



Non-motorized

The [*Non-Motorized Technical Report*](#) (March 2007) focused on the limited non-motorized facilities under the Michigan Department of Transportation (MDOT) control. While Michigan's economy has struggled since then as part of a national recession, the department has made progress in assessing and implementing infrastructure investments that balance safety with the movement of people and goods. This has resulted in an increase in the number of non-motorized transportation facilities that were successfully integrated into projects statewide. The department also has implemented new programs, or made changes to existing programs statewide with a focus on improving safety and mobility of all roadway users.

However, while progress has been made, MDOT recognizes that additional integration and changes are necessary to fully meet existing and future demands. The following bullets highlight areas of the non-motorized data, programs, policies, and initiatives that have changed since 2007. The notable changes reported below are not isolated to MDOT, and include changes in programs and facilities by other state agencies, local agencies, non-profit organizations, and other entities involved with walking and bicycling. All of these efforts contribute to creating a transportation system that is integrated and safe for all users in Michigan. They are presented here in random order.

Network

- Paved shoulder four feet or greater are suitable bicycle facilities in most rural areas. The network of shoulders in both curbed and uncurbed sections of trunkline has increased by almost 20 percent from 2,560 miles in 2007 to 3,054 miles in 2011.
- The rails-to-trails and other multi-use pathway networks continue to expand with MDOT's continued partnership with other state agencies, statewide and local non-profit groups, local and county units of government, and others. The 2007 technical report cited over 1,400 miles of rails-to-trails in operation. In 2012, the National Rails-to-Trails Conservancy (RTC) reports Michigan to have 2,379 miles open to the public. The surface type on these trails varies significantly from railroad ballast or natural surface to crushed limestone or paved asphalt. The RTC also reports nearly 340 miles of trail projects are currently under study or in the planning phase across the state. These trails continue to serve as the backbone for creating non-motorized connectivity between communities and provide transportation access to Michigan's abundant natural features and parks.
- The I-275 Bikeway, originally constructed in the 1970s, is now called the I-275 Metro Trail in Wayne and Oakland counties. The trail has undergone significant reconstruction over the last several years. Work on the Metro Trail included bringing nearly 20 miles of surface up to current width standards, improving



drainage, upgrading road crossings, and rebuilding bridges. Changes in MDOT practices regarding the placement of multi-use pathways within interstate right-of-way has allowed for additional pathways to be constructed in the last half decade. New multi-use facilities can now be enjoyed along road segments of M-6, I-96, and M-5.

- Updating sidewalk curb ramps to comply with updated guidelines regarding access in public rights-of-way began in 2007. Standard plans were revised and the new designs are being implemented on nearly all projects on MDOT's system. The department conducted an inventory of its trunkline system to determine the level of curb ramp replacement. As roadways are resurfaced or reconstructed, or other work takes place that impacts the sidewalk curb ramps, MDOT is reconstructing the ramps as necessary.
- Road diets reduce common types of crashes and create room within constrained right-of-way to provide on-road bicycle facilities such as bike lanes. National studies and guidance has influenced how MDOT now implements road diets. As a general rule of thumb, the department will consider any road with Average Annual Daily Traffic (AADT) of fewer than 15,000 vehicles as a candidate for a road diet. Roads with higher volumes also may be considered, but these roadways will require a higher level of analysis before a determination can be made. The department pursues road diets as a proven means to reduce crashes and crash severity. If a segment of road experiences a high number of crashes, the department works with the local agency to determine if a road diet is an appropriate means of addressing crashes. The department has reconfigured the lane markings on more than 50 road segments (more than 48 miles of trunkline) in communities across the state, in general by reducing travel lanes from four to three lanes, including a center turn lane.

Planning

- Regional non-motorized plans have been developed for four of the seven MDOT regions: Southwest, Superior, North, and Bay. Work on the Metro non-motorized regional plan is currently underway with expected completion in 2013. Non-motorized plans for the Grand and University regions are planned for 2013 and 2014. The completed plans can be viewed at:
http://www.michigan.gov/mdot/0,4616,7-151-9621_11050---,00.html
- Regional Bicycle Maps: At the time of the initial 2007 report, MDOT's regional maps were considered pilot projects. Now, maps have been developed for the entire state (seven MDOT regions). Due to the popularity of the maps with bicyclists, and updates needed due to new infrastructure being developed, several regions have since reprinted. The maps are extremely popular with the touring public and several of them have won national awards. They are available for

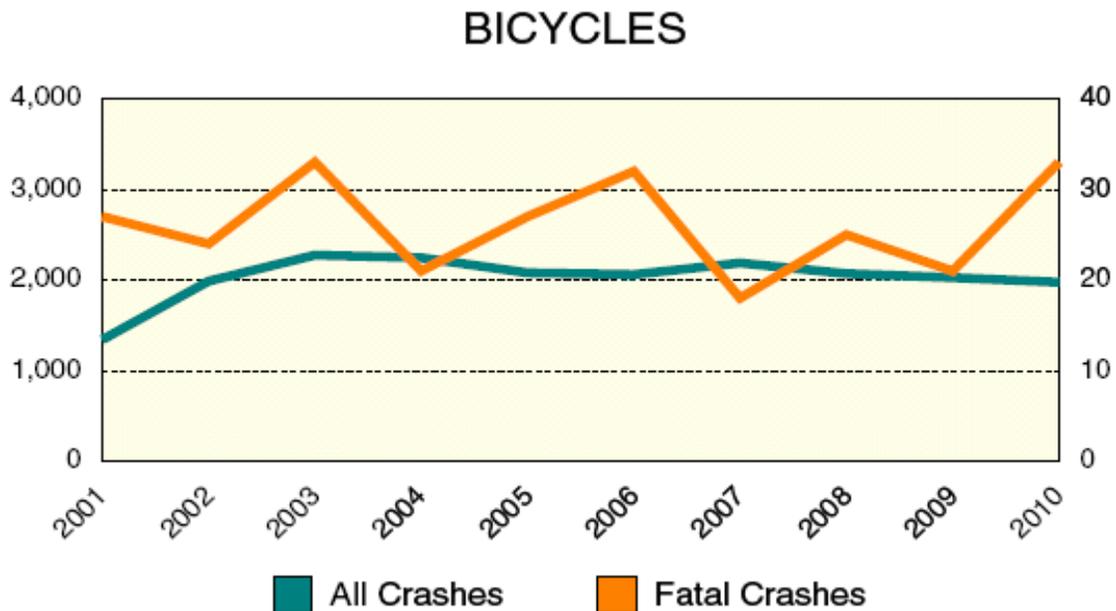


viewing and ordering at: <http://michigan.gov/micommute/0,4623,7-214-53573-146053--,00.html>

- Local planning was also affected in 2012 with the passage of Public Act 134. The amendments to the Planning Enabling law include the addition of language that provides greater emphasis on planning multi-modal transportation. This amendment is expected to help communities coordinate efforts related to planning and developing transportation systems to support walking, bicycling, and transit use. For additional information on PA 134, go to: <http://legislature.mi.gov/doc.aspx?2010-HB-6152>

Safety

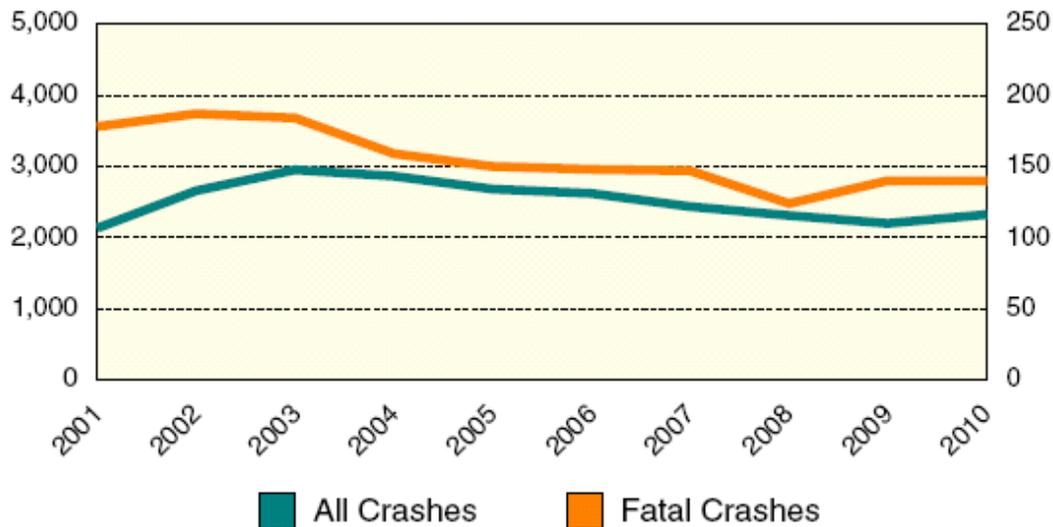
- Bicycle crash statistics across the state between 2005 and 2010 have generally remained flat in terms of the average annual number of crashes from the prior planning period of 2000-2004. While the number of fatal crashes involving bicyclists has fluctuated over the years, the 10-year annual average remains around 26 fatal bicycle crashes per year between the two planning periods (2000-2004 and 2005-2010). Source: Michigan State Police, Office of Highway Safety Planning http://michigantrafficcrashfacts.org/doc/2010/10yr_10.pdf



- Pedestrian crashes and fatalities across the state between (2005 and 2010) declined slightly since peaking in 2003; however, crashes and fatalities remain slightly higher than the 10-year low in 2001. The significant fluctuation in the number of pedestrian crashes and fatalities between 2001 and 2003 shows how random crashes involving pedestrians can be. While the number of fatal crashes

has fluctuated from year to year, the 10-year annual average has declined between the two planning periods. On average, 177 pedestrian fatalities were reported, annually between 2000 and 2004. This dropped to 142 pedestrian fatalities between 2005 and 2010.¹

PEDESTRIANS



Funding

- Transportation Enhancement (TE) is a federal program administered by MDOT, authorized by SAFETEA-LU, that sets aside 10 percent of the Surface Transportation Program funds for activities to help expand transportation choices, as well as enhance the transportation system and user experience. In Michigan, approximately \$25 million is available per year with roughly 55 percent funding non-motorized facilities and services at either the local or state level.

Much of this funding has been directed toward facilitating regional connectivity. Connecting communities with non-motorized facilities has been a growing focus of the program. In recent years, several long distance rail corridors (some up to 42 miles in length) have been acquired for conversion to non-motorized facilities, and surface improvements to unpaved corridors have been funded by the TE Program.

TE investments help create a balanced multi-modal, non-motorized system to enhance mobility, safety, connectivity, walkability and accessibility for all users of our transportation system. For more information on how MDOT administers

¹ Source: Michigan State Police, Office of Highway Safety Planning, http://michigantrafficcrashfacts.org/doc/2010/10yr_9.pdf



the program, go online at www.michigan.gov/tea. For detailed information on funding allocation and project awards, go to:
www.enhancements.org/profile/MIprofile.php.

- Safe Routes to School is a federal program administered by MDOT and authorized by SAFETEA-LU. Outlined in Section 1404 of SAFETEA-LU, the purpose of the program is to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and appealing; and to facilitate the planning, development and implementation of projects that will improve safety, reduce traffic, fuel consumption, and air pollution in the vicinity of schools at the local level. Michigan-specific information regarding the Safe Routes to School Program can be found online at www.saferoutesmichigan.org For information on funding awards, go to: <http://saferoutesmichigan.org/srts-funding-award-history>
- The Department of Natural Resources's Recreation Passport Grant Program was created by PA 32 of 2010. It established the Local Public Recreation Facilities Fund to be used for the development of public recreation facilities – including non-motorized trails for local units of government. Money for this fund is derived from the sale of the Recreation Passport, which replaces the resident Motor Vehicle Permit (MVP) or window sticker for state park entrance. The first \$12,730,000 will be distributed to replace lost revenue from the elimination of the motor vehicle permit and boating access site permits, as well as to pay for administration by the Secretary of State. Ten percent of remaining revenue will be used to fund the Recreation Passport local grant program. Grant amounts range from \$7,500 - \$45,000. For more information on Public Act 32 of 2010, go to: <http://legislature.mi.gov/doc.aspx?2010-HB-5752>. For more information on the Recreation Passport, go to: http://www.michigan.gov/dnr/0,1607,7-153-10365_55798-234654--,00.html#details

Legislation

- Act 51 was amended August 1, 2010 by Public Act 135 with language commonly referred to as Complete Streets legislation. The amendment added language regarding the importance of considering all legal roadway users during planning, design, and construction of transportation projects. The law also addressed project coordination between road agencies and local communities. The legislation defines Complete Streets as "roadways planned, designed, and constructed to provide appropriate access to all legal users...whether by car, truck, transit, assistive device, foot or bicycle." The law further requires that Complete Streets policies be sensitive to the local context, and consider the functional class, cost, and mobility needs of all legal users. The primary purpose of these new laws is to encourage development of Complete Streets as appropriate to the context and cost of a project.



The legislation also required the creation of a [Complete Streets Advisory Council](#) to provide education and advice on Complete Streets and the State Transportation Commission to adopt a policy for MDOT.

Resources

- Training associated with non-motorized transportation regarding walking and bicycling facilities has continued to reach more communities. Bureau of Transportation Planning staff continue to work with other state agencies, local units of government, and outside partners to provide training and education that facilitates the creation of a sense-of-place within communities through enhanced walking environments and the development of on-road bicycle facilities. For several years, the department sponsored training and education on how to design and construct pedestrian facilities to support persons with mobility challenges. The department also has supported and partnered with others to bring a number of conferences to the state that emphasizes multi-modal transportation and place making such as: Transportation Bonanza (for three consecutive years), Building Healthy Livable Communities, and the Building Michigan Communities Conference.
- U.S. Bicycle Routes are route designations by the American Association of State Highway Transportation Officials (AASHTO) to help long-distance touring bicyclists navigate their way across a state or region, similar to the interstate highway system. The U.S. Bicycle Route system is, in its most basic definition, a numbering designation for continuous roads, highways, and multi-use pathways that are considered suitable for experienced bicyclists. In 2005, the Adventure Cycling Association began working with AASHTO to update and implement the U.S. Bicycle Route System (originally began in the late 1970s). In Michigan, there are two newly designated U.S. Bicycle Routes. Route 20 is an east/west route between Marine City and Ludington, and Route 35 is a north/south route between Sault Ste. Marie and New Buffalo. Route 20 was designated by AASHTO in May 2011, while Route 35 was designated in May 2012. Additional information on U.S. Bicycle Routes may be found at: www.michigan.gov/mdot-biking, and www.adventurecycling.org.