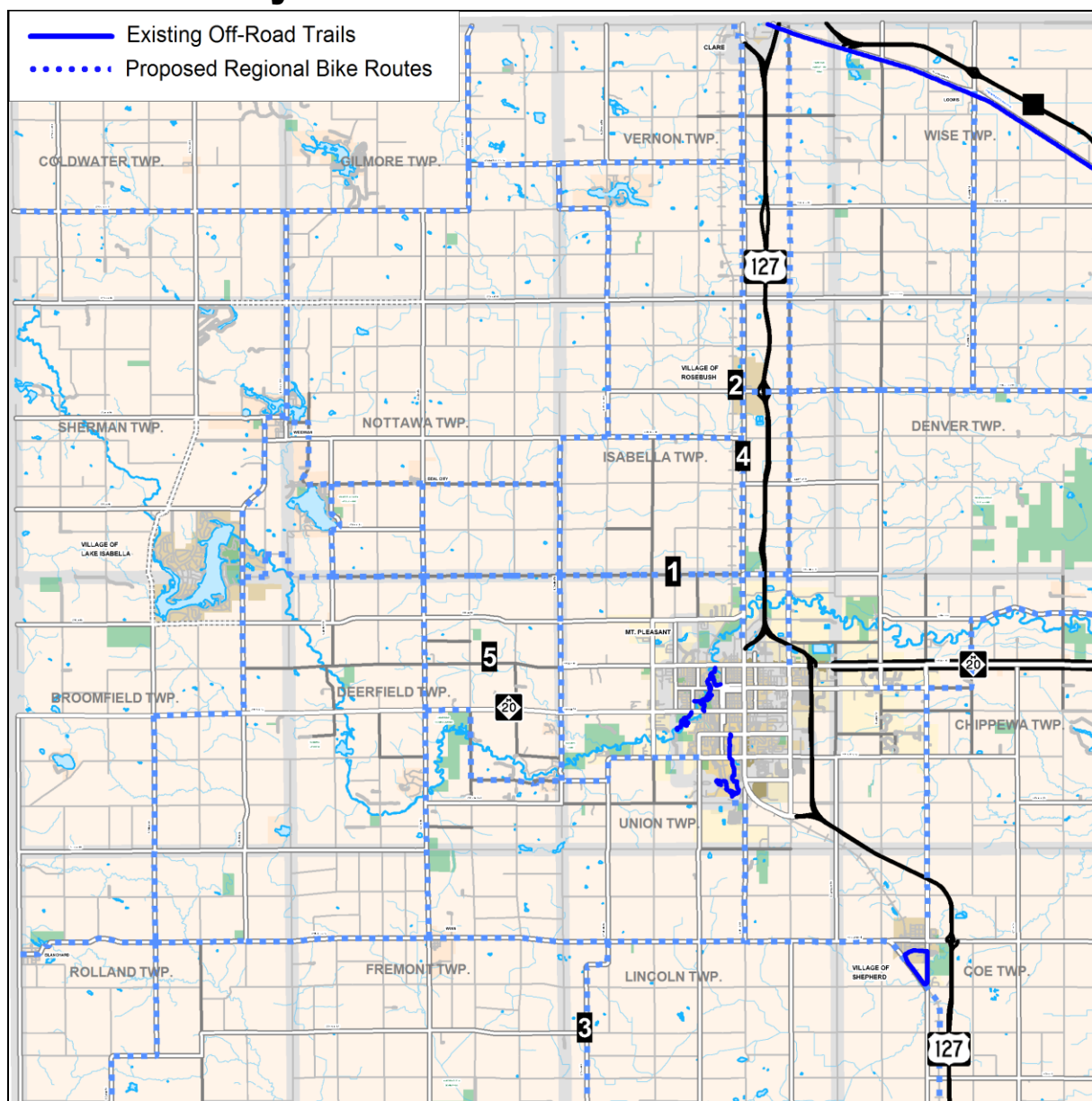
Notes:

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. Crawford 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!

10.4 Non-motorized Improvements & Details

	Quantity	Unit	Unit Price	Cost Estimate
Active Transportation Hub				
Pad/Plaza (12' x 15') concrete (4")	180	sf	\$ 5	\$ 900
Compressed Air	1	ea	\$ 3,000	\$ 3,000
Bench	1	ea	\$ 1,000	\$ 1,000
Hub Kiosk	1	ea	\$ 14,000	\$ 14,000
Bike Rack	4	ea	\$ 200	\$ 800
Ped Level Light Fixture	1	ea	\$ 3,500	\$ 3,500
Landscaping	1	ls	\$ 1,500	\$ 1,500
Trash/ Recycle Receptacle	1	ea	\$ 1,000	\$ 1,000
Sub-Total			\$	25,700
Contingency (15%)			\$	3,855
TOTAL			\$	29,555

Active Transportation Hub Kiosk (7' tall; 3.5' wide)		4 sided, glass and steel		
Kiosk Frame/Structure	1	ls	\$ 14,000	\$ 14,000
Bike Weathervane				
Limestone Base Vineer				
Vinyl Graphics				
Back Lighting				
TOTAL			\$	14,000

Curb Extension (Typical Existing 15' radius curb - Proposed 20' radius)

Removals/Demo	1	ls	\$ 2,200	\$ 2,200	This item is highly variable depending on drainage issues at intersection
Drainage Structures (Adjust)	1	ls	\$ 2,200	\$ 2,200	
Concrete (Curb, Gutter, Sidewalk)	1	ls	\$ 5,700	\$ 5,700	
ADA Ramps	2	ea	\$ 600	\$ 1,200	
Detectable Warning Strip	20	sft	\$ 35	\$ 700	
Restoration	1	ls	\$ 1,000	\$ 1,000	
TOTAL			\$	13,000	Per Corner

Non-Motorized Elements (typical)

Curb Extension (per corner)	\$	13,000.00	ea		
Crossing Island	\$	18,000.00	ea	Bollards, landscaping, concrete curbs, pavement removal, striping, ped level lighting	
Edge Striping (white)	\$	0.10	lf	4"	Edge stripe parking lane
Shared Use Arrows (Overlay Cold Plastic)	\$	225.00	ea	place every 200' - 250'	
Bike Route Signing (urban)	\$	1,200.00	mi	6 signs in 3 locations	
Bike Route Signing (rural)	\$	400.00	mi	2 signs in 1 location	
Concrete Sidewalk (6' wide)	\$	24.00	lf	restoration and contingency	
Concrete Sidewalk (8' wide)	\$	36.00	lf	restoration and contingency	
Asphalt Path (10' wide, \$45/lf)	\$	310,000.00	mi	8 ADA ramps, restoration and contingency	
ADA Ramps	\$	600.00	ea		
Paved Shoulders (4', signs, markings)	\$	160,000.00	mi		
Bike Locker	\$	1,800.00	ea		
Restripe Road and Add Bike Lanes	\$	6,000.00	mi	Assuming 4 to 3 lane conversions, stripe removal and bike signage	
Crosswalk Striping	\$	3.00	ft		
Rectangular Rapid Flash Beacon	\$	11,000.00	ea	Sign and solar beacon in each direction, advance crossing signs and installation	
Pedestrian Hybrid Beacon	\$	80,000.00	ea	With Category III Mast Arm (no intersection improvements)	
Boardwalk (14' wide)	\$	400.00	lf	Highly variable depending on design, material, and soil conditions	
Bridge (14' wide x 30' long)	\$	70,000.00	ea		
Toucan Crossing	\$	160,000.00	ea	Curb, 4" concrete sidewalk, bollards, HAWK signal, ADA ramps, signage, markings, plantings	

10.5 Evaluating Alternative Scenarios for Travel Along Road Corridors

There is no single solution for handling bicycle traffic along road corridors that will be the most appropriate facility in all cases. But the City should still strive to establish a consistent approach as possible so that motorists and bicycles have clear and consistent expectations of each other.

Restricting bicycles to a path along the side of a roadway—while potentially a legal option—is fraught with safety concerns. This diminishes the attractiveness of using a bicycle for transportation for many adult cyclists. On the other hand, there exists a great diversity of bicycling skills and comfort levels and the system should attempt to safely accommodate all users to the degree possible. Also, where a bicyclist chooses to ride has an impact on the pedestrian's experience.

Quality and Level of Service Evaluation of Alternative Scenarios

In order to evaluate the alternative approaches to accommodating bicycle and pedestrian travel along the roadway, quality/level of services models were used. The Bicycle and Pedestrian Level of Service Models are statistically reliable methods for evaluating the quality and effectiveness of pedestrian and bicycle conditions of a given roadway environment. Various models have been developed over the past decade. The Bicycle and Pedestrian Level of Service Models used for this plan, developed by Bruce Landis, PE, AICP of Sprinkle Consulting, Inc., models bicycle and pedestrian environments based on data gathered from a wide cross section of users who evaluated numerous real world scenarios. Simplified versions of these models have been incorporated in the Florida Department of Transportation's Multi-modal Quality/Level of Service Model, which is the only LOS analysis that FDOT currently accepts. The Quality/Level of Service score is a measurement of the perceived safety and comfort of pedestrians and bicyclists.

It should be noted that the Bicycle Quality/Level of Service model applies only to bicycle environments *within* the roadway. There currently are not any well-researched models for Bicycle Quality/Level of Service for Shared Use Paths. The Pedestrian Quality/Level of Service Model also does not account for the increased conflicts with bicyclists that are likely to occur on a Shared-use Path.

Pedestrian Quality/Level of Service - Key Factors (in order of statistical significance):

1. Presence of a sidewalk
2. Amount of lateral separation between pedestrians and motor vehicles
3. Presence of physical barriers and buffers (including parking) between pedestrians and motor vehicles
4. Motorized vehicle volume
5. Motorized vehicle speed

Bicycle Quality/Level of Service - Key Factors (in order of statistical significance):

1. Presence of bicycle lane or paved shoulder
2. Proximity of bicyclists to motorized vehicles
3. Motorized vehicle volume
4. Motorized vehicle speed

5. Motorized vehicle type (percent truck/commercial traffic)
6. Pavement condition
7. The amount of on-street parking

The key factors for both modes are the existence of their own space, how far that space is from the traffic, and the nature of the traffic. The Bicycle and Pedestrian Quality/Level of Service score system has been developed using the same letter grading system with the same connotations as the letter grades used in schools: A being the best and F being the worst.

Because letter-grade Level of Service assessments are typical for vehicular traffic, there may be a desire to compare Vehicular Level of Service to that of Bicycle and/or Pedestrian Level of Service. However, the two evaluation systems are quite different and should not be directly compared. One illustration of the difference is that a Pedestrian Level of Service of “E” is likely the result of there not being any accommodations for a pedestrian. A Vehicular Level of Service “E” is defined as a point along an existing facility in which operations are at or near capacity and are quite unstable.

Three Scenarios for Providing Multi-modal Road ROW's

There are three typical scenarios for accommodating pedestrians, bicycles and motorists within a road Right-of-Way:

- Sidewalk (for pedestrians) and a Shared Roadway (for bicyclists and motorists).
- Sidewalk (for pedestrians) and a Bike Lane (a separate bike-only lane in the roadway).
- Shared Use Path (for pedestrians and some cyclists) and a Shared Roadway (for other bicyclists and motorists).

The following section looks at these three different scenarios for accommodating bicyclists, pedestrians and motorists. To evaluate each of these scenarios, a generalized cross section was prepared for each scenario along three different classifications of primary roadways: Principal Arterials (e.g. Grand River Avenue), Minor Arterials (e.g. W 9 Mile), and Urban Collectors (e.g. West 11 Mile Road). While there are significant variances among different road classifications, the generalized input used for each covers most roadway situations.

The following table summarizes the input used in this analysis: along the road corridor have been explored using a Quality/Level of Service Analysis to determine which combination is the most beneficial for users

Table 10.5A . Generalized Road Conditions and Existing AASHTO Guidelines

Criteria		Urban Principal Arterial	Urban Minor Arterial	Urban Collector
ADT motor vehicles	Generalized Average Daily Traffic Volumes for Both Directions	30,000	20,000	10,000
Number of Lanes	Generalized Average	4 Total (2 each way)	4 Total (2 each way)	2 Total (1 each way)
Posted Speed	Generalized Average	40 MPH	35 MPH	30 MPH
Sidewalk Width	AASHTO Pedestrian Guidelines	5' Minimum 6 – 8' Preferred 10 – 15' in CBD & High Use Areas	5' Minimum 6 – 8' Preferred 10 – 15' in CBD & High Use Areas	5' Minimum
Buffer Width	AASHTO Pedestrian Guidelines (from edge of road to sidewalk)	5' Minimum 6' Preferred	5' Minimum 6' Preferred	2' Minimum 4' Preferred
Bike Lane Width	AASHTO Bicycle Guidelines	3.5' minimum (5' total width including gutter)	3.5' minimum (5' total width including gutter)	3.5' minimum (5' total width including gutter)
Shared Outside Lane	AASHTO Bicycle Guidelines	14' recommended 15' maximum	14' recommended 15' maximum	14' recommended 15' maximum

Notes:

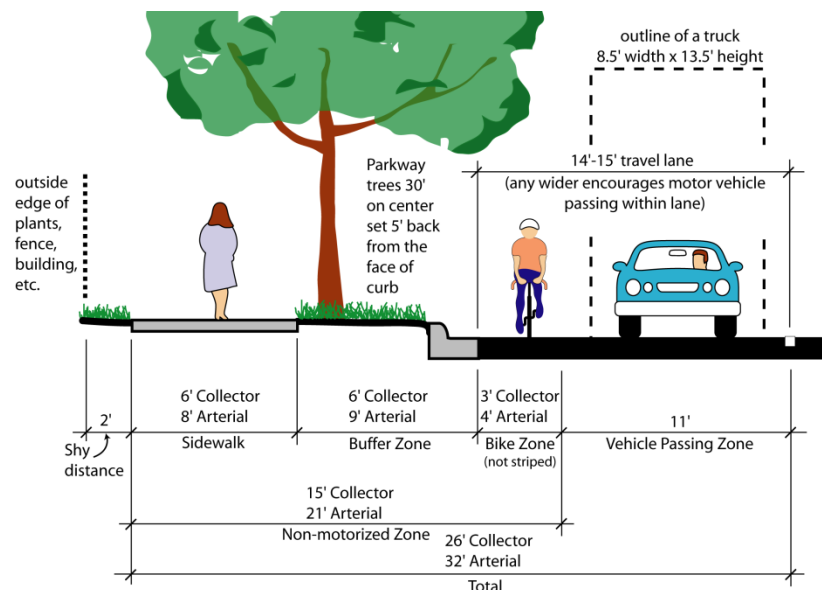
- 4' minimum walks may be used if 5' wide passing spaces for wheelchair users are provided at reasonable intervals. Although AASHTO permits 4' foot minimum walks with passing lanes, they are not desirable and should only be used for special circumstances.
- AASHTO also provides guidelines for curb-attached sidewalks (no buffer is provided between the sidewalk and roadway). The minimum width is 6', 8 – 10' is recommended along busy Arterials.
- There are many variables that AASHTO considers that are not articulated in this simplified chart.

Refining the Scenarios

In comparing the different scenarios, the following design criteria were taken into consideration:

- **Widening the Buffer to Accommodate Trees** – As noted in the Pedestrian Quality /Level of Service – Key Factors, the lateral separation of pedestrians from the roadway and the presence of physical barriers such as trees, are the most important factors after the existence of a sidewalk. While trees provide benefits for pedestrian and roadway aesthetics, they are considered hazards to motorists. To minimize vehicular crashes with fixed roadside objects such as trees and light poles, current guidelines recommend placing the fixed objects at least 5' from the face of curb on urban arterials and 2' on collectors. Trees should be setback from the sidewalk at least 2' to allow for root growth and to provide a clear zone for the sidewalk users. To determine the total minimum desirable buffer with for Arterials, 6" is allocated for the width of a new tree trunk and the 18" from the face of curb to the edge of road is included. The result is that the minimum desirable buffer for Arterials is set at 9' wide. For Collectors, 4' is considered the minimum width for a planting strip that could support trees. This results in the total minimum desirable buffer for Collectors being set at 6' wide. As a general rule, the buffer should be as wide as reasonable for the conditions to minimize vehicular crashes with fixed objects, allow optimum planting conditions for trees, and improve the pedestrian environment.
- **Guidelines and Precedents for Narrow Lanes** - AASHTO guidelines and the MDOT Road Design Manual indicate that 12' lanes are most desirable and should be used where practical. They both indicate that in urban areas on low-speed roads (45 mph or less) 11' lanes are often used, and that 10' lanes may be used in restricted areas where there is little or no truck traffic.
- **Preserved Capacity with Narrower Lanes** - an 11' vehicular lane with an adjacent bike lane likely operates at near the same capacity as a 12' vehicular lane adjacent to a curb.
- **Narrow Turn Lanes** - AASHTO guidelines note that continuous two-way left-turn lanes may be as narrow as 10'.
- **Vehicle Widths** - A generalized sport utility vehicle is 6' - 4" wide, City buses and trucks are 8' - 6" wide.
- **Working Within Existing ROW** - Typical ROW Widths are 66' and 99', which means that the combined width of the sidewalk, buffer zone (space between the road and the sidewalk), bike lane (if any), and outside vehicle lane should be no wider than 33' in order to avoid the need for additional ROW. Using inside and continuous two-way left-turn lanes of 11', a four-lane road can be accommodated in 88' and a five-lane road can be accommodated in 99'.
- **Maximizing Bicycle and Pedestrian Level of Service** - Three scenarios were initially designed based on AASHTO guidelines. The scenarios were then refined by adjusting variables within the parameters of AASHTO guidelines such as the sidewalk width, the width of the buffer between the road, sidewalk and tree spacing, the bike lane width, and right lane width, all to achieve the most desirable Quality/Level of Service score possible within the typical ROW's.

The following pages include an overview of the three scenarios, their general advantages and disadvantages, and the results of the Quality and Level of Service analyses for the three road classifications.

Fig. 10.5B.Scenario A – Sidewalk and Shared Roadway

In this scenario, there are no specifically designated bicycle facilities within the roadway. Bicycles are accommodated through increased right-hand lane width (14' to 15') and reduced traffic speeds. Education and enforcement programs along with signage and potential pavement markings, such as the Shared-use Arrow, are utilized to alert motorists to the bicyclist's presence in the roadway.

Evaluation Results:

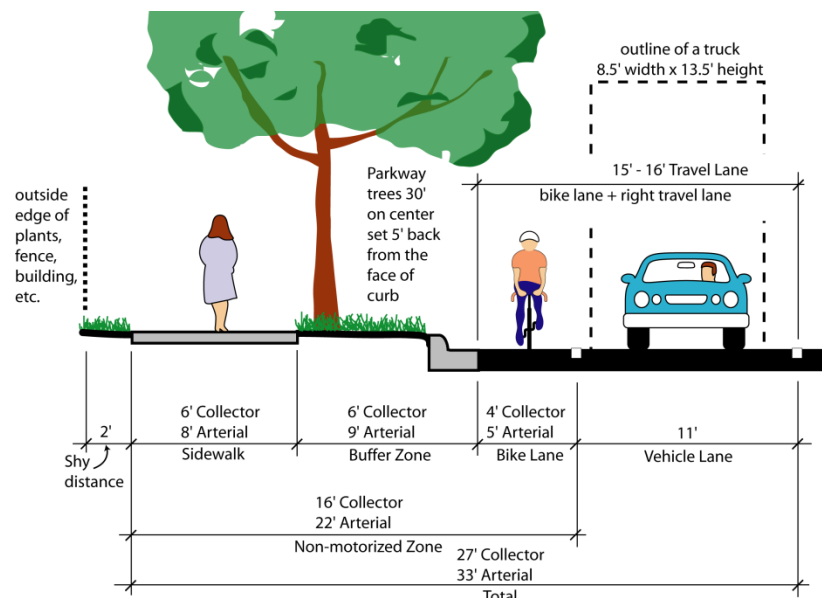
Road Classification	Pedestrian Q/LOS	On-road Bike Q/LOS	Notes
Principal Arterial	3.05 = C	4.55 = E	Extremely poor Bicycle Q/LOS
Minor Arterial	2.32 = B	4.23 = D	
Collector	2.47 = B	4.22 = D	Tied for worst Bike Q/LOS w/ scenario C

Advantages:

- Simple treatment at intersections.
- Considered by some to be the safest way to integrate bicyclists and motorized vehicles.
- Wide curb lane vs. bicycle lane studies have shown no significant safety differences in separation distances between the bicyclist and motorist.
- Appeals to experienced bicyclists who are often commuters.

Disadvantages:

- Unlikely to attract many new cyclists.
- May be viewed as a do nothing approach by many.
- Many bicyclists will still ride on the sidewalk.
- Cars tend to move further to the left and encroach into adjacent travel lanes when passing a cyclist with wide curb lanes than with bicycle lanes.
- Wider lanes may encourage higher speeds and may require traffic calming measures.

Fig. 10.5C.Scenario B – Sidewalk and Bike Lane (Preferred Option)

In this scenario, striped bicycle lanes or designated paved shoulders are provided on all collectors and minor arterials. Principal Arterials may have bike lanes or widened curb lanes, as determined most prudent for specific situations. The width of the bicycle lanes or shoulders should increase in areas with poor sight lines and/or higher vehicular speeds and volumes.

Evaluation Results:

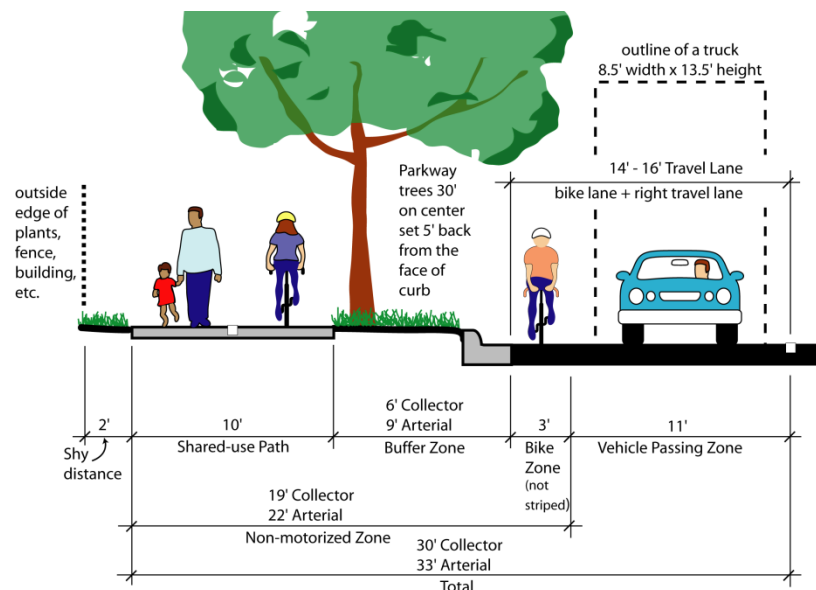
Road Classifications	Pedestrian Q/LOS	On-road Bike Q/LOS	Notes
Principal Arterial	3.04 = C	3.47 = C	Best Bike Q/LOS, only Scenario with a C rating
Minor Arterial	2.31 = B	3.15 = C	Best Bike Q/LOS, only Scenario with a C rating
Collector	2.46 = B	3.39 = C	Best Bike Q/LOS, only Scenario with a C rating

Advantages:

- Highly visible, designated facilities encourage increased bicycle use.
- Designated facilities alert motorists of the presence of bicyclists in the roadway.
- May have a slight traffic calming impact in some situations.
- Concurrent with AASHTO guidelines for most situations.
- Motorists are much less likely to encroach into the adjacent lane when passing a bicyclist.
- Motorists have less variation in their lane placement.

Disadvantages:

- Bicycle lanes require supplemental maintenance to be kept free of debris.
- Intersections must be designed carefully to minimize conflicts with turning movements.
- Presence of lanes may attract less experienced bicyclists to busier roadways.
- Some bicyclists will still ride on the sidewalk.

Fig. 10.5D.Scenario C – Shared-use Path

In this scenario, off-road shared-use paths are provided on Principal and Minor Arterials. Bicycle lanes or designated paved shoulders are provided on Collectors. Some collectors may also have shared-use paths. Driveways crossing shared use paths are modified to improve bicyclist and pedestrian safety.

Evaluation Scenarios:

Road Classifications	Pedestrian Q/LOS	On-road Bike Q/LOS	Notes
Principal Arterial	3.05 = C	4.69 = E	Worst Bike Q/LOS
Minor Arterial	2.32 = B	4.38 = D	Worst Bike Q/LOS
Collector	2.39 = B	3.89 = D	Tied for worst Bike Q/LOS w/ Scenario A

The analysis does not account for increased conflicts between bikes and pedestrians

Advantages:

- Similar to some existing non-motorized facilities.
- Do not have to modify existing roadways.
- Facilities separate from busy roads appeal to novice users and those with slower reflexes.

Disadvantages:

- Off-road facilities such as sidewalks and pathways are statistically the most dangerous places to bike due to conflicts with motor vehicles at intersections and driveways.
- Increased number of conflicts between bicyclists and pedestrians on pathways.
- Some bicyclists will still choose the roadway rather than a Shared-use Path.
- Few of the City's existing shared-use paths meet current AASHTO guidelines.
- Off-road facilities will need to be cleared of snow and have a higher maintenance standard than is currently in place to be considered a transportation facility.
- Transition between Shared-use Paths and Bike Lanes are awkward.

Scenario Observations

After reviewing the Quality/Level of Service (Q/LOS) analysis and testing alternative inputs for the alternative scenarios, a number of observations were made. These include:

- AASHTO minimum guidelines in many cases do not result in a Q/LOS grade of “C” or better.
- The Sidewalk and Bike Lane scenarios were the only scenarios that consistently achieved a Q/LOS of C or better for bicyclists and pedestrians. The other scenarios consistently had at least one mode rated a Q/LOS of D or worse.
- An 8’ wide Bike Lane would be required to achieve a Bicycle Q/LOS higher than C on a typical Principal Arterial due to the traffic volumes and speeds. At that width, the Bike Lane may be misinterpreted as a travel lane and would be difficult to fit in most road ROW’s.
- A 21’ wide buffer would be required to achieve a Pedestrian Q/LOS higher than C on a typical Principal Arterial due to the traffic volumes and speeds. This would be difficult to accommodate in most road ROW’s.
- The non-motorized zone does not vary in width much and all of the scenarios can be accommodated in standard ROW widths.
- While Bike Lanes provide additional buffer space between the vehicular travel way and the sidewalks, the difference in the Q/LOS is not significant.
- The Average Daily Traffic Volume for a 2 Lane Urban Collector would have to be below 3,500 to achieve a Bicycle Q/LOS of C.
- A Bike Lane provides an additional 4 to 5’ of lateral separation between fixed objects such as trees and street lights and the motorized travel lanes increasing motorized safety.
- A Bike Lane provides a benefit to trees planted in the buffer by providing an additional 4’ to 5’ between the canopy of the tree and trucks that may hit the lower branches.

Conclusion

Based on these observations **Scenario B – Sidewalk and Bike Lane** is the preferred alternative for all road classifications under most circumstances. Scenario A – Sidewalks and Shared Roadway may be appropriate for lower volume (<3,500 ADT) and lower speed (≤ 30 MPH) Collectors. Scenario C – Shared-use Path may be appropriate for Parkway situations where intersecting roadways and driveways are widely spaced (typically farther apart than 1/2 mile). In addition, there should be little need to get to destinations on the other side of the road between intersecting roadways and marked mid-block crosswalks.

While Scenario B – Sidewalk and Bike Lane, is the preferred alternative, the City should not restrict bicycling on most sidewalks. Bicyclists will choose to ride in the road or on a sidewalk based on their individual skills and comfort riding in traffic and current conditions. Thus an individual who may typically ride in the road may choose to ride on a sidewalk if the road is icy or slushy. Also, some individuals may be comfortable riding in bike lanes on some roads but not others. It is not the City’s place to dictate where a bicyclist should ride but rather provide new facilities in accordance with current best practices and retrofit existing facilities as best as possible.

The City though needs to underscore that when bicyclists ride on sidewalks they need to always yield to pedestrians. Six to eight foot wide sidewalks can accommodate moderate slower paced bicycle traffic in suburban settings. Thus Scenario B – Sidewalk and Bike Lane provides that option for both on-road and off-road bicycling in many situations. Given that some bicyclists will choose to ride on the sidewalks, the

sidewalks should be designed and maintained such to accommodate these users. This is not to say that they need to meet AASHTO Guidelines for shared-use pathways, but that sightlines at intersecting driveways and roadways should be open so that motorists and bicyclist can see each other. Sidewalk and ramp alignments should take into consideration bicycle travel. Obstructions within and immediately adjacent to the sidewalk should be avoided. Also, the sidewalk surfaces and adjacent overhanging vegetation need to be maintained with bicycle travel in mind.

There will be places in the downtown or other high density mixed use areas where the combination of high pedestrian volumes and limited sidewalk widths will dictate that bicyclists should walk their bikes when on the sidewalk. There may also be places where sidewalk bicycling may be hazardous and likewise require that bicyclists walk their bicycle. Whenever bicycles are restricted from riding on the sidewalk every effort should be made to improve bicyclists accommodations within the roadway.

Notes on the Application of the Conclusions

It should be noted that traffic volumes and speed, rather than road classifications, should determine whether to use a 4' or 5' wide bike lane. As a general rule, where volumes are expected to be over 25,000 trips per day and/or speeds are posted at 40 MPH or above, a 5' bike lane is preferred. 5' bike lanes are also preferable in situations where the vertical and horizontal curves limit sight lines.