

APPENDIX E:

MISSION STREET GRID NETWORK

MOUNT PLEASANT
MISSION GRID STREETS

During the Fall of 2012, the City of Mount Pleasant Michigan hired AECOM to develop a Transportation Network Plan. In order to add network between the campus of Central Michigan University, the neighboring City, and the South end of the Mission Street arterial corridor. A series of design ideas were proposed including altering the street network, looking for public and private partnerships, cross-access agreements, developing a series of connection street types, and rationalizing driveways on Mission Street.

The blue lines in the plan show East-West connectivity between CMU, Mission Street, and the adjacent neighborhoods and businesses. These connections will help reduce the conflicts at the major intersections on Mission Street and will provide options for users accessing the small businesses along the street.

The orange lines show our proposed North-South connections between the East-West connections and the cross-access opportunities along the corridor. These alternative routes will reduce the need to turn onto Mission Street and relieve the barrier affect that it currently produces. The dashed orange lines are longer term connections that could eventually be made to complete the network.

This poster report summarizes the major ideas. All locations are tentative and subject to discussion with property owners, the City of Mount Pleasant, Central Michigan University, and the Michigan Department of Transportation as warranted. Additional questions or comments can be sent to:

Jeff Gray at City of Mount Pleasant (989)779-5346 (jgray@mt-pleasant.org)

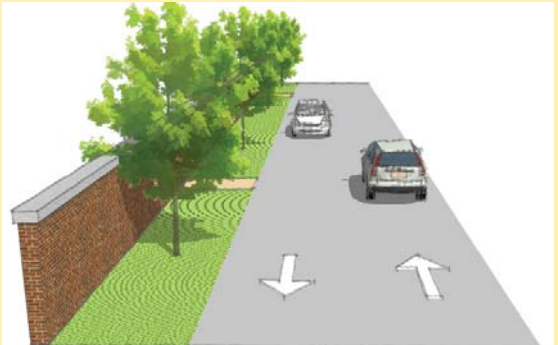
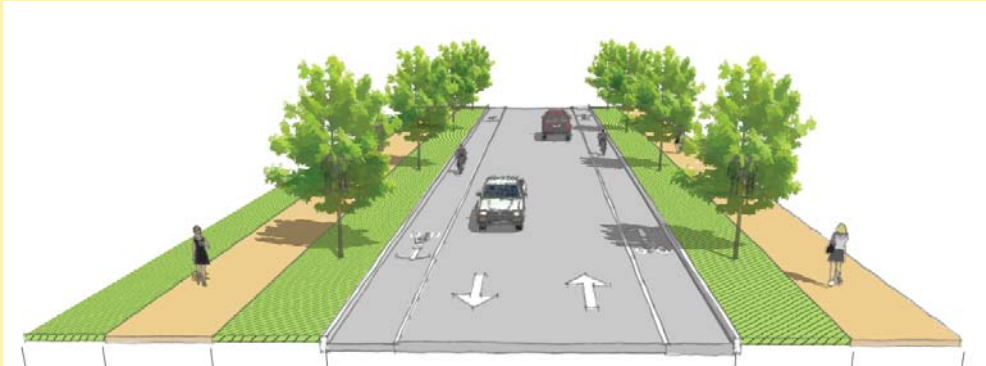
A



B



CONNECTION TYPES



The proposed network connections were divided into 4 different typologies; Street, Aisle with 90-degree parking, Lane with 60-degree safety parking, and Lane.

Typical Street - 30' curb to curb dimension with 2 travel lanes and 5' bike lanes, 8' tree lawns, and 8' sidewalk

Aisle with 90-Degree Parking - 24' 2-way drive aisle through adjacent 90-degree parking stalls/spaces

Lane with 60-Degree Safety Parking - 20' 2-way drive aisle with adjacent 60-degree safety parking, 2'-6" step strip and 5' sidewalk

Typical Lane - 20' 2-way drive aisle with adjacent 8' tree lawn and privacy screen wall

