

CITY OF MIDLAND

CITY MODERN MASTER PLAN (2023 DRAFT)

The Future Transportation Plan reflects input from residents of Midland and its surrounding areas as well as discussions with local decision makers and agencies. The plan considers existing transportation facilities, current and future land uses, the MUGA, other factors, and generally accepted planning principles that are described next.

Existing Transportation Network

Most areas within the city limits already have established transportation networks, including existing streets, sidewalks, and trails. This plan generally seeks to improve safety and connectivity within the existing system and to expand options for mobility, primarily through new streets and new non-motorized transportation infrastructure.

Existing Land Use, Future Land Use, and the Midland Urban Growth Area (MUGA)

This plan considers existing and future land uses to align transportation recommendations to the current and future context. It also considers transportation needs beyond the current city limits but within the MUGA that are anticipated to eventually become part of the city.

FUTURE TRANSPORTATION MAP

Access Management Focus Area

Access management is a set of techniques used to maintain efficient traffic flow, preserve the street's capacity, and reduce the frequency and severity of crashes while maintaining reasonable access to surrounding areas. Careful access placement reduces conflicts with other traffic traveling to other nearby destinations or flowing through intersections. While access management principles are generally applied citywide, Access Management Focus Areas have current or expected future conditions that warrant extra attention, such as existing safety or capacity limitations or significant future traffic growth due to development or redevelopment.

Corridor Focus Area

Corridor Focus Areas identify significant and complex major street reconstruction or redesign opportunities that would include a wide variety of design features, such as on- or off-street non-motorized facilities, streetscaping, intersection safety projects, access management, and pedestrian safety projects. Corridor Focus Areas are generally at least one mile in length.

Streetscape Project

Streetscape Projects represent areas where there are opportunities to add or improve amenities behind the curb line of the street. These amenities might include new or expanded sidewalks, decorative street lighting, benches, street trees and other plantings, outdoor dining patios, and other elements. These projects are typically pursued to improve aesthetics, enhance the pedestrian experience, and stimulate additional private investment.

PROPOSED LETTS ROAD CONNECTOR LIMITS

Multimodal Facility

Multimodal Facilities represent opportunities to add, expand, or improve off-street non-motorized facilities including sidewalks and trails. These projects are generally constructed within the public right-of-way and are intended to provide the opportunity for safe non-motorized travel within the community. Multimodal Facility needs are most common in areas where existing motorized traffic volumes and speeds make on-street facilities difficult or unsafe to develop and use. Multimodal Facility projects may be used to connect neighborhoods to commercial, cultural, educational, and recreational opportunities.

New Interchange

New Interchanges are connections between the City's surface street network and the limited access US-10 highway system.

Intersection Safety Focus Area

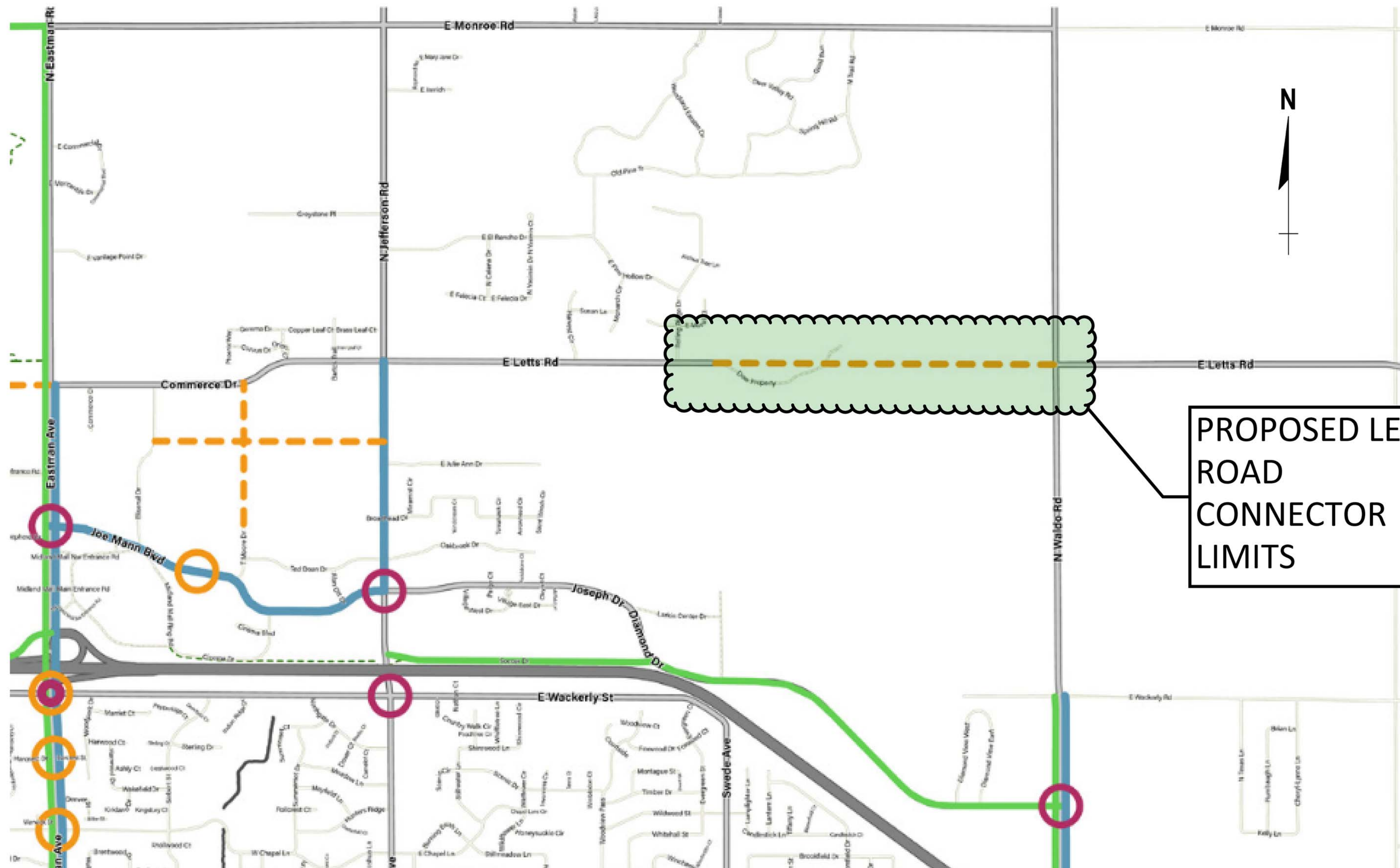
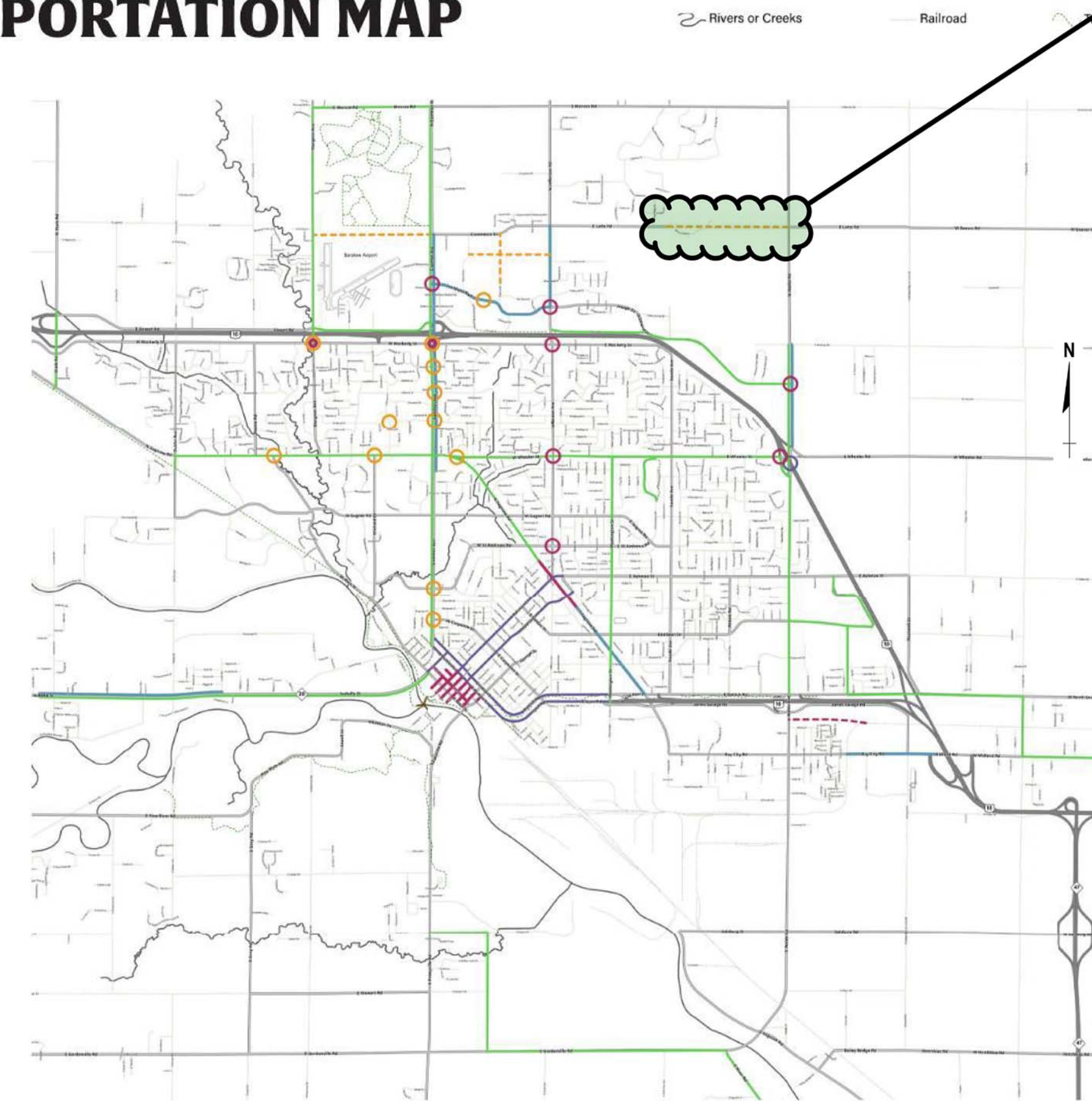
Intersection Safety Projects focus on addressing safety and capacity issues for vehicular traffic at existing intersections.

Pedestrian Safety Focus Area

Pedestrian Safety Focus Areas focus on addressing safety and capacity issues for pedestrians in places where they encounter streets or non-motorized facilities.

New Street

New Streets are identified opportunities to improve regional connectivity through the extension of existing roadways or the addition of new roadways. New streets can improve public safety response times, redistribute traffic from existing roadways, and facilitate growth and development.



Traffic Trends

Traffic volumes around the city were considered, with a focus given to areas experiencing increasing traffic volumes or with anticipated future growth in traffic volumes due to new development.

Plans of Other Transportation Agencies

The proposed transportation network changes found in this plan have been crafted to align with the plans, studies, and improvement programs being conducted by other transportation-related agencies, including the Michigan Department of Transportation, the Midland Area Transportation Study, and the Midland County Road Commission.



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