

# City of Hancock

## Non-motorized Transportation Network Plan

### 2017-2021



City of Hancock | 399 Quincy St. | Hancock, Michigan 49930

Plan prepared by: City of Hancock Bike & Pedestrian Committee

Adopted: 15 March 2017

# Table of Contents

<b>I. Introduction</b>	<b>1</b>
<b>Purpose</b>	<b>1</b>
<b>Vision Statement</b>	<b>1</b>
<b>Overview of Hancock by Foot or Bike</b>	<b>2</b>
<b>Hancock Bike and Pedestrian Committee and the Planning Process</b>	<b>3</b>
<b>II. Existing Use Patterns and Challenges</b>	<b>4</b>
<b>Findings of Surveys, Public Meetings and Planning Groups</b>	<b>4</b>
2013 Bike Initiative Keweenaw Survey	4
2014 Hancock Non-motorized Survey	6
Public Meetings	14
Safe Routes to School and Youth Destinations	15
Michigan Tech Civil Engineering Class Projects	16
MDOT Training Wheels Course	17
<b>Summary of Identified Challenges</b>	<b>18</b>
<b>III. Network Development Plan</b>	<b>21</b>
<b>Plan Goals</b>	<b>21</b>
<b>Engineering Objectives and Prioritized Projects</b>	<b>21</b>
<b>Non-Engineering Objectives and Strategies</b>	<b>28</b>
Education and Encouragement	28
Enforcement and Equity	29
Evaluation and Planning	29
<b>Implementation Strategy</b>	<b>30</b>
<b>IV. Appendices</b>	<b>33-104</b>
<b>Appendix A. City of Hancock Complete Streets Ordinance</b>	
<b>Appendix B. 2013 Houghton and Hancock Bike and Pedestrian Survey Report</b>	
<b>Appendix C. Map of Problem Crossings in the City of Hancock</b>	
<b>Appendix D. Summary of Key findings from 2011 MTU Complete Streets Proposed Plans</b>	
<b>Appendix E. 2016 MDOT Training Wheels Course presentation slides</b>	

## I. Introduction

### Purpose

The City of Hancock Non-Motorized Transportation Network Plan, in accordance with the City's Complete Streets Ordinance adopted in April 2014 (Appendix A), serves as a framework for planning, construction, renovation and maintenance of the local comprehensive transportation network from the point of view of all users, including pedestrians, cyclists and transit users, with a focus on safety and convenience for non-motorized users of the City's highways, roads, sidewalks, bike routes and off-road trails.

This Plan shall be a living document reviewed at least annually by the Hancock Bike and Pedestrian Committee, with updates recommended as needed to the Hancock Planning Commission and City Council. City officials shall review the Plan when considering new roadway construction or renovations by the City, State or other entities to ensure that the needs of all users are considered in the context of the broader transportation network. In accordance with the principles of Complete Streets, new roads and renovations shall serve to improve safety for all users to the extent practical, and enhance routes and connections for pedestrians and cyclists to reach common destinations like worksites, schools and universities, shopping, parks, and places of worship. A continuing focus on Safe Routes to School, with its 6E's process – Engineering, Education, Encouragement, Enforcement, Equity, and Evaluation – shall ensure that support for safe walking and biking to school is a Hancock priority.

### Vision Statement

**Hancock will become a more walkable and bikeable community where non-motorized transportation is a safe, convenient and pleasurable option for residents and visitors of all ages and abilities, in all seasons and to all destinations.**

## **Overview of Hancock by Foot or Bike**

Hancock is a city in Houghton County, Michigan, established during the 19<sup>th</sup> century copper boom and incorporated in 1903. The City, with a population of 4,634 (U.S. Census 2010) and a land area of 2.60 square miles, is built upon the hills that rise from the north shore of the Portage Waterway. The hilly terrain and abundant snow, averaging 200-300 inches per year, are factors that pose challenges to pedestrians and cyclists.

In the 2010 Census, Hancock had 1,882 households of which 21.4 percent had children under the age of 18 living with them, and 13 percent had someone living alone who was 65 years of age or older. The median age in the city was 34.1 years: 16.7 percent of residents were under the age of 18; 21.8 percent were between the ages of 18 and 24 (many of them students at Finlandia University in Hancock or Michigan Tech University in nearby Houghton); 20.8 percent were from 25 to 44; 21.5 percent were from 45 to 64; and 19.3 percent were 65 years of age or older (compared with about 15 percent age 65-plus in state and national tallies).

Nationally, an estimated 30 percent of people do not have a driver's license, for reasons including age (young or old), health or handicap, poverty, legal restriction, or choice/preference. Among Hancock residents, the percentage of non-drivers is likely closer to 40 given the population makeup including relatively large cohorts of seniors, students and low-income households. The development and maintenance of a safe and convenient non-motorized transportation network benefits all residents and visitors but is especially meaningful for those who rely on travel by foot, bicycle or transit service for essential daily trips.

Hancock is connected to Houghton to the south via US-41 over the Portage Lake Lift Bridge (hereafter "Lift Bridge"), and to points north on the Keweenaw Peninsula via US-41 North, and Michigan trunkline highways M-26 and M-203. The City's central business district is located on several blocks of Quincy Street (US-41 North), with a mix of shops, restaurants, public agencies and Finlandia University. Residential neighborhoods are situated along the Portage Waterfront and to the east, west and north of the downtown district. Newer residential developments are located in the City's northern Quincy Hill area, also home to Barkell Elementary School, Hancock Middle and High School, and U.P. Health System-Portage, a regional hospital and clinic facility. Small parks are maintained in the downtown area and various neighborhoods, with Hancock Beach and Hancock Campground located to the west on M-203. The Maasto Hiihto trail system for walking, biking, skiing and snowshoeing is accessed from the Houghton County Fairgrounds at the north end of Birch Street and from the Tomasi Trailhead on Tomasi Drive. A paved, mixed-use trail (motorized and non-) built on the old Mineral Range Railroad grade extends from Navy Street to the Fairgrounds area, and continues unpaved from the Fairgrounds north toward Calumet and from Navy Street east toward Lake Linden.

Hancock is a small town with quiet neighborhood streets, but thousands of commuters traverse the City daily on US-41 (variously named Lincoln Drive, Quincy Street, Hancock Street, Reservation Street, and Front Street leading to/from the Lift Bridge.) Traveling on or across US-41, and dealing with winter conditions on foot or bike, are difficulties commonly cited by non-motorized travelers. The City operates a public transit service that provides on-demand service to points in Hancock and Houghton, and the area is also served by private taxis.

### **Hancock Bike and Pedestrian Committee and the Planning Process**

The Hancock Bike and Pedestrian Committee was formed in 2013 to give citizens a voice and role in the City's planning and maintenance of facilities for non-motorized transportation. Committee members include Hancock residents and people who commute to Hancock, as well as members of City Council, Planning Commission, City officials including the City Manager, Director of Public Works and police officers, and representatives from Western U.P. Health Department and Western U.P. Planning and Development Region.

The Bike and Pedestrian Committee worked with the Planning Commission and City Council in 2013 and 2014 to craft a Complete Streets ordinance which was adopted in April 2014. The Ordinance calls for the development of this Plan to guide future transportation planning. The Committee gathered public comments on non-motorized transportation destinations, routes and barriers from Hancock residents and commuters through two online surveys conducted in 2013 and 2014-15, and at a public forum in the fall of 2014. Findings of the surveys and public meeting are presented in Section II, along with recommendations from the Barkell Elementary School Safe Routes to School Team and from three Michigan Tech University Civil Engineering Student Projects (Complete Streets Plan, Pedestrian Plan and Cycling Plan).

The Committee met with Michigan Department of Transportation (MDOT) project engineers several times to discuss bike and pedestrian accommodations in the 2014 road project on M-26 from the Lift Bridge to Dollar Bay, with a focus on bike and pedestrian access from the Lift Bridge to Hancock and to points east. The Committee also met with MDOT concerning the design of the 2016 Hancock Streetscape Project (Front, Reservation and Quincy Streets from the Lift Bridge to M-203) to ensure that the project improves bike and pedestrian safety and convenience on those roadways and to and from the Lift Bridge. MDOT staff worked with the Committee to arrive at solutions that either were implemented in 2016 or will be implemented in 2017.

In 2016, the City hosted a one-day Training Wheels course on the planning and design of on-road bicycle facilities that was attended by 25 regional planners, engineers, public officials, bike and pedestrian committee members and bike advocates. Facilitated by MDOT, the course is part of state-level Complete Streets outreach. The course was a primer on engineering solutions to enhance bike safety and connectivity in conformance with national design principles and standards. A brief summary of the Training Wheels course contents and participant ideas for local roadway improvements can be found in Section II of this Plan, and course presentation slides can be referenced in Appendix E.

## **II. Existing Use Patterns and Challenges**

### **Findings of Surveys, Public Meetings and Planning Groups**

#### **2013 Bike Initiative Keweenaw Survey**

In November 2012, the Houghton and Hancock Bicycle and Pedestrian Committees, partnering with Bike Initiative Keweenaw (BIKE!) conducted a survey to record pedestrians' and cyclists' routes, common destinations and feedback on bicycle infrastructure. This online survey was accessible through the City of Hancock and the City of Houghton websites from October 18 to November 21, 2012 and was completed by 695 Houghton and Hancock residents and others who bike commute to destinations in the two cities. The committees published a report on the survey results in 2013 (see Appendix B).

The survey encompassed both Hancock and Houghton in order to provide a comprehensive view of bikers' routes, preferences and destinations. Much of the data collected provides insight into non-motorized travel patterns and needs within Hancock. Some key points include:

#### ***Frequency of Non-motorized Travel***

Survey respondents alone make thousands of bicycle trips through Hancock each year. Respondents who rode bicycles provided detailed descriptions of their six most commonly traveled commuting or recreational routes, including start/endpoints, streets traveled, and seasonal frequency of bike trips.

- 323 respondents described 687 distinct cycling routes through Houghton and Hancock. Seventy percent of respondents began their routes in Houghton, 25 percent originated in Hancock, and 4 percent rode or walked from Chassell and other areas.

- Frequently traveled roads and trails within Hancock included the Lift Bridge (>20,000 trips/year), Hancock Street (>10,000 trips/year) and portions of the multi-purpose trail running through town (~5000 trips/year).
- Cyclists travel through Hancock during all seasons of the year, including winter.

### ***Common Hancock Pedestrian and Cycling Destinations***

Survey respondents were asked to report their three most common destinations when traveling on foot and by bike.

- 227 cyclists reported their top commuting destinations in Houghton and/or Hancock. Locations in or near downtown Hancock were listed by 45 respondents.
- Common Hancock destinations named by cyclists included downtown Hancock (27 respondents), the Maasto Hiihto Trails (12), Pat's IGA (4), Hancock Beach (4), the Jutila Center (3) and Finlandia (3). Other responses were ambiguous as to location, such as "church" and "Portage Health".
- Common Hancock destinations for pedestrians walking for transportation included downtown Hancock (35 respondents), the Keweenaw Co-op (20), Pat's IGA (20) and Finlandia (5).
- Common Hancock destinations for pedestrians walking for recreation included the Maasto Hiihto Trails (45 respondents), Downtown Houghton/Hancock (46), Hancock Beach and Campground (3) and Quincy Hill (3).
- Many Hancock residents also travel across the Lift Bridge to Houghton destinations.

### ***Concerns with non-motorized travel***

Concerns and difficulties with non-motorized travel were abundant in the survey responses but several themes were particularly prominent.

- Principle difficulties among cyclists included "navigating through downtown" (50 respondents) and "traveling across the Lift Bridge" (39). Of the 39 Lift Bridge comments, "access on and off the bridge" was highlighted by 15 respondents. Downtown navigation comments included difficulty finding a safe route down the main streets and (in Houghton) the inconvenience of having to walk one's bike.
- Safe crossings were mentioned in a number of responses. Relevant to Hancock, M-26, Hancock Street and Quincy Street were specific areas of concern for local cyclists.

- Among pedestrian respondents, the most commonly listed dislike to walking in Houghton and Hancock was “no place to safely cross street” (40 respondents), with 19 pedestrians specifically naming “Main Street” in Houghton or Hancock as an area of concern. 38 respondents would like to see “more sidewalks”, with some naming specific locations, while “more snow removal” was mentioned in 36 comments. “Difficulty accessing the Lift Bridge” was named by 18 walkers as an additional area of concern.

### **2014 Hancock Non-motorized Survey**

In the summer of 2014, the Hancock Bike and Pedestrian Committee conducted an additional survey to further understand the frequency, patterns, preferences and barriers of current or would-be non-motorized transportation users traveling to, from or within the city of Hancock in all seasons. In addition to walking and biking, the survey included questions for those traveling by bus or mobility scooter. This online survey was accessible through the City of Hancock website from July 14 to August 29, 2014. The following is a summary of key survey findings.

Of 86 survey respondents, 78 percent (n=65) were residents of the city of Hancock. Eighty seven percent (n=75) of respondents identified themselves as pedestrians, 77 percent (n=66) as cyclists and 6 percent (n=4) as transit users. No mobility scooter users participated in the survey.

#### ***Frequency and season of non-motorized travel***

Seventy three percent of respondents (n=62) made three or more trips per week by foot, bike or bus within, to or from Hancock. Of those, 47 percent (n=40) reported six or more trips per week and 27 percent (n=23) reported 11 or more trips in a typical week using one of these modes of travel.

During the winter (anytime when snow and ice are present), 63 percent of pedestrians continue to walk, 19 percent of cyclists continue to bike and transit use increases, with some transit users indicating “winter-only” use.

#### ***Common Hancock pedestrian destinations***

Hancock destinations most frequented by pedestrians (excluding respondents’ own residence) were the Lift Bridge (15 respondents), the U.S. Post Office (15), the Keweenaw Co-op (14), Pat’s Foods (11) and the Waterfront/parks (10).



Top destinations indicated by respondents were further summarized by general location within the city (hereafter “city zone”; see zone boundary map on pg. 21) *and* destination type (e.g., shops, restaurant/bar, recreation, bank, post office).

#### **Top pedestrian destinations by city zone**

1. **Downtown Hancock** was the most frequented pedestrian region (73 respondents). The post office, hardware store and the Orpheum/Studio Pizza were the most-frequented sites in this region.
2. **North Hancock** was the second most-frequented pedestrian region (24 respondents), where Pat’s Foods and the Maasto Hiihto trails were the top destinations.
3. The third most-frequented region by pedestrians was the **Hancock Waterfront** (17 respondents), including the waterfront parks, beach, multi-use path and businesses.
4. **West Hancock** was indicated as a top-three destination by 17 respondents, where the Keweenaw Co-op was the most frequented site.
5. The **Lift Bridge/Houghton** was indicated by 15 respondents.
6. **East Hancock** was indicated by four respondents.

#### **Top pedestrian destinations by type**

1. **Grocery stores/gas stations** were the most frequented destination type among pedestrians (37 respondents). Most respondents were walking to the Keweenaw Co-op or Pat’s Foods.
2. **Recreational walking** and associated destinations were the second most frequented type of destination (28 respondents), with the Hancock waterfront and the Maasto Hiihto trails being the most popular destinations.
3. **Restaurants/bars** and the **post office** were each indicated by 15 respondents as a top-three destination when walking in Hancock.
4. **Shops**, including Risto’s Hardware and St. Vincent DePaul, were indicated as a top destination by 13 respondents.
5. **Other** top pedestrian destination types were Work/School (11 respondents), a friend’s home (9), Church (4), Community Garden/Farmer’s Market (3), City Hall (2) and Cultural/Art Center (2).

### ***Common Hancock cycling destinations***

Hancock destinations most frequented by cyclists (excluding respondents' own residence) were the Lift Bridge (31 respondents), the Keweenaw Co-op (10) and the Maasto Hiihto trails (9).

When these data were summarized by city zone (see zone boundary map on pg. 21) and destination type (e.g., shops, restaurant/bar, recreation, bank, post office), the following emerged:

#### **Top cycling destinations by city zone**

1. The **Lift Bridge**/Houghton was the most frequented region among cyclists (31 respondents).
2. **West Hancock** destinations, including the Keweenaw Co-op, the Maasto Hiihto trails, Lauren Grove, the County Fairgrounds and access to M-203, were the second most-frequented city region by bike (25 respondents).
3. The third most-frequented Hancock region was **Downtown**, with 17 respondents.
4. **Destinations beyond Hancock** to the west, north or east (e.g, Calumet, McLain State Park, Lake Linden) were indicated by 12 respondents.
5. **Waterfront destinations**, including the waterfront parks, beach, multi-use path and businesses, were indicated by 11 respondents.

#### **Top cycling destinations by type**

1. **Recreational riding** and associated destinations within and beyond Hancock were by far (31 respondents) the most indicated destination type among cyclists. Top destinations within this category were the Maasto Hiihto trails and McLain State Park.
2. **Grocery stores/gas stations** were the next most frequented destination type (15 respondents).
3. **Restaurants/bars** were the third most frequented destination type among cyclists (5 respondents).

### ***Attractions for non-motorized travel in Hancock***

Among **pedestrians**, downtown and Quincy Street shops were either a draw or a nice place to walk for more than half (37 respondents) of those who identified elements they

liked about walking in Hancock in the survey (52). Various elements of infrastructure were also liked by more than half of respondents (34), and included the multi-use path, steps and parks/benches, the Maasto Hiihto Trails, wide sidewalks downtown, minimal side-street traffic, the close proximity of destinations, good maintenance and plowed sidewalks.

Elements of scenic beauty were an attraction for several pedestrians (10 respondents), and included views, the waterfront, trees/green spaces/gardens, birds, fresh air and hills! Opportunities to interact with neighbors and community members, courtesy of drivers and overall safety were also considered attractions.

Elements of Hancock infrastructure that **cyclists** liked were summarized well by one respondent: "I like a designated lane or trail. I use them plus quiet back streets." Specifically, cyclists liked:

- Paved (11 respondents) and unpaved multi-use paths (e.g., to Calumet; 2).
- Maasto Hiihto and connecting Churning Rapids trails (7).
- Close proximity of destinations, increased accessibility on a bicycle and ease of travel (5).
- Light traffic on side streets (6), rideable sidewalks (3) and wide roads (2).
- The wide shoulder on M-203 from Hancock to Hancock Beach/McLain State Park.

Respondents were attracted to cycling as an alternative to driving/a free activity (4), for exercise/invigoration/to get "ready for work" (3), as a means to enjoy the waterfront view and hills (2) and for good family fun (1).

### ***Concerns for non-motorized travel in Hancock***

#### **Pedestrian concerns and areas for improvement**

Pedestrians indicated that the following improvements would enhance their walking experience and encourage them to walk more in/to Hancock:

##### **1. Safe road crossings/Lift Bridge access**

Nearly two-thirds of pedestrian respondents (39 of 51) indicated that safe access to destinations via "well-marked", "safe" and "signed" crosswalks and stairs as well as the establishment of a pedestrian right-of-way would improve their experience walking within, to and from Hancock. The top areas for improvement were crosswalks across Hancock

and Quincy Streets (including the corner at The Scott Hotel; 12 respondents), US-41 to Ethel Avenue, US-41 to Pat's IGA and safe access to the Lift Bridge from both Front and Navy Streets/multi-use path. To improve bridge access, respondents suggested stairs from Navy Street and replacing the yield sign at the northeast end of the bridge with a stop sign. One respondents commented that Hancock Street has become more difficult to cross since White Street has become a one-way street, and obstructed view by parked cars as a hazard to crossing Quincy Street.

## **2. Winter access**

Consistent snow and ice removal during winter would improve the walking experience for more than half of survey respondents (28 of 51). Plowing was suggested on the sidewalks of Quincy and Hancock Streets (with the south sidewalk on Hancock Street receiving much mention), the paved multi-use path, a route to Pat's IGA (including the US-41 sidewalk), and one downhill route to downtown and Navy Street. Several respondents mentioned that large snowbanks pushed into the sidewalk by businesses on Hancock Street prevent safe winter walking. One respondent suggested frequent removal of snowbanks of frequented intersections to improve visibility of pedestrians by cars (e.g., at Pat's IGA and US-41) and another suggested the establishment of a designated winter walking route including frequented destinations.

## **3. Number and condition of sidewalks and paths**

Increasing the number and width and improving maintenance of sidewalks and paths would improve the walking experience for 53 percent (27 of 51) of respondents. Areas specifically mentioned for additional sidewalks/paths were near Barkell Elementary School, on US-41, to Pat's IGA/Quincy Hill and steep hills such as Elevation Street.

One respondent suggested increasing the width of the sidewalk on the bridge would more readily accommodate both cyclists and pedestrians.

Improved sidewalk safety and maintenance was requested by 19 respondents. Suggested improvements included surface repairs, debris removal, pruning of hedges growing into sidewalks, fewer curbs and increasing distance between sidewalks and roads. Improvements to the sidewalk on White Street (3 respondents) and steps replacing the current

pedestrian-worn path up the hillslope to Pat's IGA (2) were also suggested.

**4. Vehicle speed and parking on sidewalks**

Nineteen respondents (37 percent) indicated that reduced vehicle speed via more signage and enforcement of speed limits would improve their walking experience. Specific areas mentioned were Quincy and Hancock Streets and M-203 by Hancock Beach. Respondents also requested that sidewalks be kept clear of parked vehicles and other obstructions (3), reduced driver texting/cell phone use while driving (2) and improved one-way signage for drivers at White Street and US-41.

**5. Off-road paths/designated routes and lanes**

Twenty-five percent (13) of respondents' walking experience could be improved by some type of separation between motorized and non-motorized users and maintenance/expansion of existing paths. Respondents specifically suggested improved maintenance of existing paths (3), the establishment of a walking route including frequented destinations (e.g., the post office) and posted route signs/maps (2), a designated bike lane on Quincy and Hancock Streets (2), encouraged use of White Street (2), barriers between motorized and non-motorized users on roads and multi-use path (2), a path to access the Lift Bridge (1) and encouraged use of alleys (1).

**6. Other**

Other concerns and suggested improvements among pedestrians were improved aesthetics downtown with more gardens and plantings (1), less pet waste (1) and an improved and more affordable transit system (1).

**Pedestrian priority areas**

When pedestrians were asked to prioritize areas of Hancock for improved walkability from a multiple-choice list (generated from the results of the previous survey), the following priorities emerged among 57 respondents:

1. Lift Bridge access from Hancock side (chosen by 81 percent of respondents)

2. Crossing corner of Quincy and White Streets by the Scott Hotel (60 percent)
3. Crossing US-41 by M-203 at Citgo/Krist Station (54 percent)
4. Crossing Quincy Street (51 percent)
5. Crossing Hancock Street (51 percent)
6. Hancock waterfront (46 percent)
7. Elevation Street (23 percent)
8. White Street (21 percent)
9. Crossing M-203 at Hancock Beach (19 percent)
10. Ethel Avenue (16 percent)
11. Ingot Street (12 percent)

### **Cycling concerns and areas for improvement**

When cyclists were asked which improvements would enhance their biking experience and encourage them to bike more often in/to Hancock, the following themes emerged:

#### **1. Safe access to/through the City**

Safe access to and through Hancock was by far the greatest concern among cyclists. Several respondents indicated a general discomfort with the cycling infrastructure of the City and/or a concern for their safety when biking and many respondents (82 comments from 42 respondents) identified more than one concern/area for improvement pertaining to safe access.

**Separate bike lanes.** Eighty-eight percent of respondents (n=37) asked for separated bike lanes on busy Hancock streets, and 22 percent of those specifically requested bike lanes on Quincy and Hancock Streets.

**Access to/across the Lift Bridge.** More than half (22) of cyclist respondents indicated that safe Lift Bridge access from Front Street and Navy Street and safer Lift Bridge crossing (suggestions included the addition of a bike lane, wider sidewalk and removal of “walk your bike” signs on the sidewalk) would improve their biking experience or allow them to feel comfortable traveling to/from Houghton on a bicycle.

**Expanded paths/trail system.** Seventeen percent of respondents (7) suggested extending the existing multi-use path by connecting it to Houghton and Hancock trails, the Lift Bridge and adding more waterfront linkages to downtown and residential areas.

**Bike routes.** Designated bike routes, utilizing low-traffic side roads and off-road paths were suggested by 12 percent of respondents (5), including a waterfront route from Hancock Beach to the Lift Bridge and Dollar Bay, a north/south route on rideable grade, a route along Franklin/Summit Streets from The Scott Hotel to the Keweenaw Co-op and the use of Ohio Street/Lower Lincoln Drive as an alternative to Lincoln Drive.

**Traffic-calming measures.** A few respondents requested the addition of stop lights as well as enforcement of speed limits as a means to slow traffic.

## **2. Driver education and awareness**

More than one-third of respondents (16) indicated that bicycle-friendly drivers would improve their biking experience or encourage them to ride a bike more often. Six respondents requested road signage/markings to increase driver awareness/expectation of cyclists on the roadways, such as “Share the Road”, “Watch for Cyclists” or “Bike Route”.

## **3. Road/trail maintenance**

Approximately one quarter of respondents (11) would like to see improved maintenance of sidewalks, repair of potholes on roads, removal of sand and debris along road edges, maintenance of the multi-use path, removal of curb cuts to facilitate bike travel (e.g., under the bridge between Navy Street and the underpass) and trail signage more visible during non-winter months.

## **4. Bike racks**

The addition of bike racks outside Hancock businesses and on buses would improve the biking experience for 10 percent of survey respondents (4).

## **5. Winter access**

Seven percent of respondents (3) suggested improved winter access, including consistent snow and ice removal on multi-use path (or another route from the Lift Bridge through downtown), in front of the former middle school and on downtown sidewalks (as Quincy and Hancock Streets often become too narrow to safely share with vehicles).

### **Cycling priority areas**

When cyclists were asked to prioritize areas of Hancock for improved bikeability from a multiple-choice list (generated from the results of the previous survey), the following priorities emerged among 49 respondents:

1. Lift Bridge access from Hancock side (chosen by 86 percent of respondents)
2. Quincy Street (76 percent)
3. Hancock Street (69 percent)
4. Multi-use trail from Ramada Inn to Ripley (47 percent)
5. Lincoln Drive (US-41 North; 43 percent)
6. M-203 toward Hancock Beach (43 percent)
7. Multi-use trail from Fairgrounds to Ramada Inn (35 percent)

### **Public Meetings**

The Hancock Bike and Pedestrian Committee held a public meeting on October 9, 2014 to discuss the proposed City of Hancock Non-motorized Transportation Plan and gather stakeholder input. Participants raised several issues similar to concerns raised in the previous surveys.

During the discussion, repeated concern was expressed for safe crossings at specific areas across US-41 within the City of Hancock (see maps in Appendix C). Specifically:

1. Crossing US-41 at the intersection of Quincy, Lincoln and Hancock Streets near Citgo/Krist Oil Service Station. (Finlandia University students must cross this intersection to attend classes at the Jutila Center).
2. The intersection at Hancock and Front Streets across US-41 (near Holiday Service Station) and the intersection at Reservation and Quincy Streets across US-41 (near The Scott Hotel).



3. Safe non-motorized crossing and access to the Lift Bridge for traveling in both directions.

### **Safe Routes to School and Youth Destinations**

Safe places to walk and bike are especially important for school-aged children because they need daily physical activity for healthy development, and yet may be less visible to drivers and generally have less awareness of traffic danger. Health care professionals fear that today's parents will be the first generation to outlive their children due to increases in illnesses like heart disease and diabetes, which are caused in part by lack of physical activity. In 1969, nearly half of American children walked or rode a bike to school each day. As of 2009, that number had dropped to 12 percent. Safe Routes to School and Complete Streets programs create safer environments for children and families to walk or bike to school, to local parks and playgrounds, and to friends' houses.

In 2013-14, Barkell Elementary School formed a Safe Routes to School Team composed of Hancock Public Schools teachers and school administrators, Western U.P. Health Department staff, a member of the Hancock Planning Commission, and the Hancock City Manager and Director of Public Works. The team conducted student and parent surveys and a neighborhood walking audit, and then identified projects to make walking and biking to school safer and more convenient. The school district then changed its policy to allow students to bike to the elementary school after they and their parents attend a bike-safety education session with school officials and Hancock Police officers.

Several engineering and infrastructure projects were identified to improve conditions for safe non-motorized travel to Barkell Elementary School:

- Brushing of school zone signs to make them more visible to drivers (completed by the City of Hancock, fall 2014).
- Reconfiguring bus and car drop-off points to avoid danger to pedestrians (completed by Hancock Public Schools, fall 2014).
- Improving safety for walkers approaching the school from the north and south on the sidewalk on Elevation Street (completed August 2015 with the construction of sidewalks along the north and south sides of the school driveway, with a raised crosswalk for students to cross from south to north toward the school entrance, with funding from Western U.P. Health Department, City of Houghton and Hancock Public Schools).
- Installation of a sidewalk on the north side of Ingot Street from Birch to Elevation.

Other youth-specific destinations and planning considerations include Hancock Middle-High School on Campus Drive, Hancock Beach on M-203 and the pedestrian and bike issues identified above, especially on and around US-41 north- and south-bound.

### **Michigan Tech Civil Engineering Class Projects**

In 2011, a Michigan Tech Civil Engineering class project focused on non-motorized transportation in the City of Hancock, producing three reports: a Complete Streets Plan, Pedestrian Plan and Bicycle Plan. A summary of the key findings of these three plans can be found in Appendix D.

The Complete Streets Design Manual explained the Complete Streets concept and outlined considerations for adopting and implementing Complete Streets in Hancock, including assistance, technical details, unique considerations (e.g. intersections, on-street parking) and benefits. The document was modeled after the City of New Haven, Connecticut Complete Streets Design Manual of 2010. The mission statement for the Complete Streets Design Manual was “To guide and stimulate the development of a network, that is accessible through all modes of transportation, and promotes a stronger community.”

The Pedestrian Plan identified major locations of interest for pedestrians including Downtown Hancock, McAfee Field, Houghton County Fairgrounds, Barkell Elementary School, Hancock Central High School and Middle School, Hancock Beach, Portage Health-Hancock, Finlandia main campus and the Jutila Center. The plan focused on creating new sidewalks along the main streets to increase route connectivity. It determined that downtown and the Finlandia campuses have existing pedestrian connections and do not require new paths to be constructed. The plan also emphasized the importance of snow removal and maintenance of existing sidewalks and paths. The MTU pedestrian plan did not focus on the difficult road crossings which are identified in this document as a priority pedestrian issue, but it did recommend a study to determine if traffic signals would make it easier and safer for pedestrians to cross Quincy and Hancock Streets.

The Bicycle Plan proposed several looped networks to connect popular destinations in Hancock with bike lanes and signage, including the U.P. Health System – Portage Hospital, Barkell Elementary School, Hancock Middle and High Schools, Finlandia University, the Houghton County Arena, Hancock Beach, and McAfee Field. The Lift Bridge/access to Houghton are not considered in the plan. Many of the suggested routes in the plan have been incorporated here, including similar east-west and north-south routes, and bike lanes on streets including Birch and Ingot streets as well as the south side of Hancock Street.

### **MDOT Training Wheels Course**

The 2016 MDOT Training Wheels bicycle facility design training was held in Hancock and led by professional planners and engineers from the engineering firm T.Y. Lin International (see course presentation slides, Appendix E.) Together, the group of planners, engineers, public officials and bike and pedestrian advocates identified the top local challenges for non-motorized users to be the Lift Bridge, followed generally by a need for improved safety and accessibility/connectivity. The training included a presentation of design principles and best practices for on- and off-street bicycle facilities, intersections and bicycle parking and maintenance, a bike tour of local facilities and challenges, and a brainstorming session for improving access to the Lift Bridge.

The group was introduced to the Level of Traffic Stress (LTS) design approach, a qualitative measure of the level of stress a road or facility causes bicyclist users. LTS is based on data that suggest that only 8 percent of a given population are confident riders, while 60 percent are interested in bicycling, but are concerned and tend to be more comfortable with designated facilities with a higher degree of separation from drivers. In this way, adding a two-foot buffer to a standard bike lane on an arterial road may markedly increase the proportion of the community that is comfortable using it.

Designing facilities for the 60 percent who are “Interested but concerned” includes incorporating principles such as:

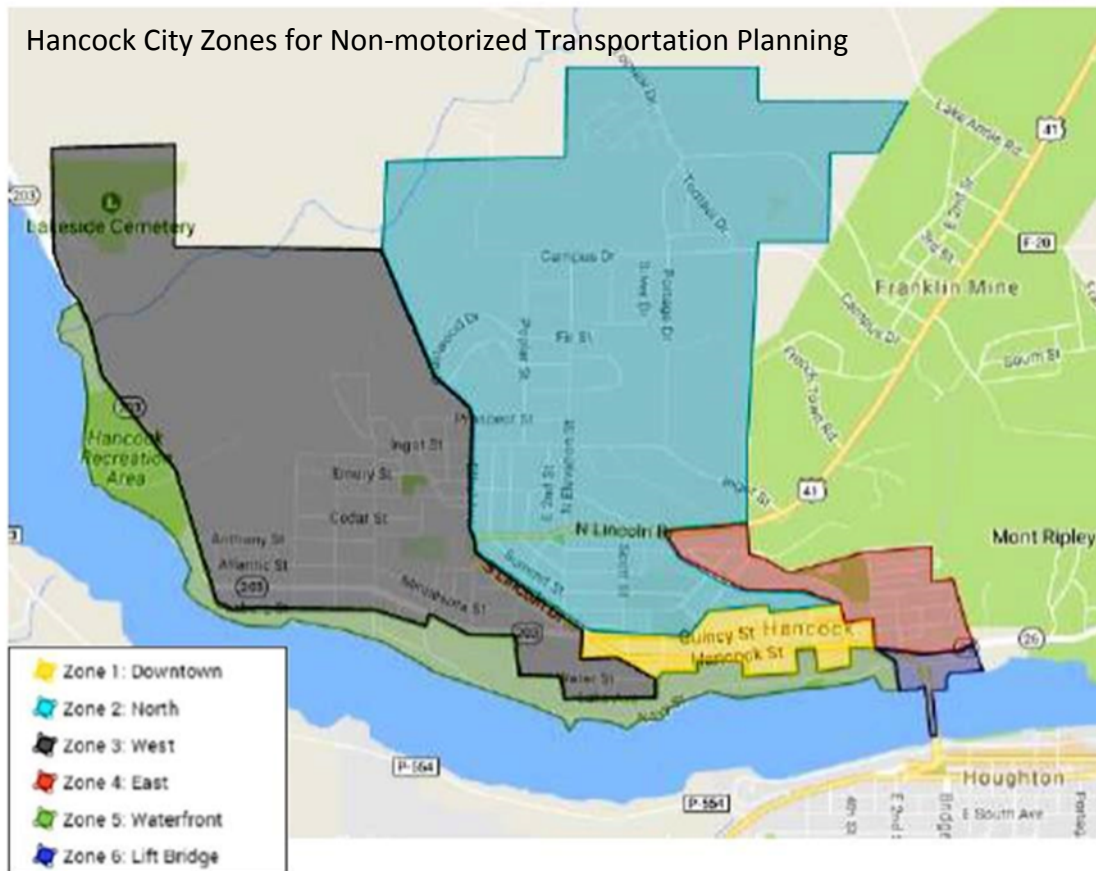
- Providing a smooth riding surface with adequate room.
- Making roads inviting to bicyclists (by reducing traffic speed, reallocating road space, linking low-stress roads, and increasing safety at intersections where the majority of accidents occur).
- Making drivers aware of bicyclists with pavement markings and signs, as needed.
- Developing a roadway network with guide signs.
- Supplementing the roadway network with off-road paths, as needed.

Ideas generated during the brainstorming session for improving Lift Bridge access included:

- Installing a roundabout at the bridge exit/entry point.
- Merging the west-side bridge underpass with Navy Street/using the east side underpass area for bike and pedestrian access from Navy Street to the bridge.
- Improving safe pedestrian islands.
- Modifying travel lane configuration on the bridge, widening the bridge sidewalks and increasing bridge railing height.

## Summary of Identified Challenges

Many of Hancock’s most commonly cited problem areas or challenges relate to safe pedestrian and bicycle access to the city, particularly travel on or across US-41 especially on Quincy, Hancock, Front and Reservation Streets and the Lift Bridge. Users generally find the lack of connectivity among existing facilities (multi-use path, sidewalks and trails) within the city and to the downtown business district, residential neighborhoods and neighboring communities to be a significant challenge. Another challenge is the absence of designated facilities that impose a separation from motorized vehicles, serve to calm traffic, improve driver awareness (e.g., signage) and encourage use (e.g., bike racks). Maintenance of sidewalks, roads and trails is a concern, and a lack of access to frequented destinations during winter months is a particular challenge. Specific challenges or barriers by city zone (see map inset below) include:



### **Zone 1 - Downtown Hancock**

- Safe crossing for pedestrians on Quincy and Hancock Streets in the downtown area has been a top concern for respondents in all surveys and public meetings.
- Traffic speed and volume (at certain times of day) are impediments to safely crossing Quincy and Hancock Streets.
- Specific crossings that are problematic include:
  - Crossing the intersection where Reservation Street connects to White Street (for uphill one-way travel) and Quincy Street via left turn (at the Scott Hotel.)
  - Crossing US-41 by the Citgo/Krist gas station.
- Snow removal on sidewalks, specifically the snow piles that build up on the south sidewalk of Hancock Street, Quincy Street and the old Middle School.
- Safe access to the City by bike. Lack of separation between vehicle traffic and bikes on Quincy and Hancock Streets. Vehicle-cycle accidents have occurred along Hancock Street.
- Lack of bike rack/locking locations.

### **Zone 2 - North Hancock**

- Safe pedestrian crossing of US-41, especially for access to the Keweenaw Co-op and Pat's IGA.
- Traffic speed and volume are impediments to safely crossing US-41.
- Pedestrian access to Pat's IGA; in the summer users follow a worn dirt trail up the hill. In the winter, snowbanks and lack of snow removal along the sidewalks on US-41 create problems with that route.
- Ingot Street does not have designated bike or pedestrian infrastructure; this is a concern identified by the Safe Routes to School program given its proximity to the school.
- Incomplete network of sidewalks around Barkell Elementary School.
- Poor sidewalk condition on White Street.
- Lack of maintained sidewalks on steep hills such as Elevation Street.

### **Zone 3 - West Hancock**

- Crossing M-203 for non-motorized users on the multi-use trail (by Gino's).

- It can be difficult for pedestrians and bikes to access Ethel Avenue (and Ethel Avenue destinations) from existing non-motorized paths and sidewalks.
- Gravel (lack of trail maintenance) and steep curbs on the multi-use trail along US-41 between the M-203 intersection and the Maasto Hiihto trails are an issue for cyclists.
- There are no clearly marked routes for pedestrians and bikes to access Houghton Co. fairgrounds, Maasto Hiihto trailhead, and other destinations in this area.

#### **Zone 4 - East Hancock**

- Front Street poses major issues for non-motorized users. Crossing is very difficult, and this creates problems for travel between the Lift Bridge and desired Hancock locations (problems are closely linked to Lift Bridge access - see below).
- Crossing Front Street and Reservation Street by the Holiday Station (i.e., traveling between the Lift Bridge and Hancock Street).

#### **Zone 5 - Hancock Waterfront**

- Accessing the waterfront from the Lift Bridge (problems are closely linked to Lift Bridge access - see below).
- At Hancock Beach, traffic speeds and parking on the road shoulders impede non-motorized user access.
- Along the multi-use path, accessibility during winter months, shared use with motorized vehicles and hazards on the path/need for maintenance.
- Creating public access for cyclists and pedestrians along the waterfront west of Porvoo Park, from the condominiums to Jasberg Street.

#### **Zone 6 - The Portage Lake Lift Bridge:**

- Safe non-motorized access to the Lift Bridge from both Front and Navy Streets/multi-use path. Specifics include:
  - Crosswalk across the underpass from Front Street to the Lift Bridge sidewalk is at an angle that is very difficult for cyclists.
  - Crosswalk leading from the east side of the Lift Bridge to the north side of Front Street is in a bad location; pedestrians cannot see vehicle turn signals from the crosswalk start.

- No pedestrian routes exist from the Lift Bridge to Navy Street and the multi-use trail. Steep and eroding social trails have developed to fill the need to travel between these two destinations.
- Lack of curb cuts and cycle-friendly routes that allow bikes easy access on and off the Lift Bridge (improved on the east side of the Lift Bridge since the 2014 Ripley project).
- Limited ways to get from one side of the Lift Bridge to the other. For example, a non-motorized user exiting on west side of the Lift Bridge in Hancock and needing to reach the east side would either have to cross 4 lanes of traffic on Front Street or scramble down the steep slope and go under the Lift Bridge.
- Increase width and railing height of sidewalk on the Lift Bridge.
- Conflicts caused by the “Walk your Bike” signs on the Lift Bridge.

### **III. Network Development Plan**

#### **Plan Goals**

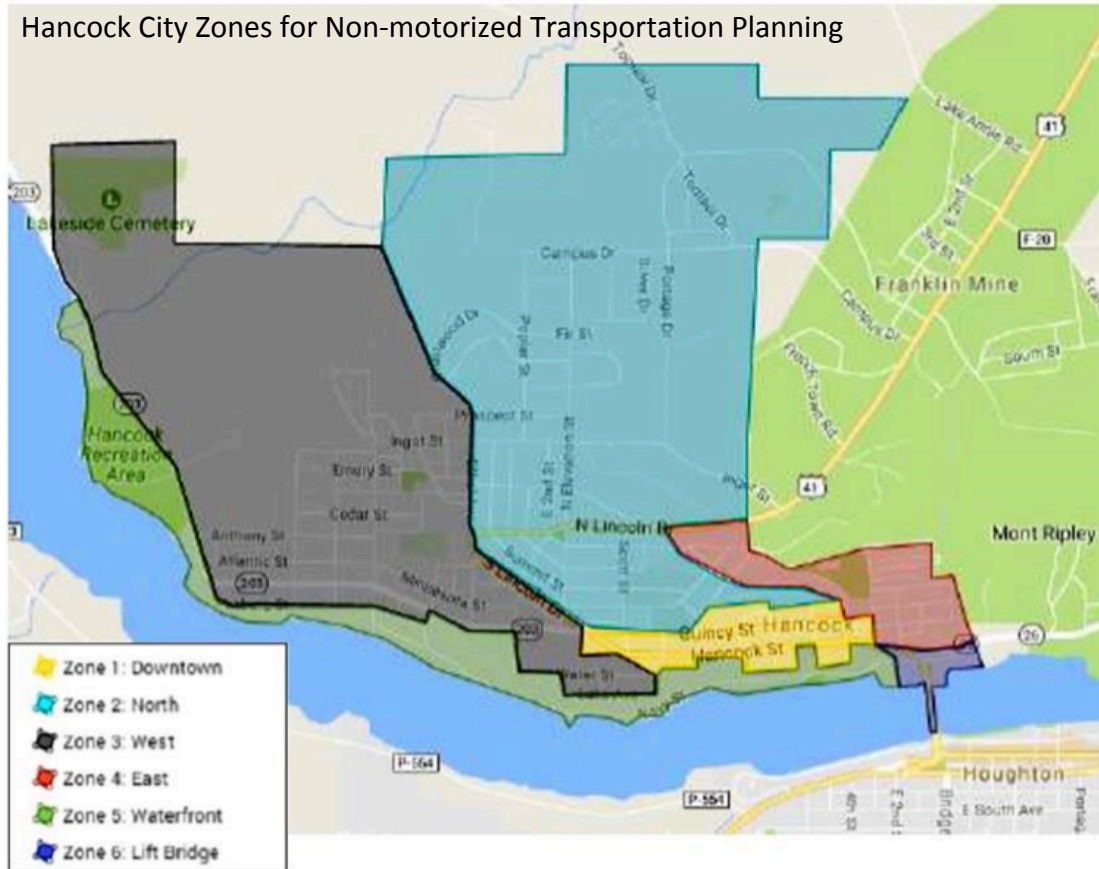
This Plan aims to help the City of Hancock provide a safe, convenient and pleasurable network of non-motorized options for residents and visitors of all ages and abilities, in all seasons and to all destinations, through the following long-term goals:

1. Improve pedestrian and cyclist access and safety throughout the City,
2. Improve access to the Portage Lake Lift Bridge,
3. Improve winter access to pedestrian and biking facilities,
4. Improve connectivity within the city and to neighboring communities, including key destinations, via established travel routes,
5. Improve Safe Routes to Schools and other youth destinations,
6. Maintain existing/develop new scenic walk- and bikeways removed from traffic,
7. Maintain all walkways and bikeways,
8. Foster a culture of encouragement of non-motorized transportation.

#### **Engineering Objectives and Prioritized Projects**

The following list of engineering objectives and prioritized walking and biking projects are grouped by city zone (see map below). Projects were prioritized on the basis of four factors: 1) the proportion of users who cited the problem/need in surveys or the public forum, 2) the urgency of the issue with respect to safety, 3) the number of users impacted (i.e., essential

connectivity or access issues), and 4) the impact on special populations including children, elderly and differently-abled persons. *Items completed in 2016 are indicated with an asterisk (\*). Items scheduled for completion in 2017 are indicated with a double asterisk (\*\*).*



**Zone 1 - Downtown Hancock** (Quincy and Hancock Streets between Reservation Street and Lincoln Drive, including the short cross streets that join them, and also contiguous and accessible areas within one block to the east, north and south, including Dunstan Street at the eastern limit; Franklin, Holland, Road and Franklin Streets from east to west between White Street and Lincoln Drive on the north; and Depot and Water Streets on the south.)

**Objectives:** Walking and biking in downtown Hancock is encouraged, safe and pleasurable in all seasons. Downtown sidewalks are well-maintained and accessible during winter months. Road crossings are safe. There is sufficient downtown bike parking. Bike routes direct cyclists to and through downtown and link to key destination in Hancock and beyond.



### **Prioritized Projects:**

- Add bumpouts on downtown Quincy Street crosswalks (N. & S. sides) to facilitate safe pedestrian crossing, including Quincy & White Streets and Quincy Street & M-203.\*
- Widen the pedestrian triangle and reduce vehicle lane width at Quincy Street and M-203 if this is compatible with extending the Hancock Street bike lane to this intersection.
- Add bumpouts on downtown Hancock Street crosswalks (N. sides only) to facilitate pedestrian crossing. Planned bumpouts for 2017 include Tezcuco, Ravine, Montezuma, and Dakota Streets. \*\*
- Improve winter snow removal on Quincy, Hancock and connecting streets, with priority given to improving conditions on Hancock Street.
- Add a two-foot buffer to the bike lane on Hancock Street. Extend this bike lane to M-203 to connect to a buffered bike lane on M-203 from Gino's Restaurant to Hancock Beach (see zone 3).
- Develop a signed east-west route to direct bike traffic through the downtown area and to connecting routes, paths and trails to popular destinations such as McLain State Park and the Maasto Hiihto trailheads.
- Determine feasibility of a bike lane or shared road on Quincy Street and/or a bike boulevard on an adjacent east-west through-street.
- Develop bicycle/pedestrian-friendly facilities downtown, such as:
  - Signage directing bikes on appropriate routes through downtown.
  - Pedestrian-friendly lighting.
  - Bike parking in strategic downtown locations, including increased bike parking in the first block between KC Bonkers and the Bike Shop.
- Consider installation of pedestrian-activated rectangular rapid flash beacons (lights flash only when someone needs to cross) at high-use crosswalk on one-way pairs like Quincy and Hancock Streets.
- Evaluate effectiveness of the new bumpouts, bike lane and other improvements on traffic calming via community surveys. Explore additional traffic calming measures if vehicle speed remains a top concern.
- Continue to monitor non-motorized use patterns at the Front/Reservation Streets traffic island, and seek ways to improve safety of this crossing or discourage its use, as needed.

**Zone 2 - North Hancock** (The area north of Downtown Hancock, east of South Lincoln Drive, south of North Lincoln Drive, and west of White Street that includes the Finlandia University main campus and residential neighborhoods; plus north of South Lincoln Drive and east of Ethel Avenue and Crestwood Drive, also known as the Quincy Hill area):

**Objectives:** Major destinations (e.g., Portage Hospital, schools, Pat’s IGA) are accessible from downtown, residential areas and existing bike & pedestrian infrastructure via a network of connected facilities. Bike & pedestrian infrastructure in North Hancock contributes to connected networks that allow non-motorized users to move safely north/south (e.g. Houghton to Calumet) and east/west through Hancock. Youth can safely walk or bike to and from school.

**Prioritized Projects:**

- Develop two safe crossings of US-41 that lead from the residential neighborhoods to Pat’s IGA (between White and Elevation Streets).
  - Consider a pedestrian island at the former turn lane on US-41 at White Street to provide a safe oasis for pedestrians crossing between Pat’s IGA and White Street.
  - Consider a road crossing at Scott Street and direction of bike and pedestrian traffic onto Pine Street between Scott and White Streets.
  - Elevation Street may be another place to provide a safe crossing, though this would be out of the way for some non-motorized users.
  - Wherever a road crossing is chosen, develop a staircase or other pedestrian walkway that leads uphill from the crossing on US-41 to the Pat’s IGA parking lot.
  - Add a sidewalk or other safe paved path to Market Street (by US-41).
- Identify and install a bike lane on White Street that allows for the safest design for bike traffic in both directions, providing a north-south conduit that bypasses downtown traffic.\*\*
- Develop a bike route that includes a bike lane along one or both sides of Ingot Street from Birch to Portage Streets (note: if both sides are chosen, some parking would need to be eliminated), a bike lane from Portage Street to Campus Drive and a bike lane connecting the existing Campus Drive bike path to the Campus Drive extension at Birch Street. This loop includes the elementary school and the hospital. \*\*

- Consider a scenic walking route that incorporates historic stairs and alleyways and links downtown to destinations on Quincy Hill (e.g., Quincy Mine, Peterson’s Fish Market, the hospital and schools). Give priority to alleys in which the Department of Public Works needs to keep clear. Consider interpretive partnership opportunities for a historic or geocache/fitness themed route.

**Zone 3 - West Hancock** (West of US-41 and Ethel Avenue, including the County Fairgrounds and neighborhoods accessed from M-203):

**Objectives:** Bike & pedestrian infrastructure in West Hancock connects and guides non-motorized users to recreational destinations, to the Keweenaw Co-op, to Hancock schools and to routes in other city zones.

**Prioritized projects:**

- Add dual buffered bike lanes (2-foot buffer) on M-203 from Gino’s Restaurant to the curve near the Hancock Beach. Add signage and stenciling to this bike lane and continue the signage out to McLain State Park if possible.
- Install a sidewalk on the north side of Ingot Street from Birch to Elevation Streets for youth walking to school.
- Develop clearly marked routes for pedestrians and bikes to access Houghton County fairgrounds, the Maasto Hiihto trailhead, and other destinations in this area.
- Add a dual buffered bike lane (as space permits) on Birch Street from M-203 to Ingot Street as part of a looped bike route that includes the elementary school and the hospital (see Zone 2 - North Hancock).
- Consider ways to improve the non-motorized crossing on the multi-use trail at M-203.
- Consider a year-round safe route to the Keweenaw Co-op from downtown and North Hancock:
  - Designate a safe US-41 crossing.
  - Develop a connector between the multi-use trail and Ethel Avenue Non-motorized users currently use the tire shop driveway and join Ethel Avenue on a curve where motorists may not see them and where snow accumulates during winter.
  - Add curb cuts along multi-use trail from M-203 to Ingot Street.

- Maintain the multi-use trail between M-203 and Ingot Street free of gravel. Consider eliminating the gravel section for these few blocks.
- Consider existing utility easements along alleyways.

**Zone 4 - East Hancock** (east of White Street and south of North Lincoln Drive):

**Objectives:** East Hancock residents and other users have safe access to walking and biking facilities that connect with other city zones, including the Lift Bridge and downtown.

**Prioritized Projects:**

- Create signage or other ways to funnel pedestrian traffic to downtown destinations via the historic stairway in East Hancock.
- Improve winter snow removal on sidewalks, particularly on Front Street, and the East Hancock stairway (consider options such as a neighborhood adopt-a-stairway program).

**Zone 5 - Hancock Waterfront** (including the waterfront parks, beach, multi-use path and businesses):

**Objectives:** Resident and visiting non-motorized users are easily able to connect with existing facilities along the Hancock waterfront, including walking paths, businesses and the multi-use trail. An east-west route along the waterfront links non-motorized users from the Lift Bridge to the Hancock Beach. Cyclists and pedestrians are encouraged to use this route.

**Prioritized Projects:**

- Maintain year-round access to the multi-use path.
- Add bicycle/pedestrian facilities in locations along the waterfront and multi-use trail. Examples include a bike repair station, water fountain, maps of local cycling networks, and signage directing non-motorized users to safe travel corridors.
- Create signed routes to waterfront destinations such as the Hancock Beach. This route could use quiet side streets like Water and Jasberg Streets.
- Consider a public waterfront trail extending Navy Street from Tezcuco to Jasberg Streets. This trail could serve as a scenic east/west waterfront destination for

cyclists and pedestrians as well as a connector to the Hancock Beach via Jasberg Street to the west and to the Quincy Smelter and points beyond to the east.

- Support and encourage regional planning to develop the lower railroad grade from the Hancock waterfront to Lake Linden as a non-motorized path.

### **Zone 6 - The Portage Lake Lift Bridge:**

**Objectives:** Cyclists and pedestrians of all ages and abilities can readily and safely travel between Houghton and Hancock destinations via the Lift Bridge and facilities along the waterfront are accessible from the Lift Bridge.

#### **Prioritized Projects:**

- Widen the curb cut at the east side of the bridge and move it to the west (to the south of the curve) to increase visibility of all users (cyclists, pedestrians and drivers). \*\*
- Move the crosswalk on North Front Street/M-26 on the east side of the bridge to the west in order to pass in front of traffic stopped at the stop sign/paused at the yield sign, making crossing pedestrians more visible to motorists. \*\*
- Install wide curb cuts at bikeable angles on the sidewalks connecting to the west side of the bridge from south sidewalk on Front Street at the bridge underpass. \*\*
- Merge the bridge underpass with Navy Street on the west side of the bridge, with a stop sign on Navy Street, with the right-of-way given to through-traffic from Hancock to Lake Linden. Traffic to Lake Linden would then join M-26 via a right turn at the stop sign north of the Houghton County Marina. This would eliminate the underpass ramp on the east side of the bridge.
- Add a crosswalk across Navy Street/underpass on the west side of the bridge.
- Use the area on the east side of the bridge (former underpass) to connect the waterfront facilities with the bridge via a bikeable/wheelchair accessible ramp and/or staircase that can be maintained year-round.
- Consider methods for traveling between the east and west bridge sidewalks (e.g., a crosswalk with a pedestrian island).
- Consider methods to accommodate more non-motorized users crossing the bridge (e.g., widening the sidewalk, addressing “walk your bike” signs and rail height).

- In the long term, when bridge replacement becomes a consideration, integrate bike and pedestrian improvements into the design process.

### **Non-Engineering Objectives and Strategies**

In addition to providing facilities that welcome non-motorized use, the City of Hancock will promote walking and biking among its residents, the outlying community and visitors in the following ways, using the “6E’s” approach (Education, Encouragement, Enforcement, Equity, and Evaluation/Planning as well as the Engineering objectives outlined above):

#### **Education and Encouragement:**

- Participate in Bike to Work Day, the National Bike Challenge and winter biking events annually/as the opportunity arises.
- Consider the functionalities of online and printed versions of a map of Hancock bike and pedestrian facilities, destinations and routes to coordinate with on-street signage.
- Seek Bike Friendly Community status, either as a City or together with Houghton as a community.
- Support the non-motorized objectives of neighboring communities, and create partnerships that facilitate the creation of a non-motorized network within and beyond Hancock.
- Partner with the schools to promote biking and walking to school among students and staff.
- Partner with regional advocacy organization Bike Initiative Keweenaw (BIKE!) to educate the business community about the economic benefits of non-motorized transportation and recreation.
- Partner with BIKE! to provide educational trainings for those interested in biking, but lacking confidence, skill or understanding of the laws.
- Encourage local businesses and Finlandia University to promote bike-commuting among employees and students by adopting Bike Friendly Business/University principles.

- Coordinate with regional municipalities, BIKE!, law enforcement and Secretary of State to educate drivers about how to safely share roadways with bicycles.

#### **Enforcement and Equity:**

- Partner with the League of Michigan Bicyclists and BIKE! to host a law enforcement training of city, county and state officers.
- Engage in dialogue with City law enforcement officials about methods and feasibility of increasing enforcement of speed limits, parking regulations and snow removal on bike and walkways within city limits.
- Coordinate with law enforcement and community officials to create a standardized approach to signage, messaging, right-of-way and other considerations, whose effectiveness and safety may be greater if practiced at a regional rather than a city-specific scale (minimally include the City of Houghton and Michigan Technological University).
- Develop a method of tracking bike- and pedestrian-related accidents and incidents as well as communication of these incidents with the Bike and Pedestrian Committee.

#### **Evaluation and Planning**

Ongoing monitoring, evaluation and continuous improvement planning are necessary for accountability and long-term progress. This Plan will be reviewed annually by the Bike and Pedestrian Committee and a summary of progress will be submitted to the City Manager and City Council. To evaluate effectiveness, the Committee will implement measures such as periodic satisfaction surveys, surveys of use patterns and barriers/hazards, monitoring of accident reports, and tracking comments to the City Website, as well as documenting new funding and construction.

In response to emerging issues, new use patterns, funding opportunities, public comments and other local or external factors, the Bike and Pedestrian Committee may propose revisions to this five-year Plan to the City Planning Commission and Council at any time. The Committee shall convene by early in 2020 to consider inventories of existing infrastructure, surveys, public hearings, focus groups and other means to gather information for a 2022-26 Non-Motorized Transportation Network Plan, and shall develop a process and timeline for completing a new five-year plan by summer 2021 for recommendation to the City Planning Commission and Council.

## Implementation Strategy

---

Timeframe	Implementation step
February 2017	The City Planning Commission reviews the draft Plan and may propose changes.
April 2017	The City Council adopts the amended Plan. The Plan is attached to the revised 2017-2021 Hancock Strategic Plan.
April 2017	City staff post the Plan to the City website and work in coordination with the Bike and Pedestrian Committee to draft some web content pertaining to non-motorized users, including a method of reporting problems or suggestions.
Monthly 2017-2021	The Bike and Pedestrian Committee meets regularly and includes one City Council member liaison who ensures the continuity of the Committee.
Ongoing	City officials consult the Plan and current facility design best practices in consideration of all new roadway construction or renovations by the City, State or other entities and seek guidance from the Bike and Pedestrian Committee regarding ways in which needs of all users can be accommodated to the extent possible.
December 2017-2021	In communication with the City Manager and County and State officials, the Bike and Pedestrian Committee assembles a list of upcoming road improvements to City streets and/or other trunk lines along with important planning deadlines.
January 2017-2021	The Bike and Pedestrian Committee reviews the adopted Plan and recommends updates as needed to the Hancock Planning Commission and City Council.
	The Committee drafts an annual action plan of both engineering and non-

---



engineering project priorities. The Committee will align engineering projects with upcoming road improvement projects as possible. A summary of the action plan and the previous years' progress is submitted to the City Manager.

February  
2017-2021

The City Council reviews, considers, amends and/or approves the Bike and Pedestrian Committee annual action plan.

Ongoing

The Bike and Pedestrian Committee engages in dialogue with the City Department of Public Works, Houghton County Road Commission and MDOT during the planning phase of all upcoming projects on or connecting to Hancock streets, paths or sidewalks. The Committee provides recommendations that support the goals and objectives of this Plan.

Annually

The Department of Public Work facilitates the maintenance of existing walking and biking infrastructure (e.g., painting of crosswalks and bike lanes, inspecting condition of signage, brushing around signs, removal of debris and snow) as feasible.

Ongoing,  
as decided

The Bike and Pedestrian Committee coordinates with schools, law enforcement, officials from neighboring communities, local and regional non-motorized user advocacy groups, business owners, consultants and others to achieve non-engineering goals.

Winter-Spring  
2020

The Bike and Pedestrian Committee begins planning for the 2022-2026 Non-motorized Transportation Network Plan by reviewing progress from 2017-2020 and identifying planning steps and methods and a timeline to collect public comments and other relevant data.

Summer-Fall  
2020

The Bike and Pedestrian Committee gathers and analyzes data from public comments, surveys of use patterns and opinions, and other sources, and determines priorities for improvements to further the vision of a more bikeable and walkable community.

Winter-Spring  
2021

The Bike and Pedestrian Committee completes its draft of a 2022-2026 Non-motorized Transportation Network Plan.

---

Summer-Fall 2021	The Bike and Pedestrian Committee presents its 2022-2026 Non-motorized Transportation Network Plan to the Planning Commission and City Council for approval.
---------------------	--

---

## **APPENDICES**

**Appendix A. City of Hancock Complete Streets Ordinance**

**Appendix B. 2013 Houghton and Hancock Bike and Pedestrian Survey Report**

**Appendix C. Map of Problem Crossings in the City of Hancock**

**Appendix D. Summary of Key findings from 2011 MTU Complete Streets  
Proposed Plans**

**Appendix E. 2016 MDOT Training Wheels Course presentation slides**