MISSION STREET IMPROVEMENT PLAN

Technical Report Document

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– SPECIAL THANKS –

The City of Mt. Pleasant offers a special thanks to all residents and participants who took time to provide feedback or attend the public meetings and events for the development of the Mission Street Improvement Plan.

TABLE OF CONTENTS

I. INTRODUCTION

The Mission Street Improvement Plan is a project led by the City of Mt. Pleasant to address long-standing challenges with the three-mile Mission Street Corridor. Mission Street is the primary North-South route through Mt. Pleasant, connecting the southern portion of the city, including Central Michigan University and large retail and shopping destinations, with residential neighborhoods, schools, the hospital, and other destinations to the North.

The street has been a source of significant discussion in the City for decades, but no significant progress has been made in altering its design or the nature of the roadway. Many plans and studies have been completed over the last two decades that proposed changes to the roadway and overall area. Major plans or studies include:

- In 2008, the Michigan Department of Transportation proposed a redesign of a portion of South Mission Street (from Appian Way to Blue Grass Road) into a boulevard, which included large medians and restricted left turns at all intersections, requiring U-turns after the intersection. This design was ultimately rejected by the Mt. Pleasant City Commission as they believed the proposed design was not consistent with the City's vision for Mission Street as an urban business corridor.
- In 2012 the City completed a non-motorized plan in collaboration with Union Township that prioritized utilization of parallel roadways for non-motorized transportation, rather than Mission Street.
- In the City's 2020 Master Plan and zoning code update, significant changes were proposed for Mission Street, including a complete redesign that envisioned Mission Street similarly to Downtown Mt. Pleasant. This design includes on-street parking, wide greens and buffer zones, and wider sidewalks/frontage zones.

Since adoption of the 2020 Master Plan and zoning code update, redevelopment of properties along Mission Street has been challenged. The new code requirements and vision for a downtown-like environment are very far from the street's current context.

The project team, composed of City staff and the consulting team took stock of these previous planning efforts and engaged with Mission Street stakeholders and Mt. Pleasant residents to balance needs for safety, access, and redevelopment. This approach will reverse the trend of declining traffic volumes and increased commercial vacancy to create vibrancy through roadway improvements, zoning code updates, and strategic public investment that ensures Mission Street continues to thrive and serve as a point of pride and gateway into the Mt. Pleasant community. This plan is intended to establish a vision for the future state of the corridor that balances current context with Mission Street's overall development potential and a framework for implementation.

While Mission Street is owned and maintained by MDOT, this plan has been developed in close consultation with MDOT staff and provides design solutions that are compatible with MDOT standards and approaches throughout Michigan. Because land uses and traffic characteristics evolve over time, fully engineered solutions will be determined at the time of design that draw from the recommendations and findings within this plan.

II. ENGAGEMENT PROCESS

Community feedback and engagement from residents, businesses, and property owners dictated the strategies and goals for this plan. The graphic below summarizes community engagement activities conducted during the planning process. Early in the planning process the City of Mt. Pleasant identified a project Steering Committee, the membership of which was recommended by the Mission-Pickard DDA and Planning Commission and ultimately approved by the Mt. Pleasant City Commission. Steering Committee members are listed within the acknowledgments page.

Steering Committee Representation

- Business/Property Owners
- City Staff
- Mt. Pleasant City Commission
- Planning Commission
- Mission/Pickard DDA
- MDOT
- Disability Network of Mid Michigan
- Central Michigan University
- Saginaw Chippewa Indian Tribe
- Mt. Pleasant Convention & Visitors Bureau
- Local Chambers of Commerce

Table 1: Community Engagement Event Summary

Month	Event	Participants	Outcomes
April 2024	Walking Audit	Steering Committee + Other Stakeholders	Understanding of physical challenges to walking Mission Street
April 2024	Steering Committee Meeting #1	Steering Committee + Other Stakeholders	Strengths, Weaknesses, Opportunities & Challenges in the Corridor.
April – May 2024	Community Survey #1	1,479 Mt. Pleasant residents, business owners, and visitors.	Understanding of community's use and opinion of the corridor today, and vision for the future of Mission Street.
June 2024	State of the Corridor Presentation	Steering Committee, Planning Commission, Downtown Development Authority, City Commission	Confirmation of the current state of the corridor and key themes to be addressed by the Improvement Plan.
Sept. 2024	Steering Committee Meeting #2	Steering Committee	Review of Mission Street design options and redevelopment scenarios for key sites along the corridor
Sept. 2024	Community Events at Farmer's Market; Central Michigan University, and City Hall	Farmer's Market Customers Central Michigan University Students Residents and Stakeholders City Staff Business & Property Owners	Feedback on conceptual design solutions and redevelopment scenarios.
Oct. 2024	Community Survey #2	499 Mt. Pleasant residents, business owners & visitors	Feedback on conceptual design solutions and redevelopment scenarios.
Dec. 2024	Steering Committee Meeting #3	Steering Committee	Review and conditional approval of Mission Street Improvement Plan with further analysis of left turn and center medians in collaboration with MDOT.

III. STATE OF THE CORRIDOR

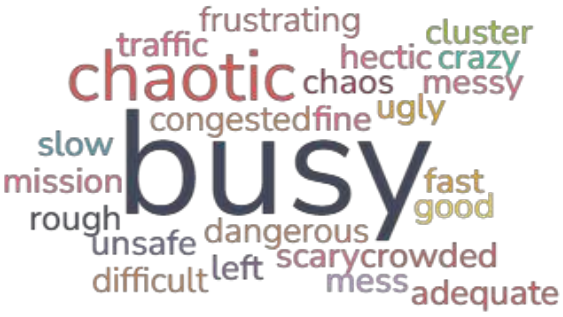
During the first round of community engagement that focused on assessing the state of the Mission Street Corridor, the community's input was fairly consistent. There was a strong desire to have a corridor that is safer for all users, and an area that supports new investment and reverses recent trends of decline in some areas. Additionally, it was clear that the trend of declining traffic volumes and people trying to avoid Mission Street due to its unsafe nature must be reversed. Full results of community engagement activities are included in the Appendix to this plan. A summary of key findings follows.

COMMUNITY SURVEY #1

An online community survey was shared with the public during April and May of 2024. A total of 1,479 people responded to the survey, of whom 71% were Mt. Pleasant Residents. A summary of survey results is provided below, with full results in the Appendix.

- **98% of people use a car on Mission Street**. Of those, 22% also walk and 12% also use a bike or scooter.
- **21% and 22% of people respectively said they would like to walk or bike** on Mission Street, but do not today. 61% of people said they prefer to only use their car.
- **49% of people are unsatisfied with the current state of Mission Street**, compared to just 30% of people that are satisfied with its current state.
- When asked to use one word to describe Mission Street today**, the most common response was "Busy"**.
- When asked to use one word to describe the desired future state of Mission Street, **the most common response was "Safe"**.
- When asked to rate a series of potential improvements on a scale from "Very Important" to "Not Important" the improvements that were identified as **most important were lighting and enhanced crosswalks**, while the improvements that were **least important were roundabouts and art and placemaking elements**.

Mission Street Today



Future Vision for Mission Street

SWOC ASSESSMENT

The assessment of Strengths, Weaknesses, Opportunities, and Challenges conducted with the Steering Committee was informative and confirmed many of the themes identified in the Community Survey.

Table 2: SWOC Results

Strengths	Weaknesses
Access & location	Lack of pedestrian access to destinations Bicycle safety and access
Traffic volume	Dangerous left turns Difficult to cross the street
Diversity of businesses	Too many driveways
Business-friendly environment	
Existing sidewalks	Sidewalk safety & comfort
Maintenance and landscaping at new businesses	
Opportunities	**Challenges**
Improve safety and access	Balancing traffic flow with safety
Redevelopment & placemaking	Current physical constraints (both roadway and building orientation)
Closing driveways and improving access	Cost to retrofit
Enhanced landscaping	
Improved lighting	
Future technology to improve safety	
	Changes in population
	Coming to consensus on solutions
	Zoning Ordinance

PHYSICAL CHARACTERISTICS

A summary of study area characteristics, including right-of-way (ROW), curb-to-curb width, existing land uses, non-motorized facilities, and historical safety outcomes is found in this section.

Right-of-Way

Using parcel data available from the City, as well as MDOT maps, the project team measured the approximate ROW width along the corridor. ROW width varies along the corridor, terminating at the back of the existing sidewalks, The ROW along Mission Street is approximately 80 feet wide between Corporate Drive and Preston Street and varies between 100 feet and 150 feet between Preston Street and Blue Grass Road. The width from curb-to-curb is approximately 59 feet between Corporate Drive and Preston Street, 63 feet between Preston Street and Blue Grass Road with 5 feet total of striped shoulder, and approximately 75 feet at intersections with a right turn lane.

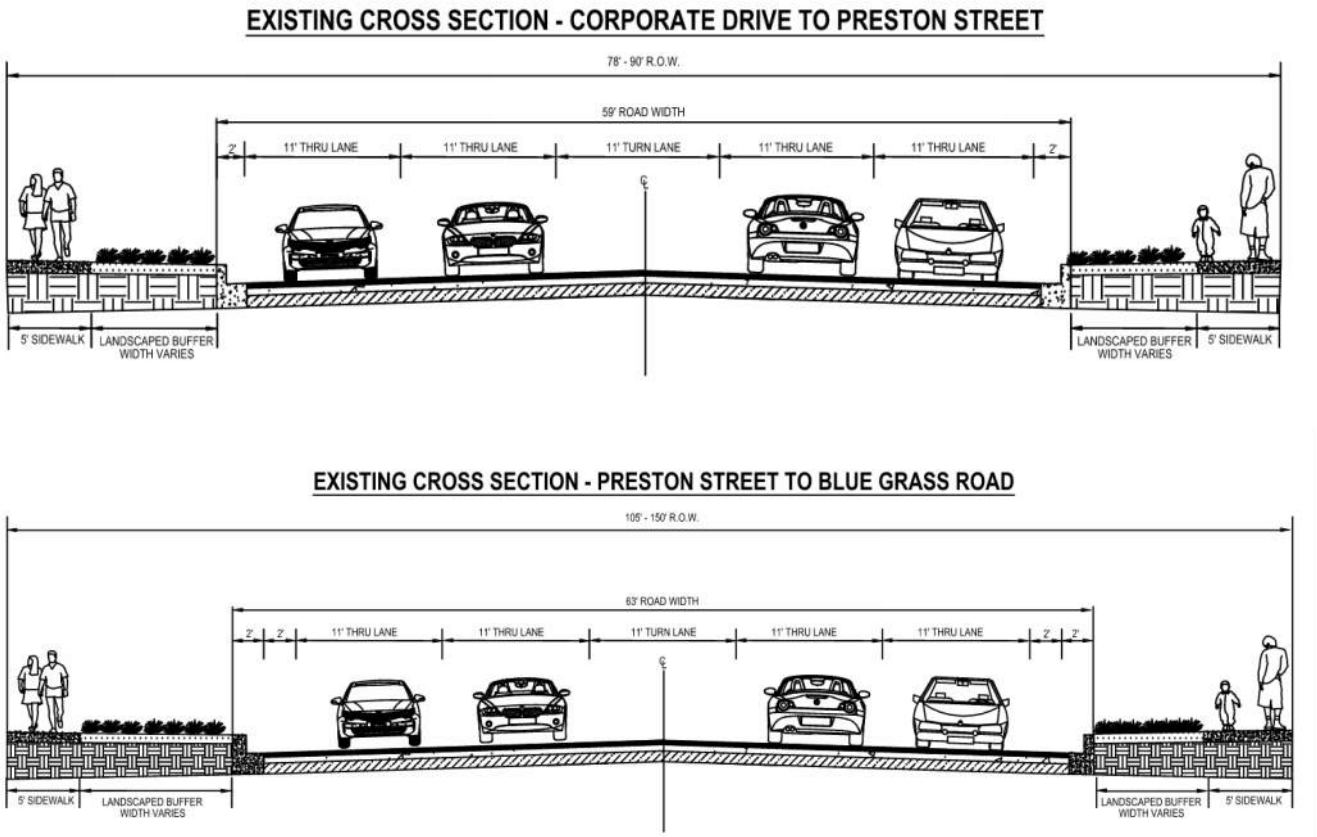


Figure 2: Existing Right-of-Way Widths and Cross Sections

Additional Design Considerations

Other elements relevant to the roadway design and future operations, including presence of utilities, posted and operating vehicular speeds, existing land use, non-motorized facilities, and equity considerations were also considered.

Figure 3: Sidewalk interruption on Mission St.

- Overhead utilities are present along the corridor and will likely present constraints for desired design solutions. These utilities are located adjacent to sidewalks, and extensive coordination with utility providers will be necessary when considering realignment or widening of sidewalk facilities.
- The posted speed limit along Mission Street varies between 40 and 45 MPH. Between Corporate Drive and Preston Street, the posted speed limit is 40 MPH, increasing to 45 MPH south of Preston Street.
- Mission Street is flanked by commercial and retail development as well as Central Michigan University (CMU). Commercial and retail businesses south of Broomfield Street are similar to traditional suburban 'big-box' development, while residential and commercial density increases to the north, with fewer paved surface areas and smaller building setbacks.
- Mission Street has nearly uninterrupted sidewalks along both sides of the street throughout the entire corridor (See Figure 1). However, the placement of sidewalks, narrow width, and frequency of interactions with vehicles at driveways contribute to an uncomfortable pedestrian or bicyclist experience. Pedestrian and bicycle activity,

Mission Street acts as a barrier for pedestrians and bicyclists traveling East-West to important destinations (like Island Park and McLaren Hospital) or traveling to businesses located on Mission Street. Although crossings between signalized intersections are permitted at a few locations, pedestrians and bicyclists need to cross five lanes of high-speed traffic, often without a median refuge. Spacing between signalized intersections is significant, with pedestrians needing to walk a quarter to a half mile in one direction to access a safer crossing. Signal operations at intersections also can preclude comfortable pedestrian crossings, with conflicts present from vehicles "turning right on red" and making left turns while opposing traffic has a green light.

LEVEL OF COMFORT

A scoring system exists to measure the relative level of comfort for a pedestrian or bicyclist on any corridor.[1] Mission Street generally scores poorly on this analysis.

Table 3: Level of Comfort Analysis

Mission Street Segment	Pedestrian Level of Comfort (Sidewalk)	Pedestrian Level of Comfort (Crossing)	Bicyclist Level of Comfort
Pickard Street to Preston Street	Undesirable	Undesirable/ Uncomfortable	Undesirable
Preston Street to Broomfield Street	Somewhat Comfortable	Undesirable/ Uncomfortable	Undesirable
Broomfield Street to Bluegrass Road	Somewhat Comfortable	Undesirable/ Uncomfortable	Undesirable

TRAFFIC OPERATIONS

Mission Street (US-127 BR) is the primary north-south route through Mt. Pleasant, owned and maintained by MDOT, and classified as a Principal Arterial. Arterial roads are intended to accommodate both "to" and "through" traffic, with access provided to adjacent properties and local streets.

Figure 4: Pedestrian Crossing at Gaylord Street

Traffic Volumes

Figure 5 shows average annual daily traffic volumes along Mission Street from 2001 to 2023, per MDOT's Transportation Demand Management System (TDMS). **Traffic volumes have declined substantially over time, with a 45% decrease between 2001 and 2023**. There are several factors that explain the steep decline in traffic volumes for the past 20 years, such as population decline due to a decline in CMU student enrollment. However, in speaking with Steering Committee members, City staff, and residents, it is common for people to state that they "avoid Mission Street" whenever possible due to congestion and safety concerns. **Although city population has also declined over time, the decrease has not been as significant as the decrease in traffic volumes – with an 18% reduction in population between 2001 and 2023**. This trend in activity can be reversed if Mission Street becomes safer and more appealing to residents and visitors.

[1]https://montgomeryplanning.org/wp-content/uploads/2022/03/Appendix-A_Pedestrian-Level-of-Comfort-Methodology.pdf

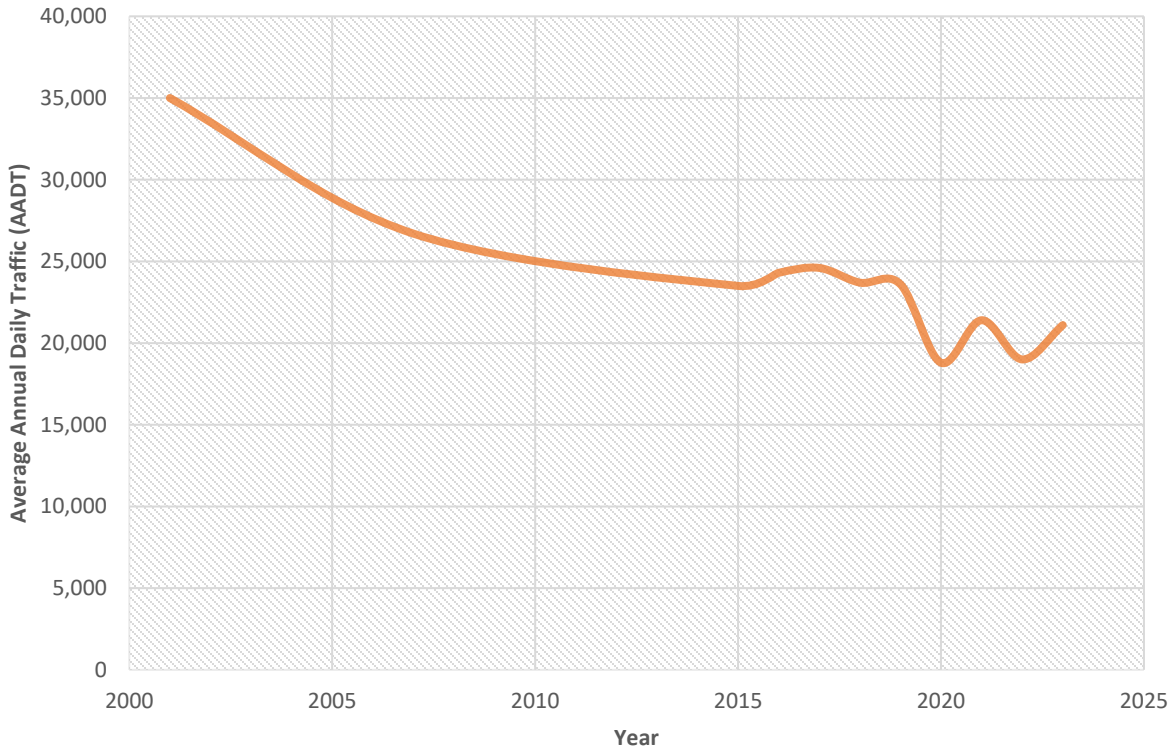


Figure 5: Daily Traffic Volumes

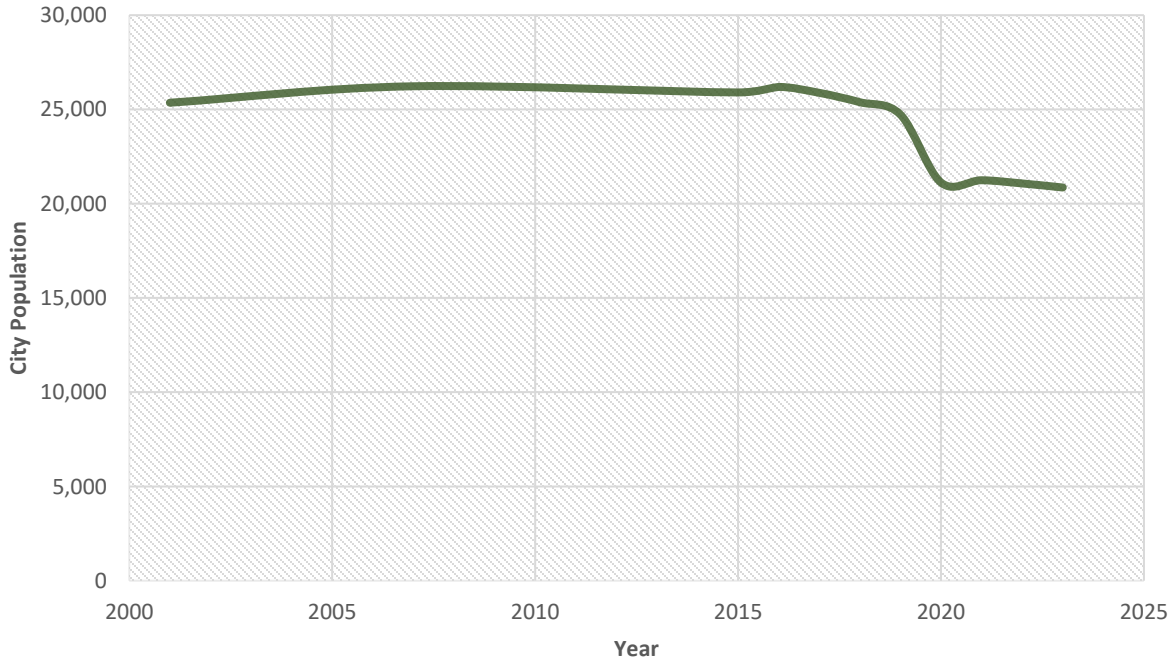


Figure 6: City Population

Crash History

Crash data for Mission Street between Corporate Drive and Blue Grass Road from 2019 to 2023 was reviewed.

Figure 7 shows a map of crash density along the corridor, with severe and fatal crashes indicated in black. Crashes are generally concentrated at intersections, with high crash frequencies at the signalized intersections of High Street, Broomfield Street, and Blue Grass Road.

Between 2019 and 2023, 997 crashes occurred along the corridor. Of these, 127 resulted in an injury to one or more persons involved, with 11 crashes resulting in a severe, or incapacitating injury. Rear-end crashes were the predominant crash type, and are generally concentrated at signalized intersections. However, angle and head-on crashes were most likely to result in an injury, as the acute collision angles and high vehicle speeds contribute to more significant adverse safety outcomes.

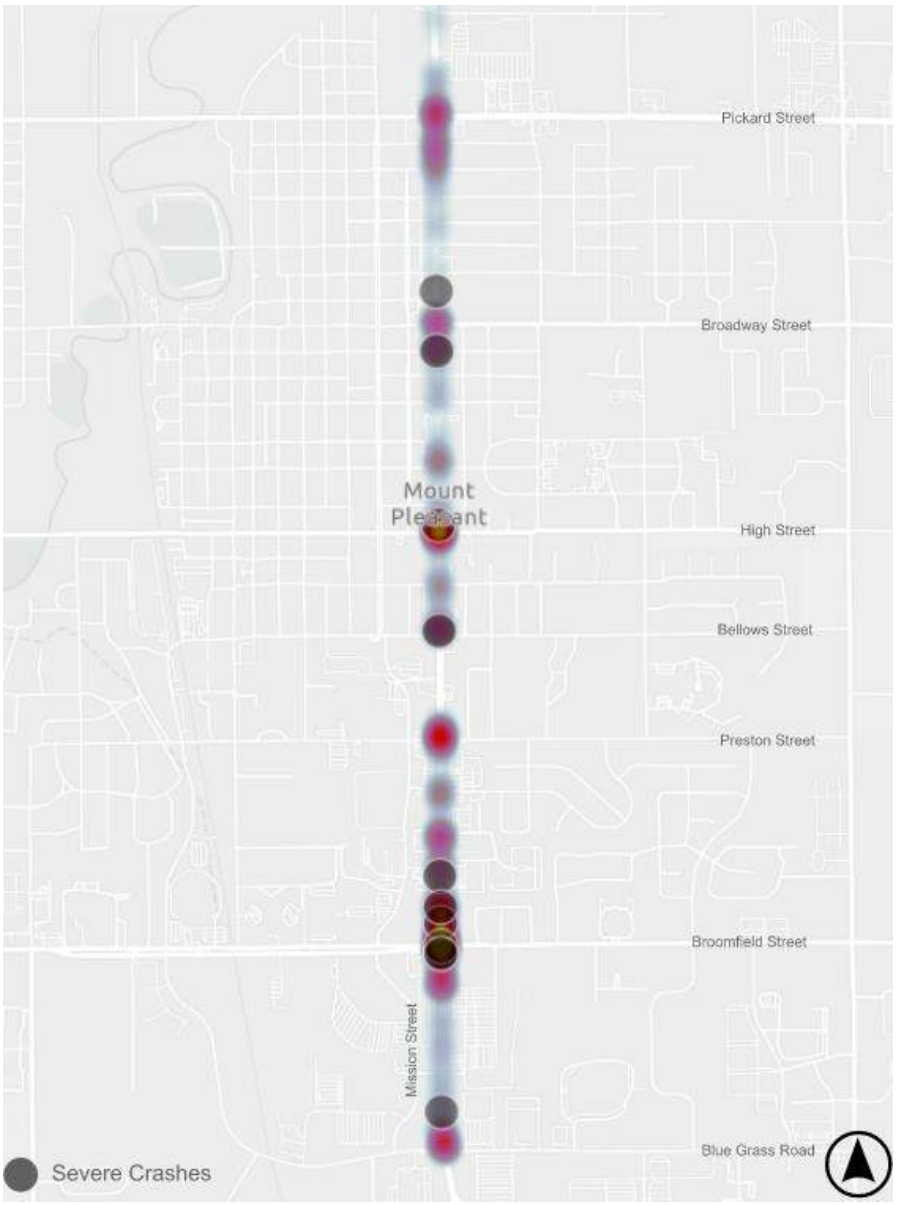


Figure 7: Crash Locations

Crashes involving vulnerable road users, such as pedestrians or bicyclists, were isolated and are shown in Figure 8. Crash locations are distributed more evenly along the corridor than vehicle crashes, which is partially attributable to the relative infrequency of interactions between motorists and vulnerable road users. Although none of the crashes during the analysis period involving a pedestrian or bicyclist resulted in fatality, 12 of the 13 (92%) resulted in an injury, with 3 (24%) resulting in a severe injury. Considering that only 13% of all vehicle crashes resulted in an injury, and 1% resulted in a severe injury, it is evident that vulnerable road users are disproportionately represented in severe crash outcomes. Furthermore, although not incorporated into the available crash data, it is important to note that a **fatality occurred in January 2024**, when a pedestrian attempting to cross Mission Street between Broomfield Street and Blue Grass Road was struck and killed. The crash location is indicated in red in Figure 8.

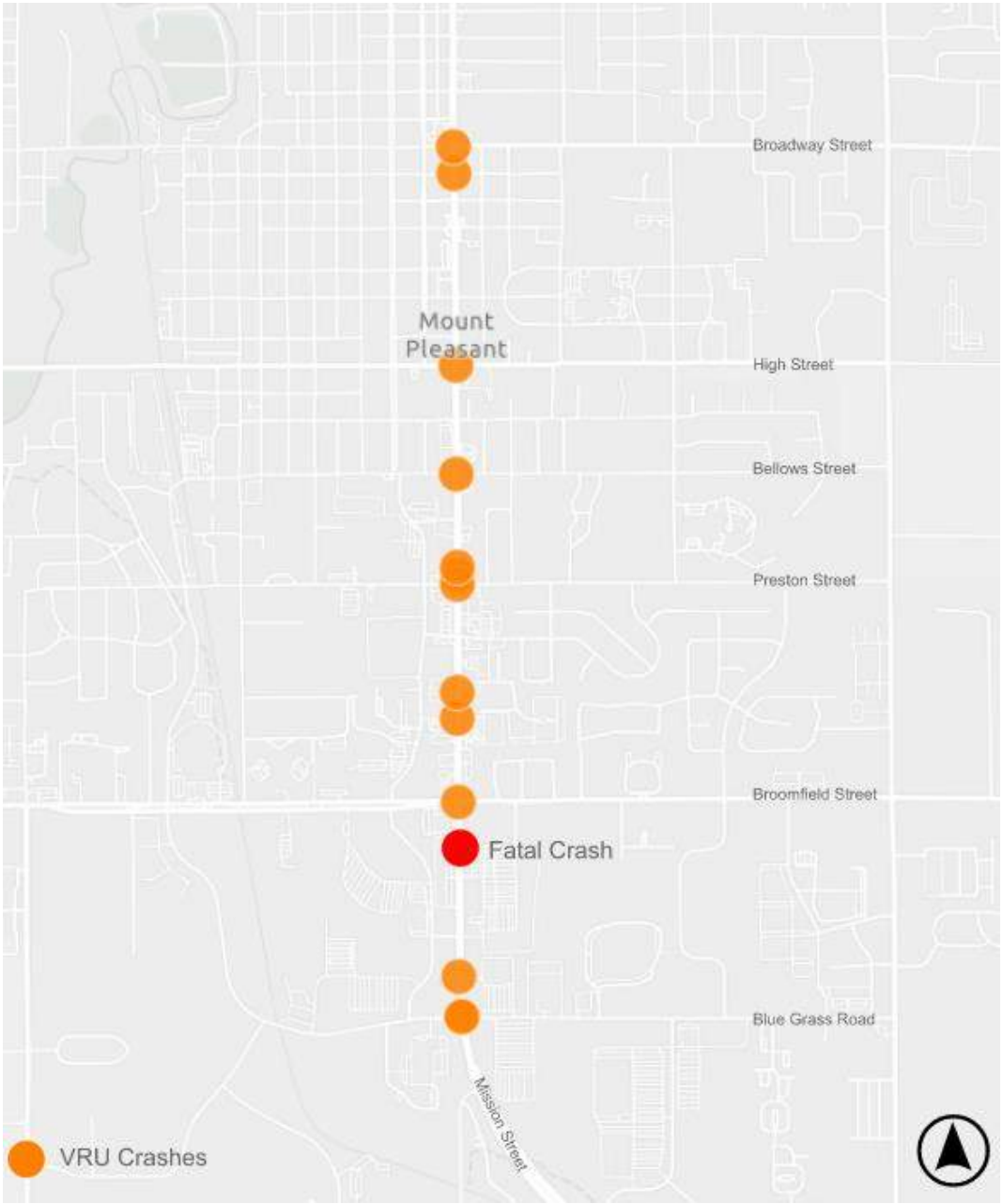


Figure 8: Vulnerable Road User Crash Locations

A preliminary crash rate analysis was also performed for different types of roadways within the City. Crash rate analyses normalize crash frequencies by accounting for traffic volumes, to provide a comparison of safety outcomes across different types of roadways.

The crash rate analysis indicates that urban arterials, including Mission Street and Pickard Street, exhibit worse safety outcomes than either limited-access freeways or local streets. In other words, crashes resulting in serious or fatal injuries are more likely to occur on Mission Street than other local facilities. This is primarily due to its design that attempts to accommodate both high-speed vehicular traffic while also allowing access to adjacent properties and local streets.

Table 4: Crash Rates

Corridor	AADT	Combined Severe and Fatal Crash Rate
Mission Street from Blue Grass Road to Corporate Drive	24,000	**7.4**
Pickard Street from Mission Street to US-127	19,400	6.0
US-127 from US-127 BR to Industrial Drive	12,100	1.8
Broadway Street from Washington Street to Lansing Street	2,500	0.0
Main Street from Broadway Street to Illinois Street	1,600	0.0

STATE OF THE CORRIDOR THEMES

Following a comprehensive review of corridor characteristics, engagement efforts including community surveys, walk audits, and meetings with key stakeholders, project themes were developed to organize development of conceptual designs.

1. Increase Activity by Improving Safety and Efficiency: Mission Street can become a vibrant, active corridor through improvements that welcome all uses of the roadway.

2. Improve Connections Between Important Destinations: Ensure that people cannot just travel on Mission Street, but through and across the corridor to access businesses, educational institutions, parks, and residential communities.

3. MDOT Collaboration: Continued collaboration with MDOT is critical. To support innovative designs, MDOT requires clear communication of design intent and the Mt. Pleasant community's vision for the corridor.

4. Balance Aspirations with Constraints: Development of spaces around Mission Street must balance aspirations for placemaking and enhancements to quality of life with the corridor's existing character and history.

5. Redevelopment Opportunities: Redevelopment opportunities exist and there is strong desire to see new investment.

6. Taking a Phased Approach: Redevelopment will happen in phases, and the City has tools in place to support phased redevelopment.

IV. THEME 1: INCREASE ACTIVITY BY IMPROVING SAFETY AND EFFICIENCY

Mission Street is a vital connector between places and facilitates access to several key commercial, residential, and educational destinations. However, it is also acknowledged that the corridor does not currently function as well as it could. When asked to describe the current state of Mission Street in one word, many respondents to the initial community survey answered with "busy" or "chaotic." Furthermore, it was heard that some community members actively choose to avoid Mission Street due to its busy nature, thereby representing a potential loss of economic investment from those who might otherwise frequent businesses along the corridor.

When asked to envision an ideal future state of Mission Street, the prevailing themes from community residents were **safety** and **activity**. Understanding that road design is an integral part of the 'feel' of the corridor, and that adverse safety outcomes are attributable to the concentration of motorized and non-motorized activity, the project team developed feasible design concepts for the future state of Mission Street. Following procedures outlined in the National Cooperative Highway Research Program (NCHRP) Report 1036, shown below in Figure 9, goals were defined, and design iterations were considered to advance these goals.

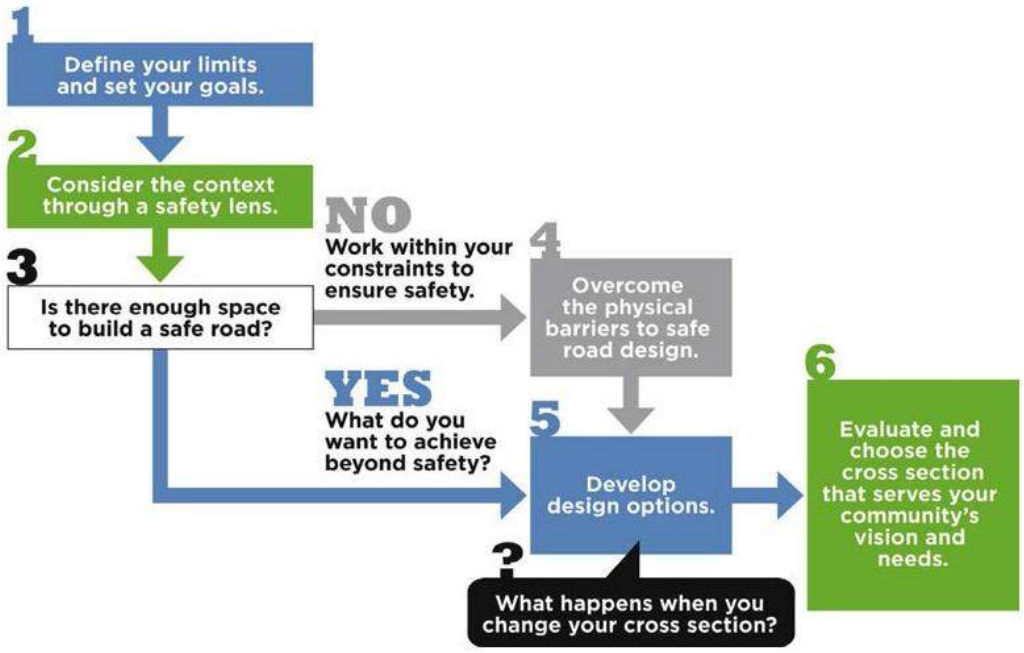


Figure 9: NCHRP Report 1036 Framework

In its current form, Mission Street facilitates robust access to commercial and residential destinations, encourages high rates of vehicular speed through its design, has an abundance of parking, and accommodates non-motorized users along sidewalks. However, although this configuration appears to appropriately accommodate all potential uses for the roadway, traffic flow is neither efficient nor safe. Vehicles staging in the center turn lane to perform a left turn, extended cycle lengths at signalized intersections, and abrupt movements to and from access points between signals all hinder operational efficiency, prolonging travel times and contributing to the hectic feeling of the corridor. Design interventions are intended to improve efficiency and travel times for drivers, as well as improve safety for pedestrians and bicyclists. **The intended result of these design interventions is to reverse the downward trend of activity on Mission Street and provide a greater economic benefit to the Mt. Pleasant community.**

Understanding that vulnerable road users, such as pedestrians and bicyclists, are disproportionately represented in severe and fatal crashes, particular consideration must be given to the appropriate accommodation of non-motorized users. Only 27% of respondents to our survey said they felt very safe or somewhat safe while using the sidewalk on Mission Street, while 41% felt unsafe or very unsafe. Incorporating design elements that mitigate adverse outcomes for vulnerable road users generally improves safety for drivers as well.

Finally, it is understood that there is a strong community preference for design solutions to be accommodated within the existing ROW. Although solutions such a robust boulevard design, as previously proposed, do provide operational and safety benefits, it is likely that ROW acquisition would be necessary to incorporate relevant geometric elements, such as truck turnarounds. Therefore, all design elements proposed can be accommodated within the existing ROW of Mission Street, eliminating the necessity of private property acquisition.

RIGHT OF WAY REDESIGN

In alignment with MDOT's Toward Zero Deaths approach, several design elements are proposed within the existing ROW to improve safety, increase roadway efficiency, and reintroduce activity and vibrancy to the corridor. The five design elements listed below were presented to the community during open houses and in a follow-up community survey in October 2024. Of the five improvements listed, only two received less than 60% positive response in the survey from the 499 respondents. Results from open houses mirrored the survey results (see Figure 10 and Figure 11).

1. Narrow center medians that limit left turn movements and provide safe refuge for pedestrians crossing the street between intersections.
2. Add landscaping within the center median and buffer space between road and sidewalk, including street trees where space allows.
3. Pedestrian crossing treatments such as refuge islands, enhanced signage, and refreshed pavement markings between intersections.
4. Widened shared-use paths between Preston Street and Blue Grass Road.
5. Closure of unnecessary driveways and facilitation of cross-access between parcels.

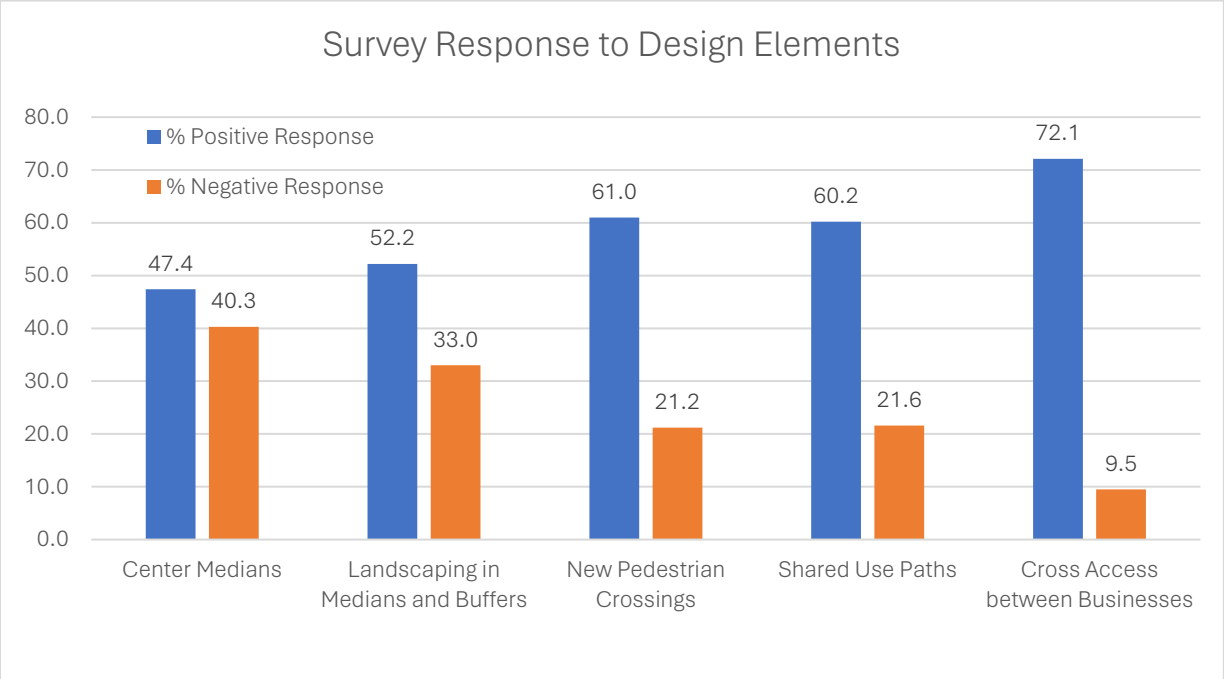
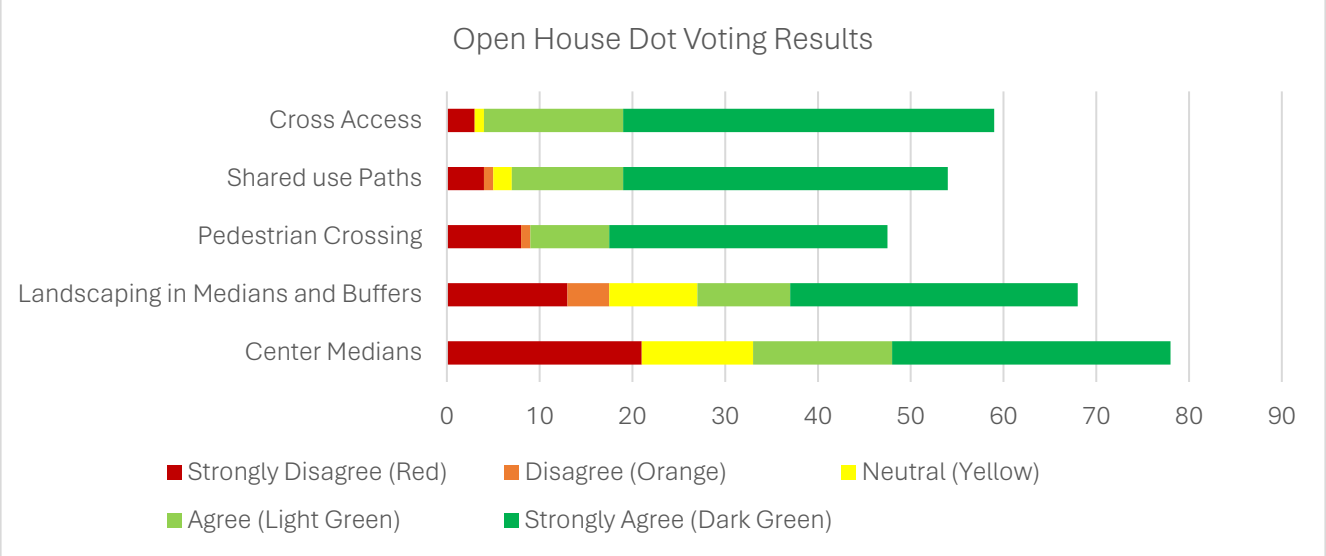


Figure 10: Community Survey #2 Result Summary

Figure 11: Open House Design Element Results



WHY CENTER MEDIANS & LANDSCAPING?

Introducing narrow center medians within the roadway will improve safety outcomes and make traffic flow more smoothly and efficiently. By limiting ingress and egress points along Mission Street to key intersections and driveways, conflicts between turning vehicles, through vehicles, and non-motorized users are minimized. Center medians also provide more consistent vehicle speeds by concentrating turning locations, which improves the efficiency of the roadway. In addition, medians can be utilized for refuge by crossing pedestrians or bicyclists. In locations where center two-way left turn lanes (like Mission Street today) have been replaced with access-controlling medians, crashes have been reduced by 45%, and crashes resulting in severe and fatal injuries have been reduced by 35%.[2]

Figure 12: Narrow Median Landscaping

In the absence of a lane reduction, which would improve safety outcomes and maintain existing access but could also increase vehicle delay - center medians are the most significant means by which to improve safety and efficiency for all road users. Additional work outside of the corridor ROW, including improving cross-access between businesses, can further improve access while reducing conflict points between turning vehicles and through traffic, as well as between vehicles and pedestrians and bicyclists.

A preliminary analysis of delay incurred by median implementation on motorists seeking to complete a direct left turn maneuver to access a business or residence was also performed. In the absence of changes to land use or cross-access provision, median implementation that maintains left turn access at signalized intersections and other key locations is **anticipated to result in approximately 14 seconds of delay**. Right turning vehicles, pedestrians, and bicyclists would not be impacted by median implementation. Consideration of truck access also represents a concern to be further evaluated during final design. More information on truck access is provided in the implementation section of this plan.

Center medians also provide the opportunity for landscaping to be introduced within the roadway, beautifying the corridor, reducing stormwater runoff, and encouraging reduced vehicle speeds by introducing vertical 'friction.' In other words, creating a feeling of being in a smaller space encourages drivers to reduce speed. Although narrow median widths

Figure 13: Median on M-43 in East Lansing, MI; 2023 AADT of 23,360

[2] https://stars.library.ucf.edu/cgi/viewcontent.cgi?article=5823&context=etd

preclude the installation of robust landscaping, such as trees or tall bushes, appropriate plantings including shrubs and grasses should be introduced to improve the area's aesthetics while mitigating sight distance concerns.

The addition of more landscaping in the space between roadway and sidewalk, particularly between Preston Street and Blue Grass Road where buffer widths are greater, is a relatively low-cost improvement that has significant potential benefits. Bushes, shrubs, and trees installed in accordance with MDOT's landscaping guidelines serve to beautify the corridor and encourage reduced vehicle speeds. More information about MDOT standards is provided in Theme 3: MDOT Collaboration.

Figure 14: Linear Park and Shared-Use Path (Oak Park, MI)

As vehicle noise is largely a function of speed, enhanced landscaping may improve the pedestrian experience and provide a stronger sense of place while communicating a commitment to maintenance and beautification of the area that attracts investment and customers.

A preliminary map of locations along Mission Street where left turn access may be provided between intersections following implementation of a median throughout the entire 3-mile corridor is provided in Figure 26. Note that it is not anticipated that a center median will be added to the entire corridor at one time, rather it is more likely to be implemented in phases. **The precise implementation of center medians, including spaces where they may not be appropriate, and the location of direct left turns and U-turns within the corridor will be finalized during final design with MDOT. The left turn/U-turn locations and median implementation shown in this plan are not final at this time.**

Figure 15: Pedestrian Crossing Treatments

Pedestrian Crossing Opportunities

Incorporating center medians provides the opportunity to introduce raised pedestrian refuge islands along the corridor. These islands provide pedestrians and bicyclists with a safe space to wait within the roadway, allowing them to evaluate and judge traffic flow in only one direction at a time. **Refuge islands have been proven to reduce crossing-related crashes by up to 55%.**[3] Refuge islands also represent significant cost savings when compared to grade-separated alternatives, such as pedestrian bridges or tunnels. Pedestrian bridges or tunnels require significant funding commitment from the City, while accommodations for mobility-impaired users may necessitate private property acquisition at further cost. In contrast, pedestrian refuge islands can be incorporated into

[3] https://highways.dot.gov/sites/fhwa.dot.gov/files/Medians%20and%20Pedestrian%20Refuge%20Islands_508.pdf

potential funding commitments and accomplished in a variety of ways that are both permanent and temporary to "test" the effectiveness of different locations.

Pedestrian refuge islands should be paired with enhanced signage as feasible, including rectangular rapid flashing beacons (RRFB) or pedestrian hybrid beacons (PHB) that operate like a stoplight. Controlled mid-block crossings facilitate safer pedestrian crossings without requiring significant walking times away from a destination to a signalized intersection. The greatest distance pedestrians are likely to walk to access a safe crossing is approximately 500 feet, and if signalized intersections are spaced greater than 500 feet apart, people are likely to cross at an unsafe location. This is evident along Mission Street today, as pedestrians commonly cross outside of crosswalks.

Enhanced pedestrian crossings should be aligned with non-motorized routes, with particular consideration given to east-west bicycle movements across Mission Street. The following locations provide strong opportunities for enhanced pedestrian crossings:

1. Andre Street, to facilitate safer pedestrian and bicycle crossings along the existing signed bicycle route. This mid-block crossing would be spaced 1000 feet from the signalized intersection at Pickard Street, reducing the distance between controlled crossings by 1, 500 feet.
2. Chippewa Street, to facilitate safer pedestrian and bicycle crossings along the proposed neighborhood greenway. This mid-block crossing would be spaced 650 feet from the signalized intersection at Broadway Street, reducing the distance between controlled crossings by 2,000 feet.
3. Illinois Street, to facilitate safer pedestrian and bicycle crossings between residential neighborhoods and destinations to the east of Mission Street, such as Pullen Elementary School. This mid-block crossing would be spaced 650 feet from the signalized intersection at Broadway Street, reducing the distance between controlled crossings by 2,000 feet.

Figure 16: Enhanced Crossing Locations

4. Gaylord Street, to facilitate safer pedestrian and bicycle crossings along the proposed neighborhood greenway. This mid-block crossing would be spaced 650 feet from the signalized intersection at Bellows Street, reducing the distance between controlled crossings by 650 feet.

5. **Fairfield Drive**, to facilitate safer pedestrian crossings between CMU and housing developments east of Mission Street. This mid-block crossing would be spaced 600 feet from the signalized intersection at Preston Street, reducing the distance between controlled crossings by 2,000 feet.
6. **Appian Way**, to enhance the existing crosswalk. This crossing should be paired with an extended median that clearly prohibits left turn movements from northbound Mission Street to the service driveway.
7. **Stadium Drive,** to provide safer pedestrian crossings between CMU and Kelly/Shorts Stadium to the west with commercial destinations to the east.

Pedestrians and bicyclists traveling along Mission Street also need to cross side streets and driveways. In the northern section of the corridor, local streets are approximately 30 feet wide at their intersection with Mission Street. Implementing curb extensions at local street intersections improves pedestrian visibility, reduces crossing distances, and promotes slower turning movements to and from Mission Street. Curb extensions reduce roadway width at intersections while maintaining space for on-street parking away from Mission Street and should be considered at all local streets between Pickard Street and Preston Street.


Figure 17: Curb Extension at Intersection

Although enhanced pedestrian crossings, including refuge islands, signage, or controlling beacons, represent an improvement to the current crossing experience, high vehicular speeds will still contribute to uncomfortable crossing experiences. For pedestrian crossings to be, at minimum, "somewhat comfortable" (as defined by the Pedestrian Level of Comfort metric), vehicular speeds would need to be reduced to 30 MPH, or the roadway width would need to be reduced by removing a lane in each direction. In other words, while proposed pedestrian crossings and infrastructure are an improvement, the environment will still be challenging and not feel entirely comfortable for many pedestrians crossing two lanes of traffic traveling at over 40 MPH.

Shared Use Paths

The existing sidewalk along Mission Street provides an option for people outside of a vehicle to traverse the street today. However, its narrow width, proximity to the roadway, and frequent curb-cut make the sidewalk difficult to use and make the experience as a pedestrian or bicyclist unsafe and unpleasant. Between Blue Grass Road and Preston Street, the wide ROW and relatively few curb cuts provide opportunities to introduce non-motorized facilities that are appropriately buffered from vehicular traffic. It is recommended to incorporate bidirectional, 10 feet, shared-use paths along Mission Street between


Figure 18: Shared Use Path with Adjacent Sidewalk

Blue Grass Road and Preston Street. North of Preston Street, as ROW narrows and driveway spacing decreases, bicyclists should be directed with signage and pavement markings to Kinney Avenue, where a neighborhood greenway is proposed.

Funding availability, utility locations, and other external factors may preclude implementation of robust non-motorized facilities along both sides of Mission Street. To facilitate complete non-motorized trips that do not require a bicyclist to cross Mission Street, **it is recommended that a widened shared-use path be implemented along the west side of Mission Street if one side is to be prioritized.** Such a shared use path does not require a clear separation between users but should include signage encouraging walkers and slower riders to stay to the outside of the pathway. The shared use path can be implemented in place of a sidewalk on once side of the street, or in addition to a sidewalk.

Bicycle facilities are not recommended for inclusion within the curb-to-curb width of Mission Street due to the high vehicle speeds and volumes. Although utilization of Mission Street by 'vehicular' cyclists, who ride with vehicle traffic, may still occur, provision of a robust separated facility is recommended to best facilitate safe and comfortable riding. Enhancing landscaping and adding placemaking elements, particularly between Blue Grass Road and Broomfield Street, such as public artwork can be introduced as a 'linear park', to enhance the area as a gateway to the Mt. Pleasant community and further encourage increase usage and activity.

Cross Access

Best practices for access management should be implemented to reduce the number and location of driveways along the Mission Street corridor. Cross access concentrates vehicle access to and from properties adjacent to Mission Street at key intersections and driveways, minimizing conflicts between vehicles and pedestrians, simplifying driver understanding of corridor operations, and encourage more consistent vehicle speeds along the corridor. Concentrating access also increases the likelihood of certain locations satisfying signal warrants, further improving safety for drivers attempting to access destinations along Mission Street. Finally, cross-access also improves the viability of median implementation, minimizing the need for drivers to perform U-turn movements to access businesses, instead performing a traditional left turn movement and utilizing a shared drive to access their desired destination.

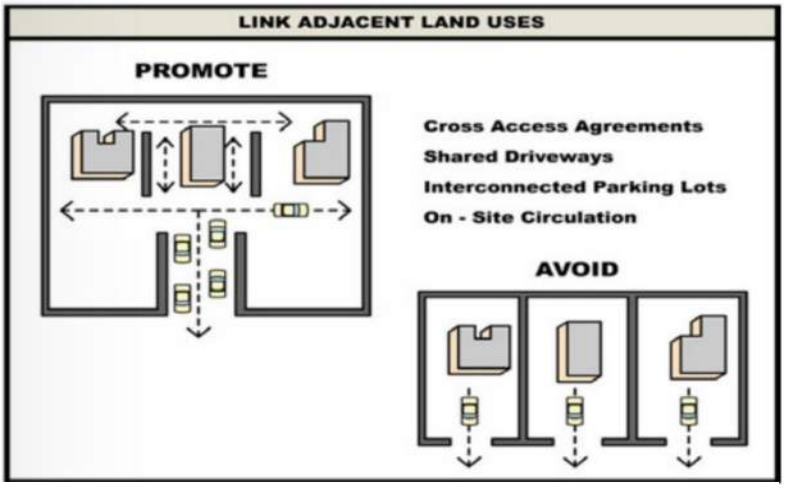


Figure 19: Access Management Principles

Posted Speed Limit (MPH)	MDOT Spacing Guidelines (feet)
25	130
30	185
35	245
40	300
45	350
50	455
55	455+

Table 5: Guideline for Unsignalized Driveway Spacing [4]

Cross-access would be most beneficial for businesses between Preston Street and Broomfield Street, where most properties have a dedicated access driveway and intersection spacing is greater. To the south of Broomfield Street, larger developments

[4]https://www.michigan.gov/-/media/Project/Websites/MDOT/Programs/Highway-Programs/Roadside-Property-Management/Access-Management/Access-Management-Guidebook.pdf?rev=40e91828014343c1af81902799044a3c

feature more desirable access management, with shared driveways providing access to several commercial and residential destinations. Cross-access should be pursued at the following locations:

- 1720 South Mission Street to 1908 South Mission Street: Interconnected parking lots, which would require cross-access easements, or direct access from East Campus Drive can facilitate removal of redundant and closely spaced driveways.

Interconnected parking lots, access driveways, and local streets such as Appian Way and Fairfield Drive provide reasonable access to businesses on the east side of Mission Street between Preston Street and Broomfield Street consolidation and closure of redundant and insufficiently spaced driveways should also be considered. On undivided, high-speed roadways such as Mission Street, the desirable spacing between driveways is approximately 300 to 350 feet. Many driveways along Mission Street are not sufficiently spaced, and several provide redundant access to the same property. Consideration should be given to driveway closures or consolidation where access is redundant and driveway spacing is undesirable.

INTERSECTION DESIGNS AND OTHER SOLUTIONS

Beyond the redesign of the overall ROW, the following solutions have been identified as means to address dangerous intersections.

Left Turn Calming Treatments

As crashes along the corridor are concentrated at signalized intersections, and crashes resulting from left turn movements are proven to disproportionately result in severe outcomes for drivers and pedestrians, left turn calming treatments are proposed to be incorporated (see Figure 20). Left turn calming treatments harden the existing centerline of a roadway with a low rubber median and delineators, promoting slower and sharper left turns. **Left turn calming treatments have been proven to reduce conflicts between pedestrians and left turning vehicles by up to 70%.**[5]

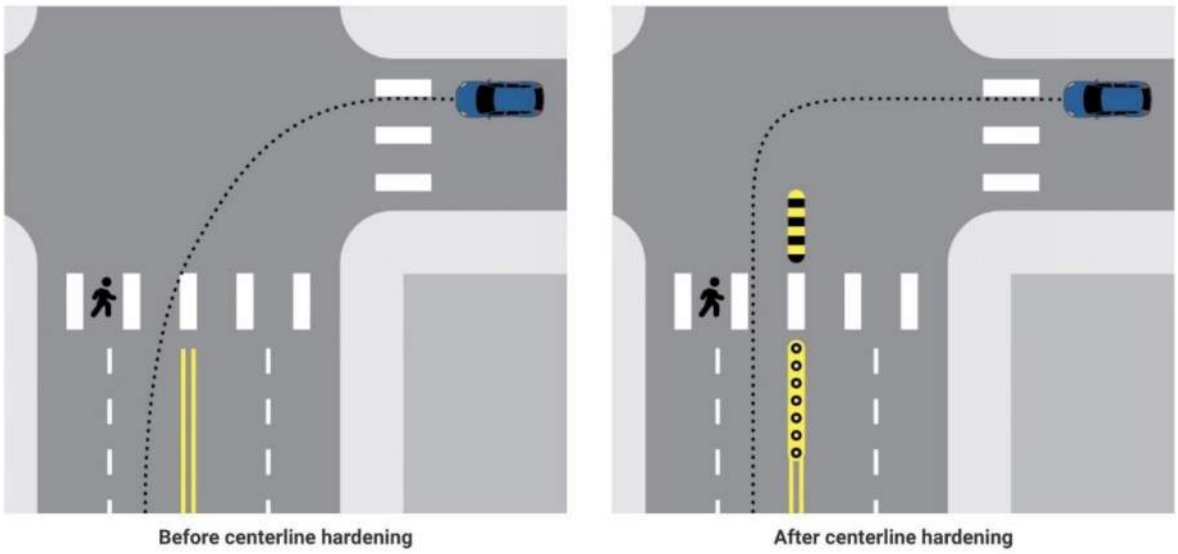


Figure 20: Left Turn Calming

Intersection geometry, including left turn lane alignment and roadway widths, should be considered when determining the feasibility of left turn calming and may preclude installation at some locations. Modifications to signal operations,

[5] https://www.iihs.org/topics/bibliography/ref/2202

including potential removal of permissive left turn phases, where vehicles are permitted to turn left through gaps in traffic under a flashing yellow arrow, should also be considered. As pedestrians are also crossing the street during this phase, the high vehicle volumes and speeds make identifying appropriate gaps in traffic difficult, restricting left turns will improve safety and comfort for crossing pedestrians. Left turn calming treatments would not be as necessary if protected-only left turn phases are implemented. Under protected-only left turn operations, vehicles would only be permitted to perform a left turn under a dedicated green arrow, during which time pedestrians would not be permitted to cross. This operation eliminates all conflicts between left turning vehicles and pedestrians; however, it also incurs additional delay for through traffic on Mission Street and adjacent local streets.

Reduced Lane Width

Narrower lane widths have been proven to encourage reduced vehicle speeds on arterial streets, thereby minimizing the severity of crashes that do occur and improving safety for all road users.[6] Therefore, it is recommended that inside (left-hand) travel lane widths be reduced to 10.5 feet. Similar measures have been implemented along MDOT roadways in Traverse City, and federal and state design guidance provides flexibility when selecting appropriate lane widths. Due to the prevalence of commercial traffic along Mission Street, the outside (right-hand) lane width is recommended to be maintained at 11 feet.

Lane width reductions may be implemented in the short-term with pavement markings and in the long-term during a reconstruction project. As modifications to the existing curb-to-curb width will require modifications to drainage structures, it is recommended that the City continue to coordinate with MDOT to identify timelines for roadway reconstruction, where such changes are feasible. Moving curb inward by reducing lane widths will also slightly increase the buffer space between sidewalk and roadway, which can improve pedestrian experience in locations where the sidewalk is currently adjacent to the roadway.

Signal Modifications

Modifications to signal operations should be made to improve crossing experiences, minimize conflicts between turning vehicles, and accommodate a wide range of road users. These modifications may include the following:

1. Reduced cycle lengths, which minimize opportunities for drivers to enter intersections at high rates of speed, reduce pedestrian delay by shortening the time needed to wait between phases with safe crossings, and encourage greater compliance for those crossing.
1. Removal of permissive turning movements, including left turns made on flashing yellow arrows and right turns on red, which simplifies intersection operations for drivers and minimizes interactions between pedestrians and turning vehicles. Such signal modifications *may* introduce increased delay for drivers but *will* provide significant safety benefits for all road users.
2. Improvements to pedestrian crossing infrastructure, including upgrading signals and pushbuttons to Accessible Pedestrian Signals (APS), which facilitate safer crossings for vision-impaired pedestrians. APS devices may be required at all signalized intersections under new federal guidance.

Improved Lighting

As heard throughout the project's engagement process, community members believe the existing lighting along the corridor is insufficient for vehicle and pedestrian utilization. Future states of the corridor should consider incorporating both enhanced lighting scaled and spaced for drivers as well as human-scale lighting to better serve those walking and bicycling during dark periods. Human-scaled lighting also improves the non-motorized experience by reinforcing the fact that the sidewalk and pathway areas are intended and meant to be used by those outside of a personal vehicle.

[6] https://nacto.org/docs/usdg/review_lane_width_and_speed_parsons.pdf

Modifications to the Blue Grass Road Intersection

Due to historical safety outcomes, available right of way, and other factors, a roundabout has been identified by MDOT as an appropriate safety intervention at the intersection of Mission Street and Blue Grass Road. Roundabouts have been proven to mitigate crash severity, reduce vehicle speeds, increase traffic capacity and improve operational efficiency, and are relatively cost-effective.[7] **Replacing a four-way signalized intersection with a roundabout has been proven to reduce severe crashes by up to 75%.**[8] Roundabout implementation could also facilitate turnaround movements for large vehicles, such as commercial trucks, serve as a 'gateway' for drivers approaching Mt. Pleasant from the south, and provide opportunities for enhanced aesthetic elements such as landscaping or sculptures within its center.

Figure 21: Blue Grass Rd. Roundabout Example

Appropriate consideration would need to be given to pedestrian and bicyclist crossings, particularly for those with vision impairments. Accessible elements, including audible pedestrian signals and tactile buttons, should be included in the final design of the intersection. Although refuge islands can be used by pedestrians to perform a two-stage crossing movement, the lack of regulatory control that requires vehicles to come to a complete stop may preclude comfortable utilization. Incorporation of elements such as PHBs that control vehicle operations should be considered in the design of the roundabout.

Additional Considerations

Additional modifications to surrounding roadways are recommended to further increase activity and improve safety and efficiency along the Mission Street corridor, including the following:

- **Exploration of a lane reduction along Broomfield Street**, which currently features a four-lane cross-section and average traffic volumes of 13,000 vehicles per day. Although roadway rehabilitation work was recently performed by the County, traffic volumes are within viable range for a lane reduction, where a three-lane cross section with bicycle facilities could be implemented. Modifications could also serve to simplify intersection configuration at Mission Street and reduce future crash outcomes. Similar modifications could also be implemented on Blue Grass Road, which features average traffic volumes of 10,000 vehicles per day; however, land use along Blue Grass Road is more vehicle-oriented than Broomfield Street and housing development is less significant.

[7] https://highways.dot.gov/media/9206
[8] https://highways.dot.gov/media/9206

Solutions, Benefits, and Challenges To Implementation

Each proposed design solution is intended to encourage increased activity, whether motorized or non-motorized, along the Mission Street corridor by improving safety and efficiency. Although each design solution can be implemented within either the existing ROW or curb-to-curb width, there are various levels of feasibility. Table 6 summarizes the general benefits and challenges to implementation for each design solution.

The design solutions provided in Table 6 are organized according to their impact on safety, access, or both and are generally in order from have the most potential positive impact, to the least. Note that the monetary cost of implementing each of these improvements varies based on several factors. As such, the appropriateness of implementation should be considered for each as the City and MDOT move forward with final designs. See Section X. Implementation Strategies for more information.

Table 6: Design Solutions, Benefits, and Challenges

	Design Solution	Rationale	Benefits	Challenges
Lower Cost, Less Impact → Higher Cost, Greater Impact	Center Medians	Center medians have been proven to reduce vehicle crashes by up to 23%. Center medians also create refuge islands for pedestrian crossings.	Increased efficiency and fewer conflict points. Refuge islands for pedestrians to cross the roadway that also provide landscaping and beautification.	New traffic patterns that require U-turn movements to access some destinations. Coordination with property owners to maintain necessary access. Relatively high cost with required maintenance.
	Cross Access	Facilitates smoother and more consistent traffic flow along the corridor.	Reduces the number of conflict points between turning vehicles and pedestrians, and between vehicles in general.	Coordination with property owners regarding modifications to existing access.
	Blue Grass Road Intersection Roundabout	Facilitates safer and more efficient traffic flow when compared to a signalized intersection.	Reduces vehicle crashes, particularly those resulting in severe and fatal injuries. Increases traffic flow through the intersection.	Poses challenges for pedestrians and bicyclists, particularly those with vision impairments. Expensive improvement requiring extensive design.
	Pedestrian Crossing Treatments	Aligning pedestrian crossings with median locations provides for refuge islands, which have been proven to reduce pedestrian crashes by up to 35%.	More frequent and comfortable pedestrian crossings. Alignment between non-motorized routes and crossing locations.	Continued possibility of "multiple-threat" crashes, in which pedestrians are struck by a driver in the second travel lane, after another drive has stopped in the first travel lane.
	Shared-Use Path	Widening sidewalks will better accommodate all users, including faster bicyclists, and slower pedestrians.	Reduced conflicts between pedestrians and bicyclists. Enhanced access to destinations along the corridor.	Existing utilities may preclude widening of existing sidewalk. Funding for pathways between intersections can be challenging.
	Left Turn Calming Treatments	Minimize conflicts between pedestrians and left-turning vehicles.	Higher yield rates between vehicles and pedestrians. Slower turning speeds.	Intersection geometry and left turn lane alignment, where turning paths may overlap.
	Improved Lighting	Address community concerns regarding insufficient lighting along the corridor.	Improves visibility for vehicles and pedestrians. Human-scale lighting may align with future development intent.	Coordination with utility providers and cost of implementation.
	Landscaping in Medians and Buffer Spaces	Landscaping enhances the overall environment and feel of the corridor while slowing traffic and encouraging investment.	Improved aesthetics along the corridor. Reduced stormwater runoff. Reduced vehicle speed.	MDOT guidance for planting types and offsets from the roadway. Funding for ongoing maintenance. Narrow right of way on northern portion of Mission Street.
	Signal Modifications	Reduce conflicts between pedestrians and turning vehicles at minimal cost.	Minimizes interactions between turning drivers and crossing pedestrians at signalized intersections.	Increases delay for through drivers by modifying signal phases and cycle lengths.
	Reduced Lane Width	Lane width reductions encourage reduced vehicle speeds without compromising safety.	Provides traffic calming benefits at minimal cost.	MDOT design standards for lane widths. Curb relocation during full reconstruction.

V. THEME 2: IMPROVE CONNECTIONS BETWEEN DESTINATIONS

In addition to facilitating safe and comfortable trips through the community, Mission Street also must allow for safe and comfortable trips **across the street**. As Mission Street bisects Mt. Pleasant from north to south, but many of the community's key destinations are located to the east or west of the corridor, making connections to these places is vital.

As evaluated in the Level of Comfort section, the high vehicle speeds and volumes, distances between signalized intersections, and lack of mid-block refuge in several locations contribute to a crossing experience characterized as "uncomfortable." Furthermore, the lack of available ROW between Corporate Drive and Preston Street necessitates changes to adjacent roadways to accommodate complete non-motorized trips. As such, recommended modifications to enhance connectivity between destinations are separated into the following categories:

- Providing additional infrastructure on adjacent roadways to facilitate complete non-motorized trips.
- Aligning existing and proposed east-west bicycle routes with enhanced crossing treatments across Mission Street.
- Maintaining left-turn access for vehicles at designated locations along the corridor, including signalized routes and routes that provide access to key destinations.

PROVIDING INFRASTRUCTURE ON ADJACENT ROADWAYS

Non-motorized trips, whether on foot, bicycle, or other mobility device, are made both **along** and **across** Mission Street. All pedestrian and most bicycle trips are currently made along the sidewalks, with opportunities for crossing at signalized intersections. However, in the northern segment of Mission Street between Corporate Drive and Preston Street, the limited ROW and roadway width places non-motorized users close to moving and turning vehicles. This configuration presents safety risks for pedestrians and bicyclists – particularly for faster-moving bicyclists – when vehicles perform turning movements across sidewalks to access commercial and residential properties. Furthermore, in areas with ample ROW to separate pedestrians and bicyclists from vehicle traffic, the narrow sidewalk width invites conflicts between faster- and slower-moving users. Therefore, several modifications to non-motorized infrastructure both along Mission Street as well as adjacent north-south and east-west routes are proposed to facilitate safe and comfortable utilization for all road users.

Figure 22: Neighborhood Greenway

Recommended modifications to transportation facilities include the following:

- **Shared use paths along the southern segment of Mission Street, between Preston Street and Blue Grass Road**: 10' paths that provide a space for pedestrians, bicyclists, and other users that is separated from vehicles by curbing and landscaping. Shared use paths are intended for bicyclists and pedestrians of varying abilities, are generally level, and constructed with a similar surface to roadways, such as asphalt or concrete.
- **Neighborhood greenways parallel to Mission Street, north of Preston Street:** Low-traffic and low-speed streets that prioritize non-motorized users. Greenways include traffic calming elements, such as traffic circles, chicanes, pavement markings, and traffic diversion to provide a quiet and comfortable space for those walking or bicycling.

Between Blue Grass Road and Preston Street, access to properties is generally consolidated at shared driveways and signals, rather than frequent driveways, which means that there are less conflict points between non-motorized users

and turning vehicles. Furthermore, the 100 feet to 150 feet of available ROW allows for a substantial buffer space between roadway and pathway, further enhancing the comfort of the non-motorized experience.

As available ROW north of Preston Street is narrowed to approximately 70 feet, and there is no longer sufficient space to provide wide non-motorized paths, users (particularly bicyclists) attempting to travel **along** Mission Street should be directed to parallel routes, including Brown Street and Kinney Avenue. Brown Street currently serves as a designated bicycle route within the City, with bidirectional travel lanes and shared bicycle/parking lanes. Although community responses indicated that bicycling can be uncomfortable, particularly during times of peak parking utilization such as pick-up hours at Pullen Elementary School, Brown Street can still serve as a relatively safe adjacent route to complete trips to the north or south.

Additional modifications are recommended to be made to Kinney Avenue, a parallel north-south route to the west of Mission Street, in order for it to function as a neighborhood greenway. Neighborhood greenways utilize traffic calming techniques on low-volume residential streets to prioritize people walking, bicycling, or rolling, providing a safer alternative for those accessing destinations away from Mission Street. The following modifications are recommended to be made along Kinney Avenue and adjacent roadways:

- Removal of the existing right-turn lane from eastbound Preston Street to southbound Mission Street to provide space for dedicated bicycle lanes or striped shoulders between Mission Street and East Campus Drive. Signage to direct bicyclists to and from East Campus Drive should be added.
- Provide an enhanced crossing, including pavement markings and signage, at the uncontrolled intersection of East Campus Drive and Bellows Street.
- Implement a 'modal filter' at the intersection of Bellows Street and Kinney Avenue to allow access for pedestrians and bicyclists to and from Kinney Avenue, while continuing to restrict access for vehicles.
- Add signage and pavement markings, such as 'sharrows', to Kinney Avenue to indicate that the street is intended to shared utilization by bicyclists and other non-motorized users.
- Additional traffic calming elements, such as speed humps, can be added if desired by the City.

Figure 23: Bicycle Infrastructure Examples

In addition to north-south trips parallel to Mission Street, non-motorized trips are also completed **across** the corridor. In order to provide greater route choice for non-motorized users, particularly bicyclists, modifications are recommended to the following east-west routes:

- Maintaining the existing signed bicycle route on Andre Street to provide connection to key destinations to the east of Mission Street, including the downtown area and Island Park.
- Shifting the designated bicycle route from Mosher Street to Chippewa Street to provide a more continuous east-west connection to key destinations and north-south routes, including Kinney Avenue and Brown Street.
- Maintaining the existing designated bicycle route on Maple Street to provide connection to key destinations, including McLaren Hospital, the downtown area, and Island Park.
- Adding elements characteristic of a neighborhood bikeway to Gaylord Street, with enhanced crossing treatments implemented at Mission Street. Implementation will enhance east-west connectivity and connection with the existing signed bicycle route on Brown Street.

The proposed framework for non-motorized connectivity along and across Mission Street is shown below in Figure 25.

ALIGNING NON-MOTORIZED ROUTES WITH CROSSING TREATMENTS

Figure 24: Pedestrian Refuge Island

Althought crossings are currently permitted at all intersections in between signals, the dearth of dedicated crossing infrastructure, high vehicle speeds and volumes, lack of pedestrian visibility, and low driver yielding rates contribute to a crossing experience that is uncomfortable and dangerous. In addition, signalized intersections are spaced far apart – up to half a mile in some instances – and it is imperative that additional locations for safe crossing are provided for those attempting to access destinations on either side of Mission Street. To improve the feeling of safety for those crossing, pedestrian refuge islands paired with additional crossing treatments, such as signage or beacons, can be incorporated within a center median. These refuge islands allow for safer and more comfortable crossings across Mission Street for pedestrians and other non-motorized users.

The proposed locations for enhanced crossings were determined according to existing and recommended non-motorized routes within the City. Refuge islands, signage, pavement markings, and beacons (as feasible) are recommended to be placed at all intersections of non-motorized routes with Mission Street, including:

1. Andre Street, which serves as an existing east-west bicycle route. Andre Street is a signed bicycle route, with minimal traffic volumes and a curb-to-curb width of 40 feet that accommodates bidirectional traffic and on-street parking. Bicyclists can ride in the shared through lanes or along sidewalks where available. Andre Street provides non-motorized access to key destinations on both sides of Mission Street, including Island Park.
2. Chippewa Street, which is a recommended east-west bicycle route. Chippewa Street is recommended because of its minimal traffic volumes and a curb-to-curb width of 30 feet that accommodates bidirectional traffic and on-street parking. Chippewa Street provides a more continuous east-west connection between key destinations, including Island Park.
3. Illinois Street, which facilitates non-motorized connection between the existing north-south route on Brown Street and the proposed route on Kinney Avenue.
4. Gaylord Street, which is a recommended east-west bicycle route. Gaylord Street is recommended to be a neighborhood greenway, with minimal traffic volumes and a curb-to-curb width of 30 feet that facilitates bidirectional traffic and on-street parking. This route facilitates non-motorized connection between north-south routes on Brown Street and Kinney Avenue as well as access to key destinations, including CMU.

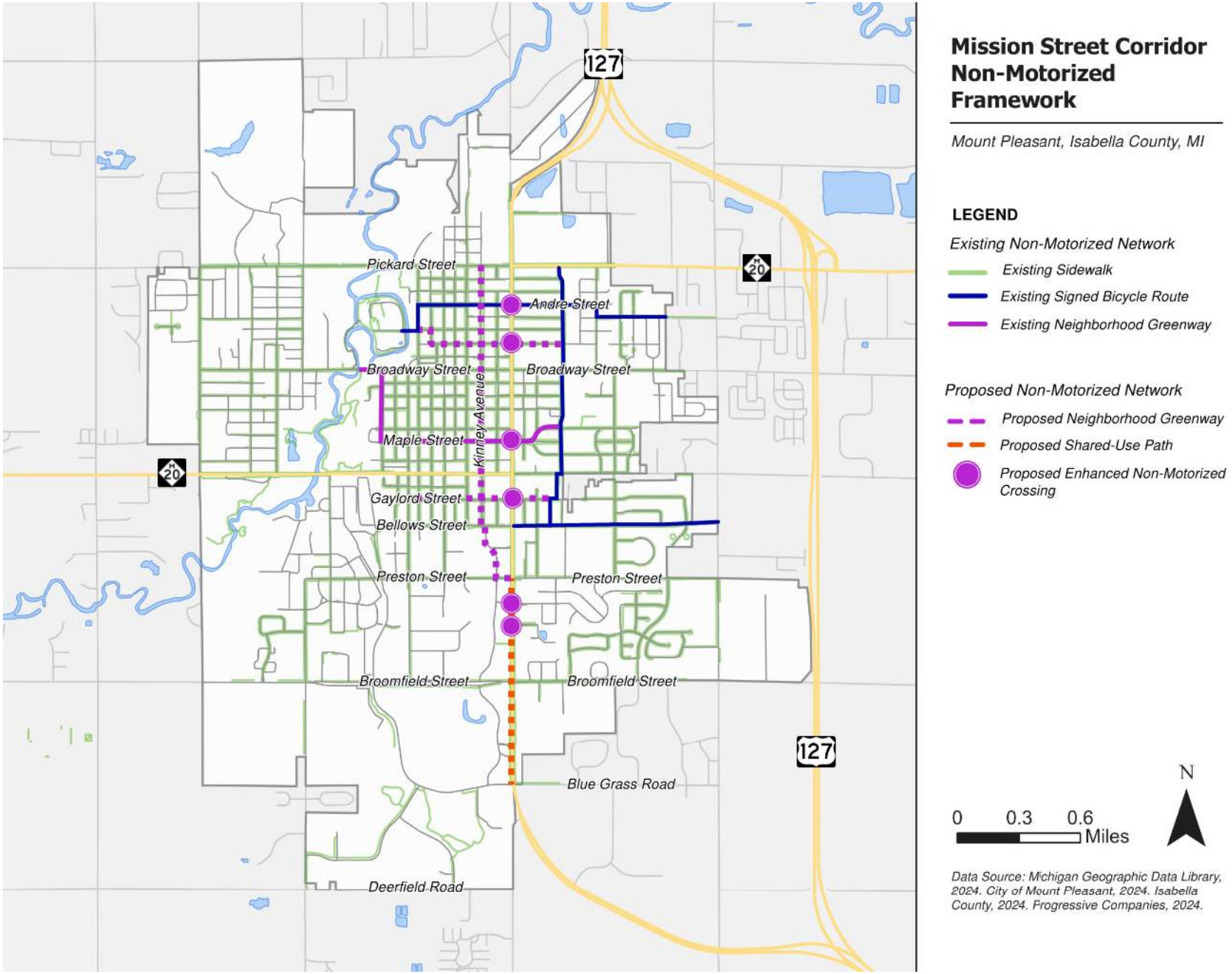


Figure 25: Non-Motorized Transportation Framework

MAINTAINING LEFT TURN ACCESS FOR VEHICLES

Although center medians are recommended to be introduced, improving traffic efficiency and aligning with non-motorized routes to provide safer crossings, left turn access will still be maintained at key intersections and locations for drivers. Left turns at signals and other key intersections facilitate reasonable access to commercial, educational, and residential destinations for those traveling along the corridor.

Left turns to and from Mission Street will be maintained at the following signalized intersections:

- Pickard Street, maintaining access for cars and trucks to commercial destinations to the east of Mission Street
- Broadway Street, maintaining access for cars and trucks to downtown Mt. Pleasant, to the west of Mission Street
- High Street, maintaining access for cars and trucks through the Mt. Pleasant region, as well as key destinations such as Fancher Elementary School
- Bellows Street, maintaining access for cars and trucks to CMU, residential destinations, and Mt. Pleasant High School
- Preston Street, maintaining access for cars and trucks to CMU, residential destinations, and Mt. Pleasant High School
- Broomfield Street, maintaining access for cars and trucks to CMU and residential destinations

In addition, left turns will be maintained at designated intersections between signals to maintain reasonable access to destinations on both sides of Mission Street. U-turn movements can also be performed at all designated unsignalized intersections to facilitate entrances to commercial properties, for whom left turn entrances to an access driveway may be restricted by a center median. The following left turns to and from Mission Street have been identified as preliminary locations. **Further analysis of these locations based on MDOT modeling and design, as well as collaboration with business and property owners is necessary.**

- Bennett Avenue, maintaining access to residential destinations to the east and west of Mission Street
- Lincoln Street, maintaining access to key destinations such as Island Park
- Wisconsin Street, maintaining access to residential destinations and the downtown area
- Maple Street, maintaining access to residential destinations, the downtown area, and McLaren Hospital

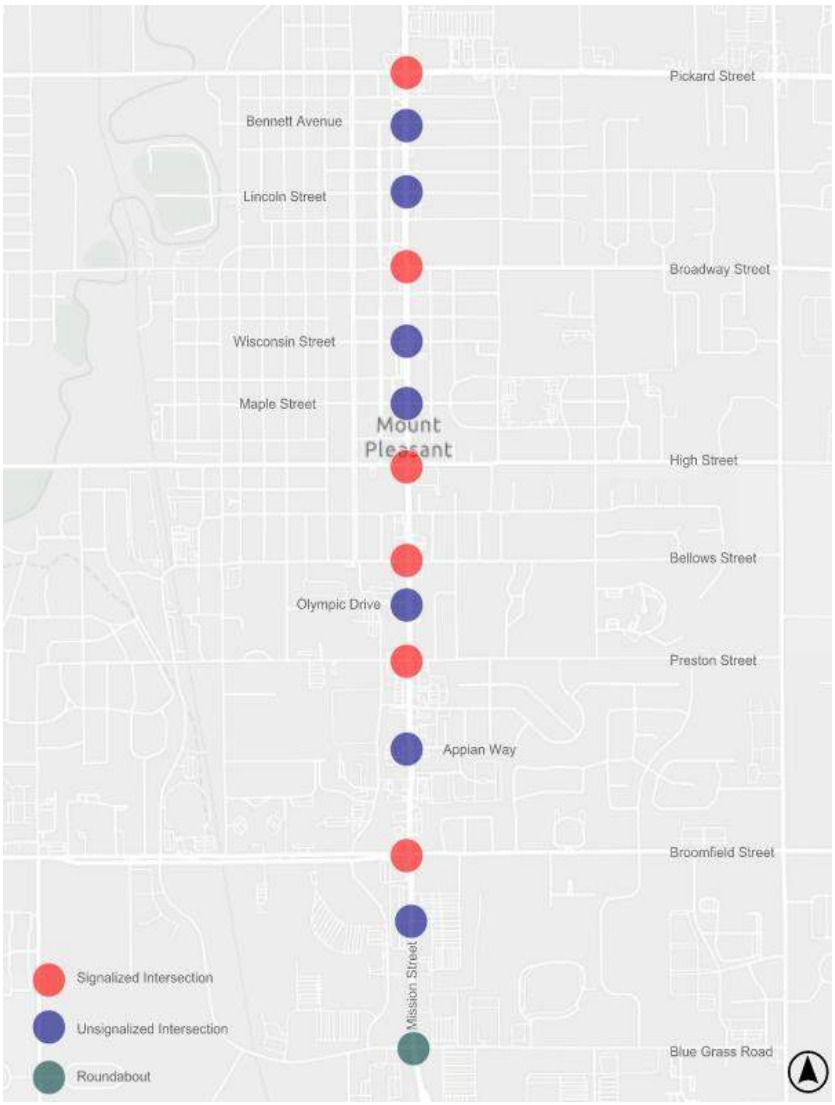


Figure 26: Left Turn Locations

- Olympic Drive, maintaining access to commercial and educational destinations to the east and west of Mission Street
- Appian Way, maintaining access to commercial destinations to the east of Mission Street
- The Stadium Mall / Central Michigan Commons access driveway, maintaining access to commercial destinations to the east and west of Mission Street.

A roundabout is also proposed at the signalized intersection with Blue Grass Road, which would facilitate comprehensive access to and from Mission Street for all vehicle types, including commercial trucks. A roundabout would allow for left turn and U-turn movements to be made for vehicles to access either Blue Grass Road or commercial destinations on opposing sides of Mission Street.

Locations where left turn access is maintained are shown in Figure 26.

VI. THEME 3: MDOT COLLABORATION

Mission Street is a state highway owned and operated by the Michigan Department of Transportation. Therefore, any improvements are the responsibilities of the state of Michigan and improvements must be made collaboratively to ensure Mission Street continues to serve as the community's main business corridor.

The following design solutions require waivers or adjustments from traditional MDOT standards:

1. Determination of an appropriate target speed for the Mission Street corridor in alignment with the *Safe System Approach for Speed Management* as well as additional guidance. Flexible design parameters that incorporate land use context can be leveraged to identify a preferred target speed, which can be used in determining appropriate cross-section features. A *target speed* may be less than the speed limit on the actual roadway. For example, if Mission Street were designed to a target speed of 35 MPH rather than 40 or 45 MPH roadway improvements could be implemented that would increase safety for all users that are difficult at higher design speeds. Roadway features designed to be less than the posted speed limit would require the approval of a design variance or a design exception from MDOT.
2. Landscaping size and placement, which will need to be coordinated according to existing clear zone guidance. Existing infrastructure located within the clear zone (approximately 14 feet to 18 feet offset from the roadway for a 40 and 45 MPH roadway), such as sidewalks and utilities, can be leveraged as justification for placement of more robust landscaping.
3. Left turn calming treatments, which are not currently implemented on MDOT roadways, will need to be coordinated according to speed-based guidelines, sight distances, and signal phasing. Note that these treatments are designed to accommodate trucks and emergency vehicles that make wider turns.
4. Lane widths should be maintained at 11 feet at a maximum. Further coordination is required to determine the feasibility of narrowing inside travel lanes to 10.5 feet to provide additional buffer space between roadway and sidewalk.
5. Continued coordination with MDOT's Planning Department to identify appropriate growth projections for the corridor. Although design interventions are intended to increase utilization by all mode types, it is imperative to ensure that growth assumptions and their subsequent impacts on changes to roadway capacity align with historical realities.

VII. THEME 4: BALANCE ASPIRATIONS WITH CONSTRAINTS

Previous planning efforts for Mission Street have been aspirational and envisioned creating a second downtown-like environment. Given the current context of the corridor, redevelopment creates a more pedestrian-friendly environment that supports continued prosperity, and growth must balance the reality of the area's auto-centric and heavy commercial development pattern.

The following land use and redevelopment recommendations support redevelopment of the corridor consistent with the City's priorities for high-quality development.

AMEND THE MASTER PLAN

South Mission Street and Downtown Mt. Pleasant both have the same future land use designation in the City's current plan. A new future land use designation of "Regional Commercial Corridor" should be established that aligns with the proposed new zoning district (see Recommendation 2).

Downtown Mt. Pleasant

Mission Street

CREATE A NEW CD-6 ZONING DISTRICT

This new zoning designation should apply to the Mission Street Corridor area with an emphasis on balancing goals for placemaking and pedestrian accessibility with the area's regional commercial typology through phased redevelopment. Specific recommendations for this new zoning district include:

- Eliminate density limitations for large developments.
- Allow for buildings to exceed five stories with a special use permit. For buildings that exceed five stories, encourage larger setbacks or height reduction when adjacent to lower-density residential developments.

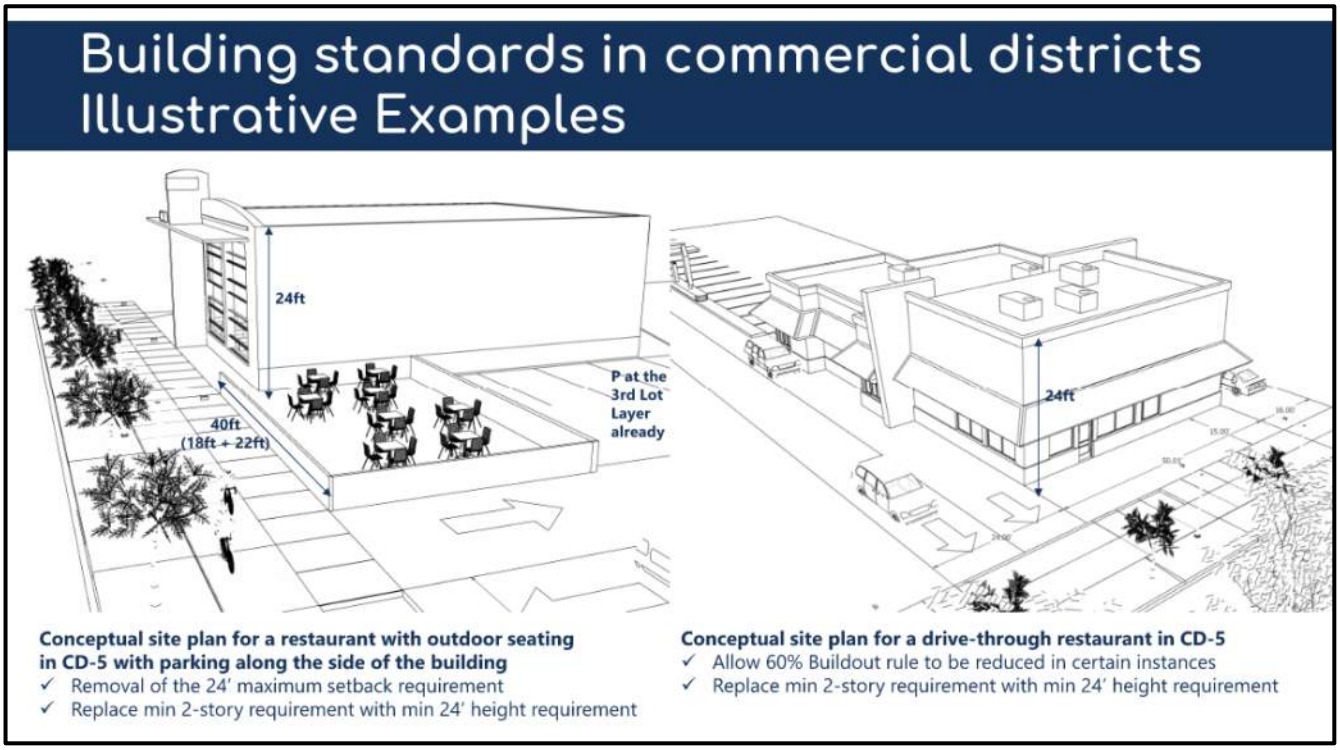


Figure 27: Diagrams of buildings with proposed text amendment changes by Mt. Pleasant Planning Dept.

Differentiate between developments with frontage on Mission Street only, and those that are creating a new development node either on Mission Street or adjacent. Developments creating a new activity node or center not located directly on Mission Street should comply more closely with current CD-5 standards than revised CD-6 Corridor standards.

- Permit natural areas, parks, and greens, especially if a part of a larger redevelopment concept by clarifying principal use and accessory use tables.
- Remove maximum lot width controls and evaluate whether the frontage buildout requirement should be reduced from 60% for large lots. Rather than requiring minimum building frontage, consider limiting parking area relative to building area to reduce impervious surface and encourage more efficient use of land.
- Remove the restriction of 1 principal building per lot.
- Change setback standards to be measured from curb to building face/development area and prescribe use of the setback area. Recommended setback areas for the proposed CD-6 district are:
    - 10-foot parkway/buffer area between curb & sidewalk
    - 5-foot sidewalk minimum (allow wider sidewalks in lieu of planting strip)
    - A frontage zone that includes:
        - A planting strip between sidewalk and site design/building elements
        - Permitted drive aisle between building front and landscape buffer.
        - Allowable public space and outdoor seating between building front and drive aisle.
- Reduce shopfront transparency standards. A standard of 50-60% may be more attainable for this type of development along Mission Street.
- Consider permitting parking in the 2nd lot layer, or within a portion of the 2nd lot layer to support more traditional commercial developments if the landscape buffer between sidewalk and site design/building elements is established.
- Prohibit fences in the first lot layer unless they are demarcating outdoor dining areas.

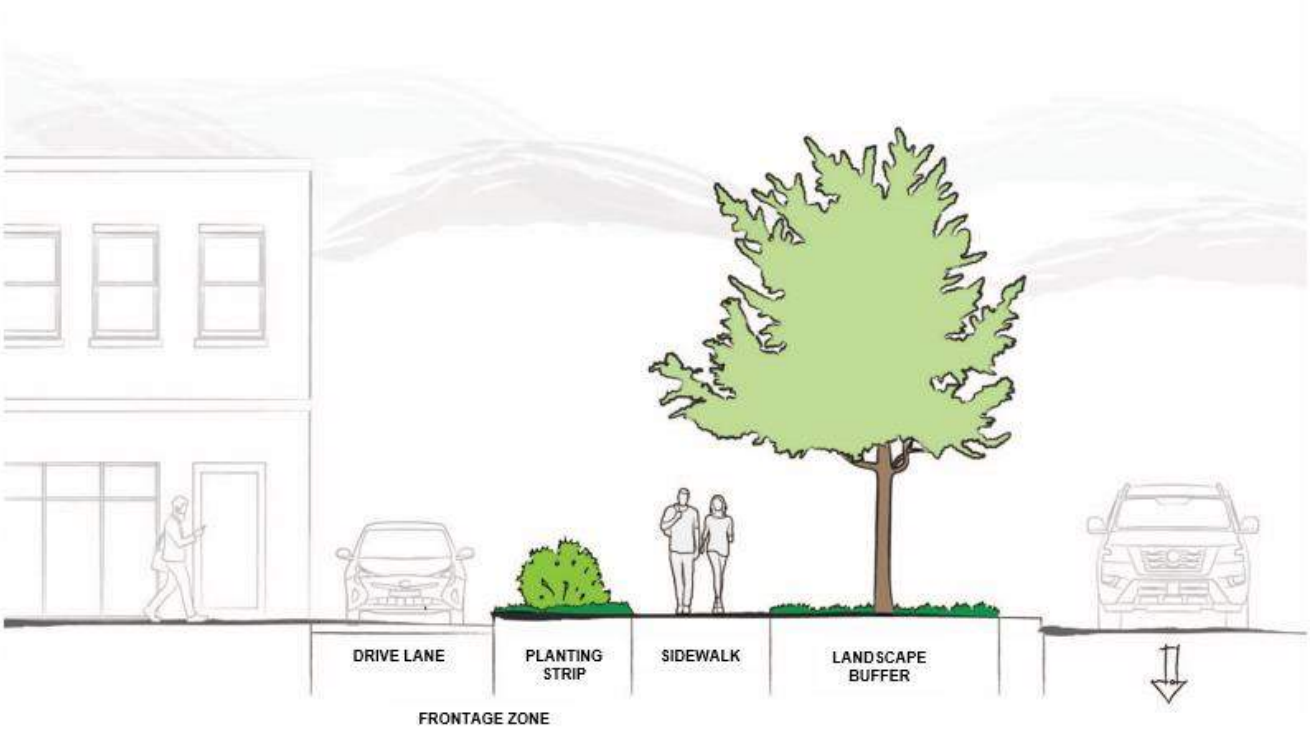


Figure 28: Proposed Curb to Building Setback Approach

CREATE NEW "COMMERCIAL CORRIDOR" THOROUGHFARE STANDARDS

The current four lane Avenue standard in the City's zoning ordinance includes many elements that are not an option for Mission Street due to MDOT design standards and the context of the area. A new thoroughfare standard should be created that is consistent with the cross-section designs proposed by the Mission Street Improvement Project. This may include one diagram, or multiple diagrams that support the plan. Alternatively, the zoning ordinance could be amended to specify that thoroughfare standards do not apply to Mission Street or other MDOT owned roadways.

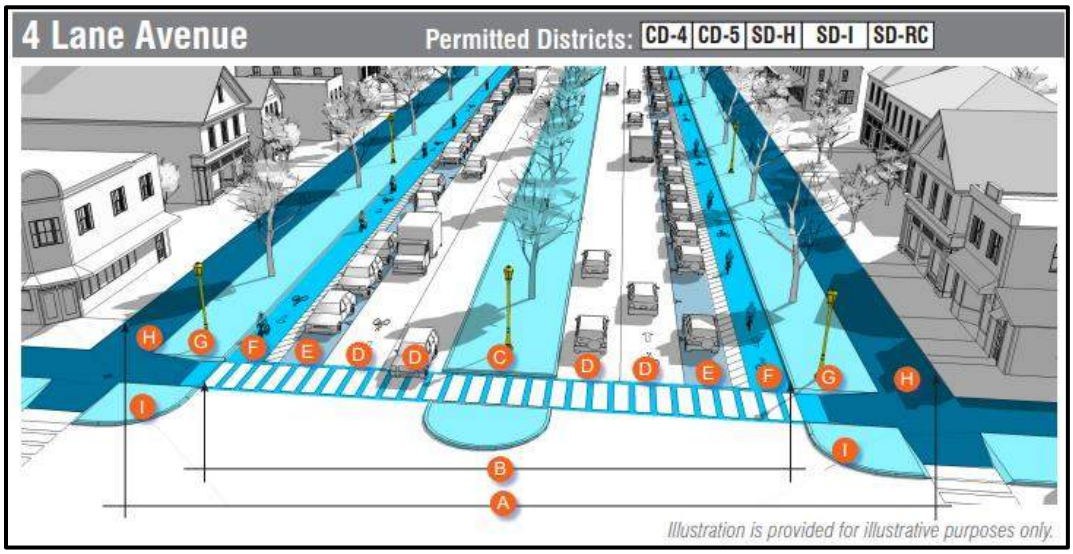


Figure 29: 4 Lane Avenue Zoning Diagram

VIII. THEME 5: REDEVELOPMENT OPPORTUNITIES

Despite the challenges presented by the Mission Street corridor's high traffic volume and heavy commercial context, the area is in high demand for development and future growth. Consequently, new development should be structured in a manner that utilizes existing infrastructure and intensifies the use of existing under-utilized parcels rather than requiring the extension of more infrastructure to currently undeveloped properties on the City's edge.

PLACE GREATER EMPHASIS ON NORTH MISSION STREET

North Mission Street bisects many key destinations and assets in Mt. Pleasant, including several schools, parks, the hospital, stable neighborhoods, and large housing developments. Emphasizing redevelopment opportunities, corridor enhancements, and opportunities to enhance connections along this portion of the corridor in the City's master plan has the potential to enhance quality of life for adjacent neighborhoods and create opportunities for local businesses.

AMEND THE CD-4 DISTRICT TO PROVIDE GREATER REDEVELOPMENT POTENTIAL

The CD-4 district provides reasonable regulations for development, but there are minor amendments that would enhance opportunities for redevelopment consistent with community character. These amendments may be applied just along Mission Street through an overlay designation, or to all CD-4 areas within the City of Mt. Pleasant.

- Permit buildings up to three stories. If these buildings are permitted, additional setback or screening/buffering standards relative to adjacent residential properties could be adopted.
- Change setback standards to be measured from curb to building face/development area and prescribe use of the setback area.
    - 7-foot parkway/buffer area between curb & sidewalk
    - 5-foot sidewalk
    - 6-planting strip between sidewalk and site design/building elements
- Remove density limitations for new developments.
- Remove the lot width maximum and consider reducing the 60% frontage build out requirement for large lots. Rather than requiring minimum building frontage, consider limiting parking area relative to building area.
- Remove the one principal building per lot restriction.

Figure 30: North Mission Street CD-4 Area

IDENTIFY AND DEVELOP PRIORITY REDEVELOPMENT SITES

Encourage phased redevelopment on parcels with strong redevelopment potential to illustrate opportunities for the creation of high-quality places. Two sites have been identified during the Mission Street Improvement Plan process as being strong potential redevelopment opportunities, these include the under-utilized space at the Central Commons Mall and vacant parcels to the North and South of the intersection of Cherry Street and Mission Street.

During open house sessions and the follow-up survey conducted during October 2024, participants clearly expressed a desire for commercial or a mix of commercial and residential development on these parcels, rather than residential development alone. Illustrations of mixed-use redevelopment scenarios are provided in Figure 31. **These illustrations are not intended to communicate a preferred detailed design scenario, but rather show feasibility for re-use of these parcels with recommended changes to the City's master plan and zoning ordinance.**

The City of Mt. Pleasant can also be strategic in pursuing redevelopment of these sites by seeking opportunities to collaborate with existing owners through Requests for Proposals/Qualifications and organizing incentive packages the City is willing to offer potential developers.

Figure 31: Central Commons Mall & Cherry Street Preferred Redevelopment Scenarios

IX. THEME 6: TAKING A PHASED APPROACH

Redevelopment of the Mission Street Corridor will happen over time, not all at once. City policies and programs must encourage gradual improvement and investment in properties rather than requiring all development to progress to a finished state immediately.

EXPAND PROGRAMS TO ENCOURAGE REINVESTMENT BY PROPERTY OWNERS

The Mission/Pickard DDA has established matching grant programs to encourage commercial property owners in the corridor to enhance their building facades and close unnecessary driveways. These programs should continue to be promoted and expanded wherever possible. Considerations for revising these programs include:

- Reduce or remove the requirement for a matching contribution to driveway closures and access management to expedite improved safety along Mission Street.
- Add or consider developing matching grant programs for "public/customer spaces" that match costs for sidewalks, outdoor dining, public plazas, human-scale lighting, and other improvements that enhance the urban environment consistent with City goals.

Figure 32: Phased \Development Example

ZONING APPROVALS

Evaluate zoning requirements for landscaping, parking lot standards, and access management to create incentives/requirements for building owners to bring improvements into compliance with the code upon redevelopment. For example, requiring compliance with some standards upon change in use, or when a new site plan or special use permit is required to re-purpose an existing building.

X. IMPLEMENTATION STRATEGIES

The construction and implementation of all the improvements recommended in this plan simultaneously is unrealistic. Development of great places happens over time and requires opportunities for community leaders, property owners, and residents to see and test various solutions. Some recommendations in this plan, like reducing the number of driveways, or making zoning amendments lend themselves to this iterative approach, while others like the proposed roundabout at Blue Grass Road do not. This section identifies strategies to implement the plan gradually, as funding resources and new development opportunities allow.

1. **Prioritize Roadway Redesign Locations**: As shown in the Crash Map in Figure 7, the most crashes, and severe crashes occur at the intersection of Broomfield Street and Mission Street, while the section between Broomfield Street and Preston Street has the most crashes generally. This section of the corridor should be the first to receive roadway redesign treatments. Based on the experience of making improvements on this segment of Mission Street, the same treatments can be extended to other intersections and areas of the corridor as funding is available or new development projects necessitate improvements. Recommendations for the roadway between High Street and Broomfield Street are provided in the following Figures. Roadway redesign options for the entire corridor, including cross sections, are provided in the Appendix.

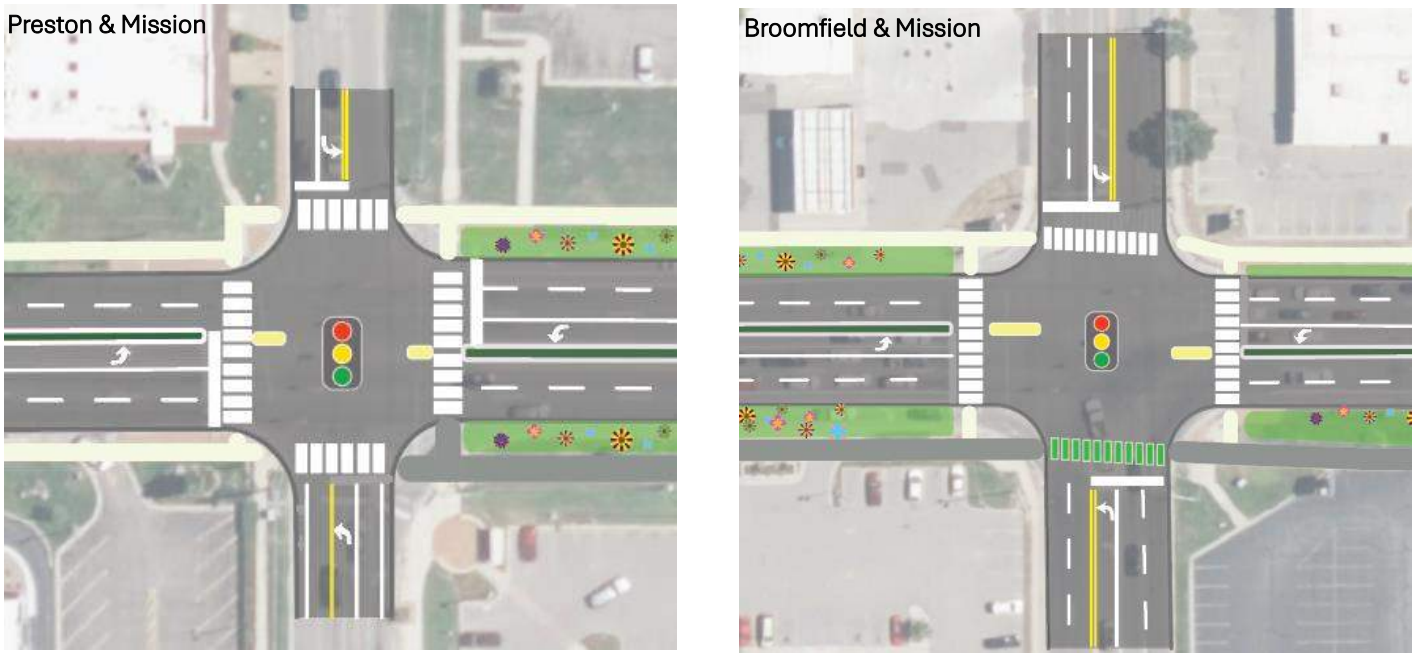


Figure 33: Design Interventions at Preston Street and Broomfield Street Intersections

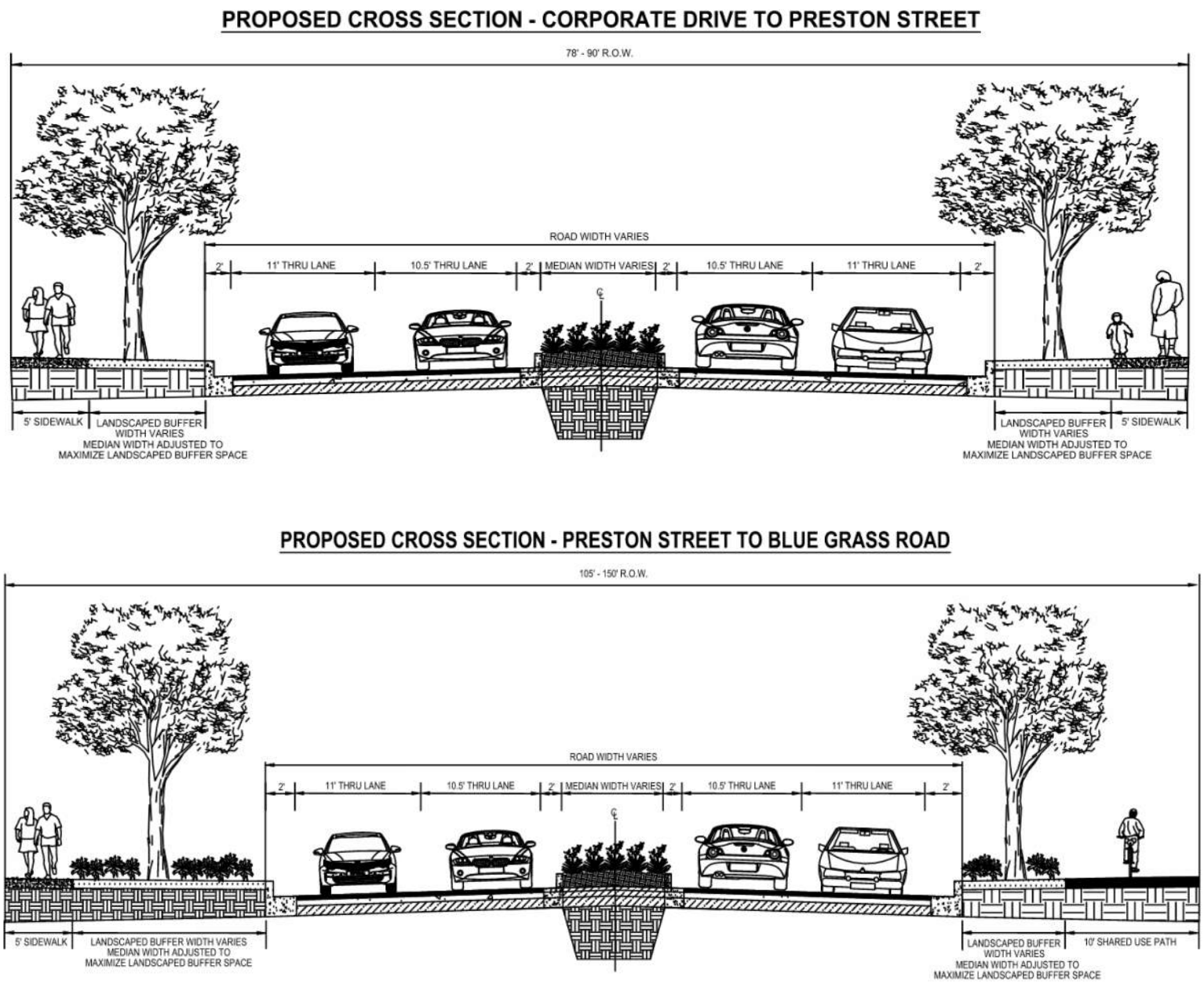


Figure 34: Proposed Roadway Cross Sections

2. **Evaluate and Communicate Impacts of Designs on Users and Businesses:** The implementation of a center median or intersection left turn calming treatments will have different impacts on businesses and stakeholders along the corridor depending on a variety of factors. During the final design process for any right of way improvement that will impact traffic flow, adjacent businesses and landowners should be consulted to ensure their concerns are reflected in the design. Opportunities to "see and feel" recommended improvements in real space, even by using paint or temporary installations and demonstration projects as a means for delivery drivers, business owners, and users to understand the process, is invaluable to ensuring community support.

Figure 35: Temporary Median Installation

3. **Align Scheduling and Resources with MDOT:** MDOT has a planned resurface for the Mission Street Corridor in 2026/2027. While this is a "maintenance" project only, it creates an opportunity to leverage other funding sources to make many of the improvements identified in this plan.

4. **Set Annual Goals:** The City of Mt. Pleasant and MDOT have a strong working relationship and meet quarterly to discuss a range of issues. Going forward, the City and MDOT should set annual goals for making incremental improvements to the corridor based on this plan as funding and local conditions allow. These goals can then be incorporated into the City's Capital Improvement Program and/or the Mission/Pickard DDA annual budget. Short-term goals may include:
    a. **Identify improvements that can be constructed with planned maintenance projects**: Work with MDOT to determine which recommendations can be implemented with the upcoming maintenance project, and which require additional funding.
    b. **Identify funding resources to match MDOT maintenance funds:** Solidify available funding from the City of Mt. Pleasant, the Mission/Pickard DDA, and state/federal grant programs to match MDOT maintenance funds.
    c. **Prioritize access management opportunities:** Identify driveways that provide duplicative access that create the greatest hazard, and work collaboratively with property owners to plan for closure of driveways while ensuring access is maintained during the upcoming maintenance project.

5. **Maintain Commercial Vehicle Access:** Mission Street is a commercial corridor, and as such access for delivery vehicles and trucks must be balanced along with pedestrians, bicyclists, and people in a passenger vehicle. Gradual implementation of center medians or improvements along the corridor, versus a full redesign and reconstruction of the roadway will have a much different impact. For example, with full redesign, including the proposed roundabout, there are more options for trucks to navigate the roadway. Consequently, as roadway improvements are engineered and designed, the movements of delivery vehicles must be considered in coordination with local businesses and property owners. An example of delivery truck re-routing with installation of a center median is shown in Figure 37 and Figure 38.
6. **Maintain Emergency Vehicle Access:** The City of Mt. Pleasant has just one location that houses emergency vehicles that respond to crashes and other emergencies. As such, final corridor design solutions must utilize options like mountable curbs and designs that allow an emergency vehicle to make left turns in locations that are difficult to access given a proposed improvement. Like access for trucks, this evaluation should be done during the final design process for each improvement.

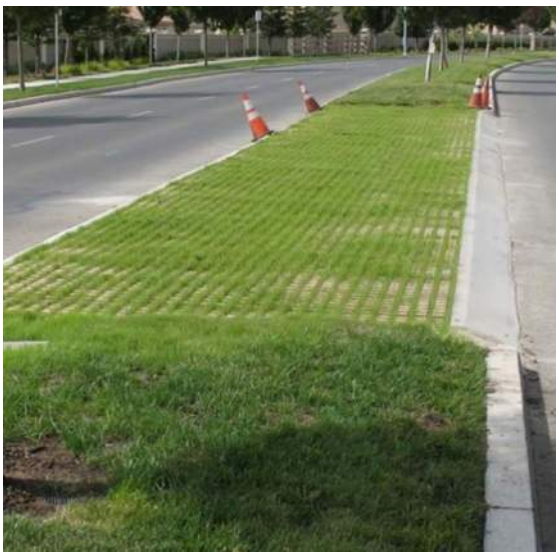


Figure 36: Example Mountable Curb

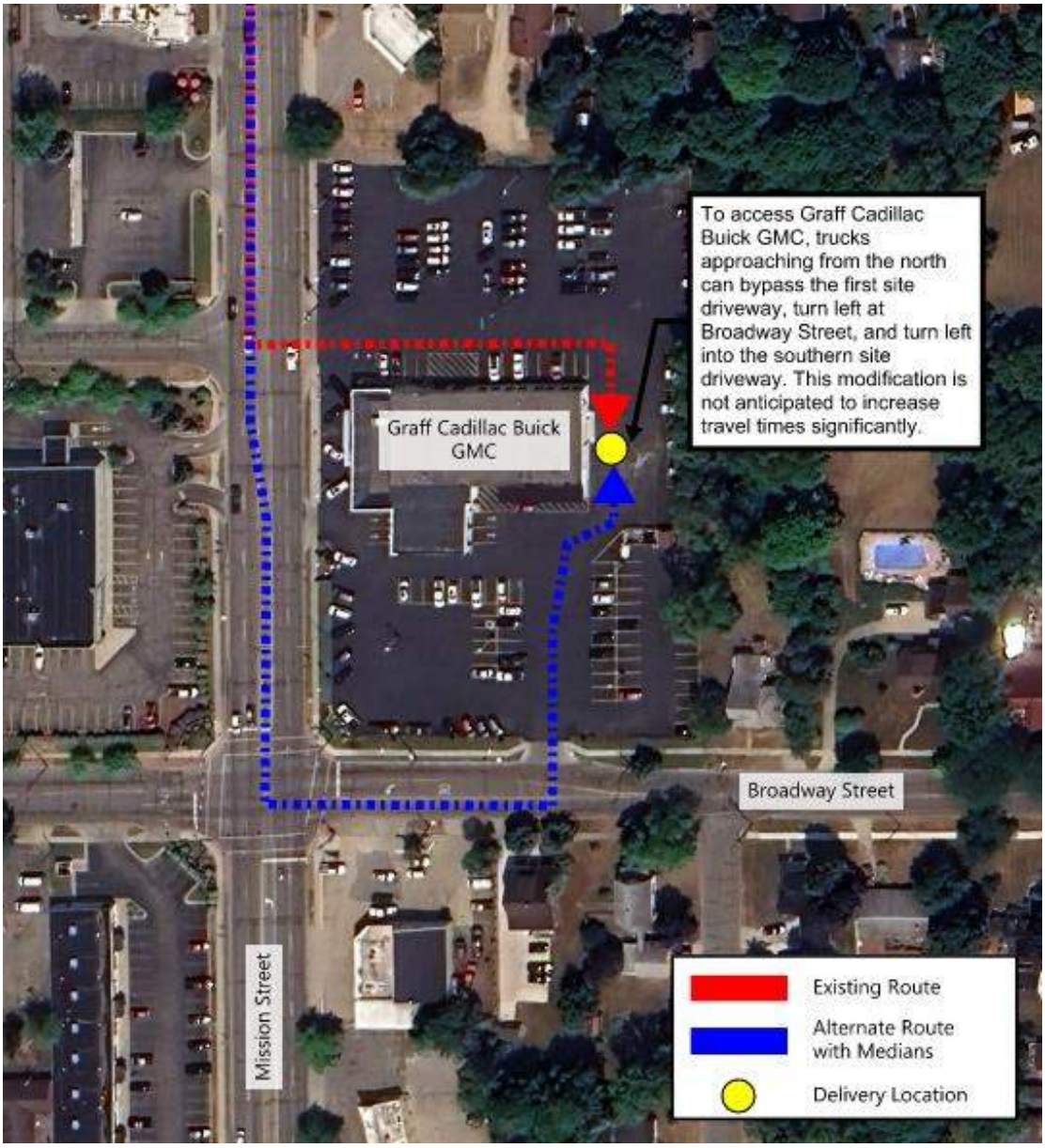


Figure 37: Truck Access to Graff Cadillac Buick GMC

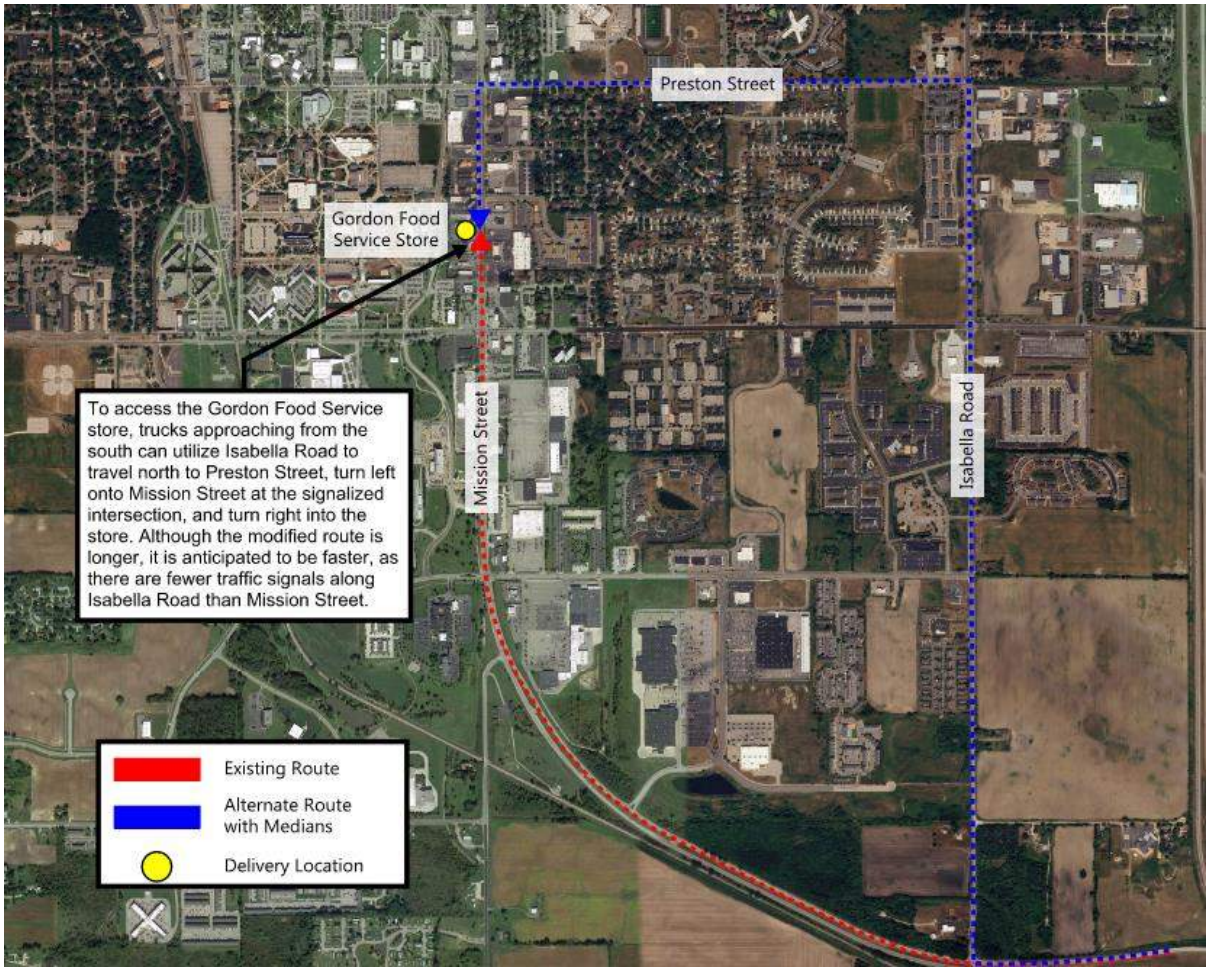


Figure 38: Truck Access to Gordon Food Service Store

APPENDICES

Crash Data and Analysis (2019 - 2023)

Crash Severity	Count
No Injury (O)	870
Possible Injury (C)	81
Suspected Minor Injury (B)	35
Suspected Serious Injury (A)	11
Grand Total	**997**

Crash Severity by Type	Proportion of Crashes
No Injury (O)	87.3%
Angle	24.6%
Backing	0.4%
Head-On	0.2%
Head-On - Left Turn	2.5%
Other	0.6%
Rear-End	37.1%
Rear-End - Left Turn	0.5%
Rear-End - Right Turn	0.8%
Sideswipe - Opposite Directions	0.9%
Sideswipe - Same Direction	16.0%
Single Motor Vehicle	3.1%
Unknown	0.5%
Possible Injury (C)	8.1%
Angle	4.1%
Head-On - Left Turn	0.6%
Rear-End	2.2%
Sideswipe - Same Direction	0.1%
Single Motor Vehicle	1.1%
Suspected Minor Injury (B)	3.5%
Angle	1.5%
Head-On - Left Turn	0.6%
Other	0.1%
Rear-End	0.8%
Sideswipe - Same Direction	0.1%
Single Motor Vehicle	0.4%
Suspected Serious Injury (A)	1.1%
Angle	0.6%
Sideswipe - Opposite Directions	0.1%
Single Motor Vehicle	0.3%
Unknown	0.1%
Grand Total	**100.0%**

Crashes by Pedestrian Involvement	
No Pedestrian Involved	**990**
No Injury (O)	870
Possible Injury (C)	77
Suspected Minor Injury (B)	34
Suspected Serious Injury (A)	9
Pedestrian Involved	**7**
Possible Injury (C)	4
Suspected Minor Injury (B)	1
Suspected Serious Injury (A)	2
Grand Total	**997**

Crashes by Bicyclist Involvement	
No Bicyclist Involved	**991**
No Injury (O)	869
Possible Injury (C)	79
Suspected Minor Injury (B)	33
Suspected Serious Injury (A)	10
Bicyclist Involved	**6**
No Injury (O)	1
Possible Injury (C)	2
Suspected Minor Injury (B)	2
Suspected Serious Injury (A)	1
Grand Total	**997**

EXISTING CONDITIONS SURVEY RESULTS

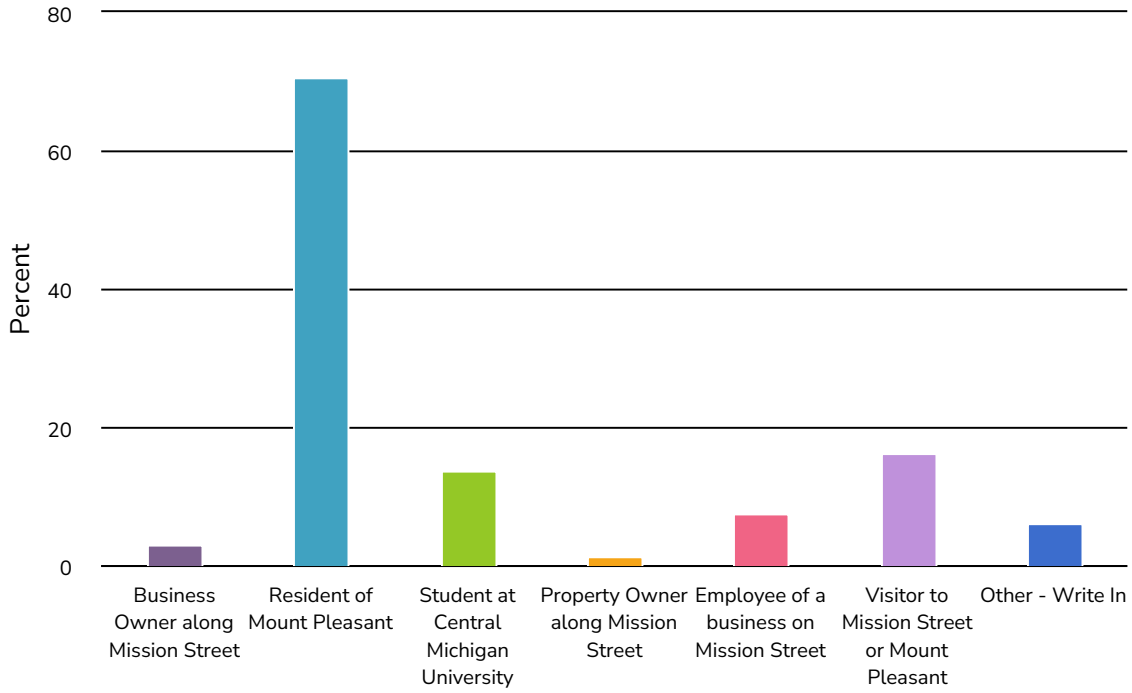
Report for Mission Street Improvement Plan

Response Counts

Completion Rate:	**71.9%**		
	Complete		1,479
	Partial		577

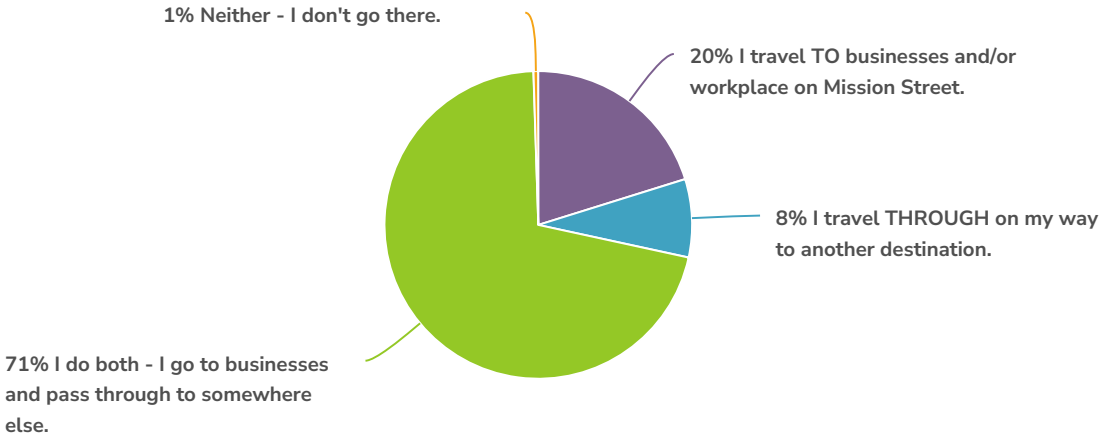
Totals: 2,056

1. I am a: (Please select all that apply to you)



Value	Percent	Responses
Business Owner along Mission Street	3.1%	46
Resident of Mount Pleasant	70.8%	1,046
Student at Central Michigan University	13.7%	203
Property Owner along Mission Street	1.5%	22
Employee of a business on Mission Street	7.6%	112
Visitor to Mission Street or Mount Pleasant	16.2%	240
Other - Write In	6.1%	90

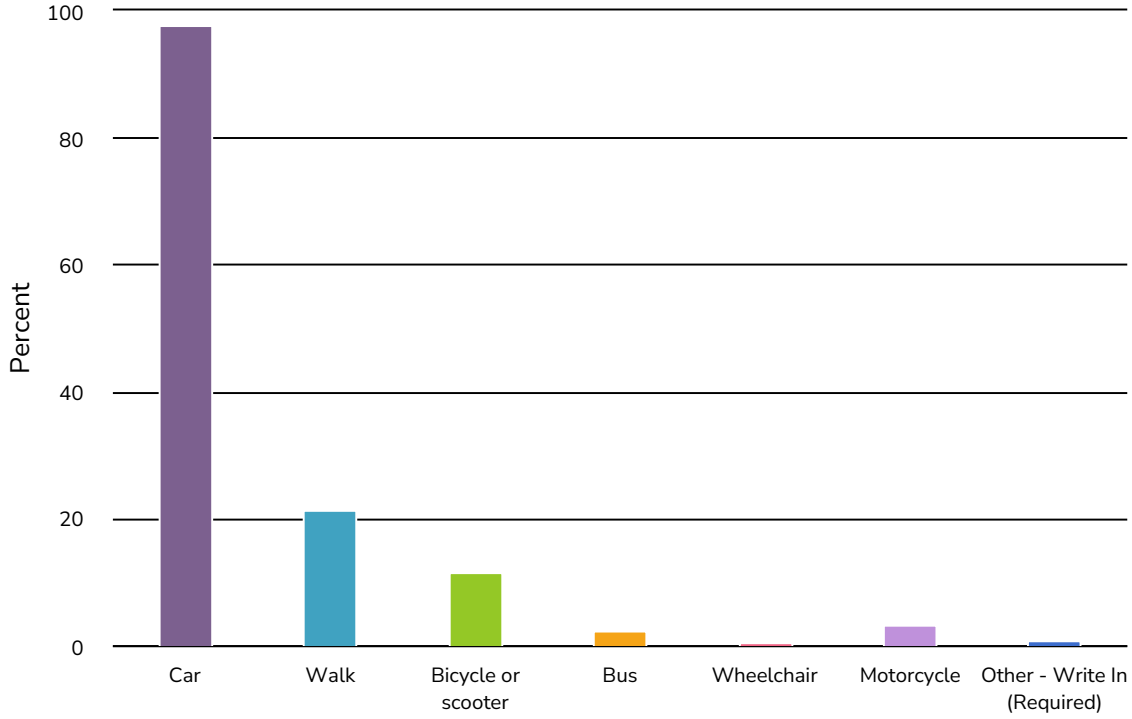
2. Do you travel TO or THROUGH Mission Street?



Value	Percent	Responses
I travel TO businesses and/or workplace on Mission Street.	20.2%	298
I travel THROUGH on my way to another destination.	8.2%	121
I do both - I go to businesses and pass through to somewhere else.	71.1%	1,050
Neither - I don't go there.	0.5%	7

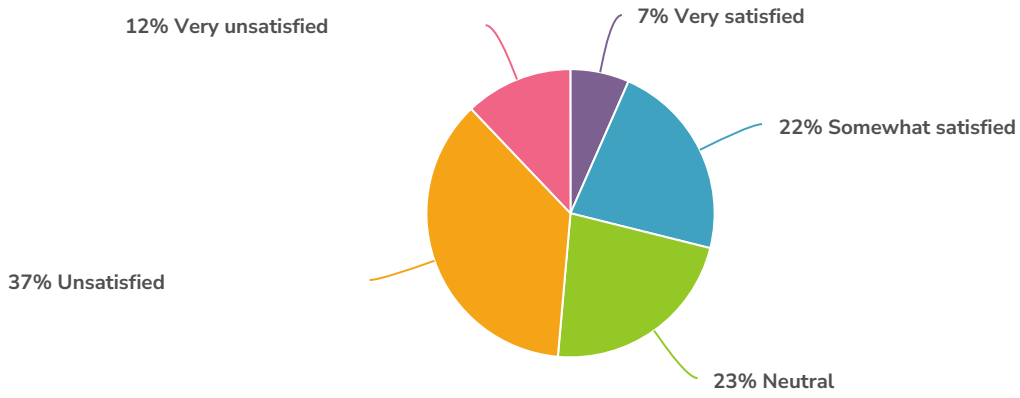
Totals: 1,476

3. What mode of transportation do you use along Mission Street. (Please select all that apply to you)



Value	Percent	Responses
Car	97.9%	1,442
Walk	21.5%	317
Bicycle or scooter	11.7%	172
Bus	2.6%	39
Wheelchair	0.6%	9
Motorcycle	3.3%	49
Other - Write In (Required)	1.0%	14

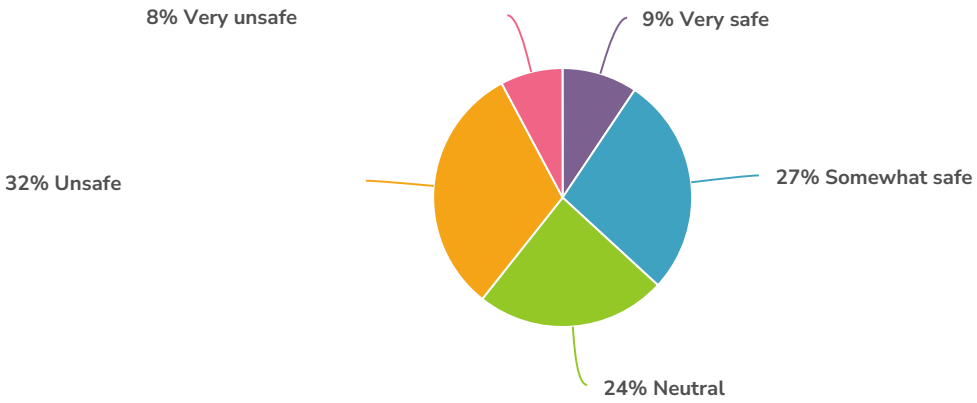
4. How satisfied are you with getting in/out of destinations along Mission Street?



Value	Percent	Responses
Very satisfied	6.6%	95
Somewhat satisfied	22.3%	320
Neutral	22.5%	323
Unsatisfied	36.5%	523
Very unsatisfied	12.1%	173

Totals: 1,434

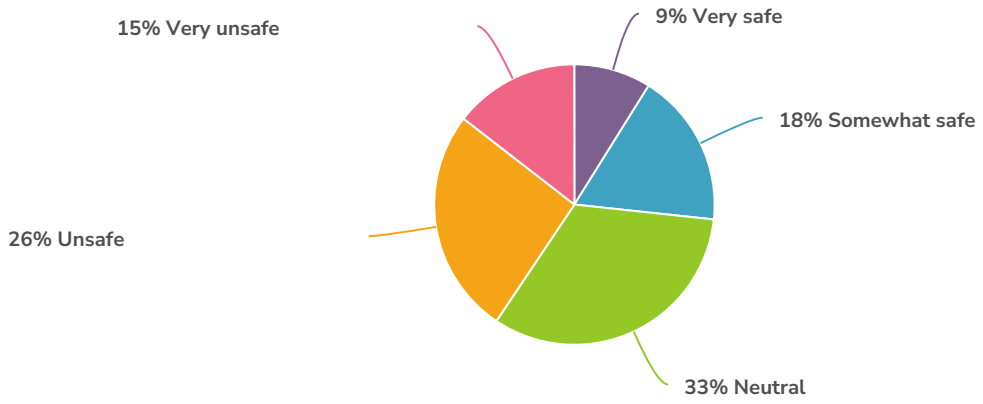
5. How safe do you feel while traversing the roadway on Mission Street? This could be by car, bus, motorcycle, etc.



Value	Percent	Responses
Very safe	9.4%	139
Somewhat safe	27.4%	404
Neutral	23.8%	350
Unsafe	31.5%	464
Very unsafe	7.8%	115

Totals: 1,472

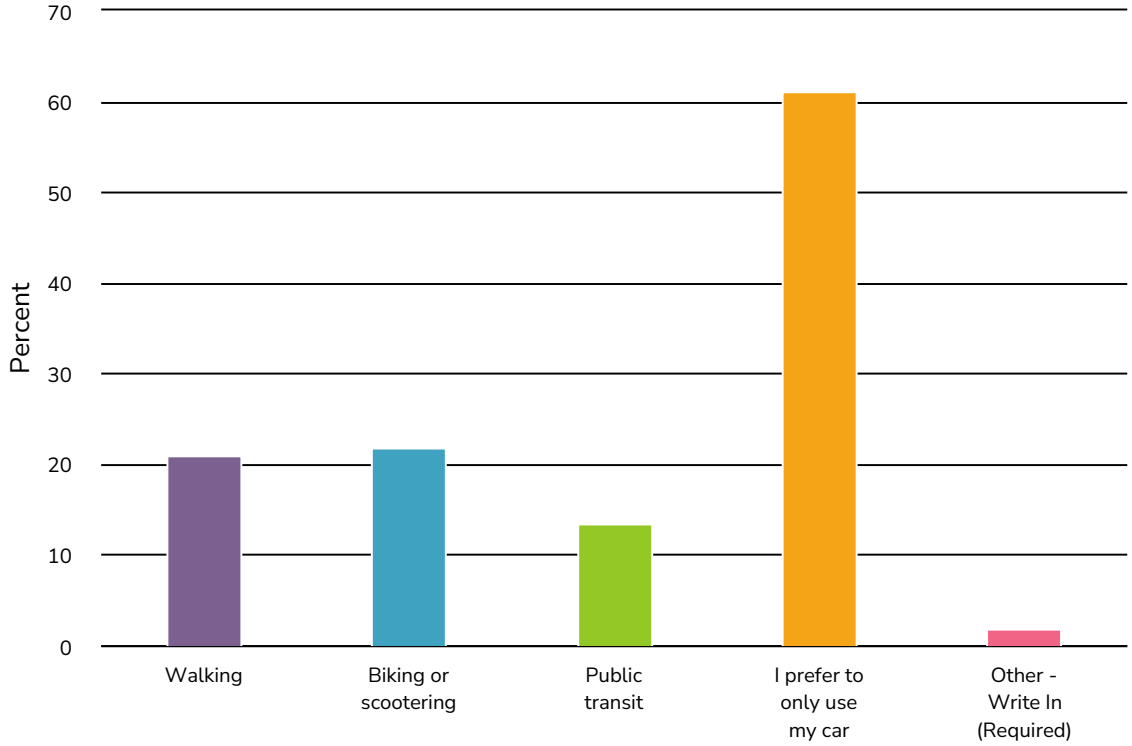
6. How safe do you feel while traversing Mission Street on the sidewalk? This may be by foot, bike, scooter, wheelchair, etc.



Value	Percent	Responses
Very safe	8.9%	129
Somewhat safe	17.8%	259
Neutral	32.7%	475
Unsafe	26.1%	379
Very unsafe	14.5%	211

Totals: 1,453

7. Is there another form of transportation that you currently do not use on Mission Street that you would like to? Please select all that apply.



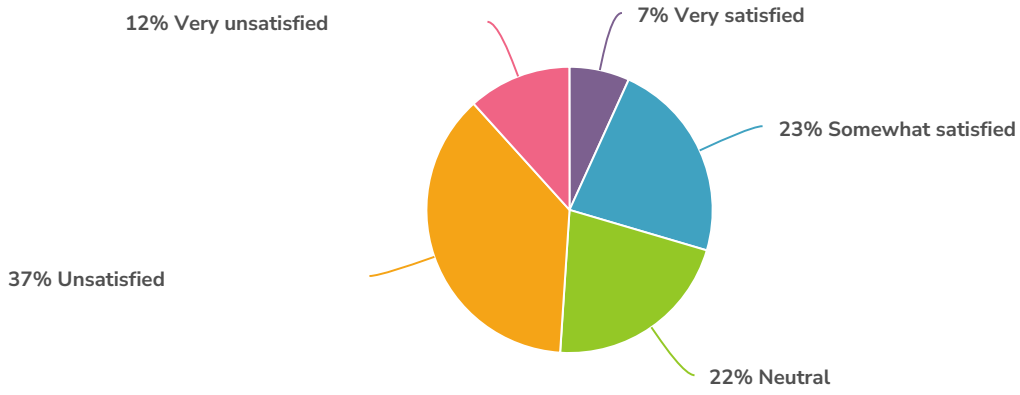
Value	Percent	Responses
Walking	21.1%	284
Biking or scootering	21.8%	294
Public transit	13.5%	182
I prefer to only use my car	61.2%	825
Other - Write In (Required)	1.9%	26

8. Ideally, Mission Street would accommodate all different types of transportation. Which is most important? Please rank from highest to lowest what travel mode the road should be designed for. (Item #1 being the most important, item #5 being the least important)

Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Car (Auto-Oriented)	1		6,405	1,419
Pedestrian (People of All Ages and Abilities)	2		4,529	1,390
Bus (Transit-Oriented)	3		3,867	1,366
Bicycle and Scooter (Bike/Scooter-Oriented)	4		3,296	1,370
Freight (Accommodating for Delivery Vehicles)	5		2,831	1,347

Lowest Rank Highest Rank

9. How satisfied are you with the current state of Mission Street?



Value	Percent	Responses
Very satisfied	6.8%	100
Somewhat satisfied	22.8%	334
Neutral	21.5%	315
Unsatisfied	37.3%	547
Very unsatisfied	11.7%	172

Totals: 1,468

10. How important are the items below to include in the design of Mission Street?

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Enhanced crosswalks Count Row %	859 58.8%	375 25.7%	126 8.6%	63 4.3%	37 2.5%	1,460
Street trees and landscaping Count Row %	397 27.2%	427 29.2%	218 14.9%	253 17.3%	167 11.4%	1,462
Wider sidewalks Count Row %	462 31.7%	444 30.5%	296 20.3%	160 11.0%	95 6.5%	1,457
Medians (the area between opposing lanes of traffic, like in boulevards) Count Row %	396 27.1%	356 24.4%	266 18.2%	181 12.4%	263 18.0%	1,462
Multi-modal enhancements (bus shelters, bike infrastructure, etc.) Count Row %	314 21.4%	441 30.1%	292 19.9%	243 16.6%	174 11.9%	1,464
Street lighting Count Row %	922 63.1%	366 25.1%	116 7.9%	39 2.7%	18 1.2%	1,461
Reduced vehicle speeds Count Row %	406 27.8%	360 24.6%	312 21.4%	236 16.2%	147 10.1%	1,461
Large greenspace between the road and the sidewalk Count Row %	301 20.6%	417 28.6%	275 18.8%	234 16.0%	232 15.9%	1,459

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Art and placemaking elements (i.e. murals, wayfinding signage, small plazas, benches) Count Row %	261 17.9%	353 24.2%	271 18.6%	259 17.8%	314 21.5%	1,458
Left-turn median (as is today) Count Row %	721 49.8%	311 21.5%	246 17.0%	105 7.3%	65 4.5%	1,448
Roundabouts at key intersections Count Row %	267 18.3%	240 16.4%	280 19.1%	215 14.7%	461 31.5%	1,463
Accessibility features (tactical pavements, heated ramps and/or sidewalks) Count Row %	412 28.6%	386 26.8%	280 19.4%	181 12.6%	181 12.6%	1,440
Cost Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
New payment Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
1 Count Row %	1 33.3%	0 0.0%	1 33.3%	0 0.0%	1 33.3%	3
55mph Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
A better flow of traffic! Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
A bike lane Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
A left turn signal at High/Mission intersection. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
A people-mover mass transit system, like a light rail Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
A protected bike lane Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
A reason to actually visit places on Mission street instead of using it as a throughfare Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Ability to turn left onto Mission Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Ability to turn left out of most businesses Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Above street level crosswalks Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Access and visibility to business Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Access to businesses Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Accessibility Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Accessible sidewalks Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Accommodate bicycle traffic. Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
Additional crosswalk lighting and traffic controls for pedestrian crossings Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
All businesses must keep their property and buildings in good clean condition. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Allow bicycle traffic on sidewalks Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Allow business signage. Keep the building s back from the travel lanes Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Allowing more room on corners where business signs don't block visibility (ex. Popeyes high st & mission) Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Alternate, convenient routes. If traffic continues to be directed to Mission, then "enhancements" will make it worse Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
An above ground tunnel for safe citizen crossings Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
An elevated walkway to funnel college students from cmu across mission Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Anti-light pollution street lighting Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Art placements Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
Attractiveness Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Audible pedestrian signals at every light Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Auto Congestion control Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Automated traffic speed control cameras Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Avoid driving on Mission Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Ba Count Row %	0 0.0%	0 0.0%	1 100.0%	0 0.0%	0 0.0%	1
Balanced Budget Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Beautiful architecture Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Beautiful landscaping Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Being able to get from one side of town to the other quickly Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Being able to turn left out of a business with ease Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Benches Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Benches (not hostile please) Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Better crossing areas for pedestrians Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Better crosswalks Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Better drainage for water Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Better left hand turn options Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Better lighting Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Better methods of turning left out of businesses Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Better plowing in winter to keep sidewalk ramps clear. As it is non-traversable walls are built up by the snow plows, blocking the sidewalks. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Better restaurant options Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Better signage Count Row %	1 50.0%	1 50.0%	0 0.0%	0 0.0%	0 0.0%	2
Better signage to get to downtown district Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Better stoplight timing Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Better street lights Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Better synchronizing of traffic lights (easier to make left hand turns onto street) Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Better timed lights!!! It's impossible to get up and down the road Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Better traffic flow Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Better traffic light timing Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Better tuned traffic lights Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Better visibility for vehicles accessing Mission street from businesses and intersections. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Bicycle lane Count Row %	1 50.0%	1 50.0%	0 0.0%	0 0.0%	0 0.0%	2
Bike friendly Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Bike lane Count Row %	2 66.7%	0 0.0%	0 0.0%	0 0.0%	1 33.3%	3
Bike lane Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Bike laned Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
Bike lanes Count Row %	2 40.0%	1 20.0%	0 0.0%	0 0.0%	2 40.0%	5

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Bike lanes and bike racks Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Bike lanes! Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Bike path Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Bike path to Casino/Concert Venue Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Blvd medians Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Bollards Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Bollards or barriers between cars and sidewalk Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Boulevard Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Brick pylons at the edges of driveways Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
Bridge crosswalks Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Bridge crosswalks Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Bridge style walkways at the southe end of campus Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Bridge walkways at major intersections for pedestrians Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Bringing buildings closer to the street and move parking to rear of buildings Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Building businesses as close to the road as possible. Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
Buildings close to road, parking lots in back Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
Buildings set back. Not allow like Taco Bell and Tire place Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Buried power lines Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Bus Lane Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Bus lane Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Bus lanes and bus routes Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Bus stops for key business areas Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Bus stops. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Business Friendly Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Business Friendly-Zoning issues Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Business accessibility Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Business freedim Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Business freedom to remodel without limitations. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Businesses closer to sidewalk (put parking behind buildings) Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Cameras Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Cameras at intersections Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Cameras for running red lights Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Catwalk Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Change in driving culture. Cars need to stop when pedestrians are at crosswalks. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Character Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Clear signage ordinances Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Clear view from side streets Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Clear visibility at intersections and driveways (no landscaping or signage in sight lines) Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Clear visibility for drivers trying to turn onto Mission from businesses (buildings, signs, landscaping needs to be further back, away from the street) Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Clearly marked bike lines Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Cohesive and consistent traffic lights and signage Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Community enhancing businesses, no cannabis! Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Connected businesses off mission Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Connecting parking lots Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Connecting parking lots so drivers don't have to use Mission to go from Business to Business. Example connecting Target parking lot to old JC Penny lot. Subway to Hotel. Wayside to Mall and so on Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Connection between properties so you don't have to pull out of one to get to another Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Consistant speed limit Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Consistency and efficacy of traffic lights Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Consistent signage Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Consistent traffic light patterns Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Consistent turn lanes/lights turning onto Mission. Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Consolidate business driveways when and where possible. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Coordinated signal timing Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Coordinating traffic lights to help flow Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Corners cleared for sight lines at corners Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Cost Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Cross walks with Signals Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Crossing bridges Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Crossing bridges Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Crosswalk buttons Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Crosswalks (bridge) over roads Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Crosswalks for the blind enhancements Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Curb cuts to businesses Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Cutting shrubbery down on some street corners that cause blind spots Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Dark sky lighting and reducing city light pollution Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Declutter and add some sense of uniformity (signage, benches, trees, etc.) Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Decrease number of stop liggts Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Decrease taxes and don't change what is already working fine Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Dedicated freight routes Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Designated right turn lanes Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Designed for people, not cars Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Developing Isabella would bring stress off of mission. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Diverting traffic Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Divided highway Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Divided median Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Divider with turnarounds for left turns Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Do better in other areas of need Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Do not like roundabouts. Do not want them. Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Doggie doo disposaries Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Doing something to break up traffic a bit Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Don't add ancillary modes of transport to a primary route for commuter traffic Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Don't kill local businesses Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Don't make the street any smaller. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Double turn lanes (at Bluegrass, maybe at Broomfield)) Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Double turn lanes at Bluegrass and Broomfield Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Driveways behind buildings Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Ease of left and right turns in and out of plazas and businesses Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Ease of making left turns Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Easier access better business parking lots Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Easier entrances to shopping areas Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Easier left hand turn from Mission to Bluegrass Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Easier to get in and out of businesses Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Easy access getting in and out of businesses Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Easy accessibility to businesses during construction Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Easy crossing for pedestrians Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Easy way to cross mission in cars Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Efficiency Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Either Michigan Lefts Or roundabouts as the only way to turn left to reduce accidents Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Elevated cross walks Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Elevated pedestrian bridges Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Elevated walk ways out of the way of traffic Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Elevsted pedestrian bridges instead of street level crosswalks. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Eliminating the left turn lane and put in Michigan lefts like Broomfield through Campus. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Emergency buttons for safety Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Enable easier 'getting to other side' in auto to go other direction Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Enforced correct use of left turn lane Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Enforced signage rules Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Enforcing the speed limit because people drive way too slow Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Enhanced crosswalk signage and lights Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Enhanced police actions with regards to cell phone use. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Enhanced storefronts (awnings, etc.) and rehabilitated buildings and parking lots Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Even and well-kept sidewalks Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Even more roundabouts! These are GREAT!! Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Expand attraction to alternative routes Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Extra lanes Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Fewer curb cuts Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Fewer curb cuts to businesses Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Fewer direct access driveways to businesses Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Fewer driveways out of parking lots that turn onto mission Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Fewer strip malls. Building/parcel upkeep. Greenscaping. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Fewer tandem gravel trucks and the like Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Fix the road not add to it . Leave it alone Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Flat, even walking/cycle path Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Flow Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Flow of traffic ie time the lights Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Flowers and greenery Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Frontage drives to access businesses instead of middle suicide lane Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
General appearance Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Getting rid of marijuana shops Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Good directional signage Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Greater variety of businesses or services Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Green Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Green arrows on traffic lights for left turns off High, Bellows, and Preston onto Mission Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Green space Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Green streetscaping along both north and south lanes Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Greenery Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Greenscaping. Improve left turns between Broomfield and Bluegrass. Pedestrian safety/bridges between Broomfield and Bluegrass. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Greenspace Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Handicap accessible Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Handicapped / curb less entry Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Have grass median in middle with turn around lanes. All lighting & trees could be included in this grass area. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Heat reflective pavement, permeable pavement and other earth friendly designs. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Heated areas to melt snow plow build up Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
High traffic flow Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
I don't like that you can hardly make a left hand turn out of the forums where Wendy's and QDOBA are located. Accident waiting to happen there. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
I feel connecting parking lots between businesses would assist in traffic control Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
I feel like we need a better system for pedestrians to cross the street. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
If you're wanting to install art and green spaces, we are clearly giving you too much money. People can barely afford food right now. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Improve road conditions Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Improve turn signals on large intersections Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Improved bike lane/designated bike sidewalk Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Improved building facades and parking lots along the corridors.there are some nicer buildings, but many look so rundown and unkempt. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Improved traffic lights with left turn green arrows Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Incentivise expansion of business districts away from mission street Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Increase shared parking lots to reduce curb cuts Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Increased signals and right turn lanes Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Increased visibility when turning onto street from businesses or side streets. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Indirect left U-turn lane Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Indirect left turns Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Island Crosswalk at Wendy's needs to be removed Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Items that are going to raise taxes Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
It's fine as is Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Joining parking lots ie. Target to Burlington Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Just a driving through double lane Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Just leave it alone Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Keep 2 lanes of traffic in each direction Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Keep bicycles off Mission , expand the traffic lanes. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Keep left turn lanes NO ROUNDABOUTS Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Keeping designs simple but clean Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Keeping off steets the same. No diverting traffic to established neighborhoods. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Keeping scooters off of sidewalks for people with wheelchairs Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Keeping up traffic Level of Service (LOS) Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Landscaping and green area between sidewalks and road/benches Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Landscaping bushes/trees near street Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Large protected bike lanes Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Larger crosswalks Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Leave it alone Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Leave it alone! Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Leave it as is design wise and keep maintained Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Leave it the same more traffic enforcement lower speeds Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Leave mission Street alone The city and MDOT will screw it up Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Leave mission Street alone. The city and MDOT will screw it up Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Left hand turn lights Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Left turn arrows Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Left turn arrows Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Left turn arrows at ALL stop lights on ALL SIDES Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Left turn arrows at busy intersections Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Left turn arrows on all traffic lights, green and flashing yellow Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Left turn light at left turn lanes Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Left turn lights Count Row %	2 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	2
Left turn lights at lights that do not have them Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Left turn lights on Broadway and Remus Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Left turn lughrs Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Left turn on 20 Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Left turn options Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Left turn signal ALL ways at Mission/High. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Left turn signal at the Mission-High Street intersection Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Left turn signals Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Left turn signals at Broadway and Michigan Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Left turn specific turn signals Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Less Beggers, and add a sky walk for pedestrians to cross for sporting events by the Texas Roadhouse Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Less cannibas Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Less concrete and more greenery, safety with efficiency especially with left turns Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Less confusing lights- one light per lane Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Less congestion Count Row %	2 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	2
Less disConnection between downtown and mission street. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Less driveways Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Less entrances to parking lots Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Less entrances/exits onto street Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Less entries into businesses (one entry pt for multiple stores) Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Less fast food Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Less foliage at intersections. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Less industrial Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Less lanes, more trees, better curb appeal, less empty parking lots, Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Less pedestrian and car accidents Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Less signage Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Less traffic on main road Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Less traffic-making back entrances to businesses, re routing traffic in a way that makes sense Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Lightening Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Lighting at night at all cross streets Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Lighting by tropical smoothie and wayside Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Lights Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Lights better at corners Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Lights by business plazas such at the Burlington Coat Factory plaza and the plaza across from that one with Spectrum and UPS Store. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Lights change in sync to help traffic flow Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Lights timed for maximum traffic flow Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Limit CMU drivers. Maybe incentivize to keep cars at home? Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Limited driveways, have smaller number of driveways accessing mission. Then dedicated lights or turns in those areas Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Longer and more turn lane arrows Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Longer delay when lights change, maybe people will be less likely to run a red light.. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Longer delays between ped signals and traffic light changes, or longer yellow light delays to allow traffic to yield and stop at critical intersections like misson n broomfield, mission n blue grass, mission and high Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Longer green lights for left turn lanes especially at Mission and Bluegrass but also Mission and Broomfield. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Longer left turn lane lines. Drivers like to cut over way back so they don't have to wait in line to turn. They like to drive down the left turn lanes, instead of waiting to get over. Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Longer left turn light times Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Longer light times Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Longer protected left turns. Protected right turns. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Looks do not matter! Slow it down Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Looks inviting, pretty, ans accessible to all Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Lose the median near big boy Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Lower the speed limit Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Maintaining improvements Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Maintenance of the road itself Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Make me wanna stop in this town instead of driving through Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Make parking lots of businesses on mission connect Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Make sure shrubs & signs are cut back from corners and driveways. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Making sure lights are on at night Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Making sure mission isn't blocked by bushes. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Making the street prettier Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Mandatory stop at pedestrian crosswalk not at intersection Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Mass transit Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Maybe a pedestrian bridge? Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Median Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Median!!! Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Michigan Left Count Row %	2 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	2
Michigan Lefts Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Michigan Turns Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Michigan U-turns! Traffic flow at lights one way only Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Michigan left Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Michigan left or roundabouts for lefts Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Michigan left turn lanes Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Michigan left turns Count Row %	4 66.7%	2 33.3%	0 0.0%	0 0.0%	0 0.0%	6
Michigan left turns Count Row %	2 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	2
Michigan left turns (u turn) - eliminate left hand turns across mission Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Michigan left where cards only turn right Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Michigan lefts Count Row %	3 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	3
Michigan lefts!! Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Michigan lefts, like on broomfield Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Michigan turn around like on Broomfield Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Michigan turn arounds Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Michigan turn arounds Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Michigan turns (they slow traffic down and make it safe) Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Michigan turns to avoid left hand turns to/from businesses. Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Michigan u turn Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Michigan u turn Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Middle lane that keeps cars from merging Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Mimicking Broomfield to avoid dangerous left turns Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
More Traffic Lanes Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
More accessible crosswalk buttons Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
More aesthetic infrastructure Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
More and IMPROVED SIGNAGE + AUDIO at crosswalks Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
More bypass options Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
More connecting streets like Collins & Olympic Streets Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
More crosswalks Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
More crosswalks and maybe lights for them Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
More driveways between businesses Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
More lanes Count Row %	2 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	2

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
More lanes for better traffic flow Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
More left lights Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
More left turn arrows Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
More left turn lanes and lights Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
More left turn lights Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
More left turn lights, arrows. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
More of a community feel, less of a "passage" Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
More pedestrian crossing area, Catwalk are easily feasible in many areas Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
More pedestrian friendly Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
More pleasing to the eye! Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
More police patrol to slow people down and stop running red lights. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
More police ticketing speeders Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
More road law inforcement Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
More space/visibility w/o taking too much room from businesses Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
More stop lights instead of roundabouts Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
More turn options Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
More turning lights Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Move buildings farther away from Mission Street Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Moving traffic efficiently and safely. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
N/a Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
NA Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
Na Count Row %	0 0.0%	0 0.0%	3 75.0%	0 0.0%	1 25.0%	4
Narrowing the road Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Native wildflowers Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Nature Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Need a green turn arrow AT ALL TIMES every light Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Need to be able to time the lights so you can turn left without having to use the center lane Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
New buisnesses Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
No bike lanes Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
No changes ned to be made. Save tax payer money and provide free garbage instead like most cities Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
No construction allowed along Mission St unless it is setback at least 300 yards from the road Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
No left turns out of parking lots Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
No michigan lefts or roundabouts Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
No more new commercial construction. It's already way too congested. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
No more roundabouts Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
No more roundabouts Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
No obstruction of view getting out of parking lots.. meaning signs electrical boxes bushes cars Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
No parking on mission Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
No pedestrian Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
No roundabouts Count Row %	2 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	2
No traffic light needed on Mission and Michigan Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
No vacant buildings Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Non obstructed travel lane, reduction of traffic lights. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Not blocking driver views with placement of signs and landscaping! Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Not over spending (grants cause future expenses) Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Not spending taxpayer money on stupid useless improvements Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Occupied buildings Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Off Mission Street connectivity between businesses, like Target to Hobby Lobby. Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Off street bike pathways Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
One-way on mission opposing one-way on isabella Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Optimized flow for traffic and business based on expert advice Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Options to allow cars to make left turns onto Mission more safely Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Other road options to get across town without using Mission Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Outdoor dining options Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Over head crosswalk Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Over head crosswalks Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Over head pedestrian bridges. More enhanced cross walks like the one by the Wendy's and Marathon Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Over road crosswalks Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Over the road crosswalks Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Overhead Foot bridges for pedestrians Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Overhead and covered pedestrian bridges at Bluegrass, High St, Pickard, Broomfield and Gaylord St. intersections Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Overhead crossing foot bridges Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Overhead crosswalk near college Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Overhead crosswalks Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Overhead crosswalks Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Overhead skywalk for pedestrians Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
PULLING PEOPLE OVER AND GIVING TICKETS Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Parallel side road for shopping traffic Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Parking behind a business. Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
Pedestrian Bridge Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Pedestrian Bridge Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Pedestrian and bicyclists right of way signs Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Pedestrian bridge Count Row %	2 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	2
Pedestrian bridge Count Row %	2 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	2
Pedestrian bridge diagonal from stadium corner to Red Lobster corner Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Pedestrian bridges Count Row %	2 66.7%	1 33.3%	0 0.0%	0 0.0%	0 0.0%	3
Pedestrian bridges Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Pedestrian bridges over Mission at or near Pickard, High, Broomfield, Bluegrass Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Pedestrian foot bridge Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Pedestrian foot bridges Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Pedestrian overpasses in campus area Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Pedestrian right away, accessible. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Pedestrian safety Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Pedestrian saftey Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Pedestrian traffic lights Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Periodic garbage bins Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Pleasant environment Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Please don't put in boulevard or roundabouts Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Police patrol Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Property and sign improvements Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Protected Bike Lanes Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Protected Left turn signal on High Street at Mission Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Protected Lefts at Every Light Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Protected bike lane Count Row %	2 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	2
Protected bike lanes Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Protected bike lanes Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Protected left turns on roads intersecting with mission Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Public Transportation Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Put parking lots back on the front of stores and slow down the speed limit Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Quit trying to do too much, no round about, make it look decent plz Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
ROUNDABOUTS Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Raised crosswalks Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Raised pedestrian crossing Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Raised sidewalks for driveways Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Raised sidewalks on driveways Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Real restaurants, local owned boutiques, less weed shops Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Red light cameras Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Reduce curb cuts Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Reduce number of entrances (visit Az or other states to see) Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Reduce speed Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Reduce the left turns across traffic would reduce accidents Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Reduce the number of parking lot turn outs an redirect traffic to alternate routes Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Reduce the volume of traffic Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Reduced driveways Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Reduced number of entrance and exits Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Reduced speed-let's say that again! Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Reducing speeds and lanes Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Reducing the number of business entry points on Mission Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Remain a business loop of the state highway and not try to be turned into a downtown streetscape! Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Remove overhead power lines and telephone poles Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Removing all of the telephone poles and doing all under ground Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Removing all signage meant for vehicles and replacing with signage for pedestrians Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Removing cars Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Removing obstacles Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Repairing potholes Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Replacing the centralized turn lane with split boulevards Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Replacing the intersection at bluegrass with a traffic circle Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Rerouting M-20 west traffic off Mission onto Pickard to Lincoln Rd. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Resurface entire road Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Resurface sidewalks Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Right Turn Lanes at Busiest Intersections Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Right lane turn only Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Right turn lanes Count Row %	2 50.0%	2 50.0%	0 0.0%	0 0.0%	0 0.0%	4
Right turn lanes at major intersection. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Right turn only lanes Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Round abouts Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
Round abouts don't work for pedestrians Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Roundabout Count Row %	2 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	2
Roundabout at Blue Grass Rd Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Roundabouts Count Row %	2 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	2

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Roundabouts ON MISSION? Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
Run down and vacant buildings , empty spaces , busted up parking lots (plight) Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
SLOWER SPEED LIMIT Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Safe crossing for pedestrians and biking Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Safe crosswalks Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Safe for CMU's international students without cars Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Safe for bikes Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Safe for runners Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Safe left turn access Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Safe options to then left and for walkers to cross Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Safe wide sidewalks for many functions that shouldn't be on road for safety. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Safer crossings for pedestrians during football games Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Safer crosswalks Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Safer flow of traffic Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Safer left turns Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Safer left turns Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Safer pedestrian crossings, like bridges Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Safer to make left turns Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Safety Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Safety Count Row %	3 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	3
Safety crossing for pedestrians Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Safety for wheelchairs, strollers etc Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Safety rails between sidewalks and roadway Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Segregating or staggering opposing vehicles turning left into business on mission Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Sense of Place Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Separate bike lane Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Service drives Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Service roads Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Service roads to retail plazas with single entrance/exit to/from Mission with traffic light Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Shared driveways Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Side service roads to eliminate all of the turn ins/outs off of mission Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Side walk buttons function properly Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Sidewalks accessible for wheelchairs Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Sidewalks clear of ice and snow Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Signage Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Signage Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Signs/bushes at the edges of driveways Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
Skywalks Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Slower Speeds From End to End Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Slower speed limit and move parking lots at front of stores again Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Slower speeds Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Slower speeds Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Smooth traffic flow Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Smooth/not steep entry and exit points to/from businesses Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Some fix to the backup in the left turn lane on Mission onto Bluegrass, by 7-11 on NE corner of intersection. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Something to reduce traffic Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Speed limit increases Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Speed stay the same Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Spend less money Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Stop Lights in sync Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Stop lights Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Stop wasting money Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Stoplights Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Street and street feature maintenance Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Street light timing Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Street lights Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Sustainable materials used Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Synced up stop lights Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Synchronized Stoplights Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
The ease of making a left onto mission Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Those turns where you get in the left lane and a new lane begins. Then when clear you can turn left. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Timed lights for easy flow Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Timed streetlights Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Timed traffic lights Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Timed traffic lights that are constantly reviewed and set Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Times traffic lights Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Timing of lights Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Timing of lights and green arrows for left hand turns Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Timing of lights to reduce backups at lights Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Timing of street lights!!!! Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Timing on traffic lights Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Tombstone-type signage Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Too many spots to pull in and out of stores. Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Traffic enforcement for red lights runners Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Traffic flow Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Traffic flow for freight vehicles Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Traffic light coordination Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Traffic lights Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Traffic lights unlike Main & Pickard Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Traffic patterns with lights Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Traffic slowing infrastructure to enforce behavioral change Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Tramway Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Trash Cans Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Trees/Bushes blocking the view pulling on to Mission Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Trraffic lights need updated. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Turn lights Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Turn lights at high street Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Turn only light at corner of high street Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Turn right to go left Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Turn signals Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Turn signals at all major intersections, especially East/West High and Mission Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Turn signals on ALL traffic lights on every side Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Turning lanes.. by pickard & green spot. ADD A RIGHT TURN LANE. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Turning signals Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Turning the whole corridor into a Michigan-left situation, like Broomfield going through campus Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Two left turn lanes at the Southbound Mission-Bluegrass intersection to ease congestion and aid in traffic flow. They do this in the Detroit area. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Two left turn lanes from Mission going south to Bluegrass going East Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Underground utilities Count Row %	2 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	2
Underground utility lines Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Underground utility lines for better aesthetics Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Uniform and attractive signage that has to be approved by the city as an enhancement to unify the area. Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Upkeep and appearance Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Vacant building plan —incentives for new business, razing decrepit structures for green/community space, etc Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Vehicle flow as main north south corridor Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Very important: Being able to cross Mission on foot or by bike other than at traffic lights! Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Visibility at Turns Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Visibility at corners for right turn on red Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Visually appealing Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Visually appealing / pleasant to walk and drive along Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Walk bridge Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Walking bridge Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Walking bridge over mission down by campus area Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Walking/biking to Waterpark/The Hill Campground Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Walkways OVER Mission Count Row %	2 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	2
Walkways over Mission for students Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Wasting money on mission st proposed downgrades Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
Ways to block people using the left turn lane as a merge Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Ways to make the street and city more eco friendly Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
We need a walk path overhead near Fairfield and Mission. As far as the north end of town it's commercial trucks. I don't think we need to entertain pedestrians since it's a dangerous area Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
We truly need better lighting and more pedestrian crosswalks with lights Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Well-plowed sidewalks + crosswalks WITH STOP SIGNS Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
Widen Mission St Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Wider Sidewalks, Pedestrian Overpass Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Wider lanes Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Wider sidewalks would be great Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Winter sidewalk cleaning Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Would love it to be more comfortable to walk next to. We avoid mission in all facets of life Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Zebra crossing Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
adding more left turns on the stop light Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
adding more no turn on red for right turns Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
also yes Count Row %	0 0.0%	0 0.0%	1 100.0%	0 0.0%	0 0.0%	1
appealing businesses from the street with fewer street-frontage parking lots Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
better flow of traffic, especially left turns Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
better road pavement Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
better traffic light timings Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
bridge sidewalks Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
cannabis stores Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
cleanliness Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
close to the ground signage Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
cops Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
current crosswalk island more visible and maintained, ie painted curb, cleaner Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
divided lanes with "michigan lefts" Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
easy access parkinglots/driveways Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
eliminate the multiple entrances to each parking area, 1 entrance with a traffic light that gives you access to the larger shopping areas. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
fewer driveway cuts Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
fewer driveways Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
ice/snow clearing from sidewalks & easements Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
less obstructed views to turn onto road Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
less people running red lights Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
lights timed better to increase traffic flow Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
maintain or increase people to this area Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
n/a Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
not crossing 3 lanes of traffic into business where you can't see oncoming cars Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
parking lots connected in heavy traffic areas, ie Target to Big Lots Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
repaint all lines, including crosswalks Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
safe cross walks Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
safe crosswalks for people and bikes! Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
safe ways to enter and exit businesses on mission Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
safer crosswalks Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
safer pedestrian crosswalks Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
service roads Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
set backs for new buildings— let's not make Mission Street a cavern Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
set bus routes down Mission st Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
sidewalks and bike trail Count Row %	0 0.0%	0 0.0%	1 100.0%	0 0.0%	0 0.0%	1
somehow keep cmu student drivers driving more safely Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
trash cans Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1

	Very Important	Somewhat Important	Neutral	Less Important	Not Important	Responses
well lighted Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
wider lanes Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
yes Count Row %	0 0.0%	0 0.0%	1 100.0%	0 0.0%	0 0.0%	1
"Michigan U-turns" Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Totals Total Responses						1464

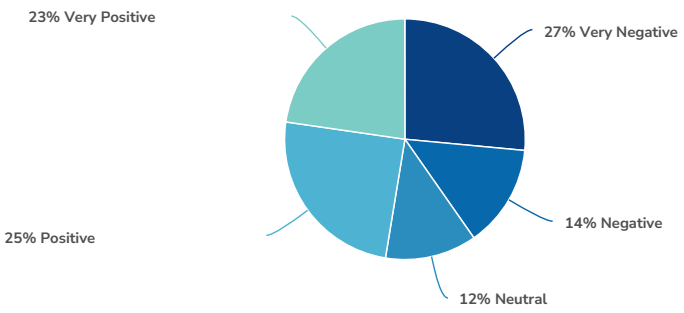
CONCEPTUAL ALTERNATIVES SURVEY RESULTS

Report for Mission Street Improvement Plan Concept Feedback Survey

Response Counts

Completion Rate:	**82.9%**		
	Complete		498
	Partial		103
			Totals: 601

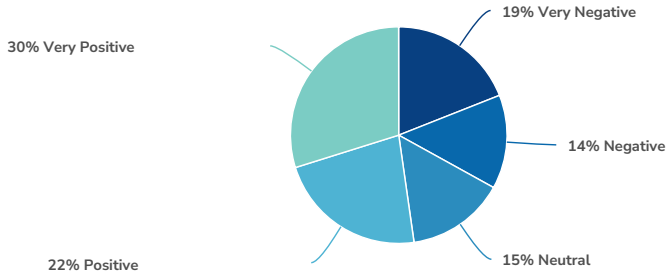
1. How do you feel about the addition of Center Medians to Mission Street?



Value	Percent	Responses
Very Negative	26.5%	148
Negative	13.8%	77
Neutral	12.3%	69
Positive	24.7%	138
Very Positive	22.7%	127

Totals: 559

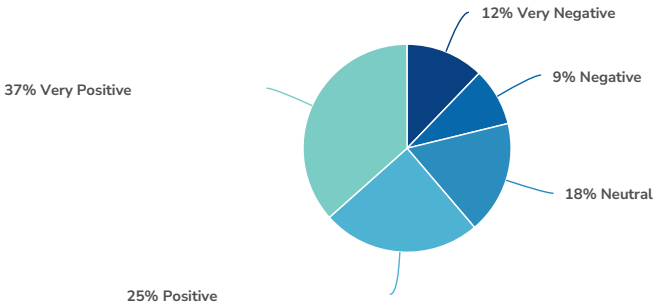
2. How do you feel about the addition of landscaping to center medians and the area between the sidewalk and street?



Value	Percent	Responses
Very Negative	19.0%	106
Negative	14.0%	78
Neutral	14.7%	82
Positive	22.4%	125
Very Positive	29.8%	166

Totals: 557

3. How do you feel about the addition of new pedestrian crossings?



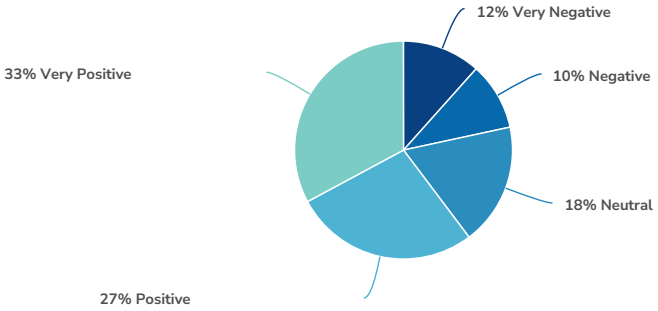
Value	Percent	Responses
Very Negative	12.2%	68
Negative	9.0%	50
Neutral	17.6%	98
Positive	24.7%	138
Very Positive	36.6%	204

Totals: 558

4. How do you feel about the addition of shared use pathways?

Shared Use Paths

Shared use paths provide dedicated space for pedestrians and bicyclists, separated from vehicles. Wider paths allow separation between faster users, such as bicyclists, and slower users such as pedestrians.



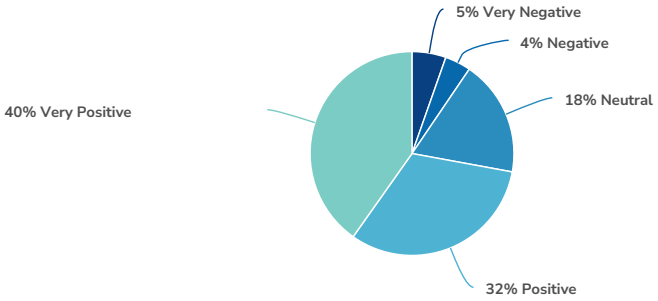
Value	Percent	Responses
Very Negative	11.6%	65
Negative	10.0%	56
Neutral	18.1%	101
Positive	27.4%	153
Very Positive	32.8%	183

Totals: 558

5. How do you feel about encouraging cross access between businesses?

Cross Access

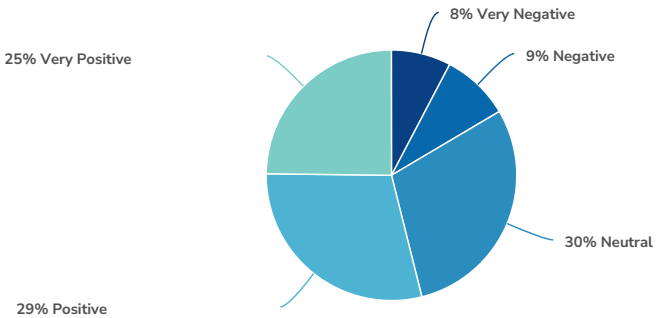
Encouraging cross access between adjacent businesses along Mission Street reduces the number of driveways and therefore reduces the number of potential conflict points between cars, pedestrians, bicyclists, and other users of Mission Street.



Value	Percent	Responses
Very Negative	5.4%	30
Negative	4.1%	23
Neutral	18.4%	102
Positive	31.9%	177
Very Positive	40.2%	223

Totals: 555

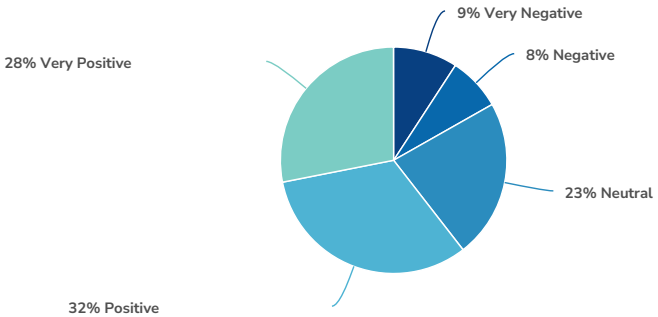
6. How do you feel about enhanced North-South bicycle connections?



Value	Percent	Responses
Very Negative	7.7%	43
Negative	8.8%	49
Neutral	29.6%	165
Positive	29.1%	162
Very Positive	24.8%	138

Totals: 557

7. How do you feel about enhanced pedestrian and bicycle crossings between signals?



Value	Percent	Responses
Very Negative	9.2%	51
Negative	7.6%	42
Neutral	22.7%	126
Positive	32.4%	180
Very Positive	28.1%	156

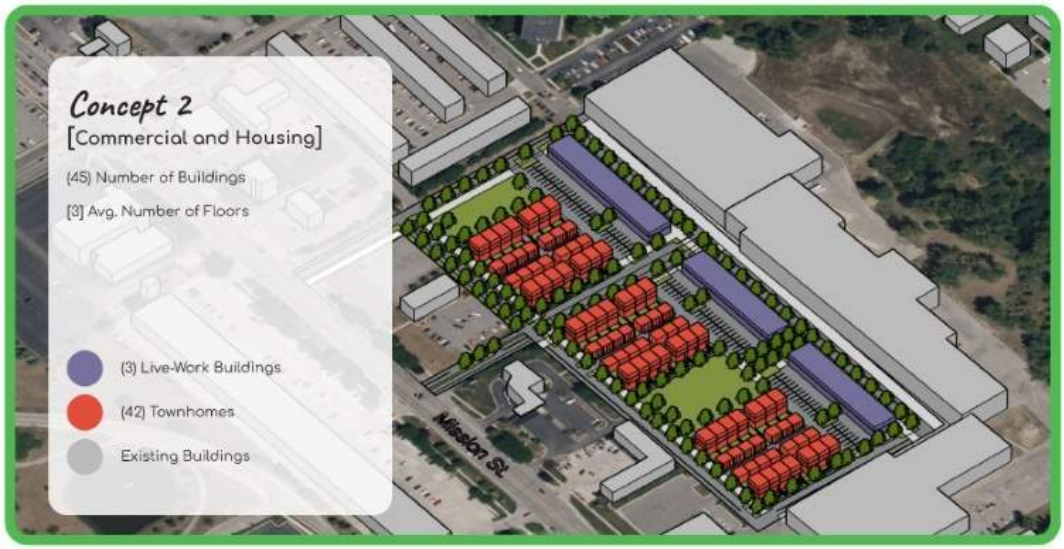
Totals: 555

8. How do you feel about maintaining direct left turn access to key routes and destinations?

Value	Percent	Responses
Very Negative	8.9%	49
Negative	7.8%	43
Neutral	19.7%	109
Positive	36.8%	203
Very Positive	26.8%	148

Totals: 552

9. Please rank the 3 concepts for redevelopment of the Central Michigan Commons parking lot in order of preference (1=most preferred, 3= least preferred). Central Michigan Commons is the shopping center east of Mission Street between Broomfield Street and Blue Grass Road that currently houses Dunham's Sports, Planet Fitness, Staples, Shoe Sensation and other retail stores.

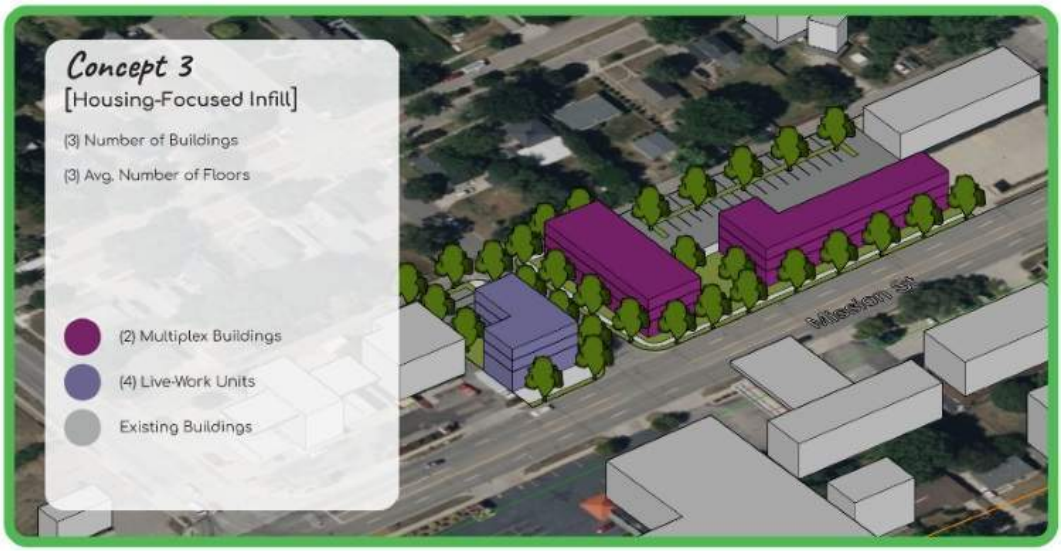


Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Commercial and Housing	1		966	416
Commercial Focused	2		929	422
Housing Focused	3		628	389

Lowest Rank

Highest Rank

10. Please rank the 3 concepts for redevelopment of the Cherry/Mission Street area in order of preference (1=most preferred, 3= least preferred). This area is currently a series of vacant lots located on the west side of Mission Street across from Ric's Food Center.



Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Commercial and Housing	1		1,011	427
Commercial Focused	2		888	436
Housing Focused	3		710	412

Lowest Rank

Highest Rank

CORRIDOR PLAN CONCEPTUAL DESIGN

MISSION STREET CORRIDOR PLAN
CONCEPTUAL DESIGN

PROGRESSIVE COMPANIES

Corporate Drive

Pickard Street

13' dimension is inclusive of curb and gutter. Outside lane width held at 11', with 6" curb and 1.5' gutter pan.

9 ft
13 ft
10.5 ft
10.5 ft
1.5 ft
10.5 ft

Left-turn access and designated lane provided at key intersections.

Inside lane and turn lane width set at 10.5' to maximize buffer space between sidewalk and curb. Width will require a design variance.

Center medians improve safety for all road users by limiting left-turn movements and providing safe refuge for those crossing. Implementing a center median has been proven to reduce all vehicle crashes by up to 45% and reduce severe and fatal crashes by up to 35%.

Palmer Street

Bennett Avenue

Andre Street

Crosslanes Street

Lincoln Street

Median width narrowed between intersections and crossing locations to maximize buffer space between sidewalk and curb.

Median width increased to 10' at designated pedestrian and cyclist crossing locations, per NACTO guidance. Buffer width between curb and sidewalk reduced to accommodate wider median.

90 ft
11 ft
10.5 ft
8 ft
10.5 ft
13 ft
9 ft
5 ft
6 ft
78 ft
13 ft
10.5 ft
10.5 ft
5 ft
79 ft

Provide raised crosswalks at designated side streets to calm traffic and facilitate comfortable pedestrian crossings along Mission Street.

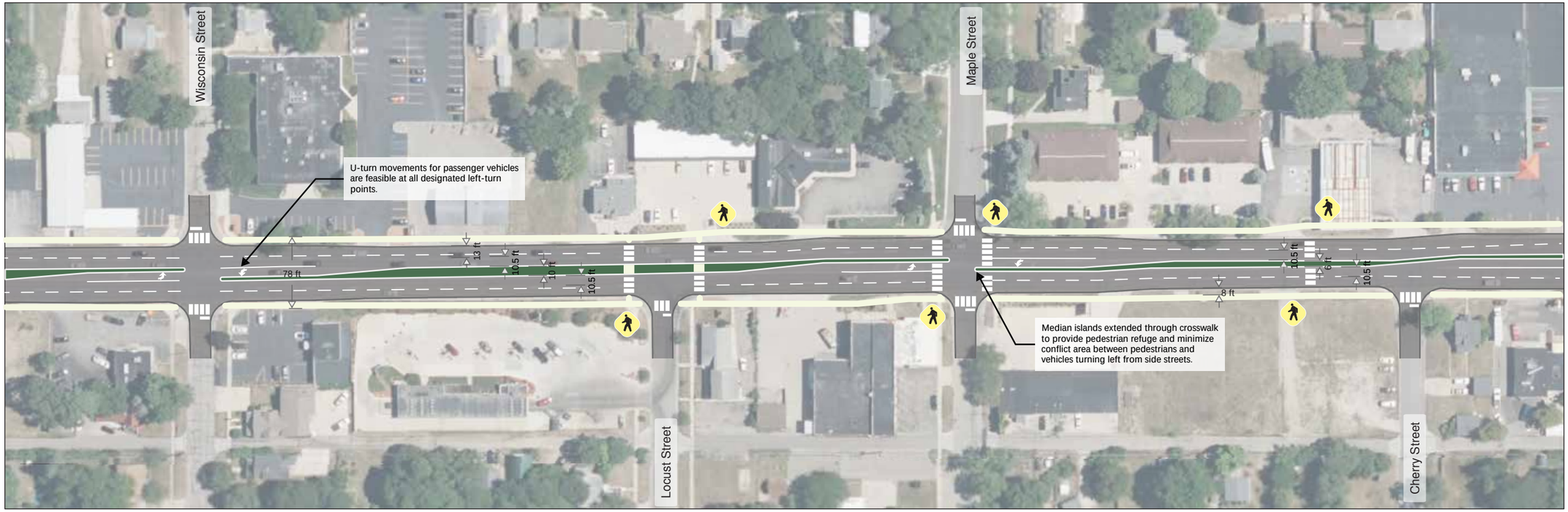
Curb extensions implemented on local streets to shorten pedestrian crossing distance along Mission Street, calm local traffic, and slow turning movements.

N

0 60' 120'

MISSION STREET CORRIDOR PLAN
CONCEPTUAL DESIGN

PROGRESSIVE COMPANIES

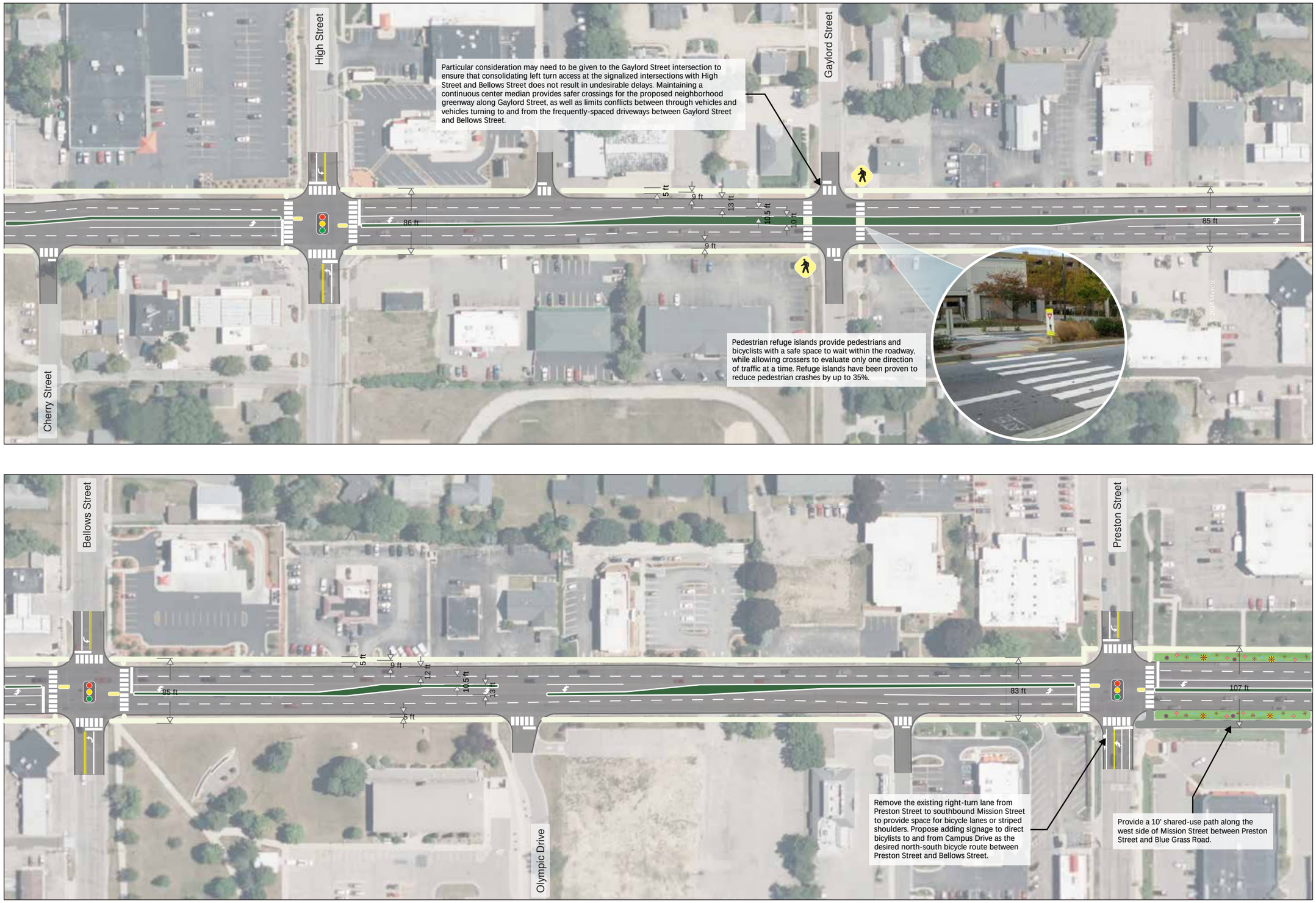


N

0 60’ 120’

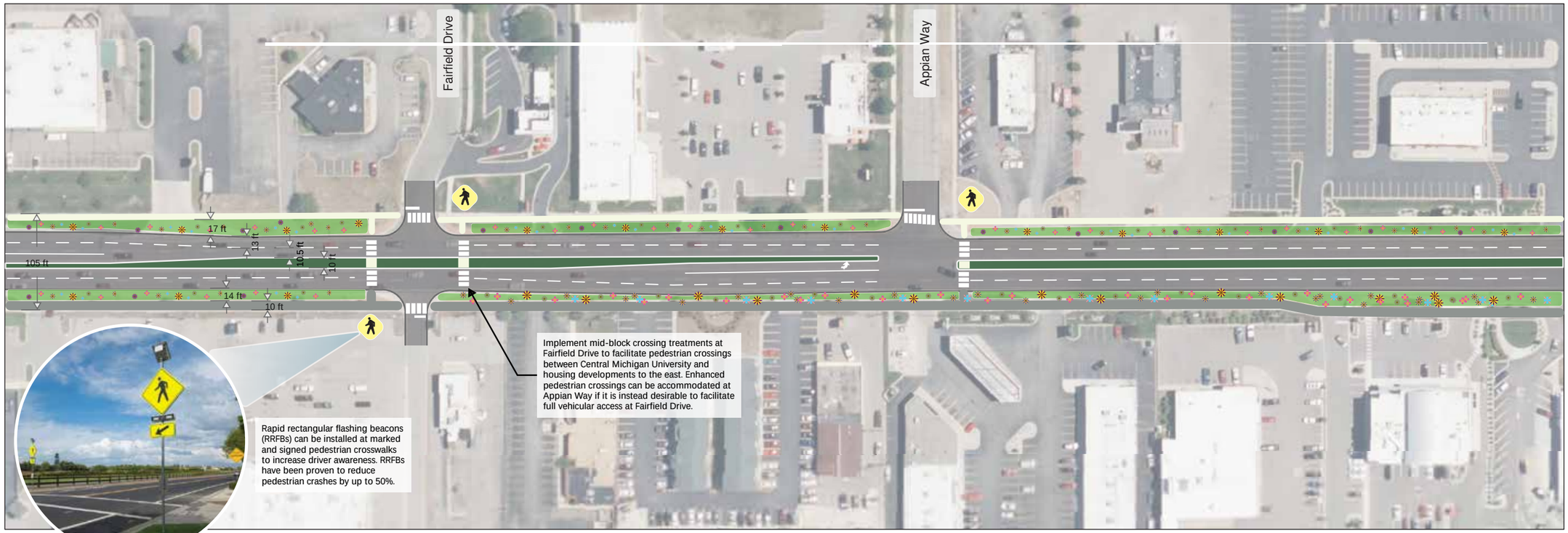
MISSION STREET CORRIDOR PLAN
CONCEPTUAL DESIGN

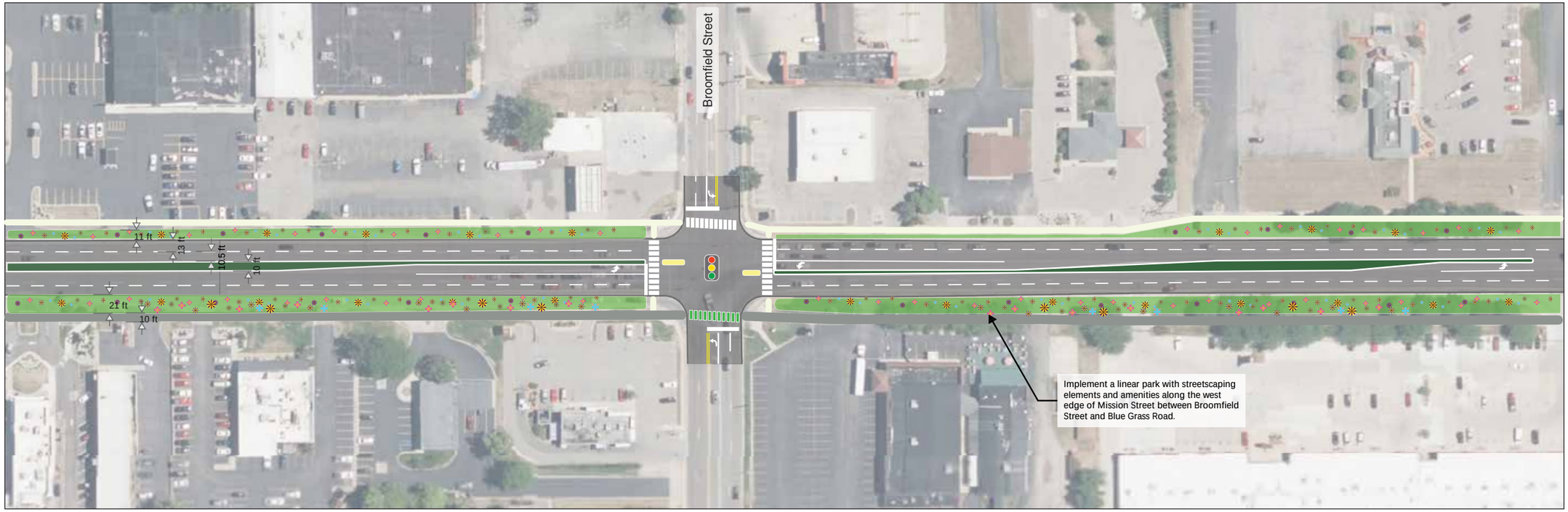
PROGRESSIVE COMPANIES



MISSION STREET CORRIDOR PLAN
CONCEPTUAL DESIGN

PROGRESSIVE COMPANIES





N

0 60’ 120’

MISSION STREET CORRIDOR PLAN
CONCEPTUAL DESIGN

PROGRESSIVE COMPANIES

Left turn access is provided to Stadium Mall. Enhanced cross-access from East Campus Drive may also be provided, mitigating the need for full vehicular access at this location.

5 ft
33 ft
13 ft
10.5 ft
10 ft
139 ft
30 ft
10 ft

Stadium Drive

Shared-use paths provide dedicated space for non-motorized users, including pedestrians and bicyclists. Path width allows for separation between faster users, such as bicyclists or those using scooters or other devices, and slower users such as pedestrians and those with mobility impairments.

Blue Grass Road

Implement a roundabout at Blue Grass Road to address historical safety concerns. Funding is likely attainable through MDOT's Local Safety Program. Roundabout facilities can be used by large vehicles to perform a turnaround movement.

Connect shared-use path to existing non-motorized facilities to the west.

N

0 60’ 120’