

MARINE CITY PARKS & RECREATION ~ MDOT “TRAINING WHEELS” RESULTS FROM MAY 11, 2016

The MDOT “Training Wheels” course that was implemented in Marine City on May 11, 2016.

Parks and Recreation applied for the Training Wheels course, we were selected because we are designated as a Trail Town through the St. Clair County Metropolitan Planning Commission and because Marine City is used as an international route for cyclists going to and from Canada.

The unique course helps identify potential bicycle network improvements before planning and construction on roads begin. The training is geared for City and MDOT managers, engineers, planners, elected officials, DDA staff, economic development staff, Safe Routes to School coordinators, the Chamber of Commerce and other stakeholders that help communities educate others.

The course consisted of a presentation on American Association of State Highway Transportation Officials guidelines for bicycle facilities; an on-road, on-bike ride that gave the participants a “handle-bar” perspective of existing (or potential) on road bicycle facilities within our community; and allowed for group design exercises after the ride to discuss solutions for bicycle improvements. The MDOT Road Design Manual was also referenced in regards to adopted standards for roadway design elements.

MDOT states: The *Purpose and need* to educate communities about bicycle facilities comes from MDOT’s Non-motorized Transportation Project Review: In compliance with the State Transportation Commission Policy on **Complete Streets**, dated July 26, 2012 all projects regardless of scope or length should be considered for the accommodation of bicyclists, pedestrians and all legal users of the roadway.

Design Principles include:

- Allow bicyclists to use the road: provide a smooth riding surfaces and make adequate room for bicyclists.
- Make the road inviting to bicyclists: slow down traffic, reallocate roadway space or change lane widths.
- Make Drivers aware of bicyclists: pavement markings and signs when needed.
- Construct paths where needed: supplement the roadway network.

Reason to encourage bicyclists to use the roads:

- If a cyclist isn’t comfortable on the road-they will go on the sidewalk; which is inefficient for the cyclists and makes them prone to Conflicts with pedestrians and business activities.
- Providing Space for On-Street Bicycling helps mitigate conflicts between cyclists and vehicles.

Attached: The handout from Training Wheels on-road, on-bike route. Page 6 has maps of the two intersections identified as potential conflicting areas by Marine City Recreation Director and City Commissioner Lovett.

MDOT “TRAINING WHEELS” RESULTS from May 11, 2016; continued.

I. Results from on-road exercise:

- Marine City’s speed limits are efficient for bicyclists sharing the road with vehicle traffic.
- Most of the paved shoulders along DeGurse, Broadway, River Road, Water Street, and the Biff LaBuhn Bridge, are adequate for bicycle traffic.
- The City’s portion of the Bridge to Bay Path is well established, properly maintained, and the signage is adequate and impressive. A bike station would be very beneficial: a station may have amenities such as a bench, emergency phone, pump station for adding air to tires, emergency repair kits, maps, and INFORMATIONAL signage on boards or a community sign that displays business’s information: restaurants, outdoor seating, bike shops, grocery stores, etc.
- Belle River Road between DeGurse and Parker is has very uneven pavement with potholes. The road would benefit from resurfacing;
- The Intersection at Chartier Road and Parker Street has potential hazards for bicyclists crossing the intersection; and directional signage is needed to inform bicyclists how to get to the ferry, US Bike Route 20, or to the BTB Trail. Share the Road signs would slow down traffic and make drivers aware of sharing the road with bicyclists.
- The Intersection at Chartier Road and King Road has potential hazards, especially for children traveling to the Elementary and Middle Schools. Industrial trucking is prevalent on Chartier, increasing the hazard for students crossing or sharing the road.
- Chartier Road would benefit from a bicycle path from Parker to King Road, due to the volume of industrial trucking traffic sharing the road with bicyclists.

II. Group Design Exercise Results (Two enlarged maps of the intersections were used to draw on for the suggested bicycle facility designs):

A. Chartier and Parker Intersection:

- On Parker Street, south of Chartier, create ‘share the road’ lanes on the northbound and southbound shoulders of Parker Street; with ‘share the road’ markings painted on the lane. On the east side of Parker put up directional signs in the right of way: Marine City -> and Ferry to Canada->, Bridge to Bay Trail <-, ‘share the road’. Implement a Road Diet: narrow the (3) traffic lanes on S. Parker to allow more space for the bike lanes on the shoulders.
- On Chartier Road, east of Parker, a ‘share the road’ sign in the right-of-way on the south side of the road and directional signs pointing the way to downtown Marine City, US Bike Route 20, and to the Ferry Service would be beneficial. Road markings to ‘share the road’ on the eastbound shoulder of the road would be beneficial.
- Road markings designating ‘bicycle crossing’ lanes (white bars marked on the road) would be beneficial on Parker, south of the traffic light and on Chartier west of the traffic light. See photo of road markings on page (8) of handout.
- Add a bicycle path on the north side of Chartier, west of Parker St, from Parker St. to King Road so that cyclists are not on the road with the Industrial trucks that must use Chartier because it is the designated route industrial trucks must use for entering/exiting the City.

B. Chartier and King Road Intersection:

- On south side of Chartier, put in a pedestrian/bike path from King Road to Belle River Elementary. Extend the corner curbs out into the road on the east and west side of King Road to give the bicyclist/pedestrian more room on the bike path to wait for traffic to clear before crossing the road. (Continued on next page).

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- Add ‘Share the road’ markings for a crosswalk on Chartier Road, west of King Road, to connect with the bike path on south side of Chartier. Add a “Refuge island” on Chartier, just east of King Road; it allows path users to cross one direction at a time. A median or landscaping streetscape communicates to the driver, “do not enter” and slows traffic at the intersection..
- Another option would be to add a Bike path along the west side of King Road, and continue the path along the north side of Chartier to Belle River Elementary School. Put ‘bike lane’ markings across King Road before the stop sign and on Chartier, just west of the intersection. Put up ‘share the road’ signs on west side of King Road, and on north and south side of Chartier before the intersection.
- Finally, the option to put a “Roundabout” facility on Chartier with median islands on Chartier and King Roads and Crosswalk markings on King Road and on Chartier, east and west of King road, would allow bicyclists/pedestrians to share the road with traffic and slows down traffic.

In conclusion, to move forward with implementing these design facilities in the future, the Planning Commission and City Commission would need to accept and file the results from the course, for the purpose of incorporating a bicycle facility design in the City’s Master Plan and to implement bicycle facilities in these identified areas, should funding become available.

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