



# Muskegon Greenways Concept

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# Muskegon County Bicycling Coalition

## Mission Statement

*To create an inclusive, diverse and accepting community where people of all ages and backgrounds bicycle for transportation, errands, and for fun and health, and where bicycling brings people and neighborhoods together throughout Muskegon County*





How do we get there?




# MOBILITY FOR ALL

- *Give all people the freedom to move around (Mobility for All - [americawalks.org](http://americawalks.org))*
- Choices
  - Walk/Wheel Around
  - Bike
  - Transit
  - Drive
- People-centered design (“15-minute city”)



- **Nationally, millions don't have access to car (thousands in Muskegon County)**
  - **Children**
  - **Seniors**
  - **Disabled**
  - **People who can't afford a car**
  - **People who choose not to drive**



# Urban core of Muskegon County needs more options

- Households with no car
  - National average: 4.22%
  - Muskegon: 4.09%
  - Muskegon Heights: 10.4%
  - Roosevelt Park: 1.54%
  - Norton Shores: 1.92%
  - North Muskegon: 0.56%
  - Muskegon County: 2.46%

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# Barriers

- Many **barriers** to a more “people-centered” community
  - Lack of housing
  - Lack of density
  - Lack of mixed-uses
  - Lack of public spaces
  - Lack of basic needs within close distance (“15-minute city”)
    - Jobs, groceries, schools, parks, etc.
  - Lack of transit options
  - Street design that doesn’t prioritize other modes of travel



# Benefits

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- Benefits of “people-centered” community
  - Better health and quality of life
    - Safer streets for bikers, pedestrians, and drivers
    - Less pollution
    - Less noise
  - A more equitable and inclusive city
  - A boost to the local economy
  - A more environmentally sustainable city



# How we get there?

- Multi-faceted approach
  - Housing policy
    - More affordable housing
    - Policies to avoid gentrification
  - Transit policy
    - More transit investment
  - Land-use policy
    - Mixed use
    - Investment in public spaces
  - Street Design
    - Imagine new priorities
      - Pedestrians over bikes
      - Bikes over transit
      - Transit over cars
  - Connected network for bikers and walkers
  - Educate and build trust
  - Community Input



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  - **Community Input**





# Many models nationally

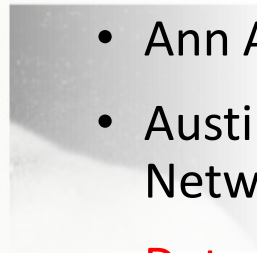
- Atlanta Beltline
- Ann Arbor – Moving Together Plan
- Austin – All Ages and Abilities Network
- Detroit – Joe Louis Greenway



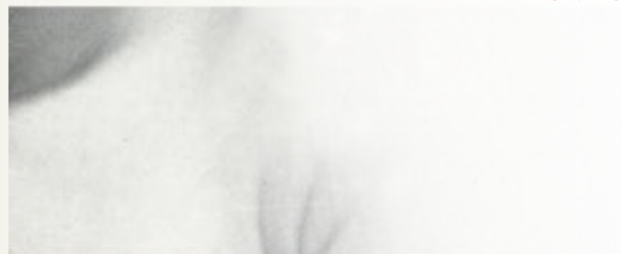
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CITY OF DETROIT  
GENERAL SERVICES DEPARTMENT



# JOE LOUIS GREENWAY

FRAMEWORK PLAN VOL. 1  
THE VISION





# How did the Joe Louis Greenway plan work?

- Robust public engagement to build trust
- A connected network around the community

# How did the Joe Louis Greenway plan work?

- Retrofitting overbuilt or underutilized infrastructure to make it people-centered



## How did the Joe Louis Greenway plan work?

- Vision and goals that address not just mobility, but also equity, growth, community beautification, and community pride

### GOAL 1

THE GREENWAY  
WILL ENHANCE  
RESIDENTS'  
QUALITY OF LIFE  
AND PROMOTE  
COMMUNITY  
DEVELOPMENT

### GOAL 2

THE GREENWAY  
WILL PROMOTE  
EQUITY

### GOAL 3

THE GREENWAY  
WILL BE A UNIFYING,  
CONNECTIVE,  
MULTI-MODAL  
TRANSPORTATION  
NETWORK

**1 ENVIRONMENTAL SUSTAINABILITY**

**2 EQUITABLE GROWTH**

**3 HISTORIC AND CULTURAL SIGNIFICANCE**

**4 BIKE AND PEDESTRIAN INFRASTRUCTURE  
AND SAFETY**

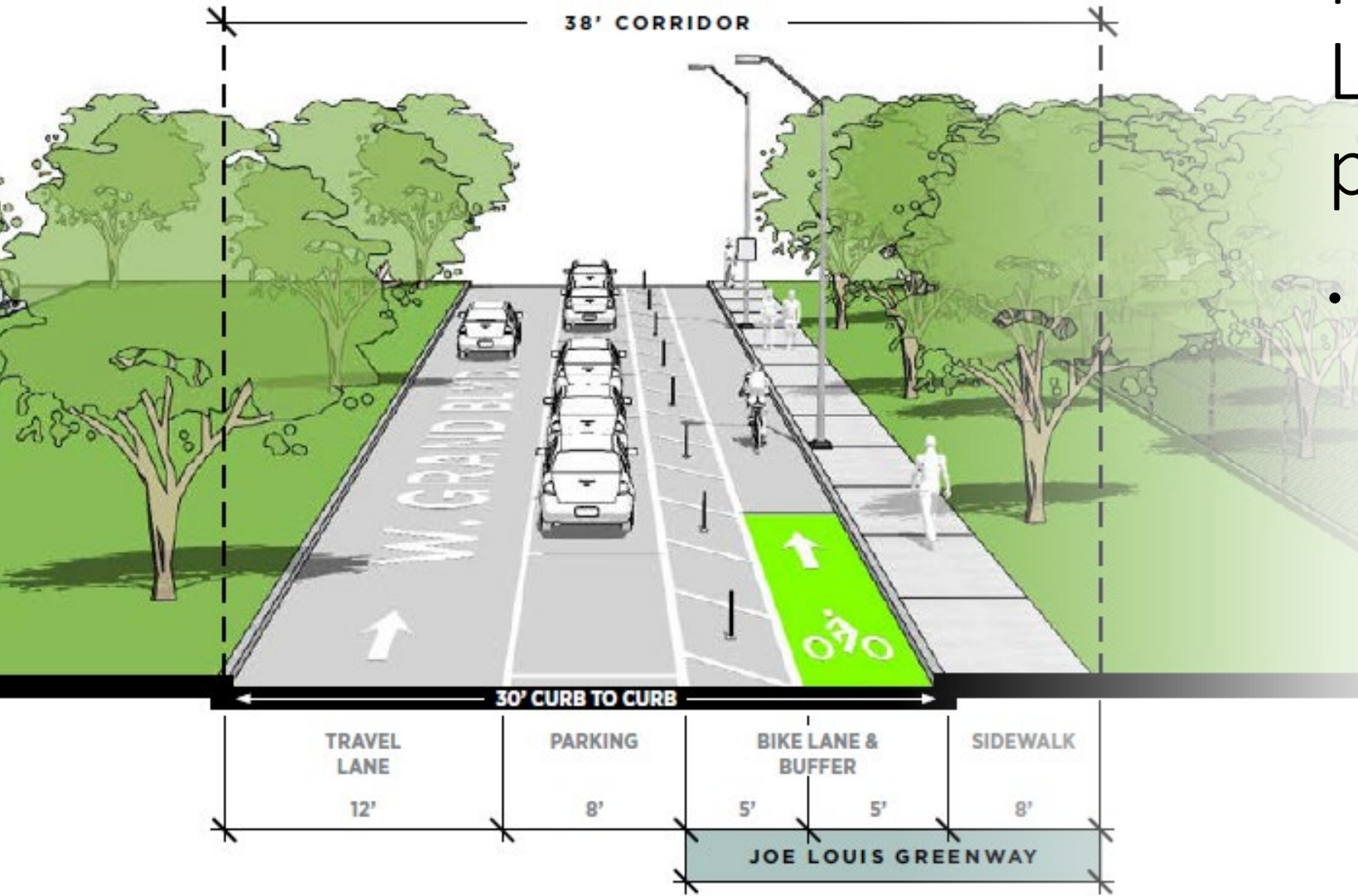
**5 HEALTH AND FITNESS**

**6 CONNECTIVITY AND ACCESSIBILITY**



# How did the Joe Louis Greenway plan work?

- Renderings to help decision-makers, stakeholders, and community understand how the plan will be implemented
  - High quality
  - Specific to each context



LOOKING NORTH

### DIVERSE PEDESTRIAN USERS

#### LOWER-SPEED USERS

Lower-speed users include people who are on foot, families with kids or dogs, seniors and groups of people. These users tend to meander, gather in small groups and make frequent stops. By designing for a separated path with greenway amenities, this ensures that users moving at lower speeds will not be in the way of those moving at higher speeds.

#### MID-SPEED USERS

As mid-speed users, runners and joggers need to be able to navigate the path easily, without encountering slower users. A separated path enables them to stay out of the way of pedestrians, children and dogs, while a decomposed fine aggregate shoulder provides a more comfortable running experience.

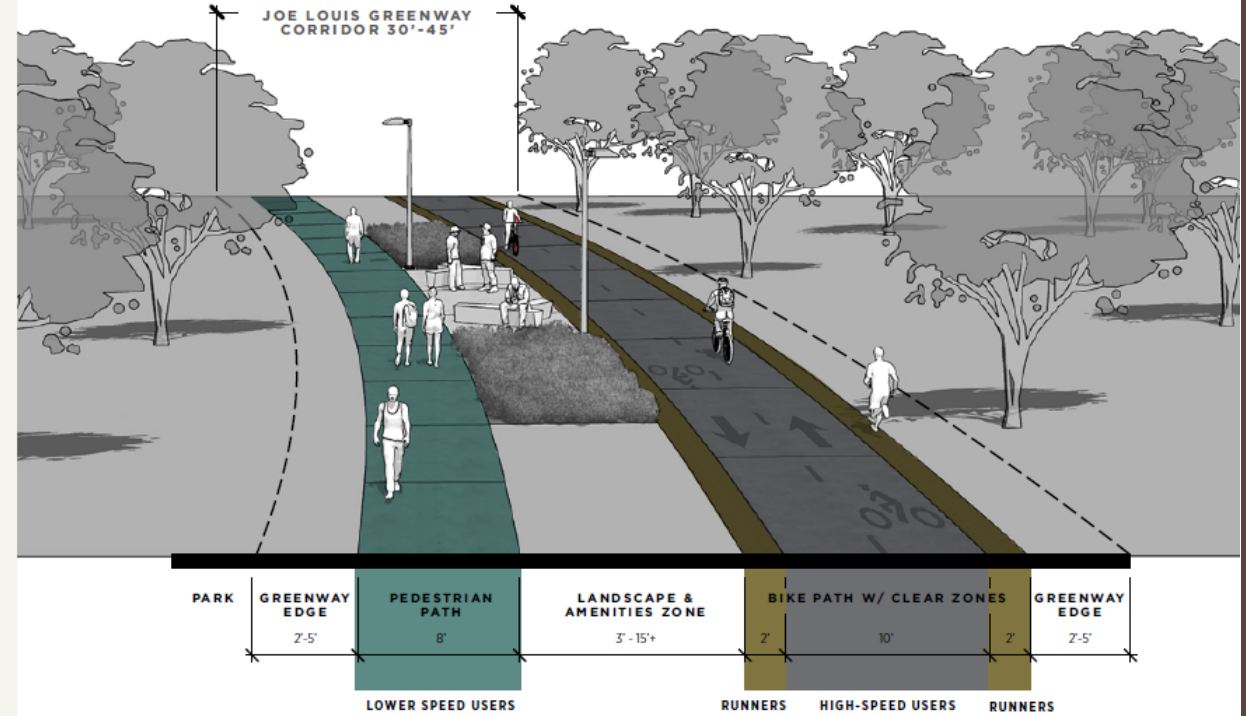
#### HIGHER-SPEED USERS

High-speed users include cyclists, scooter users, skateboarders, rollerbladers, cross country skiers and others. These users tend to move faster and stop less frequently. Separating this path from that of the lower-speed users reduces disruptions that can be caused by dogs, children and slower-moving groups.

People walking • Kids • People hanging out • Families • Seniors • People walking dogs • People with disabilities

Runners • Joggers

Bicyclists • Electric scooters • Rollerbladers • Skateboarders • Electric bikes • Bikes with trailers • Cross country skiers



# “AAA” Design All Ages and Abilities



## Did the plan work?

- DeQuindre Cut has been a popular amenity and community focal point
- Has attracted over \$100 million in public/private investment
- Sections under development now



# Can we do this here?

- Opportunities to retrofit existing infrastructure
  - Roosevelt Park building trail along rail corridor
  - Terrace Street road diet
- Opportunities to work together
  - Community interested in thinking different
- Foundation of regional pathways that have already been built
  - Not everyone can access
- Incredible amenities
- New thinking on transit

# Elements of Muskegon Greenways Concept

- Educate residents about benefits of people-centered urban design
- Create a vision and a plan
  - Engage public to help develop vision
  - Identify a connected network of biking/walking facilities
    - All ages and abilities
- Help people visualize what's possible
  - Renderings that show how our current infrastructure could be transformed improved
- Recommend models for building/managing these facilities



# What's next?

- West Michigan Regional Shoreline Development Commission is willing to facilitate process
- Secure funding
  - Work with foundations in Grand Rapids
  - They have already been informed about concept
- Formal stakeholder support
- Kick off planning process in late 2023
  - RFP
  - Start planning

