

Meeting Announcement and Agenda
Mt. Pleasant Joint Meeting
Planning Commission & Downtown Development Authority – Mission/Pickard

Thursday, March 7, 2024 at 5:30 p.m.
City Hall Commission Chamber

- I.** Call to Order:
- II.** Roll Call:
 - A.** Planning Commission: Devenney, Friedrich, Haveles, Hoenig, Irwin, Kingsworthy, Liesch, Nicholas, Ortman
 - B.** Downtown Development Authority – Mission/Pickard: Desentz, Jaloszynski/Embrey, Holton, Krapohl, Smith, LaBelle II, Hunter, Powers, Roberts, VanDorin
- III.** Additions / Deletions to Agenda:
- IV.** New Business:
 - A.** Introduction by Staff about the Mission Street Corridor Plan
 - B.** Update by the Michigan Department of Transportation
 - i. MDOT’s presentation: new data collected on traffic patterns along Mission Street & boulevard feasibility analysis
 - ii. Q&A and Discussion
 - C.** Steering Committee Selection & Next Steps
- V.** Public Comment:
- VI.** Adjournment:

All interested persons may attend and participate. Persons with disabilities needing assistance to participate may call the Personnel Office at 779-5314. A 48-hour advance notice is necessary for accommodation.

Memorandum



TO: Planning Commission
Downtown Development Authority – Mission/Pickard

FROM: Manuela Powidayko: Director of Planning & Community Development
Michelle Sponseller: Downtown Director

DATE: March 7, 2024

SUBJECT: Mission Street Corridor Plan

Since the adoption of the City's Master Plan in 2020, the City has been working with the Michigan Department of Transportation (MDOT) on furthering the development of Mission Street's conceptual design to eventually transform Mission Street from a transportation corridor to a business corridor, and achieve the Master Plan's goals and objectives which include reaching a more efficient traffic flow and a safer environment for all users of the street, an improved aesthetics, and an environment that encourages redevelopment and investment. The Master Plan had selected Mission Street as a top priority, requesting the Planning Commission and the Downtown Development Authority (DDA) to partner with MDOT and Central Michigan University (CMU) to reimagine Mission Street as a vital business district and front door to the community and university.

To facilitate such work, staff has released a Request for Qualifications (RFQ) on January 10, 2024 to hire consulting services who will work on a Mission Street Corridor Plan, and add that as an update to the City's Master Plan. The application was closed on February 6, 2024 and Progressive AE was approved by the City Commission on February 26, 2024 to work on this project throughout 2024. Such plan will be funded at a 75/25 ratio by the Michigan Economic Development (MEDC) Redevelopment Ready Community (RRC) Technical Assistance (TA) Match Funding and the Mission/Pickard DDA funds.

Update by the Michigan Department of Transportation

As a first step to the development of a Mission Street Corridor Plan, MDOT will be presenting new traffic data that they have collected in 2023 at the Joint Meeting between the Planning Commission and the DDA, including a boulevard feasibility analysis that tests how a narrow boulevard design with a landscaped median that include Michigan left turns would perform along the corridor, and if it could be a good design solution that helps achieve the main goals laid out by the City's Master Plan.

Steering Committee Selection & Next Steps

While MDOT has tested the narrow boulevard concept on Mission Street, this work is just a preliminary analysis of what could be possible along the corridor. Progressive AE will be conveying a Steering Committee to advise and make recommendations regarding the Mission Street Corridor Plan and Master Plan Updates throughout the year. The City envisions the Steering Committee to be composed by a City Commissioner, two Planning Commissioners, two DDA members, City staff, MDOT, CMU, Disability Network of Mid-Michigan, and business representatives.

Nominations and vote for the Planning Commissioners and DDA members will occur at the meeting. Please be advised that the following procedures will apply:

- Nominations do not require a motion or second. Any member may nominate another (or themselves) for the Mission Street Steering Committee. The nomination can be made by a simple declaration:

Memorandum



I nominate _____ for the Mission Street Steering Committee.

- The election of a commissioner/board member must be done by an open vote. Staff recommends providing a show of hands in addition to a voice vote to ensure accurate tabulation of votes.
- Nominees will be voted on in the order in which they were nominated. The two nominees to obtain a highest number of votes are elected as a Steering Committee member.
- Nominations and voting for the two Planning Commissioners will occur first, followed by nominations and voting for the two DDA Board Members.

REQUESTED ACTIONS:

1. Discuss and ask questions about MDOT's presentation regarding new data collected on traffic patterns along Mission Street and their boulevard feasibility analysis;
2. Steering Committee Nominations and Vote:
 - a. Planning Commission to nominate and vote on two Commissioners who will be a part of the Mission Street Steering Committee throughout 2024, to assist with the development of the Mission Street Corridor Plan;
 - b. Downtown Development Authority – Mission/Pickard to nominate and vote on two Board Members who will be a part of the Mission Street Steering Committee throughout 2024, to assist with the development of the Mission Street Corridor Plan.

ATTACHMENTS:

- Mission Street Corridor Steering Committee | Job Description & DRAFT Composition
- Presentation slides by the City and MDOT

ATTACHMENT

MISSION STREET CORRIDOR STEERING COMMITTEE

Job Description (provided by Progressive AE)

As a member of the Steering Committee, you will be asked to participate in three meetings throughout the project, which will run through December 2024. You will be asked to advise and make recommendations regarding the Mission Street Corridor Plan and update to the City's Master Plan. Primary activities will include:

- Attending 3 Steering Committee meetings and attending 1 additional community event.
- Contributing to an analysis of existing conditions within the corridor.
- Facilitating partnerships to improve collaboration and share information about the project to support community engagement, for example, helping to share a survey about the corridor with community members.
- Providing insight and advice about where and how to engage key stakeholders within the community.
- Identifying potential pitfalls or issues in engagement efforts, use of language, or other areas that might compromise the integrity of the planning process.
- Vetting consultant recommendations.
- Collaborating with the consulting team, City of Mt. Pleasant, the Michigan Department of Transportation (MDOT), and community stakeholders to integrate efforts to increase the staying power of the engagement process and plan recommendations after the plan update is complete.

First, we will meet as part of a kick-off meeting during which we will walk portions of the corridor and discuss current conditions along with opportunities for enhancing the corridor. We will then meet two more times, approximately every-other month. Each meeting will be about one and a half hours long.

During meetings we will review preliminary designs and recommendations and discuss any changes in the community or important updates to the process. We will also discuss results of community engagement efforts.

Once the project is complete, Steering Committee members will have the opportunity to discuss their role and opinions of the process and recommendations during presentations to the City of Mt. Pleasant Downtown Development Authority, Planning Commission, and City Commission.

Draft Composition (provided by the City)

- One City Commissioner
- Two Planning Commissioners
- Two Mission-Pickard DDA Board Members
- City staff: City Manager, Planning Director, Downtown Director, City Engineer, Fire Marshall
- MDOT Representative
- CMU Representative
- CMU Student Representative
- Disability Network of Mid-Michigan Representative
- Additional Member who owns a business along Mission Street

City of Mt. Pleasant Planning Commission & DDA Joint Meeting

March 7, 2024

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Agenda

1. Introduction by Staff about the Mission Street Corridor Plan
2. Update by the Michigan Department of Transportation
 - MDOT's presentation: new data collected on traffic patterns along Mission Street & Boulevard feasibility analysis
 - Q&A and Discussion
3. Steering Committee Selection & Next Steps

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Mission Street Corridor Plan Update



Mission Street

Concept Plan for Mission Street

The charrette focused on developing a concept plan for Mission Street that addressed community needs. The objectives for Mission Street are summarized, as follows:

- » Transform Mission Street from a transportation corridor to a business corridor.
- » Maintain safe and efficient traffic flow.
- » Reduce the average speed of traffic.
- » Increase pedestrian and bicycle safety and incorporate Complete Streets in future design considerations.
- » Provide better access to businesses, including shared access drives and cross connections.
- » Improve aesthetics on Mission Street to make it an exemplary "front door" to the community.
- » Create an environment that encourages redevelopment and investment in the corridor.

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Mission Street Corridor Plan Update



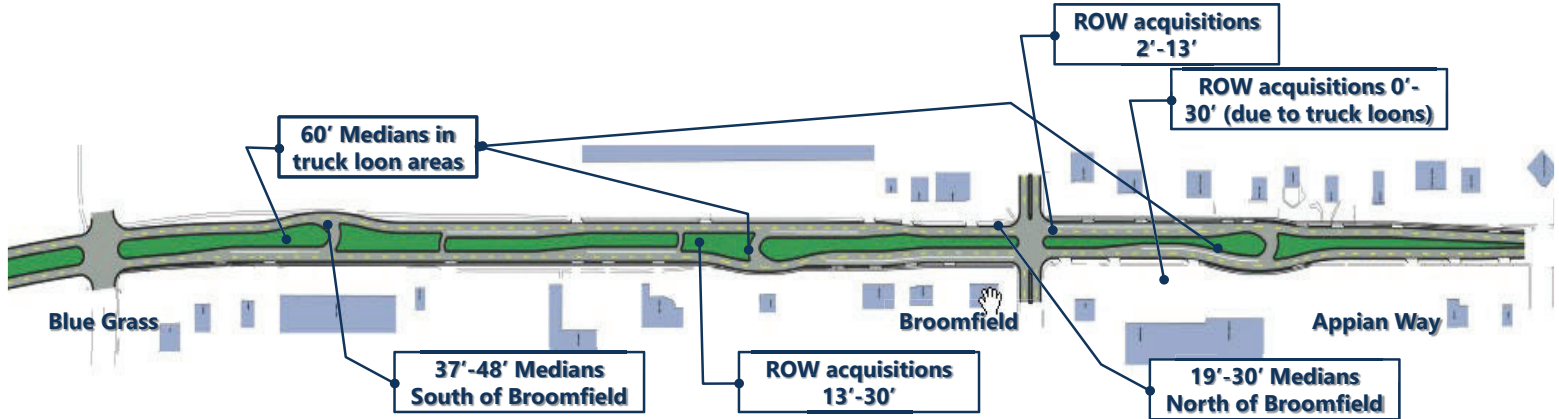
Goal: To further develop the Mission Street Boulevard Concept Plan in partnership with MDOT

GOAL 2: Encourage smart, inviting, and attractive streets through infrastructure and operational investments that link people to places by walking, biking, driving and transit.

Objectives		Priority	Timeframe	Partnership			Funding		
				City	Other Gov't	Private	Public	Private	TIF/DDA
2.3	Partner with MDOT and CMU to reimagine Mission Street as a vital business district and front door to the community and university. » Establish quarterly meetings with MDOT and CMU to monitor project implementation. » Work with MDOT and CMU to scope a traffic feasibility analysis that prioritized pedestrian travel in all alternatives evaluated. » Identify funding strategy and design approval procedures and timeline for completing construction documents.	A	1	PC DDA	MDOT CMU	BO	●		●

Quick History Recap

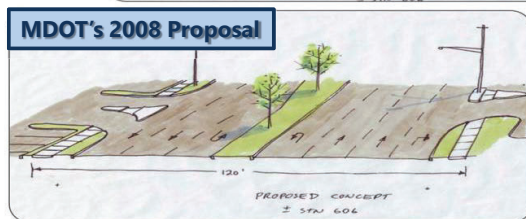
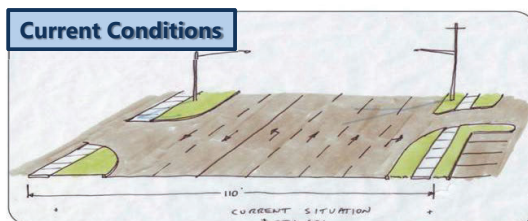
MDOT proposed to redevelop a portion of South Mission Street (from Appian Way to Blue Grass) into a limited-access boulevard in 2008 at a total project cost of \$4.4 million (City = ~\$38,500);



Voted Down during the Oct 7, 2009 City Commission meeting.

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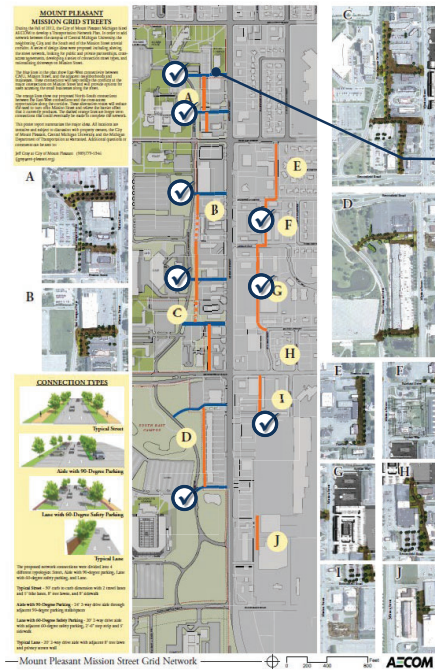
Quick History Recap



- The City hired a consulting firm (Glating, Jackson, et al) to review the proposal and meet with MDOT representatives and various stakeholders, making recommendations on design ideas to accomplish much of what was desired by the community;
- Local MDOT representatives made attempts to implement some of the design recommendations and requested the City to vote for a final design;
- Commission voted it down after staff, the Planning Commission and the DDA presented concerns with the final design, concluding that it would put the City further away from the desired environment for Mission Street to become a more urban / business corridor.

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What changed since then



Transportation Network Plan (2012 – AECOM)

Grid streets and cross connections between properties were built:

- ✓ Olympic (2015)
- ✓ Collins (2019)
- ✓ Fairfield (2013)
- ✓ Central (2016)
- ✓ Stadium (2015)

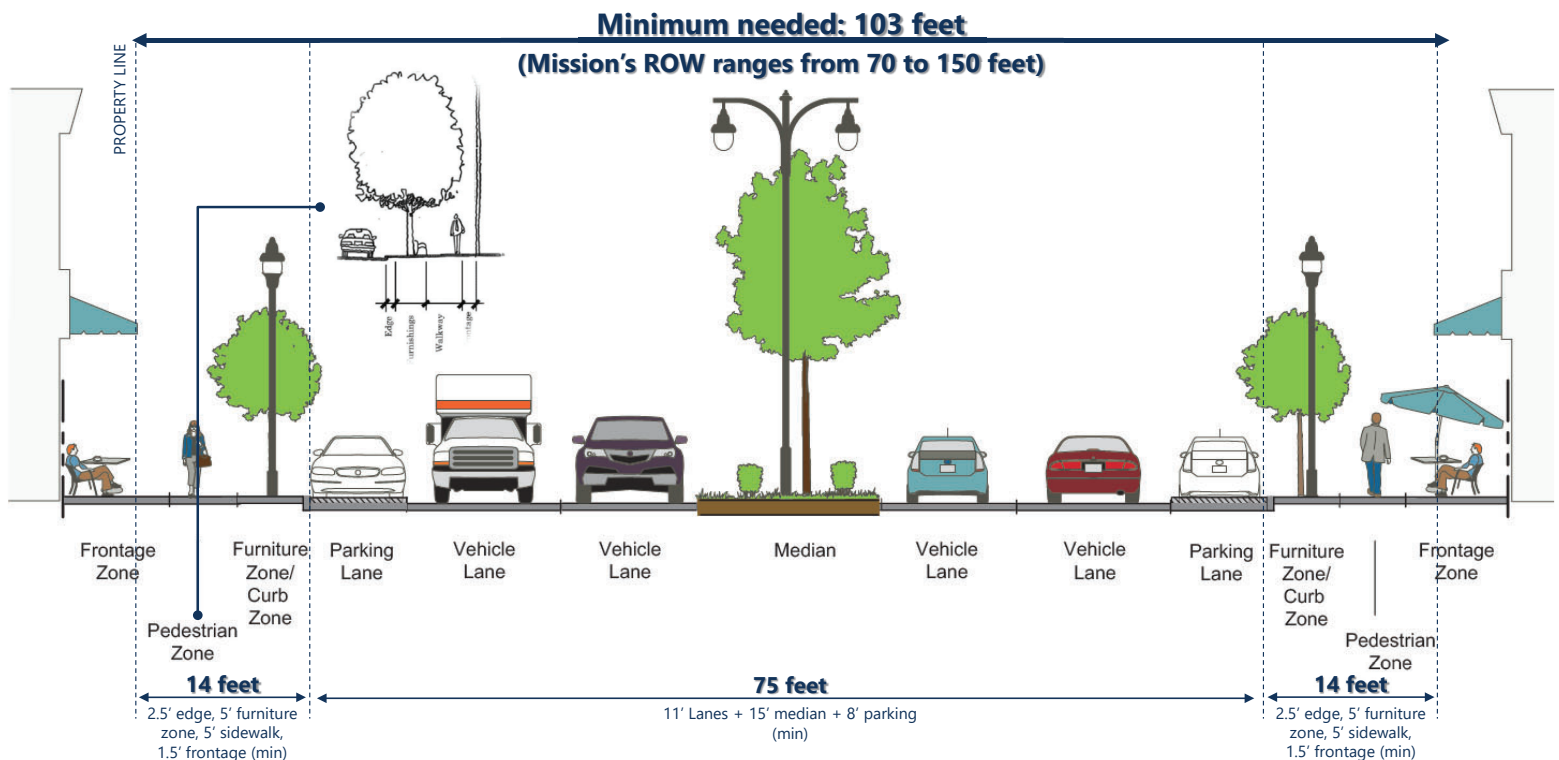
Zoning Ordinance (2018 – TPUDC)

Zoning currently requires:

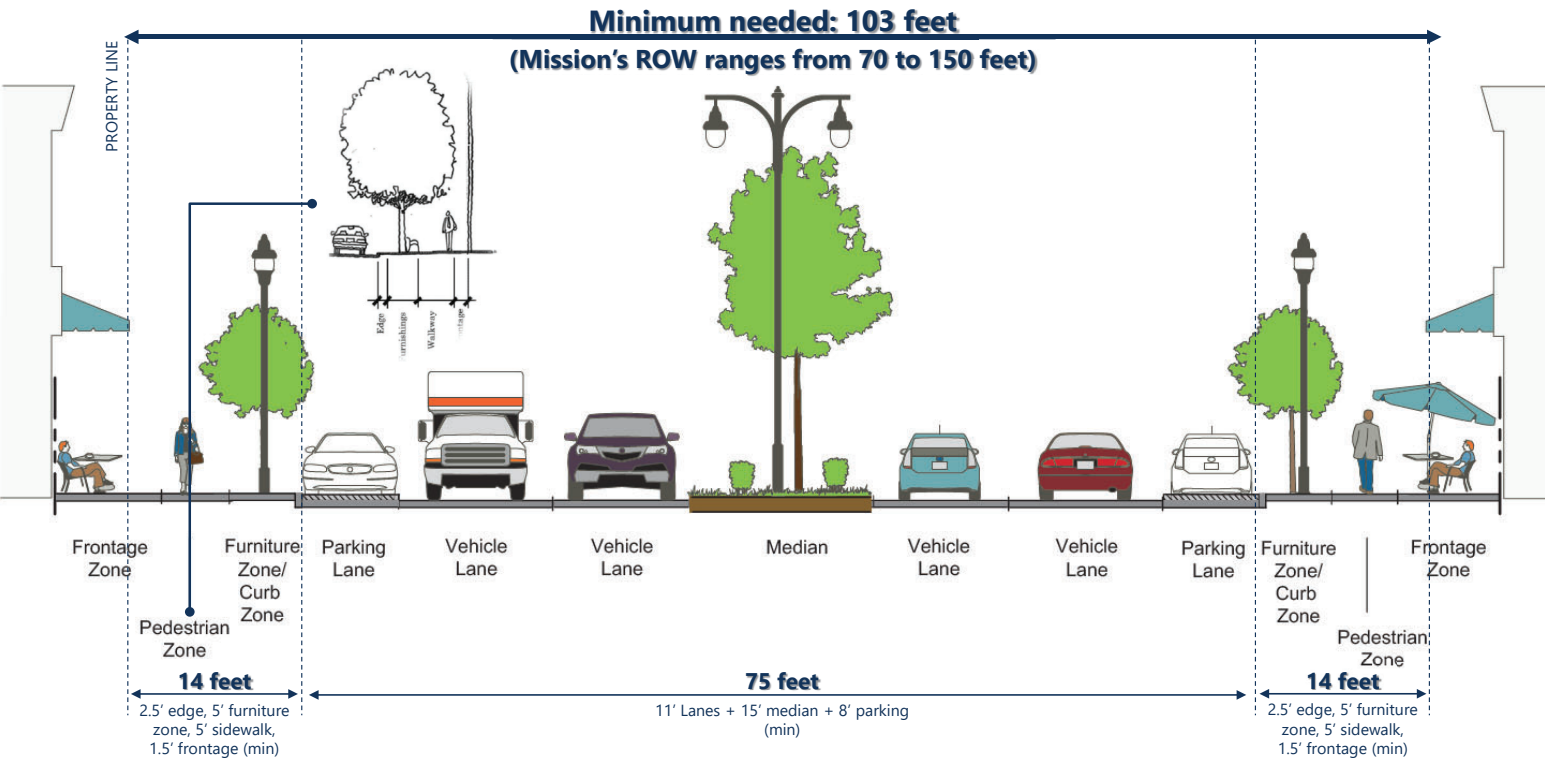
- ✓ Cross Access;
- ✓ Streetscape;
- ✓ Buildings closer to the street/parking behind;
- ✓ Taller Buildings;
- ✓ Allow residential uses;
- ✓ No min parking;
- ✓ Design standards for parking lots.



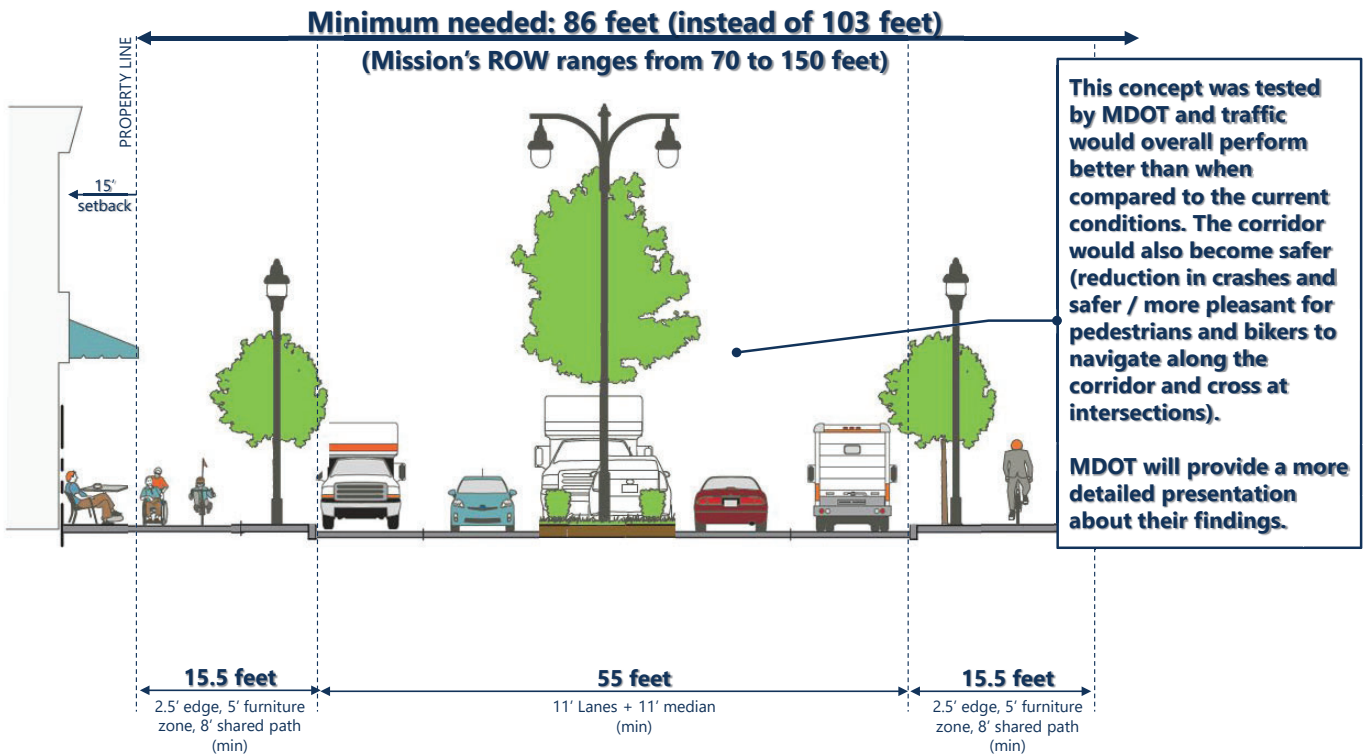
MASTER PLAN'S PROPOSED DESIGN Boulevard with a narrow landscaped median, on-street parking, furniture, pedestrian & frontage zones.



ISSUE Proposed boulevard plan did not include space for bikers, and cannot fit within most ROWs (ranges from 70 to 150 ft), making the project unfeasible (acquiring ROWs is the most expensive part of a road project, as noted by the Michigan County Road Association). This design could also cause traffic to reroute if speeds are abruptly reduced, potentially deterring economic development if there is a reduction in traffic counts along the corridor.



POTENTIAL ALTERNATIVE POST-MASTER PLAN Modified boulevard plan with Michigan left turns***, no on-street parking and shared path for peds and bikes. ***No traditional left-turns allowed. Drivers must continue straight through the intersection or turn right, then make a U-turn at a median crossover.



Example: Broomfield (Mt Pleasant)



***Boulevard was constructed in the 1980's, but the indirect lefts were constructed in the summer of 2006.

Pedestrian can watch traffic from one direction, the amount of turns to watch are limited, and there is a median between the crossings.

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Example: Grand River (East Lansing)



Michigan left with mid-block pedestrian crossings.

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Example: Grandview Parkway (Traverse City)

Pending Approval of 10'
Lane Variance



Mission Street Corridor Plan Update

Staff released a Request for Qualifications (RFQ) on January 10, 2024 to hire consulting services who will work on a Mission Street Corridor Plan, and add that as an update to the City's Master Plan.

The application deadline closed on February 6, 2024. City staff recommended Progressive AE to work on this project throughout 2024.

Need & timing for this study:

- City and MDOT Coordination: new data collected on traffic patterns and feasibility analysis of the Boulevard concept;
- RRC TA Match Funding by MEDC: up to \$50,000 with 75/25 match, expiring on March 11, 2024;
- City Master Plan 5th anniversary coming up (2025): Mission as a priority.

City Commission approved on February 26th the selection of Progressive AE for the Mission Street Corridor Plan and the proposed budget amendment at a cost not-to-exceed \$55,350.00 using \$41,512.50 from the MEDC RRC TA grant and \$13,837.50 from the Mission/Pickard DDA funds*

**Approved on Feb 8th by the DDA*

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Michigan Department of Transportation

City of Mt Pleasant – Planning Commission & DDA Meeting
Mission Street (US-127BR)

Jack Hofweber, P.E.
Mt Pleasant Transportation Service Center
Manager

March 7, 2024

Traffic Volumes

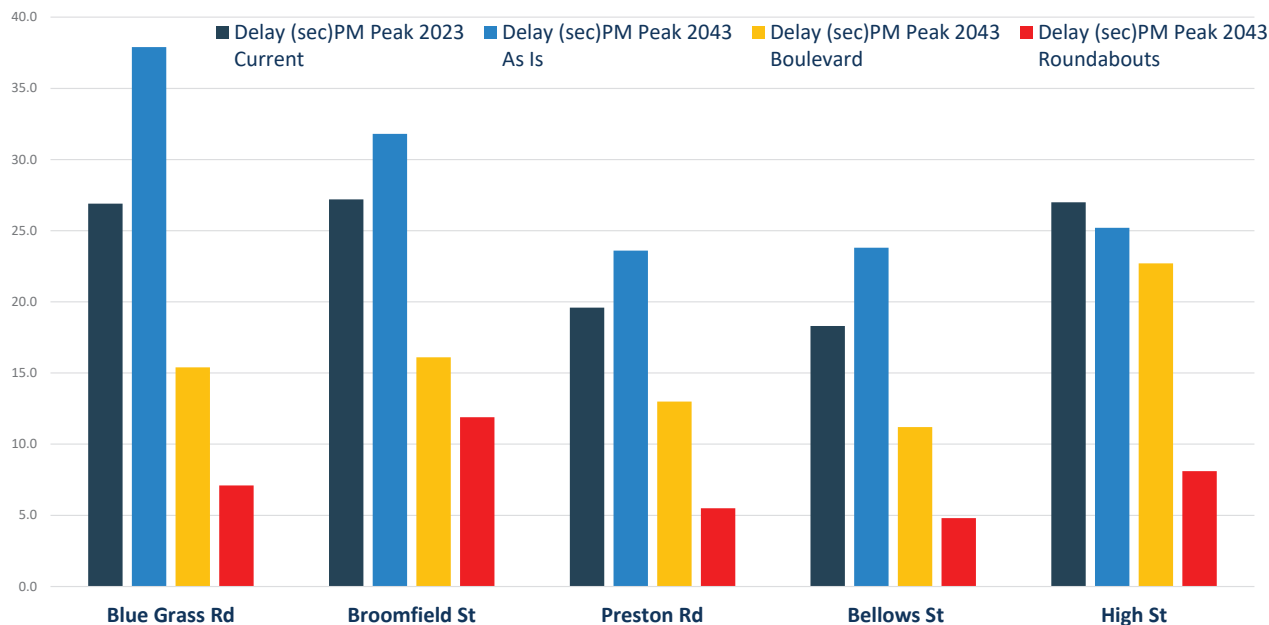
- Count in 2007, 26,500 Ave Daily Traffic
- Count in 2023, 21,100 Ave Daily Traffic
- Expected 2043, 23,200 Ave Daily Traffic
(0.5% growth)

Roadway Options Tested:

- 5 Lane Section (As it is now)
- Boulevard (narrow as possible)
- 2 Lane Roundabouts

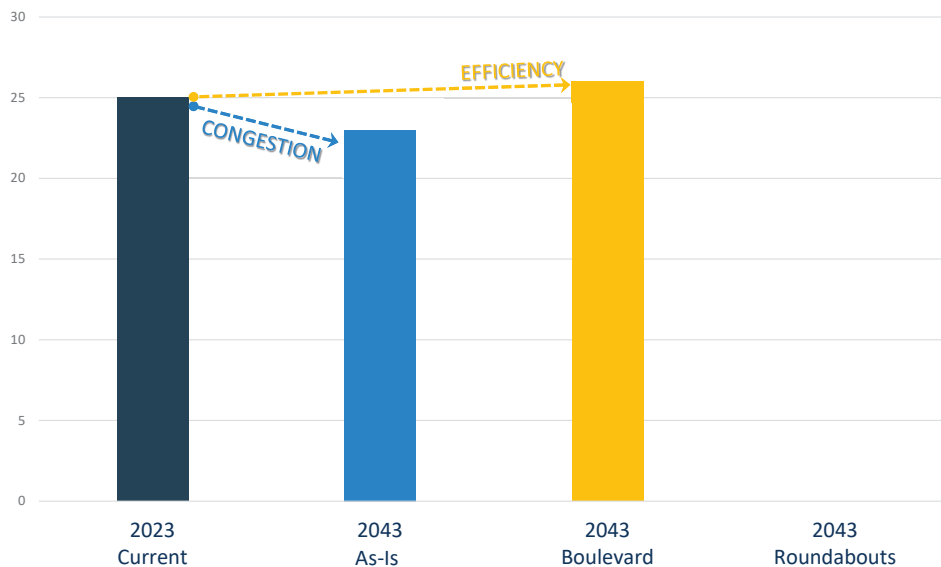
Modeling Snapshot Mission Intersections

- Blvd overall substantially reduces delay times at intersections



Mission St Blue Grass to High St Speeds

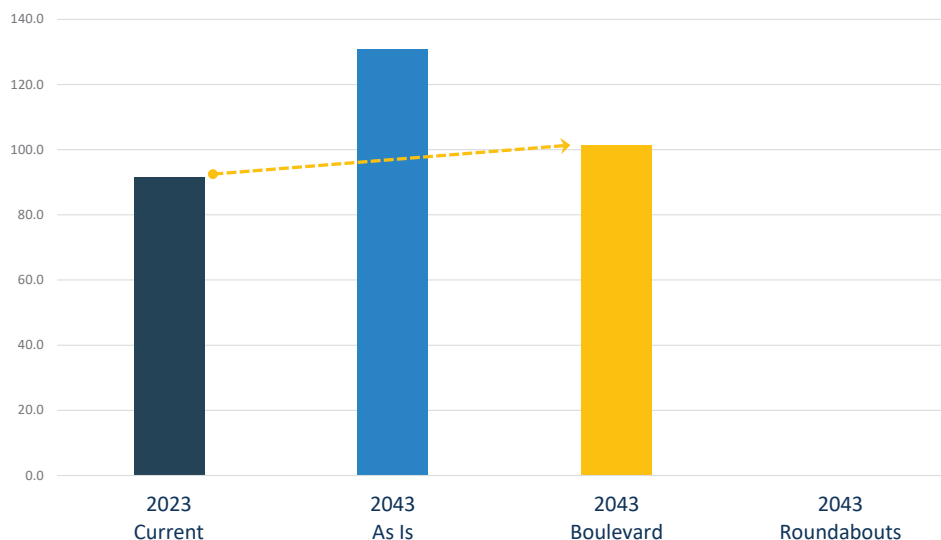
Avg Speed (mph) → from point A to point B



- Reduction in speed under the “2043 As-Is” scenario is due to increased congestion;
- Blvd provides a more efficient and safer traffic flow in the future and allows more options for signal timing (which could help make the corridor achieve lower speeds).

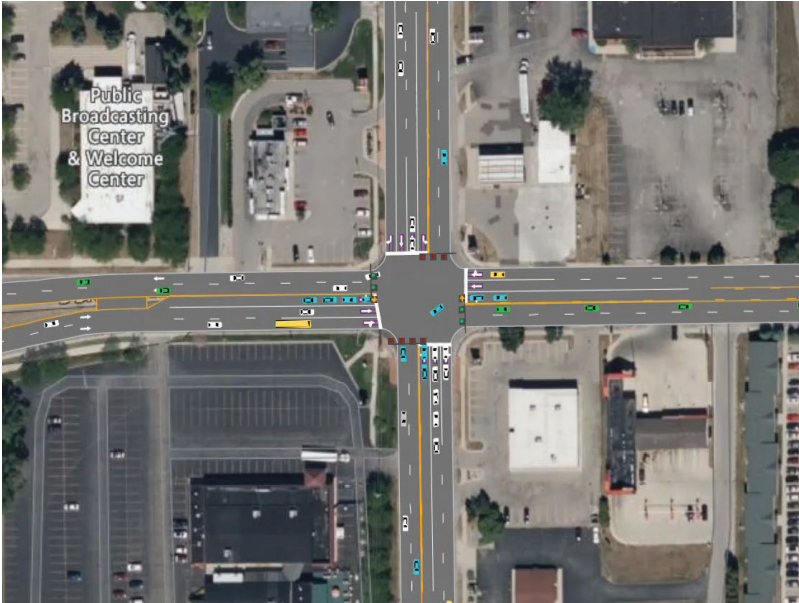
Mission St Blue Grass to High St Delay

Delay/Vehicle (sec)

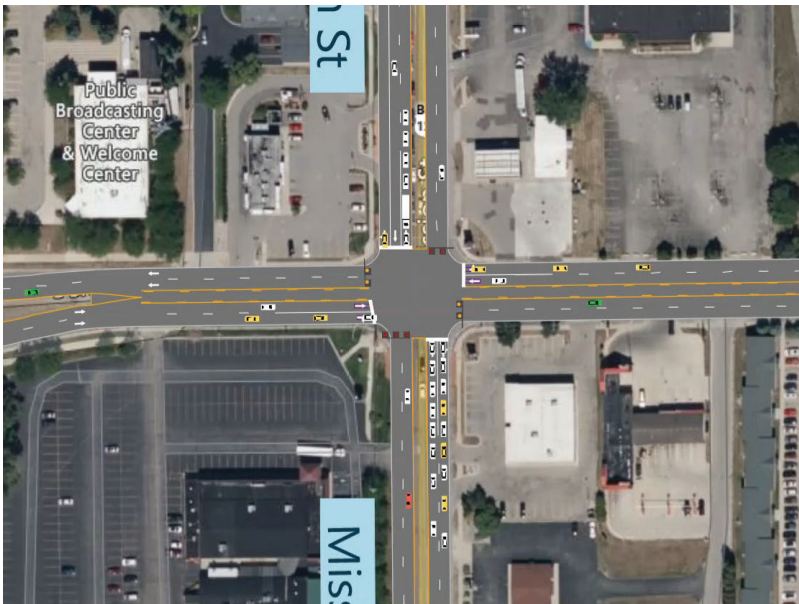


- Blvd helps keep delay times close to current numbers in the future with increased vehicular traffic

Simulation Video Current Layout Broomfield



Simulation Video Boulevard Broomfield





Crash Heat Map

- 818 Crashes
- 6 Incapacitating*
- 7 Pedestrians (2 serious)
- 1 Pedestrian Fatality (Jan 2024)

**suspected serious injury which prevents normal activities and generally requires hospitalization*

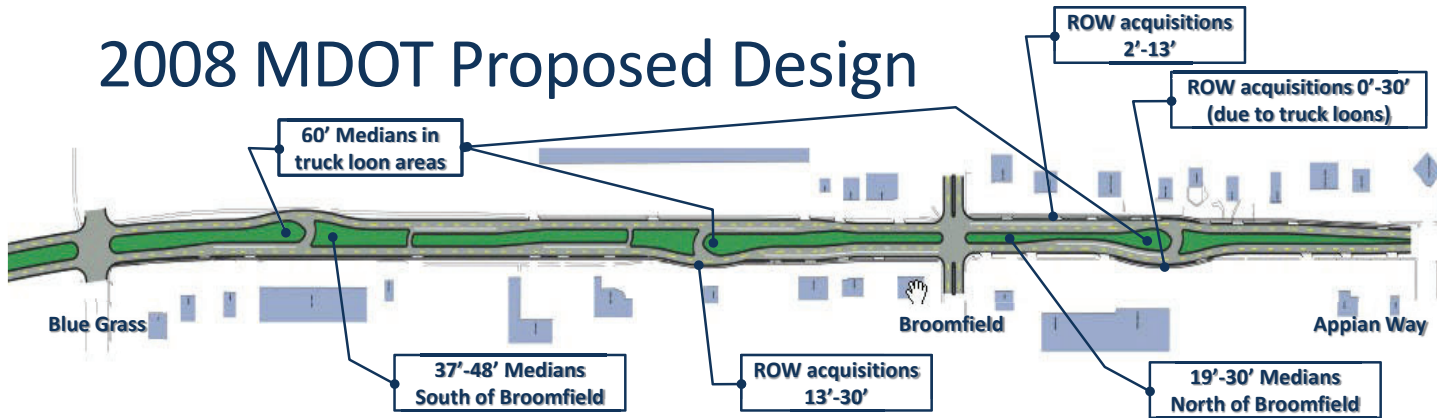


Crash Heat Map

- 185 Crashes
- 2 Incapacitating*
- 2 Pedestrians (1 serious)

**suspected serious injury which prevents normal activities and generally requires hospitalization*

2008 MDOT Proposed Design



- MDOT Received \$4.4 million in FHWA Safety Grant. City Match was \$38,500.
- Voted Down during the Oct 7, 2009 City of Mt Pleasant Council meeting.

Changing Times

- FHWA has more flexibility with Gold Route Requirements
- Other Cities have been given flexibility on Design Standards
- Narrow Boulevards in use today
- City Driven Project. Not MDOT Driven

What Next for MDOT & the City?

MISSION STREET	MDOT	CITY
2026 Old S. Mission to High St (Mill/Fill)	✓	✗
2027 High St to Corporate Dr (Mill/Fill)	✓	✗
Finalize What type of Major Fix (10 yrs out) City Driven with MDOT Input → Options:	✓	✓
<ul style="list-style-type: none"> • Leave As Is? • Boulevard? • Roundabouts? • Hybrid? • Streetscape & Landscaping? • Sidewalk width? • Bike accommodations? • Furniture Zone? 	Curb-to-curb design, sidewalks (if in the way of construction or to do ADA upgrades at intersections) and landscaping (only grass & trees)	Enhanced streetscape and landscaping, wider sidewalks, furniture zones, etc (City could apply for TAP grant* with MDOT support)
Seeking Safety Funds for Roundabout at Blue Grass	✓	✗
Explore other funding options	✓	✓

**Since the TAP grant application would be a part of a reconstruction project, it would be a strong candidate, and may be able to use the road project as a match to the federal dollars. (Precedent: City of Port Huron is going through this now on a MDOT project.)*

Questions?

Next Steps

- ✓ MDOT to collect new data on traffic patterns along Mission;
- ✓ MDOT to test the Narrow Boulevard concept's feasibility;
- ✓ City to contract with a consulting firm to develop a Mission Street Corridor Plan as an update to the City's Master Plan throughout 2024:
 - ✓ RFQ Release and selection of Progressive AE (Q1 2024)
 - ✓ Selection of Project Team and Steering Committee (Q1 2024)
 - ❑ Project Kickoff and Pre-Planning (Q1-Q2 2024)
 - ❑ Existing Conditions Evaluation (Q1-Q2 2024)
 - ❑ **Conceptual Design Development (Q2-Q3 2024)**
 - ❑ Preliminary Draft Plan and Final Plan (Q3-Q4 2024)
- ❑ City to adopt the Master Plan Update in Q1 2025

We will do this together!

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Steering Committee | Job Description

To advise and make recommendations regarding the Mission Street Corridor Plan/Master Plan Update

Primary activities will include:

- Attending 3 Steering Committee meetings and 1 additional community event (~every other month / ~1.5hrs each);
 - Kick-off meeting: walk portions of the corridor to discuss current conditions and opportunities for enhancement;
 - Other 2 meetings: review preliminary designs and recommendations, discuss any changes in the community or important updates to the process, and discuss results of community engagement efforts.
- Facilitating partnerships to improve collaboration and share information about the project to support community.
- Providing insight and advice about where and how to engage key stakeholders within the community.
- Identifying potential pitfalls/issues in engagement efforts, use of language, or other areas that might compromise the integrity of the planning process.
- Vetting consultant recommendations.
- Collaborating with the consulting team, the City, MDOT, and community stakeholders to integrate efforts to increase the staying power of the engagement process and plan recommendations after the plan update is complete.

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Steering Committee | Composition

- One City Commissioner
 - Nominations and voting for the one City Commissioner who will be a part of the Steering Committee is scheduled for the City Commission meeting on March 11th
- **Two Planning Commissioners**
- **Two Mission-Pickard DDA Board Members**
 - **Nominations and voting for the two Planning Commissioners who will be a part of the Steering Committee will occur first, followed by nominations and voting for the two DDA Board Members → scheduled for today, March 7th.**
- City staff: City Manager, Planning Director, Downtown Director, City Engineer, Fire Marshall
- MDOT Representative
- CMU Representative
- CMU Student Representative
- Disability Network of Mid-Michigan Representative
- **Additional Member who owns a business along Mission Street**

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Steering Committee | Selection of Two Planning Commissioners

Nominations do not require a motion or second. Any member may nominate another (or themselves) for the Mission Street Steering Committee. The nomination can be made by a simple declaration:

I nominate Commissioner _____ for the Mission Street Steering Committee.

The election of a commissioner must be done by an open vote. Staff recommends providing a show of hands in addition to a voice vote to ensure accurate tabulation of votes.

Nominees will be voted on in the order in which they were nominated. The two nominees to obtain a highest number of votes are elected as a Steering Committee member.

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Steering Committee | Selection of Two DDA Board Members

Nominations do not require a motion or second. Any member may nominate another (or themselves) for the Mission Street Steering Committee. The nomination can be made by a simple declaration:

I nominate Board Member _____ for the Mission Street Steering Committee.

The election of a commissioner must be done by an open vote. Staff recommends providing a show of hands in addition to a voice vote to ensure accurate tabulation of votes.

Nominees will be voted on in the order in which they were nominated. The two nominees to obtain a highest number of votes are elected as a Steering Committee member.

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Steering Committee | Suggestion of Additional Member (Mission Street Business)

Please send recommendations for an additional member to be included in the Mission Street Steering Committee who owns a business along the corridor but is not currently serving in any Board or Commission.

Please email your recommendations to: mpowidayko@mt-pleasant.org by Monday, March 11th EOD.

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