

B. Non-Motorized Planning

Objective

To expand and update the non-motorized plan for the MPO. The plan will examine existing non-motorized facilities within the MPO boundaries and provide guidance on locations for future expansions to the system. The plan will also look at existing transit linkages and make recommendations to improve these connections. The plan will be undertaken by an outside consultant, but the project will be managed by Commission staff.

This work will directly benefit MDOT and other local agencies, as it ties directly to other transportation activities, such as non-motorized mapping, transit planning activities, and local recreation plans.

Activities

- I. Work with the MPO partners and other community members to define the scope of the study to be undertaken.
- II. Contract with a consultant to perform the study with supervision provided by Commission staff.
- III. Oversee and work with the consultant to ensure a quality non-motorized plan for the Muskegon northern Ottawa MPO.

Products

- I. Involvement and participation in various MPO partners, as well as other agencies such as the convention and visitors' bureaus, counties, cities, villages, townships, transit providers, and other interested agencies.
- II. A completed non-motorized plan for the Muskegon/northern Ottawa MPO, which includes:
 - A. An examination of existing non-motorized pathways within the MPO boundaries and an analysis as to where future investments would make the most sense to make connections.
 - B. An examination of connections of non-motorized trails and connections to transit routes.
 - C. Incorporation of non-motorized linkages to the Lake Michigan Water Trails.
- III. Identify routes within the entire MPO but especially focus on the urban core and the Muskegon Lake lakefront.
- IV. Prioritize connectivity with existing regional network and a linear park network
- V. Ensure connectivity within urban core
- VI. Provide cost estimates for completing these routes

- VII. Include high-quality site-specific renderings for each type of active transportation facility along corridors
- VIII. Identify design standards for differing types of facilities
- IX. Identify standards, goals, and locations for “quality of life” amenities that would be integrated into the Greenways and help establish a linear park experience (where applicable)
- X. Identify the best model for implementing the plan’s recommendations.
- XI. Include a robust public outreach process to educate residents, stakeholders, staff, and policymakers on the best-practice.
- XII. The Non-Motorized/Greenway Plan Focus Area
 - A. Determine whether or if brownfield properties along the route could be enhanced or transformed into parkland, review amenities needs for a functional Greenway, integrate the Greenway into the community and ensure equitable access, and review any property needs.
 - B. Review trail network and identify gaps
 - C. Develop a recommend network hierarchy along the that ensures there is an efficient 24-7 priority transportation route with secondary recreational routes
 - D. Develop connectivity plans to better integrate the greenway with adjacent neighborhoods
 - E. Develop connectivity plan with tributary corridors
 - F. Develop conceptual greenway plans along these corridors
 - G. Wayfinding
 - H. Amenities
 - I. Develop plan for integrating trail with key areas
 - J. Review under-utilized sites and develop high-level concepts for improving these sites to serve as nodes along the Greenway
 - K. Review expansion opportunities and recommend priority expansion areas

Non-Motorized Planning Budget

Federal	State Match	Local Match (Non-MPO)	Federal Total	State Match Total	Local Match Total (Non-MPO)	Project Total
\$50,000 <i>(previously unspent balance)</i>	\$0	\$55,000 <i>(estimated)</i>	\$50,000	\$0	\$55,000	\$105,000