ST. CLAIR COUNTY TRAIL PLAN

PUBLIC MEETING #1 DECEMBER 11, 2018

St. Clair County Parks

ST. CLAIR COUNTY METROPOLITAN PLANNING COMMISSION

Community Foundation Est. 1944

SMITHGROUP

AGENDA

STEERING COMMITTEE MEETING

1. Welcome/Introductions
2. Project Overview
3. Goals and Process
4. Existing Conditions
5. Feedback Acivities
6. Next Steps

PROJECT OVERVIEW

ST. CLAIR COUNTY TRAIL PLAN

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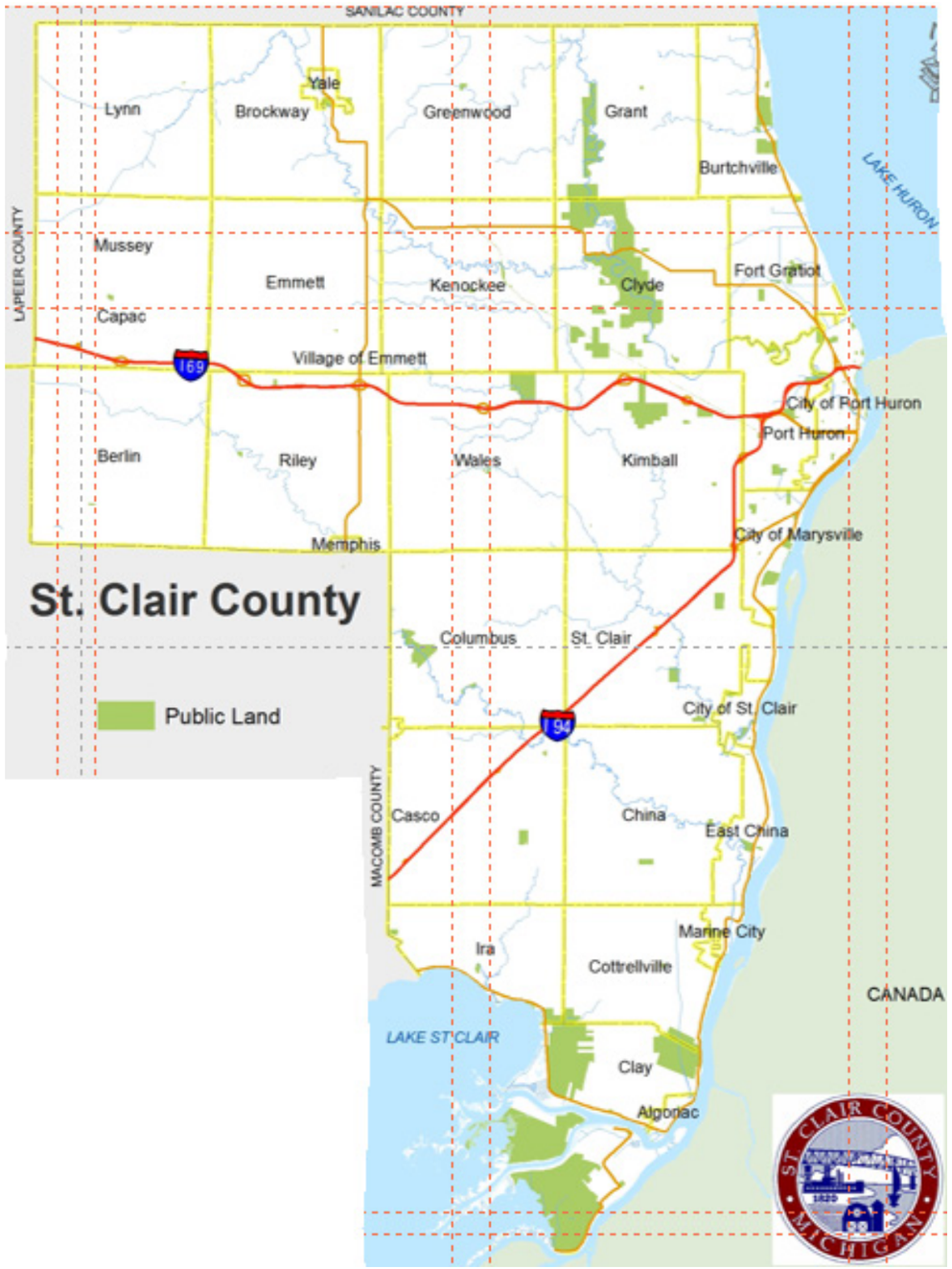
PROJECT PURPOSE

Develop a countywide non-motorized strategy and action plan

- Identify existing gaps in countywide trail networks
- Identify preferred alternatives to eliminate the gaps
- Prioritize the timing for completing the needed connections

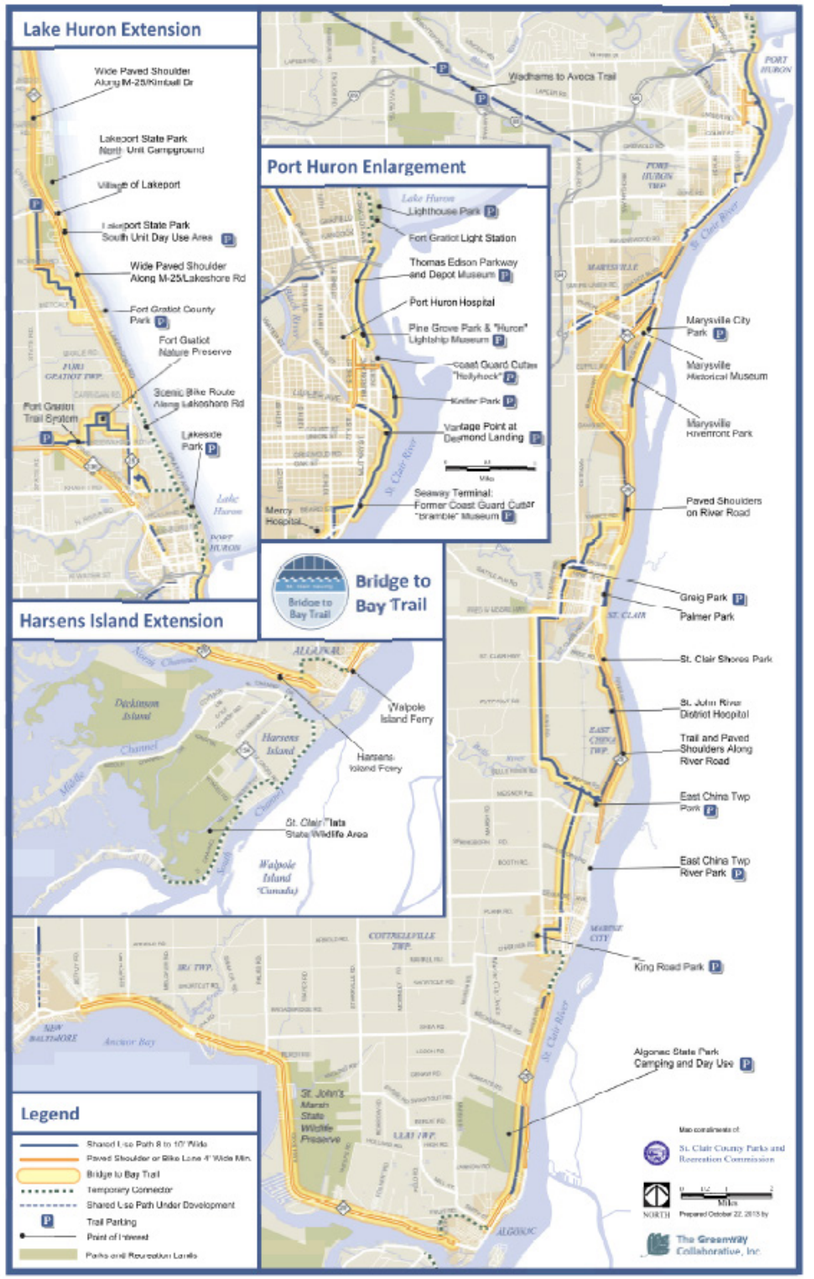


PROJECT AREA

- 8 cities, 23 townships + numerous villages and unincorporated communities

- 26 of 54 miles of the Bridge to Bay Trail system complete. Easy parts are already done.

- Build on prior planning efforts:
  - St. Clair County Trails and Routes Action Plan (2009)
  - The Blueways of St. Clair
  - 2040 Long Range Transportation Plan (2014)
  - SEMCOG Regional Bike & Pedestrian Plan (2014)
  - US Bike Route 20



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WHO IS INVOLVED?

LEAD ORGANIZATIONS

St. Clair County Parks

SAINT CLAIR COUNTY 1820 MICHIGAN

ST. CLAIR COUNTY METROPOLITAN PLANNING COMMISSION

Community Foundation
Est. 1944

TRAIL PLAN CONSULTANT

SMITHGROUP

OTHER PARTNERS

PSC PUBLIC SECTOR CONSULTANTS

TRAILS

Trails are dedicated, linear non-motorized corridors that provide opportunities for recreation, non-motorized transportation, and natural features.

- Typically includes shared-use trails, landscaping, natural amenities, and site furnishings.
- Typically off-street.
- Designed for all ages and all abilities


Dequindre Cut, Detroit


Indianapolis Cultural Trail

BIKEWAYS

Bikeways are dedicated bicycle infrastructure that provide connections through and between communities for recreation and access to jobs to community assets.

- Typically located within public rights-of-way or other constrained spaces.
- Desire for bicycle infrastructure and pathways to be separated from vehicular roadway.
- Designed for all ages and all abilities
- May include additional landscaping, natural features, and site furnishings.

New York Cycletrack

BENEFITS OF TRAILS & BIKEWAYS

Generates **economic activity**

- Adds to property value, attracts businesses and residents, contributes to tourism

Enhances **cultural awareness** and **community identity**

- Connects to local heritage, interpretive opportunities, and community destinations

Increases **mobility** and **transportation options**

- Connect jobs, commercial areas, institutions, and residents

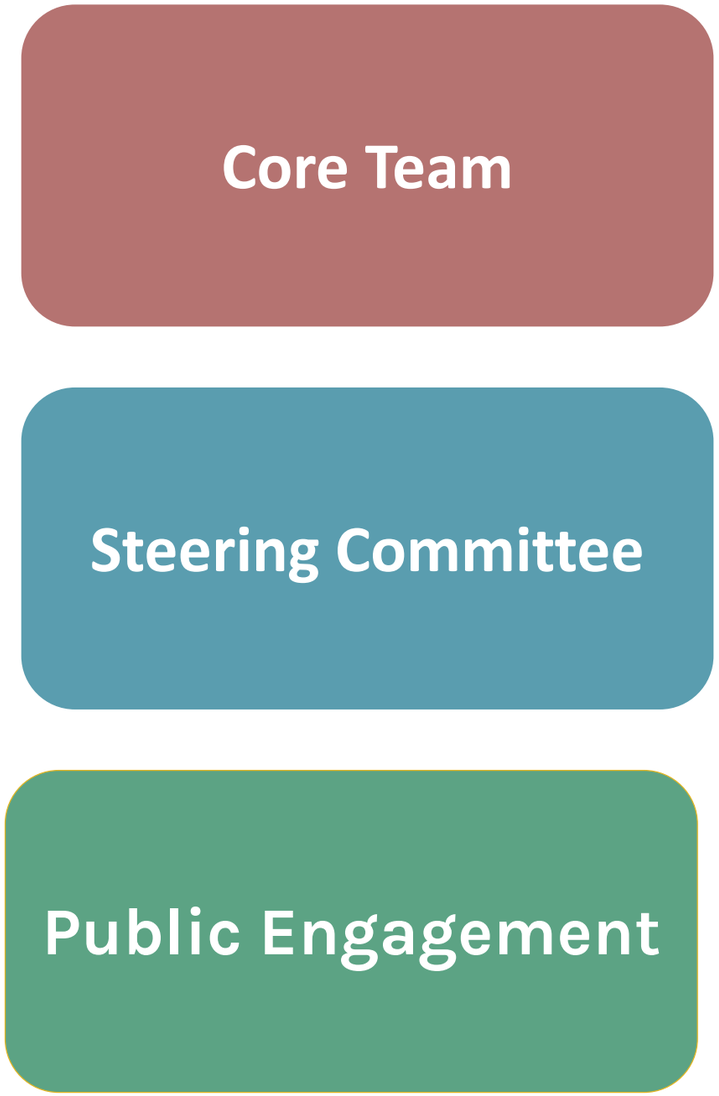
Improves **community health** through **active living**

- Creates attractive, safe, accessible places to walk, bike, hike, run and more

Provides **environmental** benefits

- Manages stormwater, protects and restores habitat, improves air and water quality

PROJECT STRUCTURE + ROLES



- **Core Team** - primary group for this project responsible for providing guidance, direction and decision-making
  - *St Clair County Parks, St. Clair County Metropolitan Planning Commission, Great Lake to Lake Trails*

- **Steering Committee** - responsible for providing perspective on important state, regional and community trail and greenway issues

- **Public Engagement** - responsible for providing perspective on important trail and greenway issues from their respective communities
  - *Public meetings/workshops*
  - *Surveys*
  - *Project website / portal*

GOALS & PROCESS

ST. CLAIR COUNTY TRAIL PLAN

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PROJECT GOALS

1. Develop a **regional connected trail network** providing access to essential assets and destinations within and outside of St. Clair County.

2. Use trails as an **economic development and reinvestment** driver for St. Clair County communities.

3. Leverage existing plans and initiatives to **encourage collaboration, partnerships** and effective use of resources for project implementation

4. Enhance community **health, public safety, and green infrastructure** through sound trail design and management.

PLANNING PROCESS

FOCUS ON GAPS & LINKING TO ECONOMIC OPPORTUNITIES

STEP 1

Fall 2018

- **What are the needs and opportunities? Identify:**
  - Key destinations to access
  - Community demographics and economics
  - Existing trails and bicycle infrastructure
  - Trail and bikeways opportunities

STEP 2

Jan-March 2019

- **What are the options and priorities?**
  - What are the critical gaps?
  - What benefits are provided?
  - Explore alternatives
  - Land access, space availability, costs, funding, etc.

STEP 3

April 2019

- **Trail Framework and Action Plan**
  - Identify project implementors
  - Funding

*** Engages stakeholders**

*** Leverages technical analyses**

*** Engages stakeholders**

*** Leverages technical analyses**

DESIGNING FOR ALL AGES

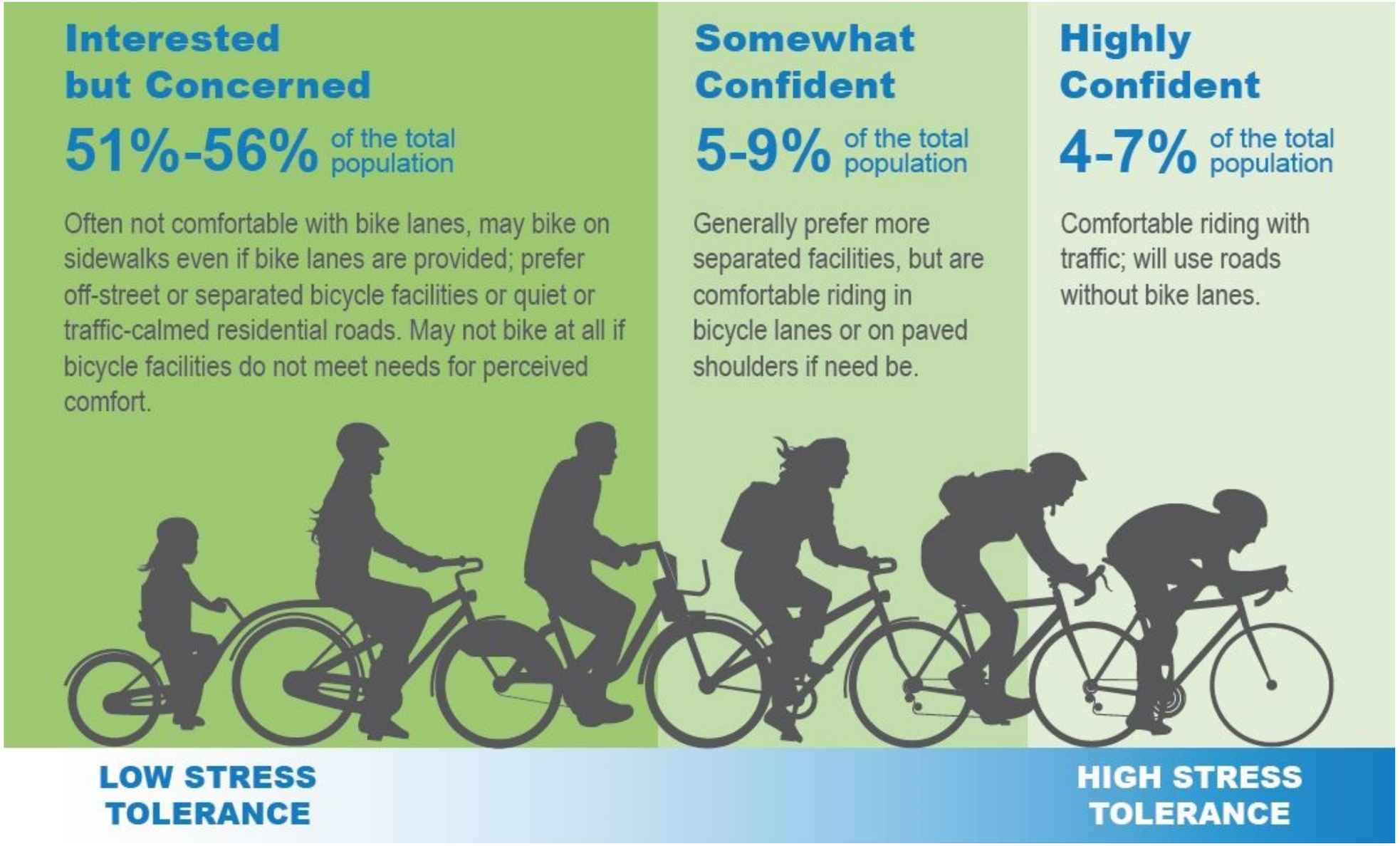


Image Credit: Toole Design Group

LEVEL OF TRAFFIC STRESS (LTS)

RELATES TO TYPE OF USER

- **LTS Based on:**
  - Speed of road
  - Number of travel lanes
  - Vehicle traffic volume
  - Intersection conditions
  - Presence + Width of bike lanes or shoulders
  - Physical separation
  - Size of vehicles

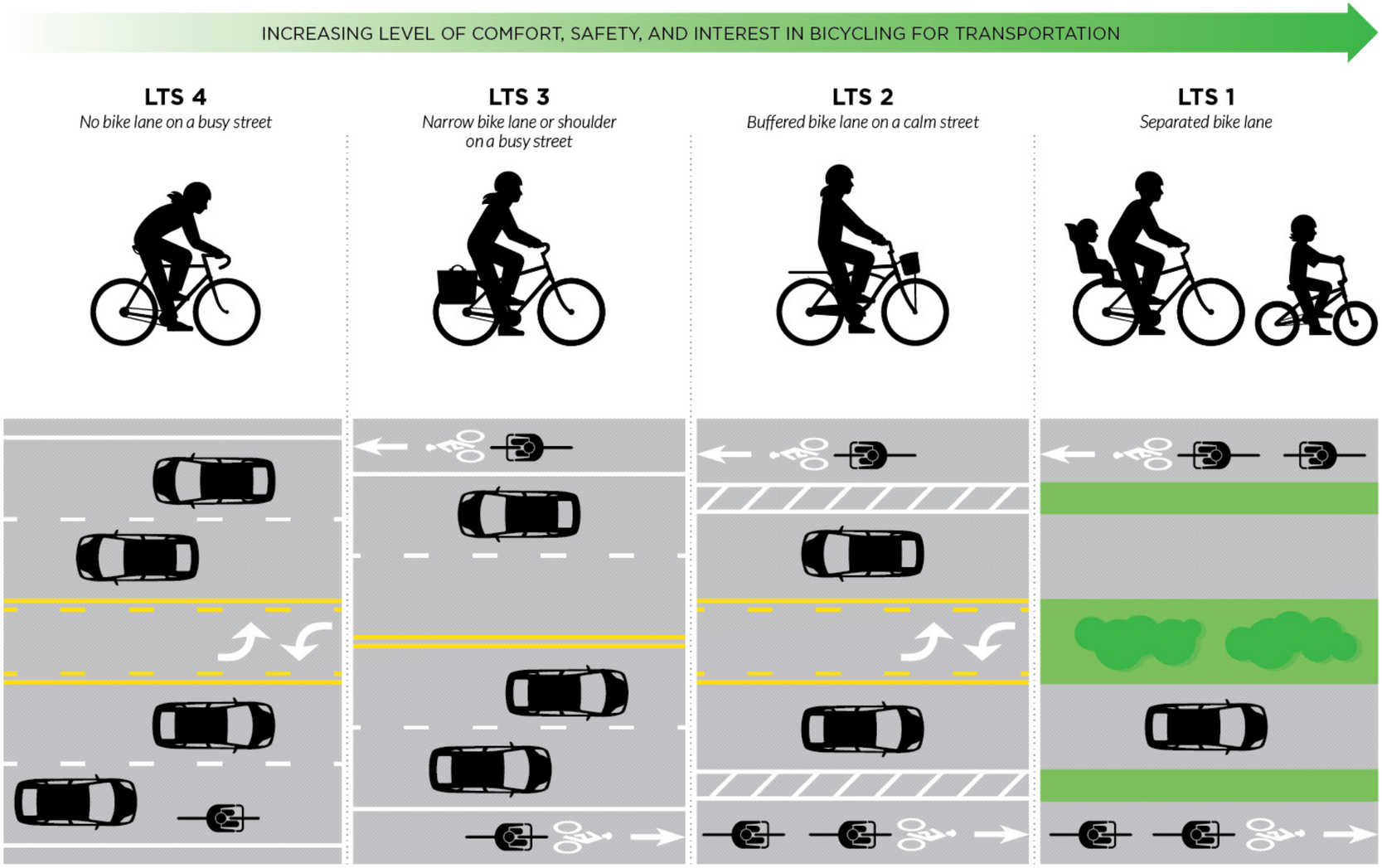


Image Credit: Alta

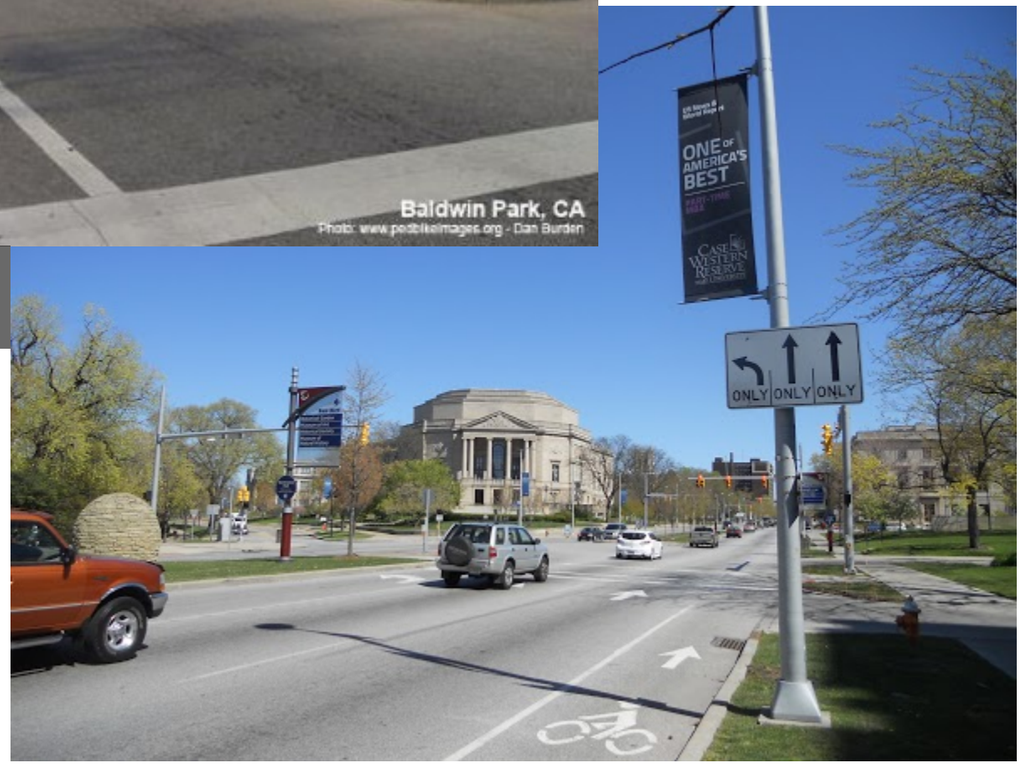
BASIC BICYCLE INFRASTRUCTURE

“Sharrow” Markings
(share the road)

Austin, TX

Baldwin Park, CA
Photo: www.pedbikeimages.org - Dan Burden

Conventional bike lanes



Typically Level of Traffic Stress 3 + 4
i.e. higher stress for most bicycle riders

LOWER STRESS BICYCLE INFRASTRUCTURE

Typically Level of Traffic Stress 2

LOWER STRESS BICYCLE INFRASTRUCTURE

Typically Level of Traffic Stress 1 or 2

2-way Protected Bike Lane
(cycletrack)

1-way Protected Bike Lane

2-way Protected Bike Lane
(cycletrack)

LOW STRESS BICYCLE INFRASTRUCTURE

Typically Level of Traffic Stress 1

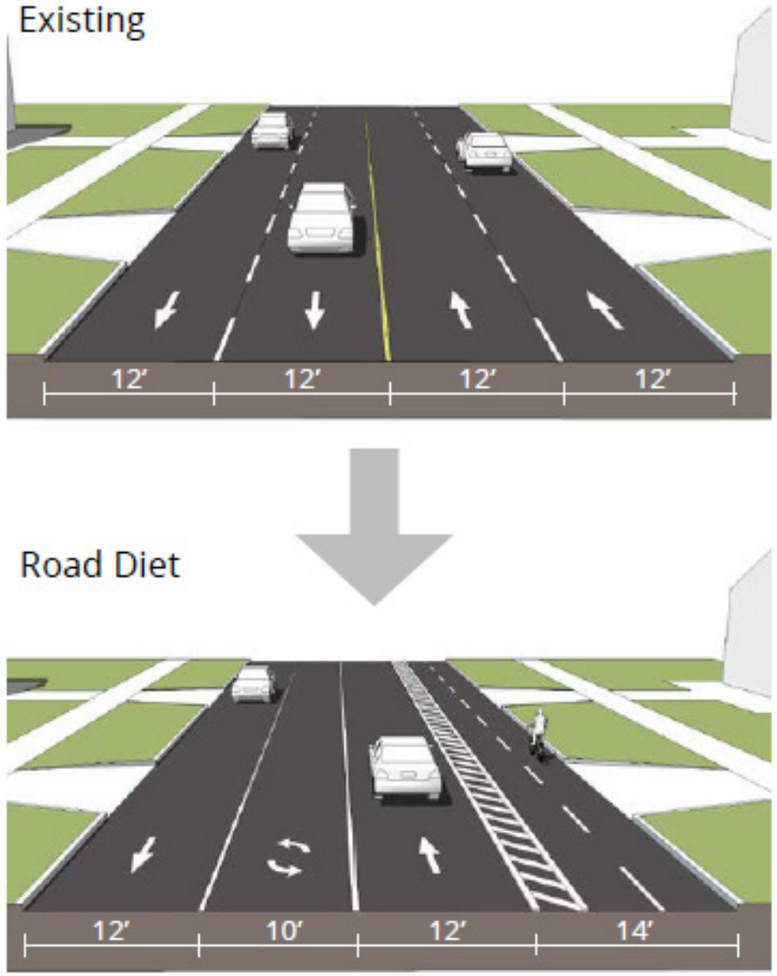
Side Paths

Trails
(separate from roadways)

MAKING SPACE FOR TRAILS & BIKEWAYS

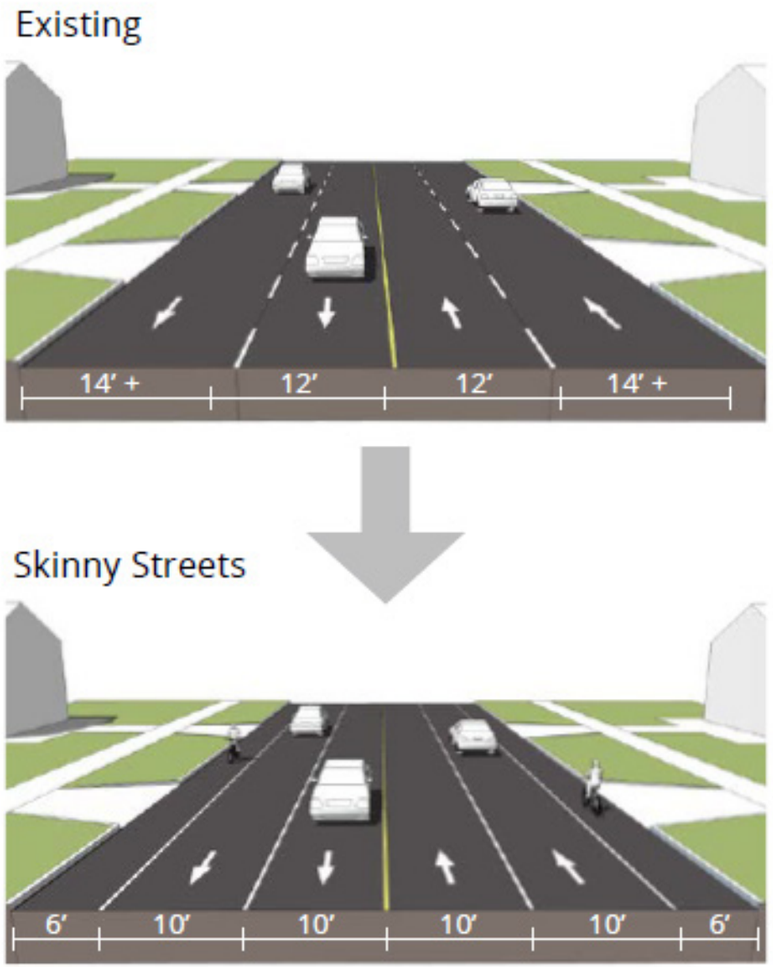
ROAD DIETS

(Remove travel lanes)



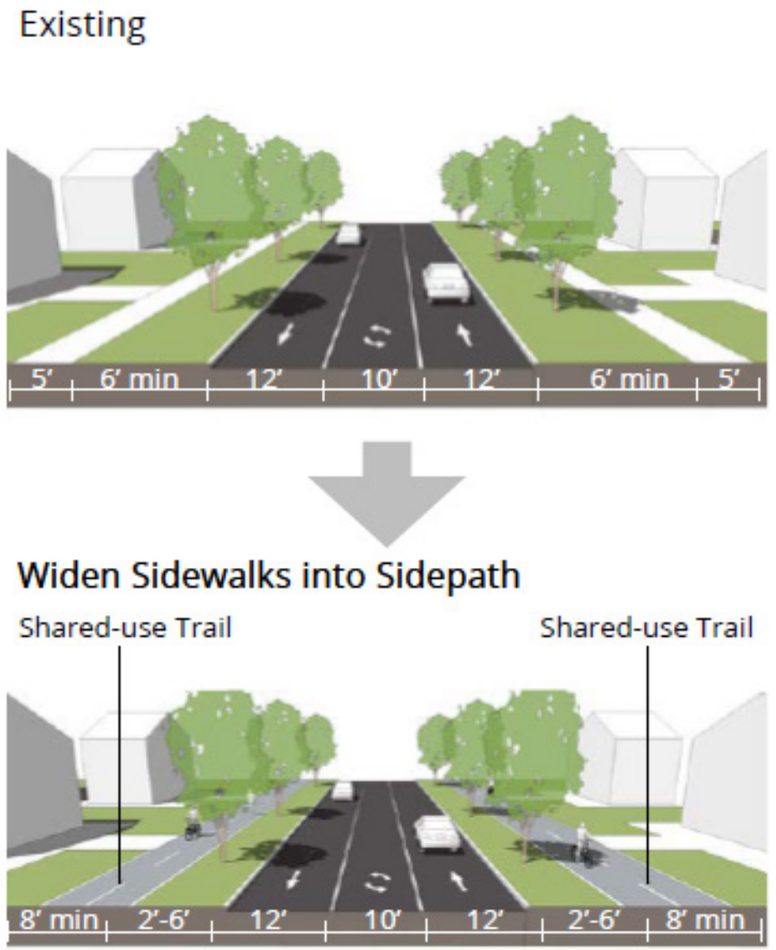
SKINNY STREETS

(Narrow travel lanes)



WIDEN SIDEWALKS INTO SIDEPATHS

(10’ wide shared use paths)



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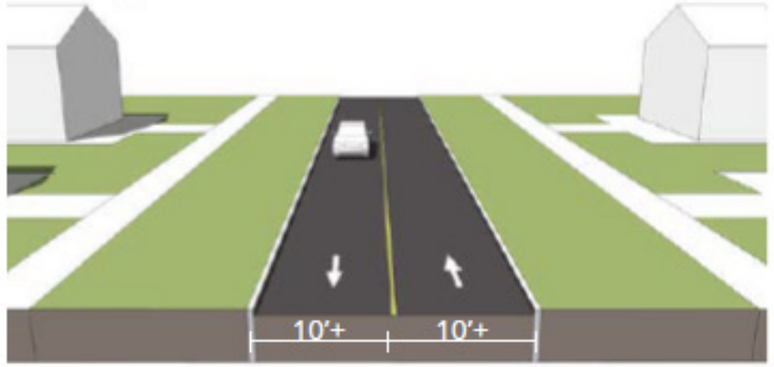
MAKING SPACE FOR TRAILS & BIKEWAYS

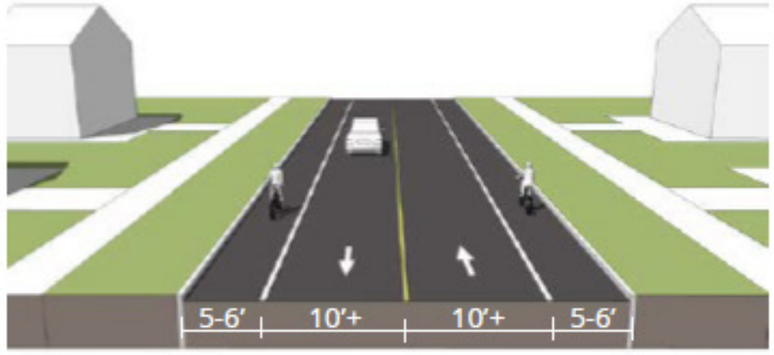
WIDEN SHOULDERS

(8’ for buffered bike lanes)

Existing



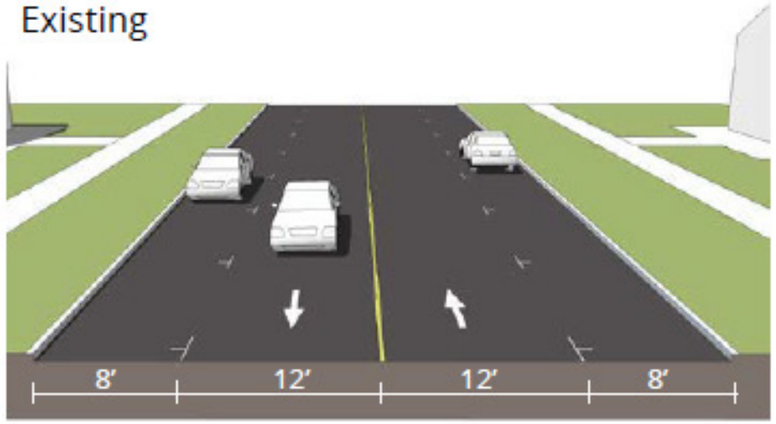
Widen Shoulders



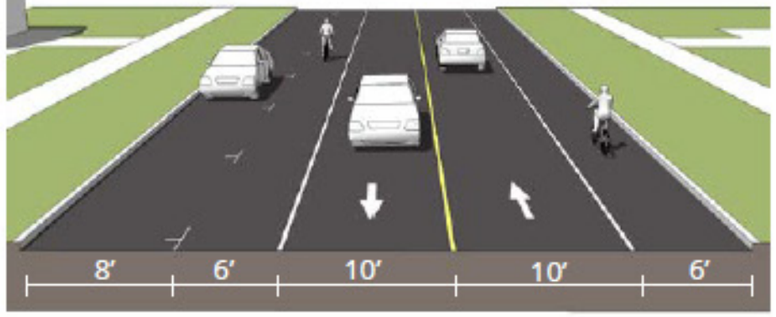
REMOVE PARKING

(Add bike lanes or bikeway)

Existing



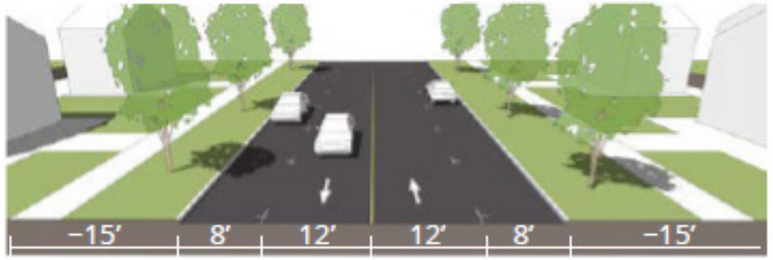
Remove
On-street Parking



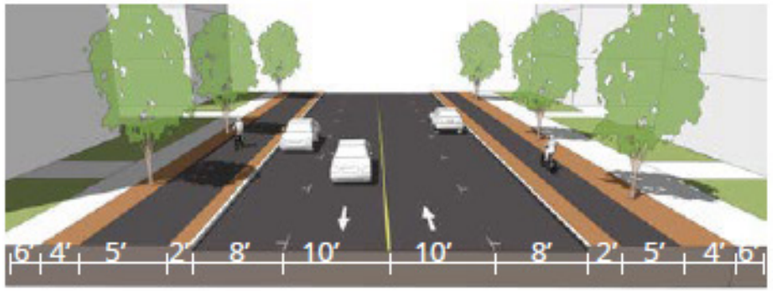
RECONSTRUCT STREETS

(Protected Bike Lanes or Bikeways)

Existing



Reconstruct
Streetscape



EXISTING CONDITIONS

ST. CLAIR COUNTY TRAIL PLAN

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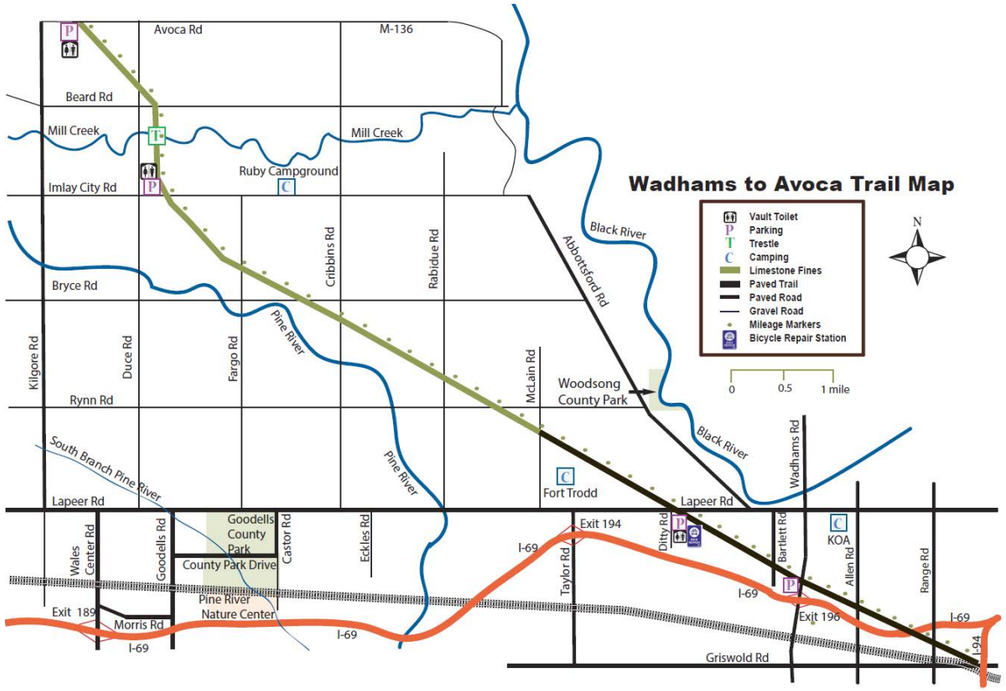
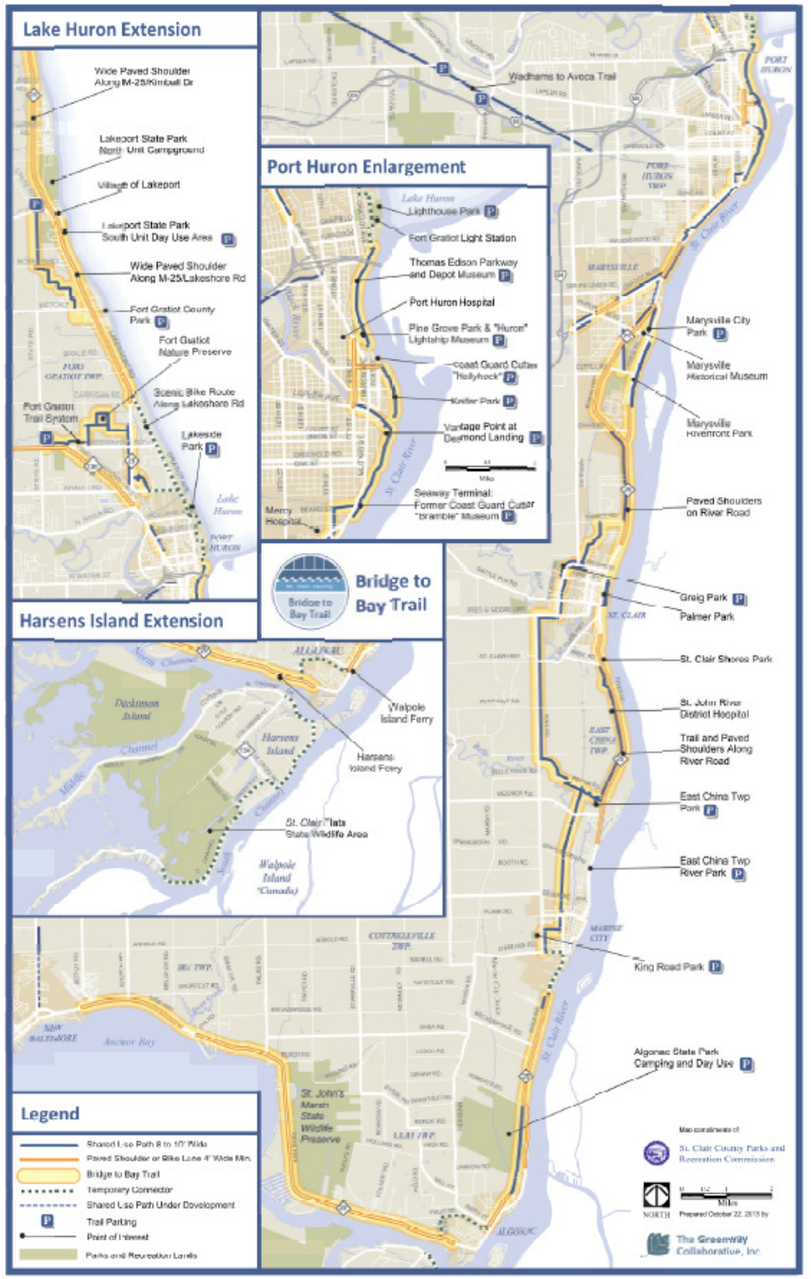
ST. CLAIR COUNTY TRAILS

MAJOR TRAIL INITIATIVES

- Bridge-to-Bay Trail
- Great Lake-to-Lake Trail (route #1)
- Wadhams to Avoca Trail





FACILITY INVENTORY

EXISTING FACILITIES
- Off Road
- Side Path
- Wide Shoulder
- On Road Bike Lane

PROPOSED FACILITIES
- Off Road
- Side Path
- On Road Bikelane

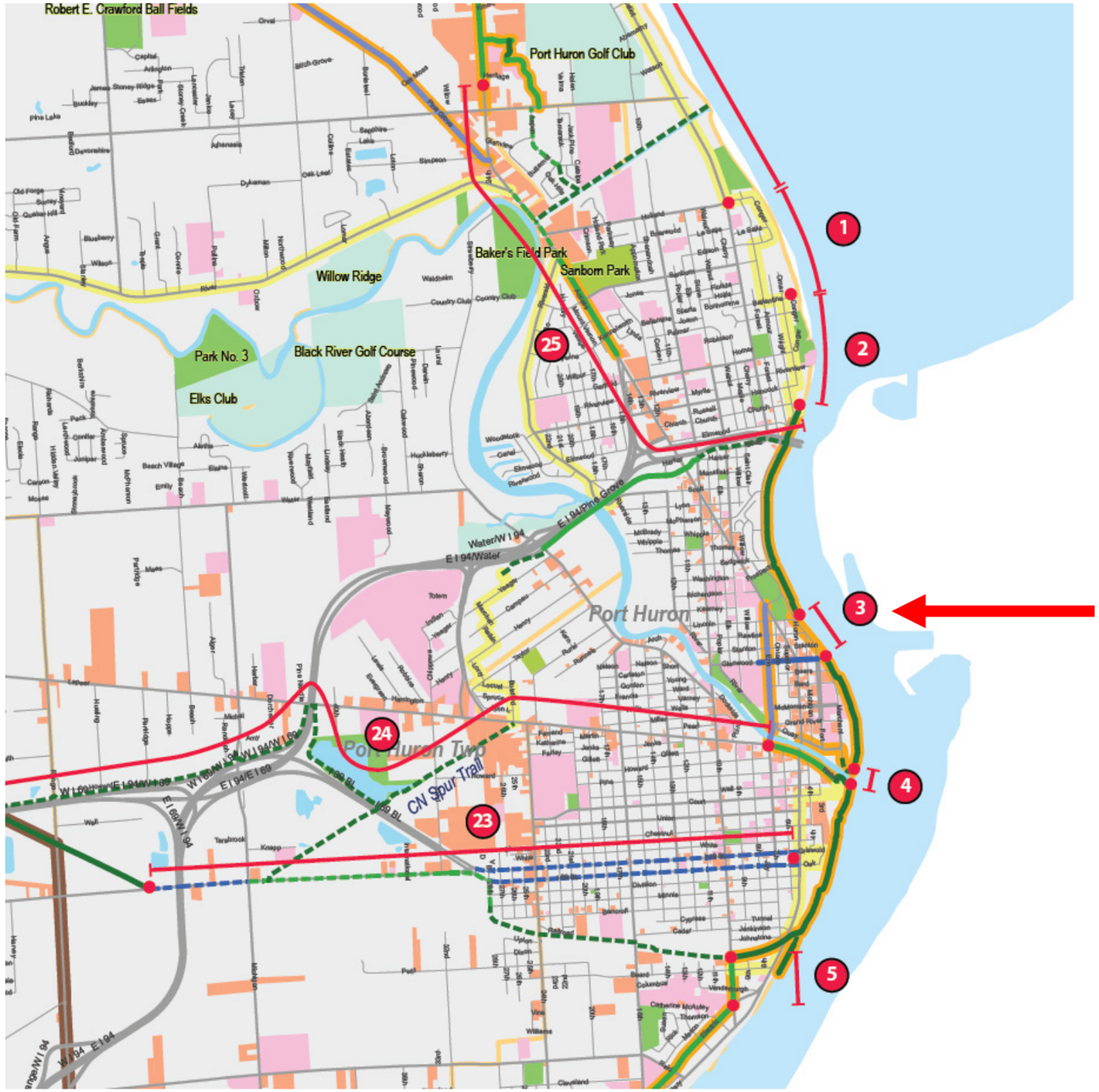
IDENTIFIED GAPS
- Trail Gap

PARK & OPEN SPACE
- Public Parks
- Conservation Lands
- Private/Club Open Space

Land Use
- Public / Institutional Land Uses
- Commercial Land Uses

Municipal Boundaries
- Municipal Boundaries

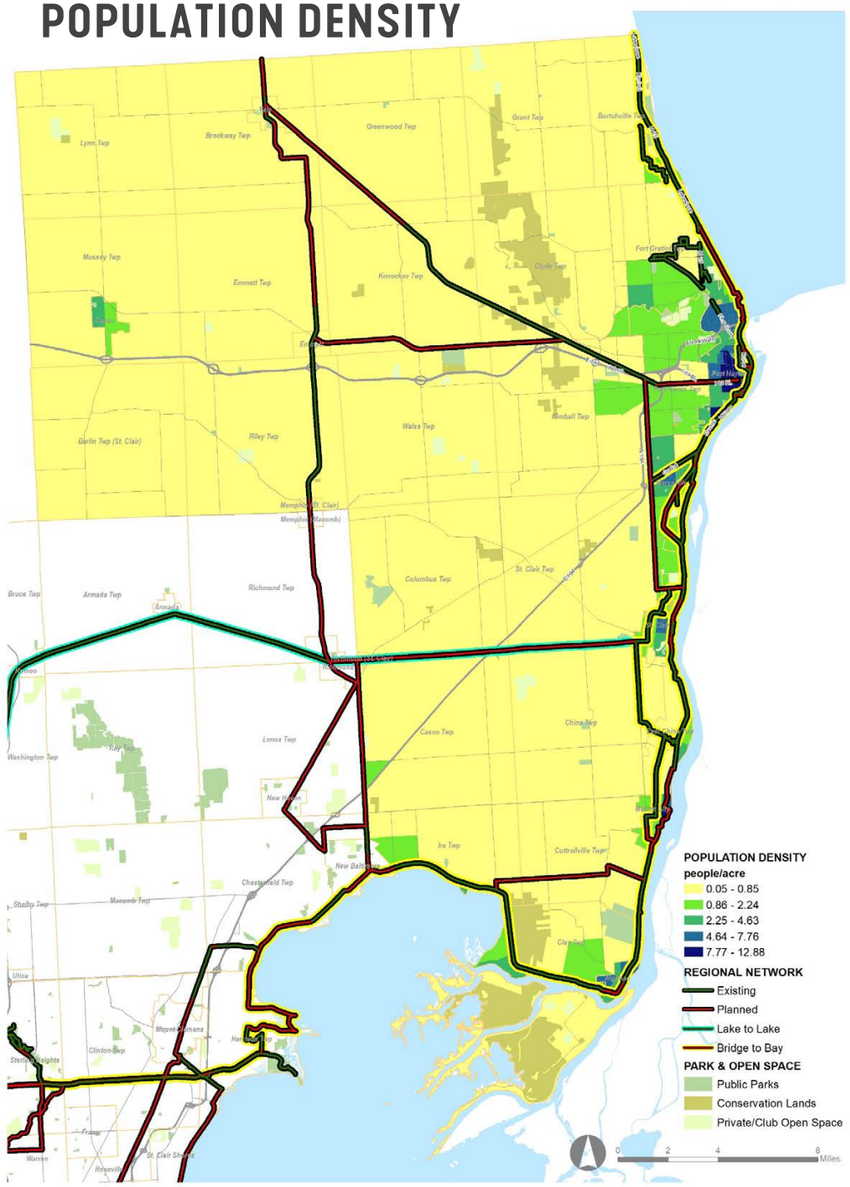
BIKE ROUTE (Highlight)
- County
- Regional
- USBR20



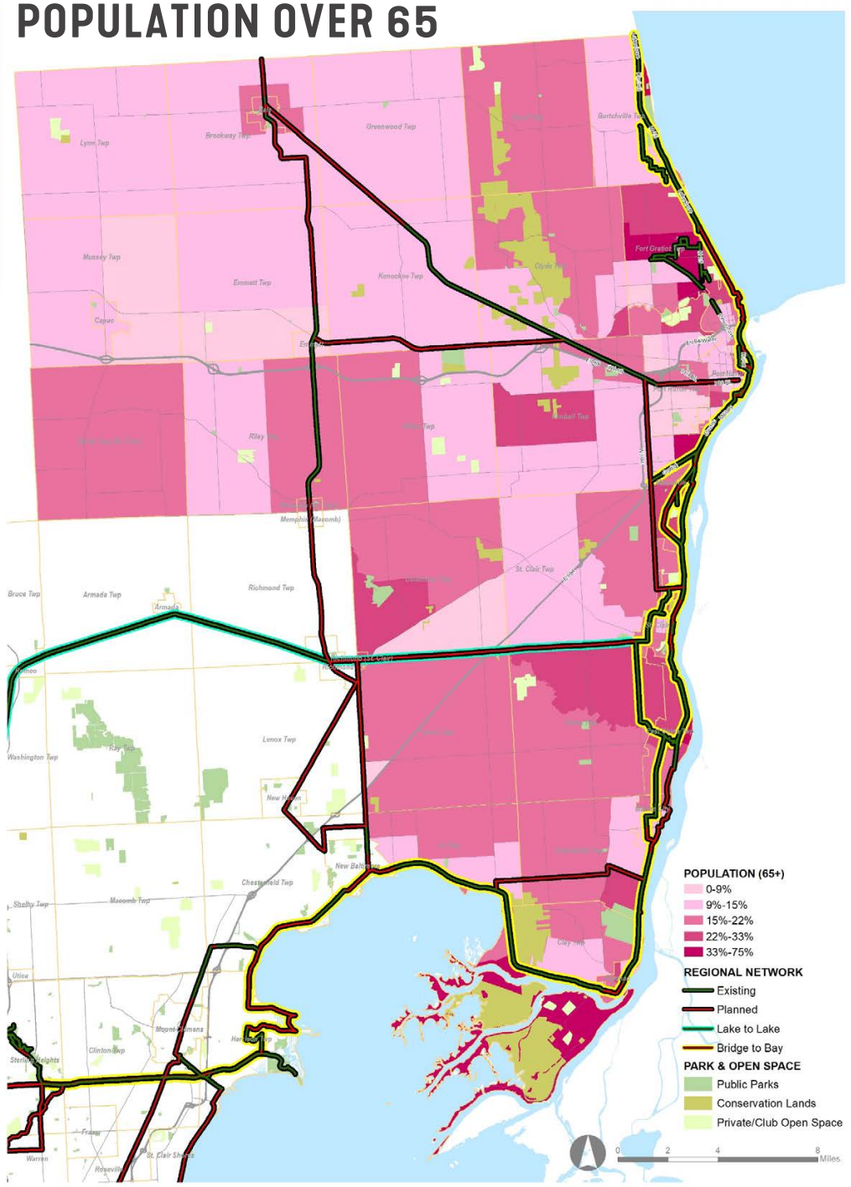
Initial identification of gaps

CONTEXT MAPPING

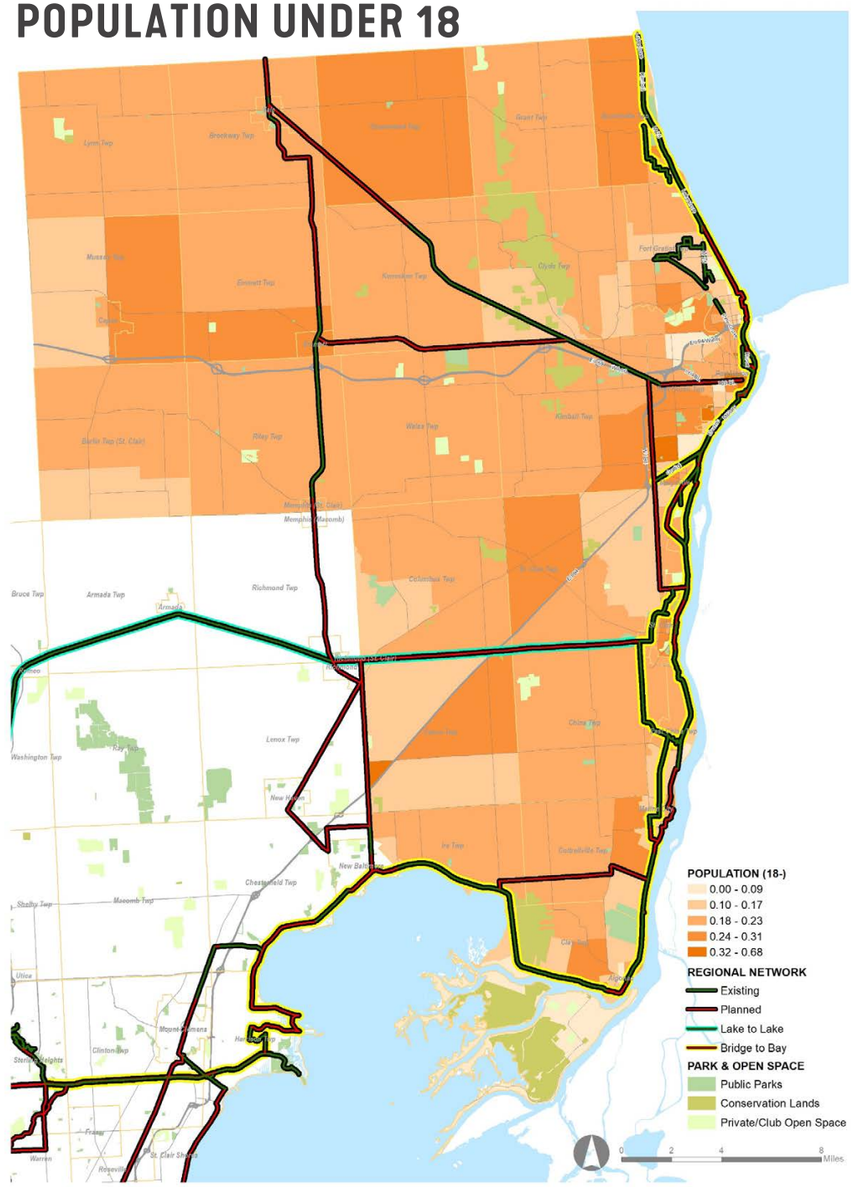
POPULATION DENSITY



POPULATION OVER 65

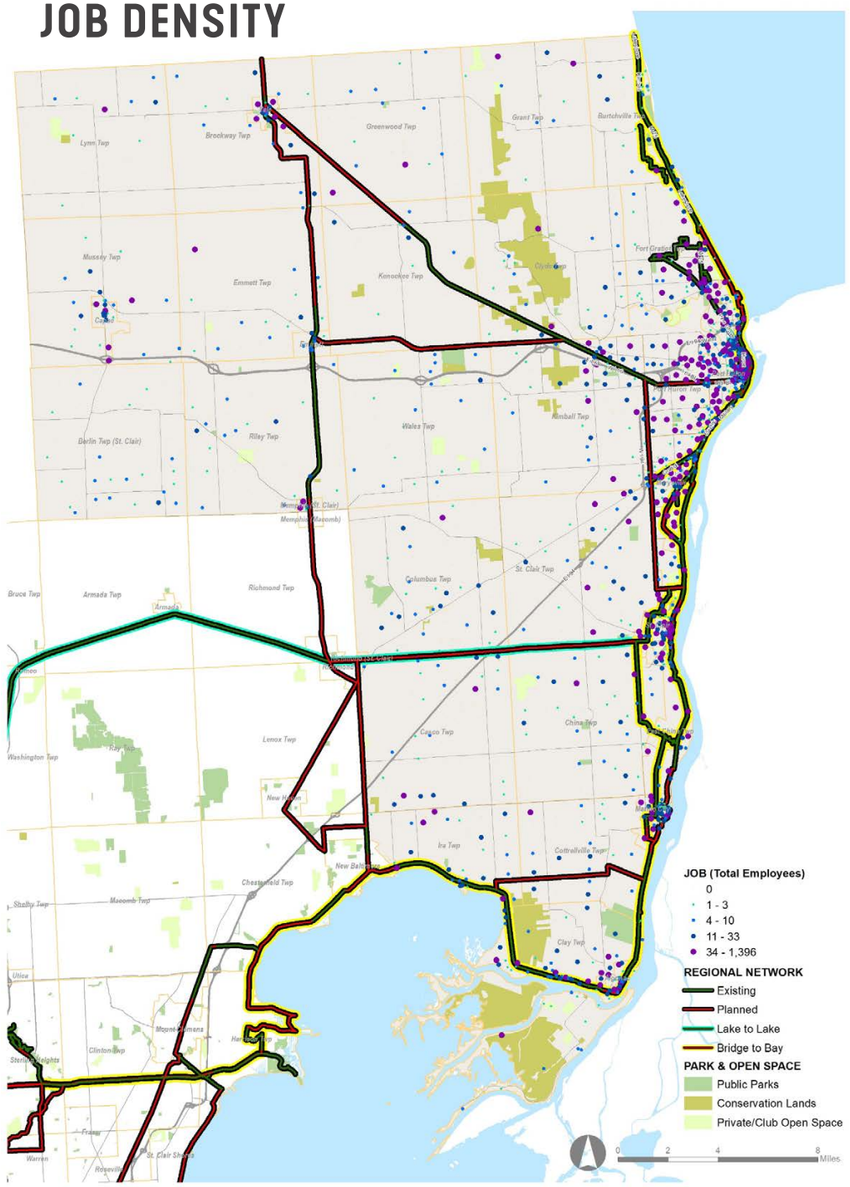


POPULATION UNDER 18

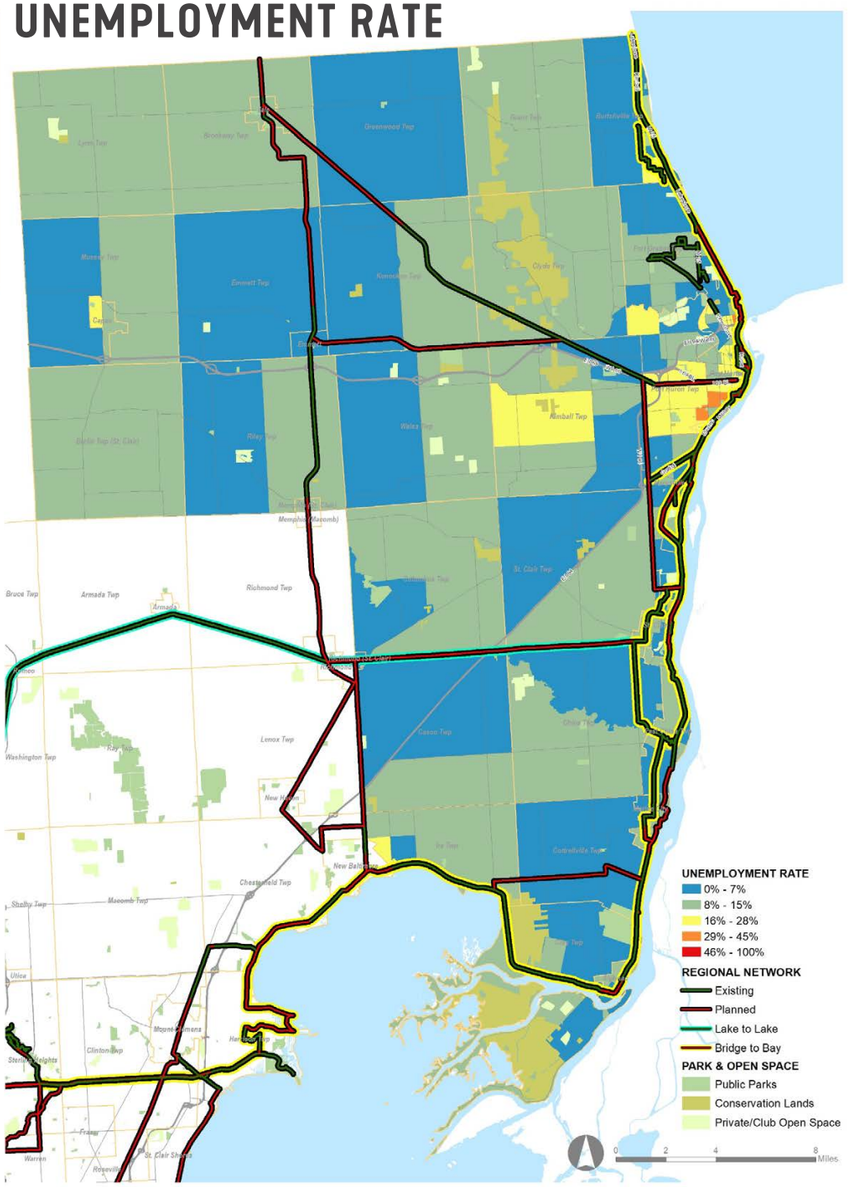


CONTEXT MAPPING

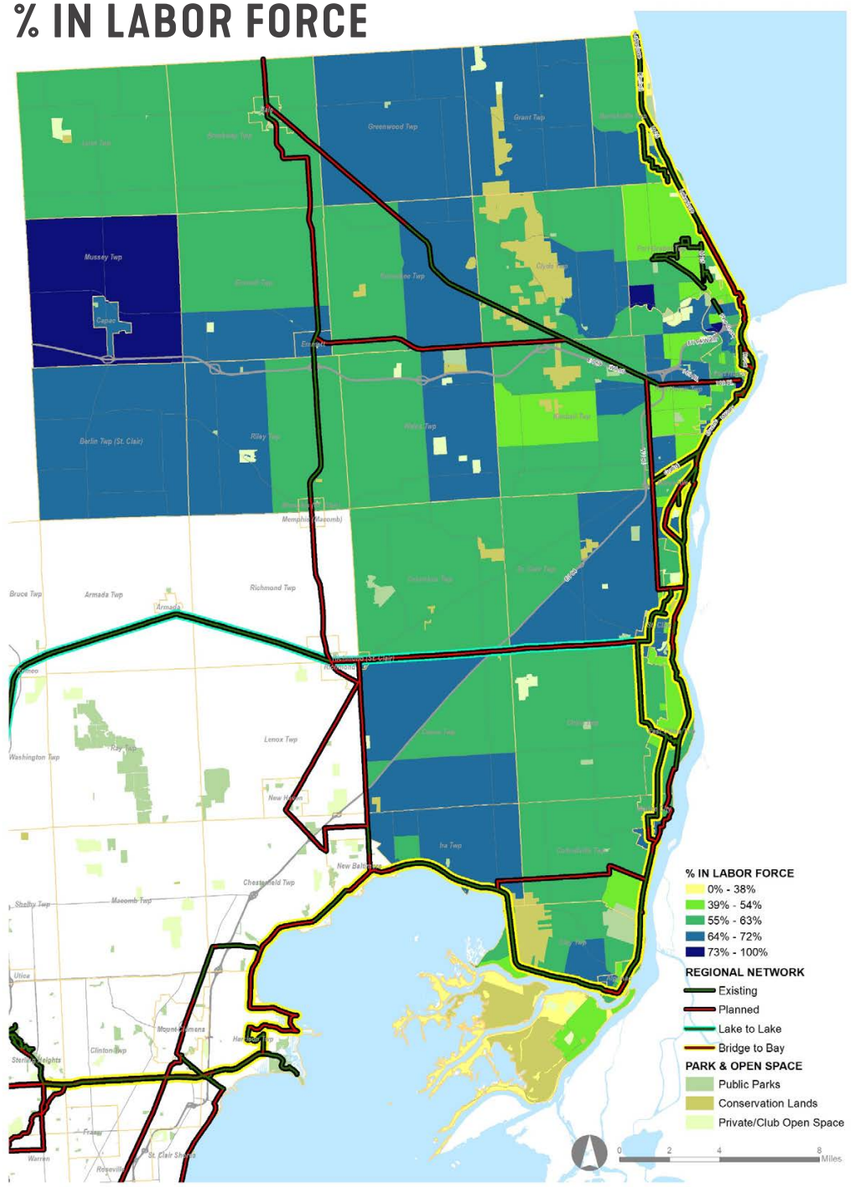
JOB DENSITY



UNEMPLOYMENT RATE

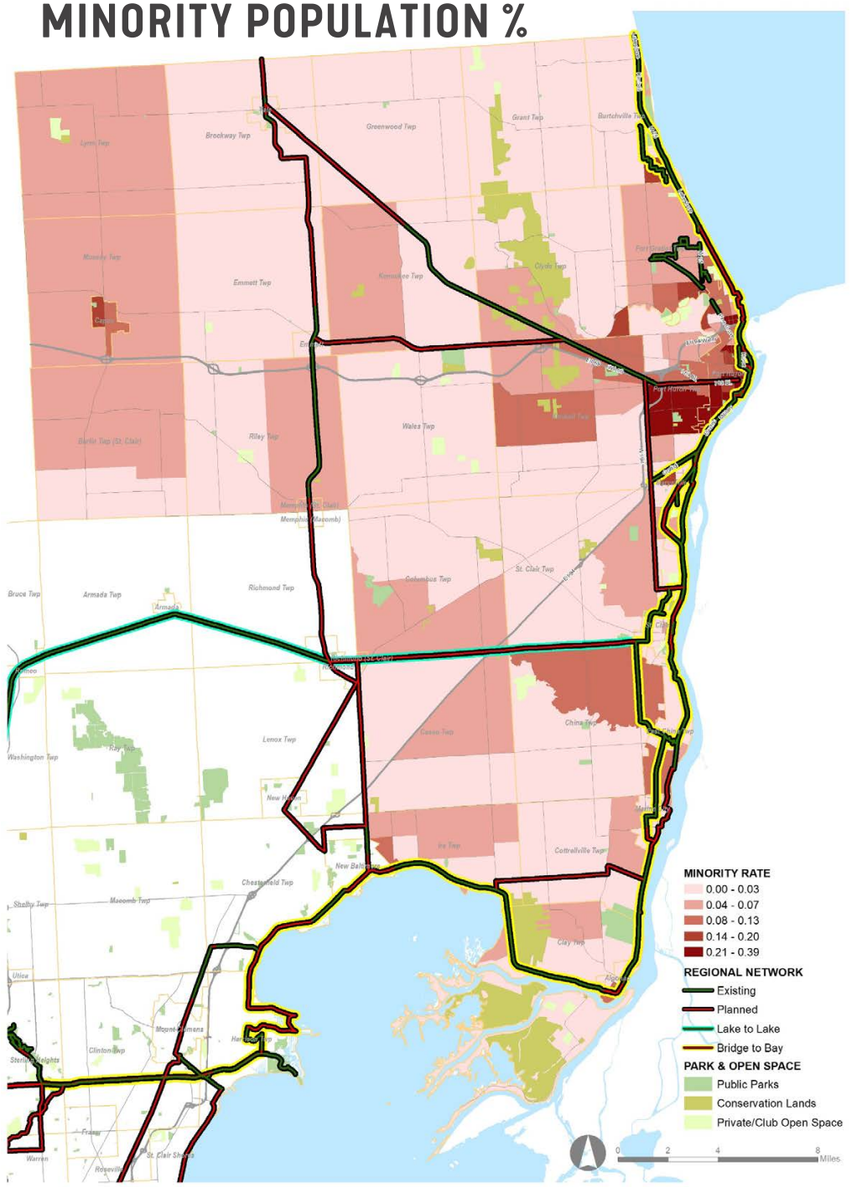


% IN LABOR FORCE

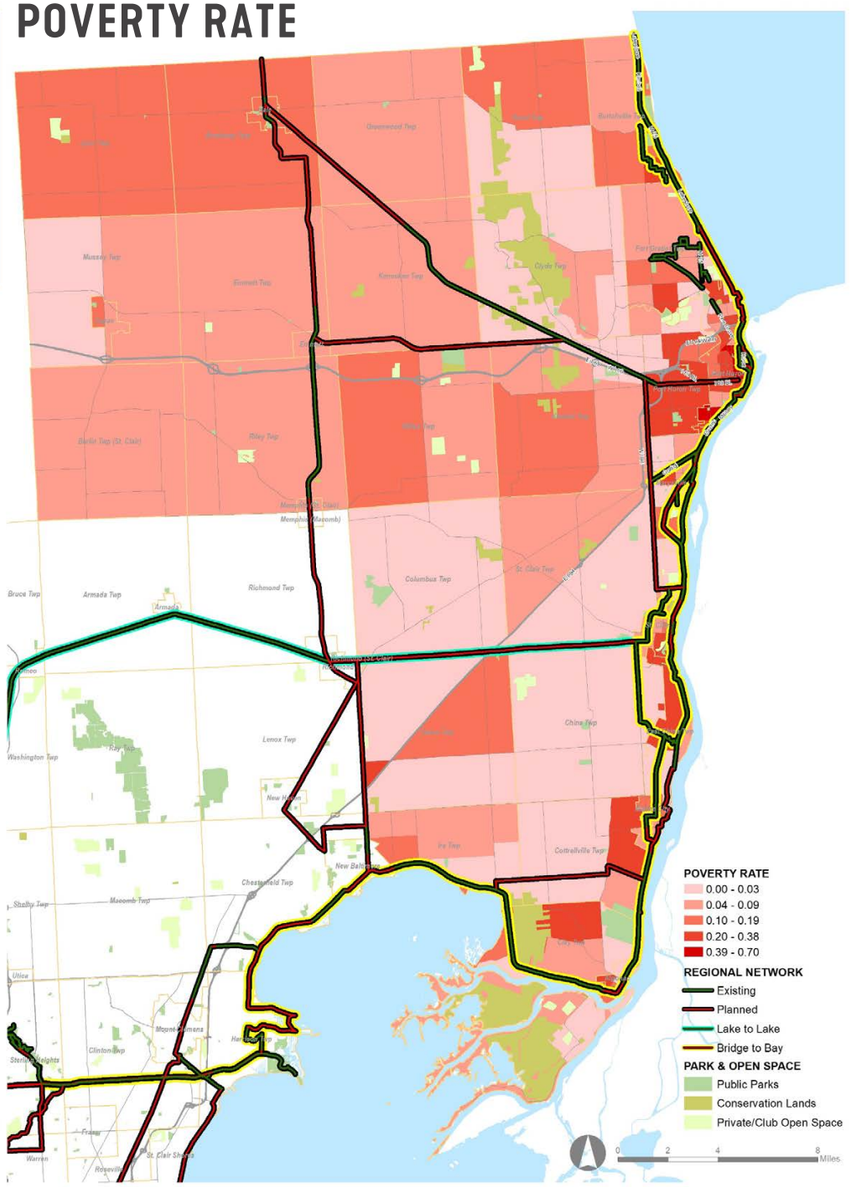


CONTEXT MAPPING

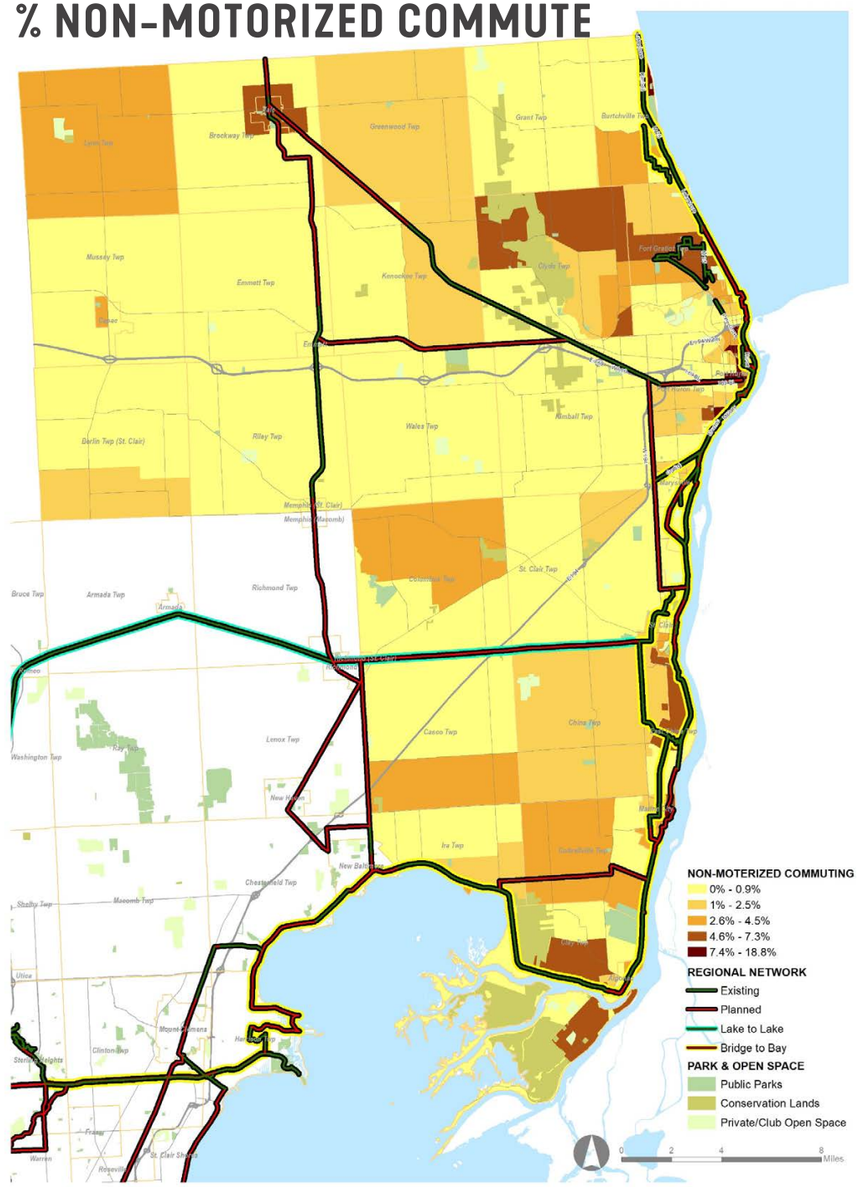
MINORITY POPULATION %



POVERTY RATE



% NON-MOTORIZED COMMUTE



DATA ANALYSIS

NEXT STEPS

- Integration of destinations and asset mapping from Blueways of St Clair, Steering Committee, Public Workshops
- Refined trail inventory and opportunity map
- Analysis summary of demographic and economic needs & opportunity relative to trails
  - Additional data and analyses as needed

FEEDBACK ACTIVITIES

ST. CLAIR COUNTY TRAIL PLAN

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OPEN HOUSE MAPPING SESSION

Please leave the following types of feedback on the map boards:

#1 – **BLUE DOTS / MARKS = Assets and Destinations**

Mark destinations like parks, commercial centers, job hubs, and other assets using **blue markers and dots**

#2 – **RED DOTS / MARKS = Challenges & Obstacles**

Mark/outline challenges or obstacles using **red markers and dots**

#3 – **GREEN DOTS / MARKS = Trail Opportunities**

Mark planned or proposed trails, new route ideas, trailheads, needed connections, etc. using **green markers and dots**

LEAVE A COMMENT WITH EVERY DOT/MARK!!

*** FILL OUT A SURVEY FORUM (OR TAKE ONLINE) ***

NEXT STEPS

ST. CLAIR COUNTY TRAIL PLAN

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PROJECT SCHEDULE

October

1: Project Initiation

- Project team organization
- Community engagement strategy
- Project schedule

November - December

2: Assess Trail Network

- Context analysis
- Non-motorized network assessment
- Community Meeting

January

3: Alternative Solutions

- Alternatives analysis
  - Access to assets/ destinations
  - Regional connectivity
  - Opportunities/constraints
- **Community Meeting (TBD)**

February

4a: Preparing the Plan

- Preferred route
- Priority and phasing
- **Community Meeting (TBD)**

March

4b. Final Report

- Funding strategies
- Obstacles/potential mitigation
- Model zoning regulations

THANK YOU

ST. CLAIR COUNTY TRAIL PLAN

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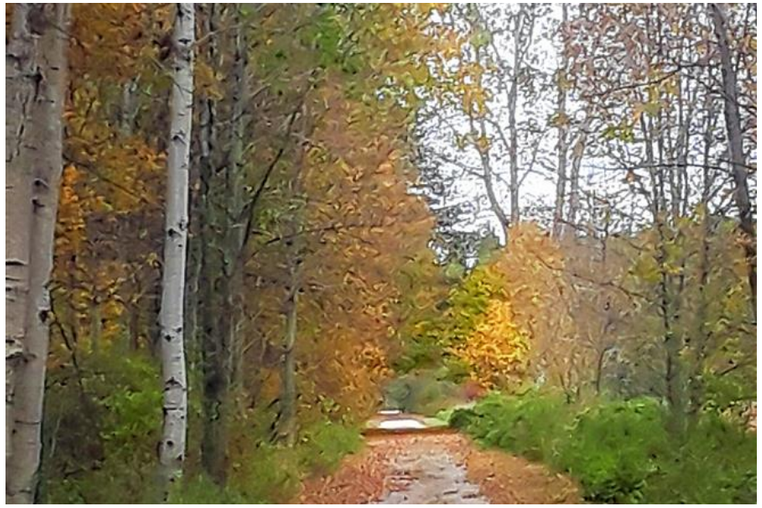
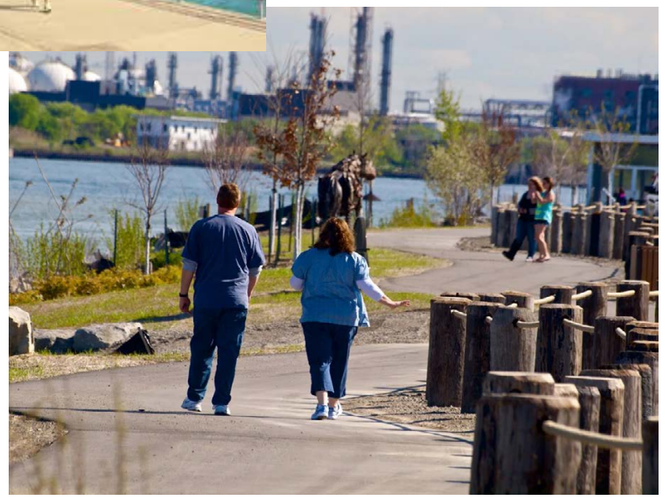
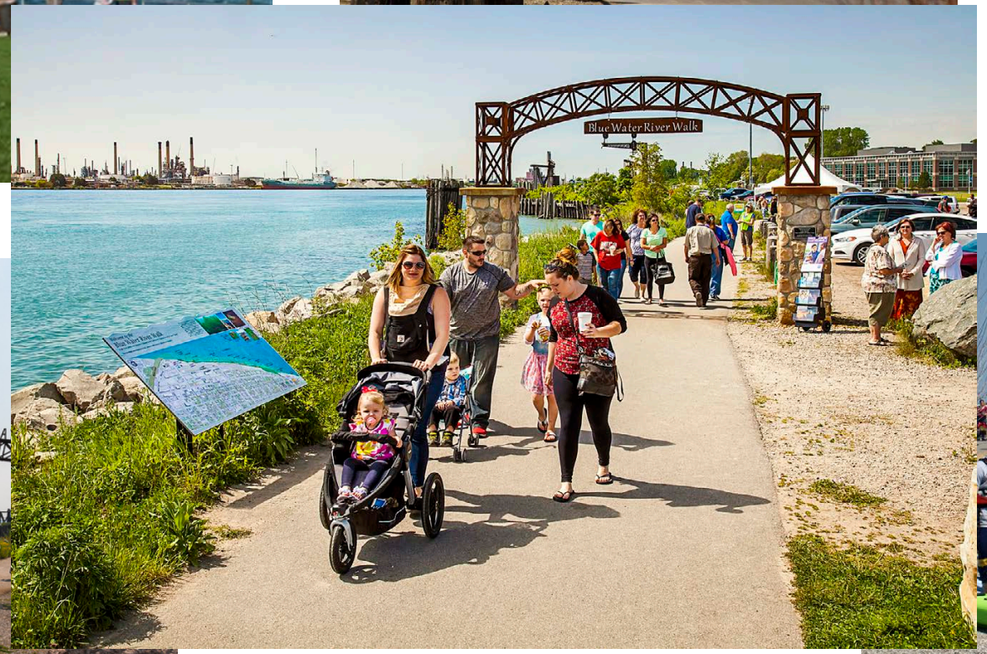
SOME IMAGES FROM THE INTERNET – WADHAMS TO AVOCA TRAIL



SOME IMAGES FROM THE INTERNET – BRIDGE TO BAY TRAIL





SOME IMAGES FROM THE INTERNET