TONIGHT’S AGENDA

1. STAFF PRESENTATION (est. 30-40 min)
2. WALKING TOUR (est. 30-40 min)
3. COMMENTS ON OBSERVATIONS (est. 10-30 min)
2015-17 MDOT US10 BR CORRIDOR STUDY
2015-17
MDOT US 10 BR CORRIDOR STUDY

AIRPORT ROAD

9-BLOCK ROAD DIET TRIAL AREA

WASHINGTON STREET
A MODERN DOWNTOWN DISTRICT

1997 MASTER PLAN
DOWNTOWN FUTURE LAND USE

Objective: Expanding and enhancing the vibrancy of downtown by adding density, mixed-use developments, and expanding to incorporate the ballpark area
A MODERN DOWNTOWN DISTRICT

MASTER PLANNING
PRIVATE PROPERTY
PUBLIC SPACES
STREET RIGHT-OF-WAYS
ZONING REGULATIONS
A MODERN DOWNTOWN DISTRICT

- MASTER PLANNING
- PRIVATE PROPERTY
- PUBLIC SPACES
- STREET RIGHT-OF-WAYS
- ZONING REGULATIONS
A MODERN DOWNTOWN DISTRICT

MASTER PLANNING ✓
PRIVATE PROPERTY ✓
PUBLIC SPACES ✓
STREET RIGHT-OF-WAYS ✓
ZONING REGULATIONS ✓
2015-17
MDOT US10 BR
CORRIDOR STUDY

AIRPORT ROAD

WASHINGTON STREET
PURPOSE OF 2015-17 STUDY

1. Accomodate TRAFFIC (existing and future)
2. Enhance SAFETY for all modes of transportation
3. Increase CONNECTIVITY to surrounding neighborhoods
4. Improve NON-MOTORIZED MOBILITY
5. Implement CONTEXT SENSITIVE DESIGN
6. Support ECONOMIC DEVELOPMENT within the corridor
COMPLETE STREETS POLICIES

1. MDOT (Governor Granholm in mid-2000s)

2. City of Midland (adopt June 2010)
PUBLIC INVOLVEMENT IN THE 2015-17 STUDY
1. STEERING COMMITTEE
2. PUBLIC INPUT SESSION (December 14, 2016)
STEERING COMMITTEE PARTICIPANTS

1. MDOT
2. CITY OF MIDLAND (including DDA & Non-Motorized Transportation Committee)
3. DISCOVERY SQUARE (MCFTA)
4. MIDLAND BUSINESS ALLIANCE (Chamber & Midland Tomorrow)
5. MICHIGAN BASEBALL FOUNDATION (Momentum Midland)
6. MIDLAND AREA COMMUNITY FOUNDATION
FOCUS OF DOWNTOWN STUDY AREA
TRAFFIC & SAFETY
TRAFFIC & SAFETY:

1. EXCESS CAPACITY in current design
2. TRAFFIC SPEED must be slowed to improve non-motorized experience and improve context sensitive design
3. SAFETY of corridor for all users must not decrease
EXCESS CAPACITY
Traffic flow monitoring, traffic speed analysis, intersection performance, corridor crash data (MDOT & City)

TRAFFIC SPEED
Traffic speed analysis (MDOT)

SAFETY
Corridor crash data (MDOT & City)
ACCIDENT DATA:

1. Increase in number of accidents (from prior year)
2. Details of accidents is more accurate
3. Data should not be looked at solely in aggregate
<table>
<thead>
<tr>
<th>By DRIVER VIOLATION</th>
<th>Angle Driveway</th>
<th>Angle Straight</th>
<th>Angle Turn</th>
<th>Bicycle</th>
<th>Fixed Object</th>
<th>Misc. Multiple Vehicle</th>
<th>Misc. Single Vehicle</th>
<th>Parking</th>
<th>Rear-End Driveway</th>
<th>Rear-End Left Turn</th>
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CONNECTIVITY & NON-MOTORIZED MOBILITY
DOWNTOWN CONNECTIVITY
MIDTOWN
HISTORIC NON-MOTORIZED TRANSPORT
OFF-STREET
MIDTOWN
CONTEXT SENSITIVE DESIGN & ECONOMIC DEVELOPMENT
DAVENPORT AVENUE (M-58) Saginaw
Pedestrian safety/incident reporting (MDOT & City)
Final design of a two-lane road profile has not been completed. The design will ultimately determine the experience while in and/or crossing of the corridor. The corridor is planned for mixed-use purposes. Infill mixed-use development = High ROI of public investment
2015-17 CORRIDOR STUDY RESULTS
MDOT DESIGN

ALTERNATIVES

BUTTLES STREET EASTBOUND

RECOMMENDED ALTERNATIVE 1

- Bus-bike lane
- 2 lanes
- 2 bike lanes
- 2 thru lanes
- 2 turning lanes
- 2 curb lanes
- 1 shoulder

NOTES
- Local to implement accessible facilities, including
- bike lane
- curb lane
- shoulder
- crosswalk
- intersection
- sidewalk

ALTERNATIVE 2

- 3 lanes
- 2 bike lanes
- 2 thru lanes
- 2 turning lanes
- 2 curb lanes
- 1 shoulder

NOTES
- Minimum 36" curb lane
- Minimum 12" bike lane
- Minimum 12" pedestrian

ALTERNATIVE 3

- 3 lanes
- 2 bike lanes
- 2 thru lanes
- 2 turning lanes
- 2 curb lanes
- 1 shoulder

NOTES
- Minimum 36" curb lane
- Minimum 12" bike lane
- Minimum 12" pedestrian

INDIAN STREET WESTBOUND

RECOMMENDED ALTERNATIVE 1

- 2 lanes
- 2 bike lanes
- 2 thru lanes
- 2 turning lanes
- 2 curb lanes
- 1 shoulder

NOTES
- Local to implement accessible facilities, including
- bike lane
- curb lane
- shoulder
- crosswalk
- intersection
- sidewalk

ALTERNATIVE 2

- 3 lanes
- 2 bike lanes
- 2 thru lanes
- 2 turning lanes
- 2 curb lanes
- 1 shoulder

NOTES
- Minimum 36" curb lane
- Minimum 12" bike lane
- Minimum 12" pedestrian

ALTERNATIVE 3

- 3 lanes
- 2 bike lanes
- 2 thru lanes
- 2 turning lanes
- 2 curb lanes
- 1 shoulder

NOTES
- Minimum 36" curb lane
- Minimum 12" bike lane
- Minimum 12" pedestrian
BIKE LANE ALTERNATIVES

BUFFERED BIKE LANE - PLANTED SEPARATOR

BUFFERED BIKE LANE - PHYSICAL SEPARATOR

US-10 CORRIDOR PLAN
Midland, Michigan

PREFERRED

ALTERNATIVE
COMMON MISUNDERSTANDINGS
WHO ASKED FOR THE STUDY TO BE DONE?
Michigan Department of Transportation initiated and commissioned the 2015-17 Study.

City of Midland with MDOT initiated the 2018-current road diet trial.
WHY DO WE NOT SEE ANYONE WALKING OR BIKING IN THE CLOSED LANE?
The lane is closed as a trial for studying purposes only.
THE ORANGE BOLLARDS ARE UNSIGHTLY AND DO NOT LOOK ATTRACTIVE IN DOWNTOWN
The lane is closed temporarily.

Final design of the corridor has not been completed (future consideration involving public input).
TONIGHT'S WALKING TOUR
1. Observe the scale of the roadway in context with surrounding development
2. Envision a potential two-lane corridor
3. Observe pedestrian and bicycle design features
4. Observe vehicle design features and traffic flow
5. Envision additional mixed-use and missing middle housing development along the corridor
WRITTEN COMMENT FORMS

1. Written comments will be collected and made part of the record.
2. Please complete the form and include name and address.
WALKING TOUR
CONCLUSION OF THE TOUR

Reconvene back in Council Chambers for final comments on observations and adjournment.
*CIVILITY REMINDER*

1. Please keep comments short and concise to respect others’ time
2. Please do not cheer or applaud after comments
3. Please direct comments to City staff and not other members of the public
4. Please stay on topic with the specific questions
TONIGHT’S WALKING TOUR

1. Observations about the pedestrian environment & experience
2. Observations about vehicle traffic and the roadway
3. Observations about the future vision of the corridor
OBSERVATIONS ABOUT THE PEDESTRIAN ENVIRONMENT & EXPERIENCE
OBSERVATIONS ABOUT VEHICLE TRAFFIC AND THE ROADWAY
OBSERVATIONS ABOUT THE FUTURE VISION OF THE CORRIDOR