

Pathway Prioritization Committee Recommendations: Non Motorized Plans For Bluegrass Road

Introduction

Our Greater Mt Pleasant Non Motorized Plan implementation sets out an organized approach to improvements. It starts with Initial Primary Corridors designed to provide a basic network to build from. For decisions on the initial build out and as opportunities arise due to reconstruction of roads, the plan arranges projects into near, mid and far term projects. When we consider any geographic area, we want to build the basics first, and then fill out with details, typically beginning with near term work first. That is not to say that we should not do far term projects early, it does suggest that we prioritize work on that basis. It is important that all jurisdictions implement the plan for a cohesive network that all can enjoy. In general, the plan anticipates both sidewalk improvements as well as lane conversions for bikes. However, an off road pathway is not recommended for the overall East West non motorized plan for Bluegrass Road

The township's Pathway Prioritization Committee met on 2/6/12 to review the plan and make recommendations for work on Bluegrass Road based on the plan.

“The recommendation is for 8’ sidewalks on both sides of Bluegrass Road from Mission Road to Isabella Road where there are no existing sidewalks, as well as on the west side of Isabella Road south from Bluegrass to Spring Ln and north to Jeffery Ln. A crossing improvement per the plan on Isabella Road at Jeffery Lane is also recommended. As an option, It is also recommended that Bluegrass Road from Encore Blvd to Isabella Road be converted from 4 to 3 lanes. If additional funding is available, the lowest priority option is a crossing improvement at Bluegrass and Sweeny.”

Background and Plan Excerpts

5.1 Implementation Plan

The proposed improvements fall into seven tasks. The first task is Initial Primary Corridors. This task includes projects that should be done first because they create key connections across the city that provide a backbone to the non-motorized system. The connections incorporate the existing pathways, employ near-term bike lane improvements and provide alternative routes to busy roads. These routes were determined based on public input, existing conditions, geographic distribution and desire to create key cross-community connections.

After the Initial Primary Corridors are completed (Figure 1), the following six tasks should be implemented

concurrently as opportunities and funding become available. The six parallel tasks include the following:

- Bike Lanes
- Neighborhood Connectors

- Sidewalk Gaps
- Road Crossing Improvements
- Intersection Improvements
- Regional Connections

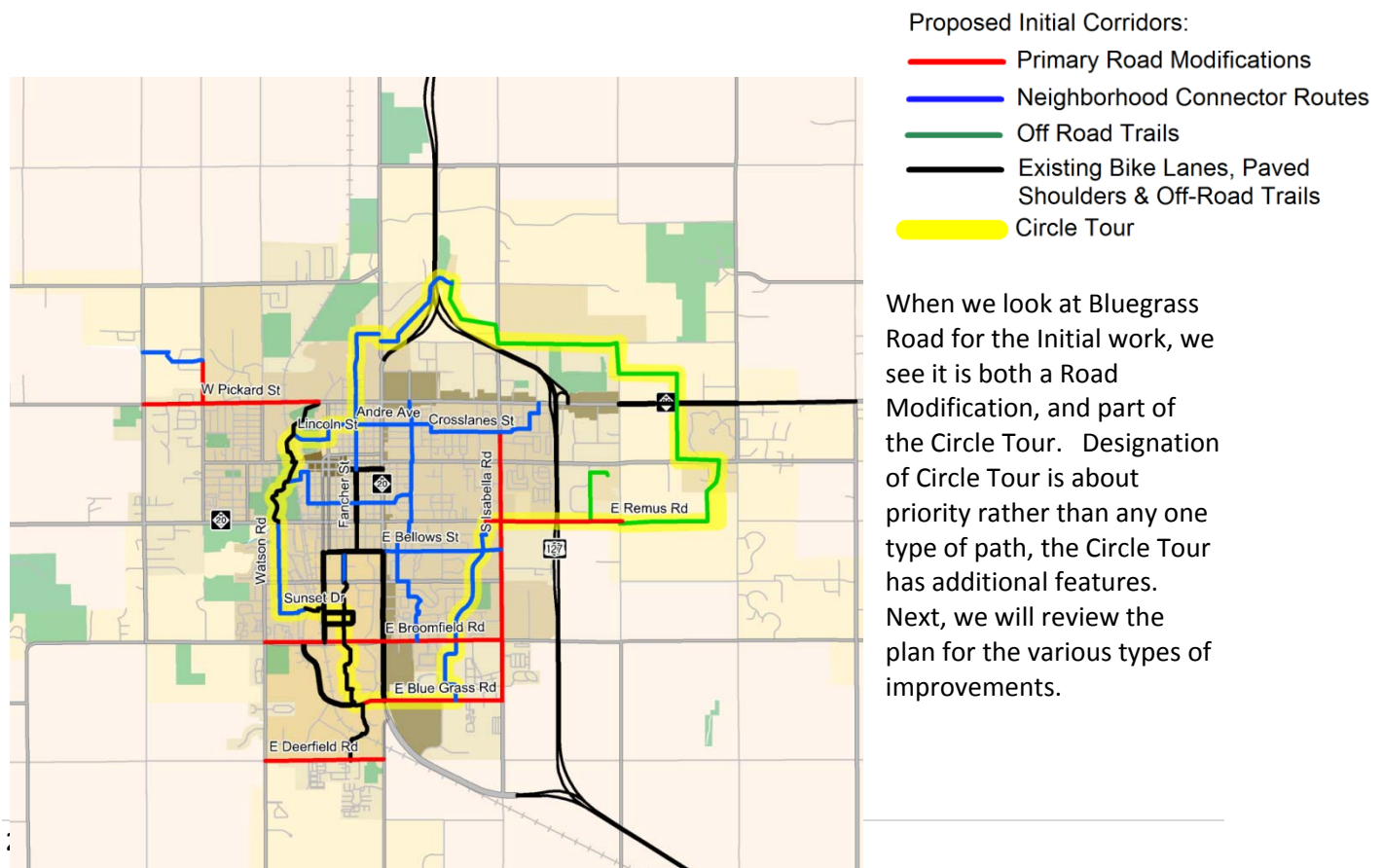
Some of the improvements include relatively modest changes such as road conversions and signage and others may take longer based on opportunities and available funding. Each task may take multiple years to implement. The speed of the implementation depends on the amount of money that is dedicated to the implementation along with the success of obtaining outside funding.

Implementation Tasks

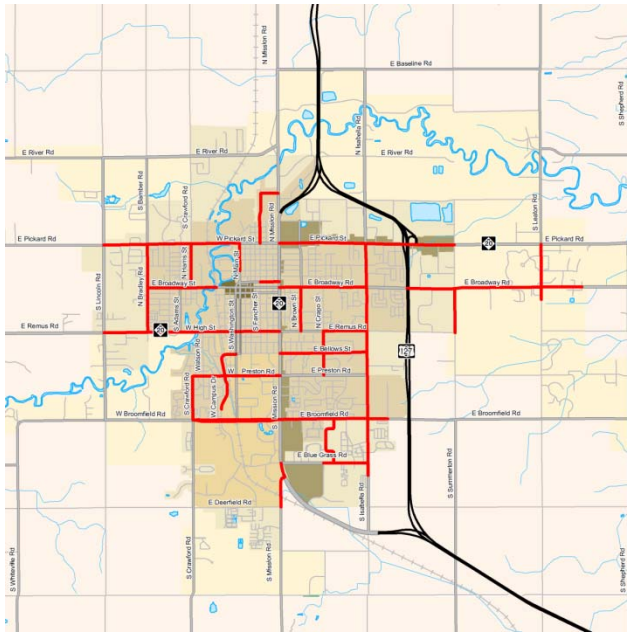
These six implementation tasks fall into three categories, Near-term, Mid-term and Long-term. In general Near-term opportunities include improvements that may be accomplished by relatively modest changes to the existing road system. Mid-term opportunities include improvements that may be accomplished in the near future; however they may require some additional construction. Long-term improvements are projects that will be implemented with new development or reconstruction of existing roadways. Some construction intensive projects are identified as a Near-term or Mid-term improvement when it addresses safety concerns or there is a high demand for its implementation.

Initial Primary Corridors

Figure 1, Plan figure 5.1



When we look at Bluegrass Road for the Initial work, we see it is both a Road Modification, and part of the Circle Tour. Designation of Circle Tour is about priority rather than any one type of path, the Circle Tour has additional features. Next, we will review the plan for the various types of improvements.



Bike Lanes

Figure 2, Plan figure 4.1.D – Near Term Bike Lane, 4 to 3 Conversion

Pg 90 of the plan outlines the cost for Bluegrass near term bike lane section:

2) Proposed Bike Lanes on Primary Roads (approximately 5.5 miles)

Implement near-term road conversions to add bike lanes on major roadways.

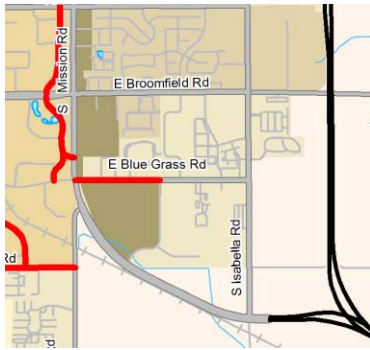
- Add bike lanes to E Blue Grass Rd between Encore Drive and S Isabella Road through a 4 to 3 lane conversion

Figure 3, (Plan figure 4.1.1)





Street	Between	Quantity	Unit	Unit Price	Cost Estimate
W Pickard Street	S Lincoln N Main St	1.56	mi	\$ 6,000.00	\$ 9,360.00
S Isabella Rd	E Pickard St E Blue Grass Rd	2.51	mi	\$ 6,000.00	\$ 15,060.00
E Broomfield Rd	S Mission Rd S Isabella Rd	1.00	mi	\$ 6,000.00	\$ 6,000.00
E Broomfield Rd	Near Mission	0.24	mi	\$ 10,000.00	\$ 2,400.00
E Blue Grass Rd	Encore Dr S Isabella Rd	0.51	mi	\$ 6,000.00	\$ 3,060.00
TOTAL					\$ 35,880.00

As a Long Term Bike Lane Conversion, the section of Bluegrass from Encore Blvd to Mission Road is more complicated and suggested to wait for road reconstruction. We can implement now, but at higher cost than the previous section from Encore to Isabella Roads. In the discussion on Sidewalks, we will see this section covered for the large number of CMU pedestrians. See Plan page 62

Figure 4 Long Term Bike Lane



Neighborhood Connectors Detail

-  Existing Off-Road Trails
-  Proposed Off-Road Trails
-  Proposed Neighborhood Connector Routes
-  Proposed Regional Trails

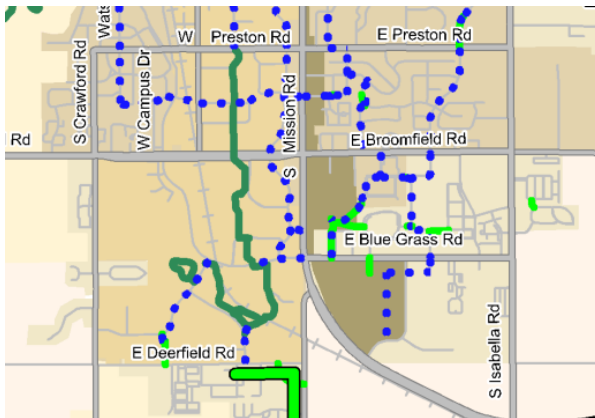


Figure 5 Neighborhood Connectors

While a Neighborhood Connector off road path is part of a N-S route to the commercial district, it crosses Bluegrass Road rather than being a part of the E-W route along Bluegrass Road. As such it is not on the higher priority lists

Sidewalks

3) Proposed Sidewalk Gap Improvements (approximately 13 miles)

Complete sidewalk gaps on the following roadways....

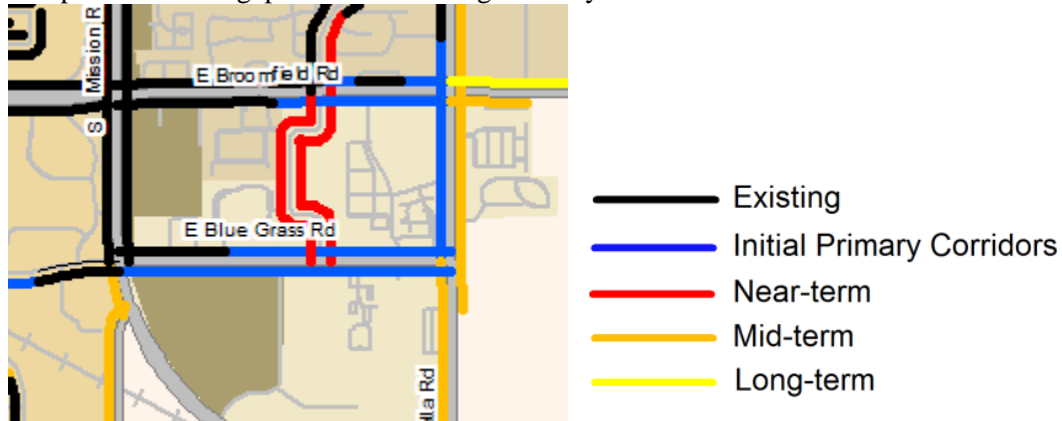
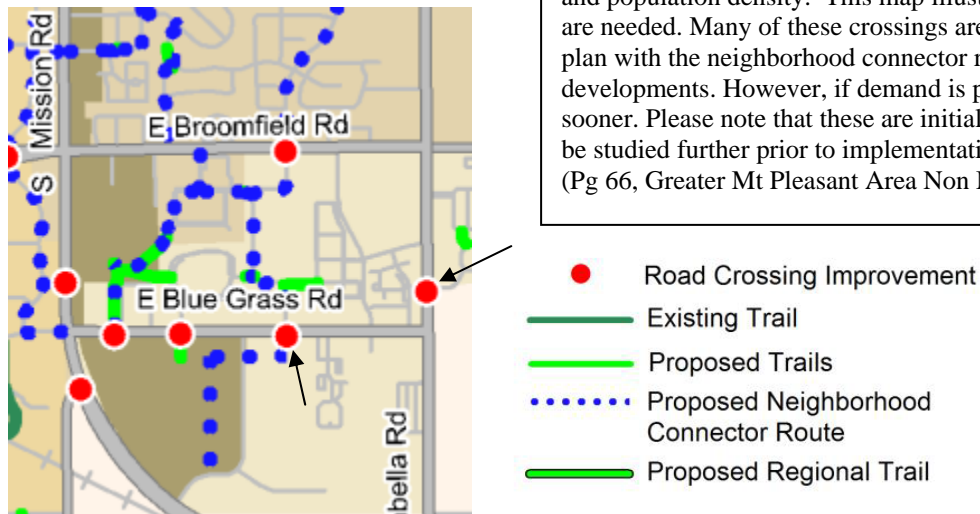


Figure 6 Sidewalks

Sidewalks on Bluegrass are a part of the Initial Primary Corridors (Blue), as well as a Mid Term section on Isabella Road south of Bluegrass.

Road Crossing Improvements

Figure 7 Road Crossings



Road Crossing Improvements are needed in areas where there is a high demand to cross. These areas occur where a bike route crosses a collector or arterial road, a major bus stop or bus shelter is present, there is a long distance between crosswalks, or there is a high demand based on land use and population density. This map illustrates where crossing improvements are needed. Many of these crossings are addressed in the implementation plan with the neighborhood connector routes and major corridor developments. However, if demand is present they can be implemented sooner. Please note that these are initial recommendations and they need to be studied further prior to implementation. (Pg 66, Greater Mt Pleasant Area Non Motorized Plan)

Intersection Improvements

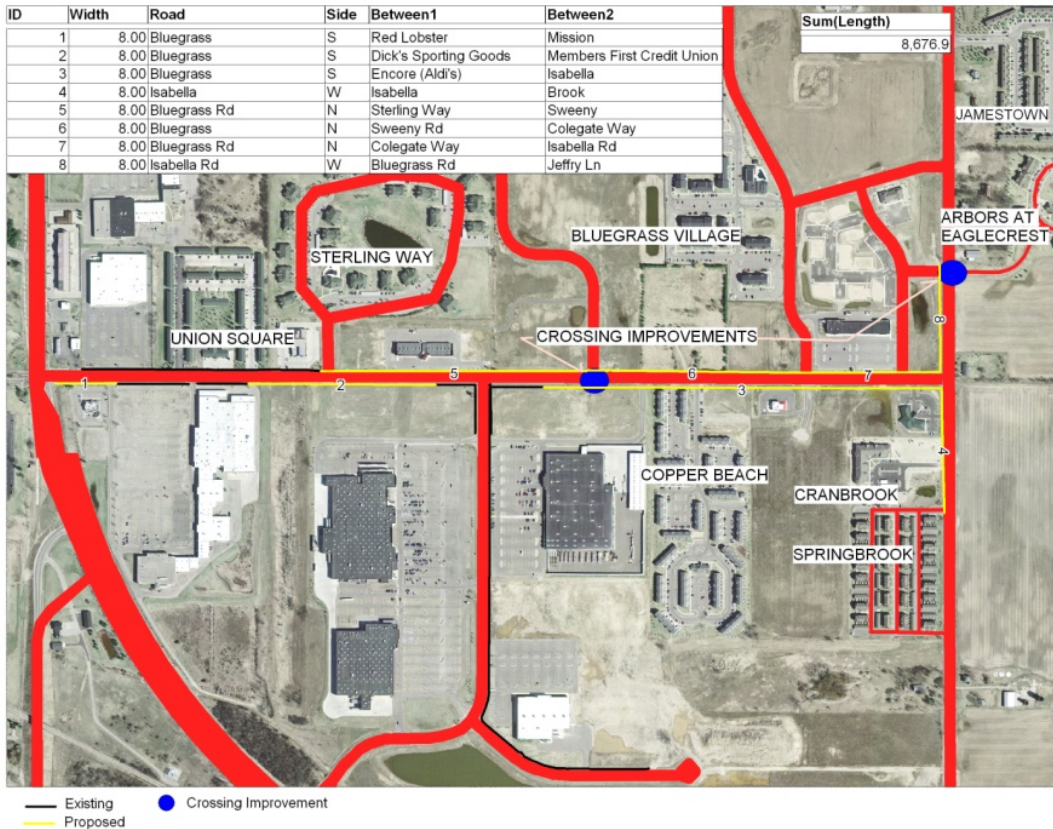
None

Regional Connections

None

Non Motorized Pathway Prioritization Committee Recommendations

Committee members Trustee and Planning Commissioner John Dinse, Planning Commissioner Ben Jenkins, Community Representative Phil Hertzler and Planner Woody Woodruff met 2/6/12 to evaluate the plan suggestions and formulate a recommendation to the Board of Trustees for the first implementations on Bluegrass Road.



The recommendation is for 8' sidewalks on both sides of Bluegrass Road from Mission Road to Isabella Road where there are no existing sidewalks, as well as on the west side of Isabella Road south from Bluegrass to Spring Ln and north to Jeffery Ln. A crossing improvement per the plan on Isabella Road at Jeffery Lane is also recommended. As an option, it is also recommended that Bluegrass Road from Encore Blvd to Isabella Road be converted from 4 to 3 lanes. If additional funding is available, the lowest priority option is a crossing improvement on Bluegrass at Sweeny."

The rationale for the recommendation is based on connecting housing concentrations and commercial destinations. Residents at Union Square, Sterling Way, Copper Beach, Arbors at Eagle Crest, Spring Brook, and Cranbrook will have direct access to the sidewalks. It is also recommended as an option that Bluegrass Road from Encore Blvd to Isabella Road be converted from 4 to 3 lanes. The choice of this option will be based on cost considerations, Board intentions, and Isabella County Road Commission input. The conversion from Encore to Mission should wait for construction projects likely to occur at the intersection of Bluegrass and Mission.