

Innovations in Safe Routes

An aerial photograph of a city street corner. A red light pole stands in the center. A bus stop with a red roof is visible on the right. The street is paved with asphalt and concrete. There are trees and a building in the background.

Crim Fitness Foundation

An aerial photograph of a colorful mural on a building wall. The mural features a landscape with trees and a blue sky. A stage area with a blue canopy is visible in the foreground. People are gathered around the stage area.

League of Michigan Bicyclists

An aerial photograph of a colorful street event. The street is painted with large, colorful geometric shapes in shades of pink, purple, and green. A white van is driving on the street. People are walking and cycling on the street.



Matt Penniman

Communications and Advocacy Director
League of Michigan Bicyclists



Crim

Ryan Kelsey
Neighborhood Impact Coordinator
Crim Fitness Foundation



Crim

Cade Surface
Director of Urban Strategies
Crim Fitness Foundation

**Change is hard.
Demonstration
projects can
help.**



FLINT
VEHICLE CITY





LIVER
ELMER J

FLINT VEHICLE CITY

DETROIT ST. FLINT, MICH.

GAINES PHOTO.

182







Voyager Inn

Coffee and RESTAURANT Cocktails

SAFARI

RESTAURANT COCKTAIL LOUNGE

HERLICH

LASABRE LOUNGE WITH DAVE POPONT'S IN THE FIN

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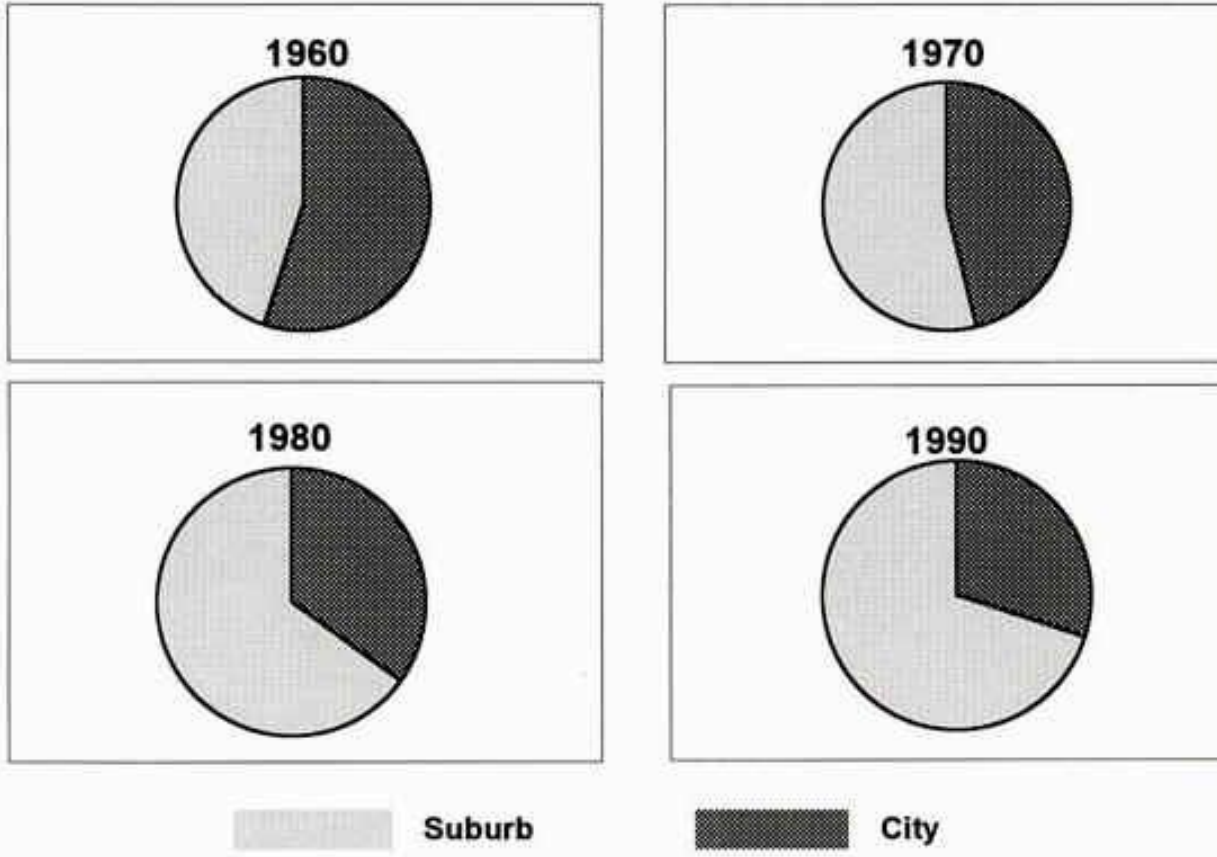




Martin Luther King Ave

Martin

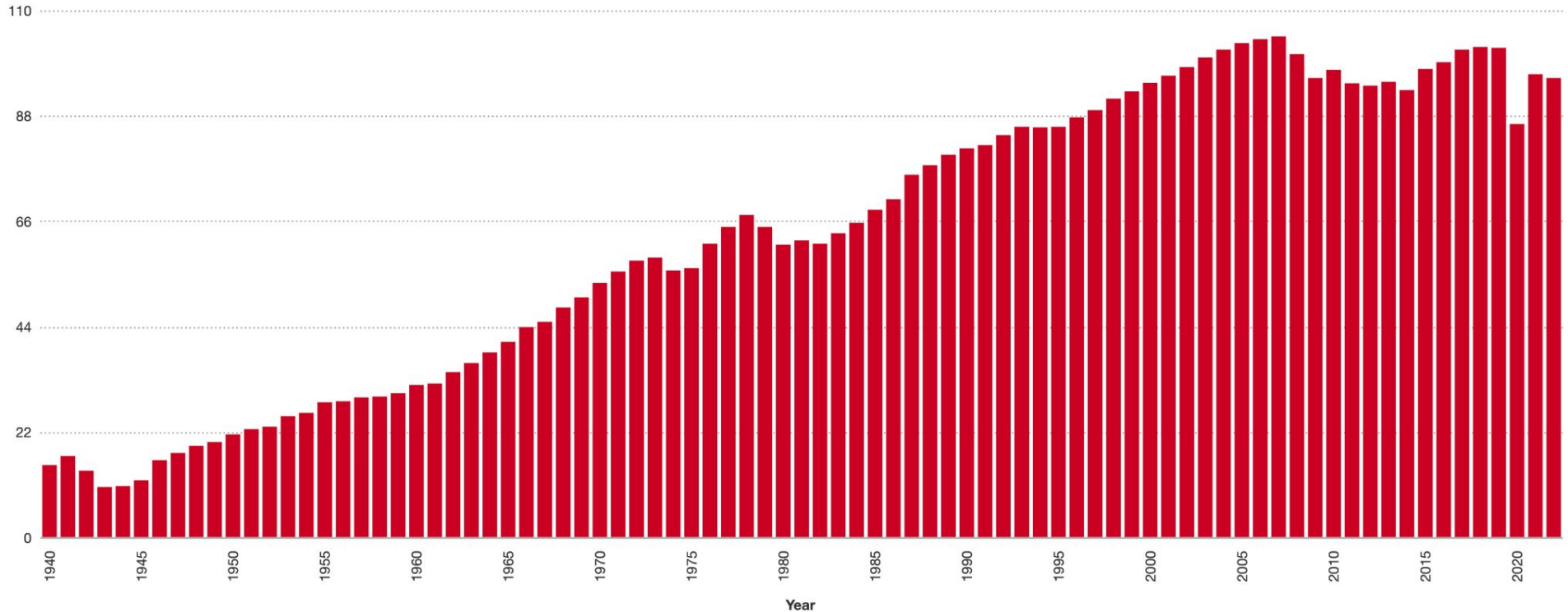
CITY-SUBURB SHARES OF METROPOLITAN POPULATIONS, 1960-1990



Source: Michigan Society of Planning Officials. 1995. Jobs and the Built Environment Trends. Working Paper, Michigan's Trend Future. Michigan Society of Planning Officials, Rochester, MI.

Source: MichiganTrafficCrashFacts.org

Michigan Vehicle Miles Traveled (Billion) (1940-2022)



Source: Michigan Society of Planning Officials. 1995. Jobs and the Built Environment Trends. Working Paper, Michigan's Trend Future. Michigan Society of Planning Officials, Rochester, MI.

Source: MichiganTrafficCrashFacts.org

MICHIGAN LAW



3
FEET



**It's now illegal to
hold a phone while
driving in Michigan.**



JUST DRIVE

A message from the League of Michigan Bicyclists [LMB.org/JustDrive](https://lmb.org/JustDrive)

BIKE WAVE




AARP



Muskegon

PROPOSED SEPARATION AT NON-MOTORIZED TRAIL



 = TWO WAVE DELINEATORS

NOTE: ALL PROPOSED PAVEMENT MARKINGS TO BE COMPLETED BY CITY

NORTH 0 10 20 40 80 FT



Kalamazoo







6 TRANSPORTATION & MOBILITY PLAN VISION, GOAL & OBJECTIVES

Imagine

an efficient, coordinated, and reliable transportation system for Flint, where an interactive network of trails, sidewalks, bike lanes, buses, and roads affords all citizens multiple modes of safe transit.

Imagine a Flint that is one of the most walkable and bikeable communities in all of Michigan.

Imagine a Flint that capitalizes on its strategic regional location, access to the interstate highway system, existing railroad infrastructure, and connection to Bishop International Airport to spark new industries and grow companies.

Over the next twenty years, Flint can achieve this vision. However, we must first face existing realities: Flint is overly reliant on the automobile, the City's infrastructure is far too large for the existing population, and the roadways and sidewalks are not friendly to bikers, pedestrians, and those with disabilities.

The Transportation and Mobility Plan is a roadmap to overcoming those obstacles and to actualizing a new community vision. By following the recommendations outlined in this chapter, Flint can build a sustainable, modern, and safe multi-modal transportation network, that efficiently provides for the needs of all people and businesses.

SOCIAL EQUITY & SUSTAINABILITY

An equitable and sustainable transportation network efficiently provides a variety of mobility choices to residents of all ages, incomes, and abilities. Transportation and mobility refer not only to modes of movement, but also to their relationship with land use, public services, and the natural environment.

RESHAPING THE ECONOMY

Despite telecommuting and the expansion of data technologies, commerce will continue to require the movement of people and raw, unfinished goods. Similarly, safe access to education will remove barriers to developing a strong local workforce. Economic growth requires a modern transportation network that provides multiple transit options.

QUALITY OF LIFE

More and more, walking, biking, and easy access to goods and services are helping to define local quality of life. Transportation and mobility are important factors in providing citizens with healthy, affordable, and enjoyable lifestyle choices.

ADAPTING TO CHANGE

As Flint stabilizes and sees new investment, demands on the transportation network will change. The transportation system must adapt to emerging development patterns, land uses, industries, and lifestyle choices.

YOUTH

Engaging Flint's young residents in helping to shape the transportation system has immediate and long-term benefits. Safe bicycling and walking, which includes both infrastructure and education, fosters independence and provides recreation and exercise, while early involvement in the community inspires future investment as adults.

CIVIC LIFE

Transportation and mobility supports civic life in many ways. By providing access to services, organizations, and places that foster involvement – or by acting as public spaces themselves – streets, trails, sidewalks, and transit vehicles serve as a critical link between the people of Flint.

BIKE WAVE



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LMB.ORG/BIKEWAVE





- Complete Streets
- Traffic Calming
- Protected Bike Lanes
- Colorful Crosswalks

- Mixed Use Zoning
- Density
- Parking Minimums
- Neighborhood Retail

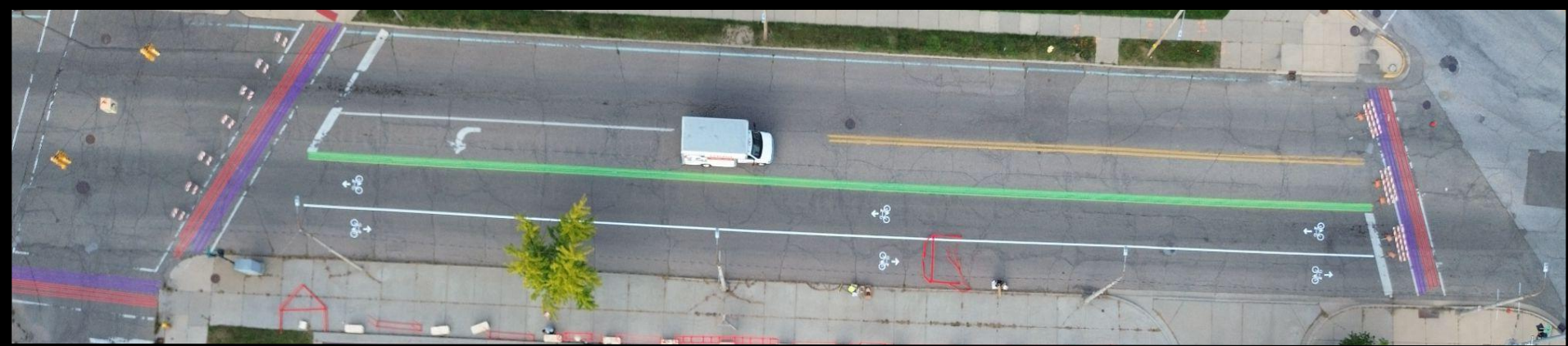


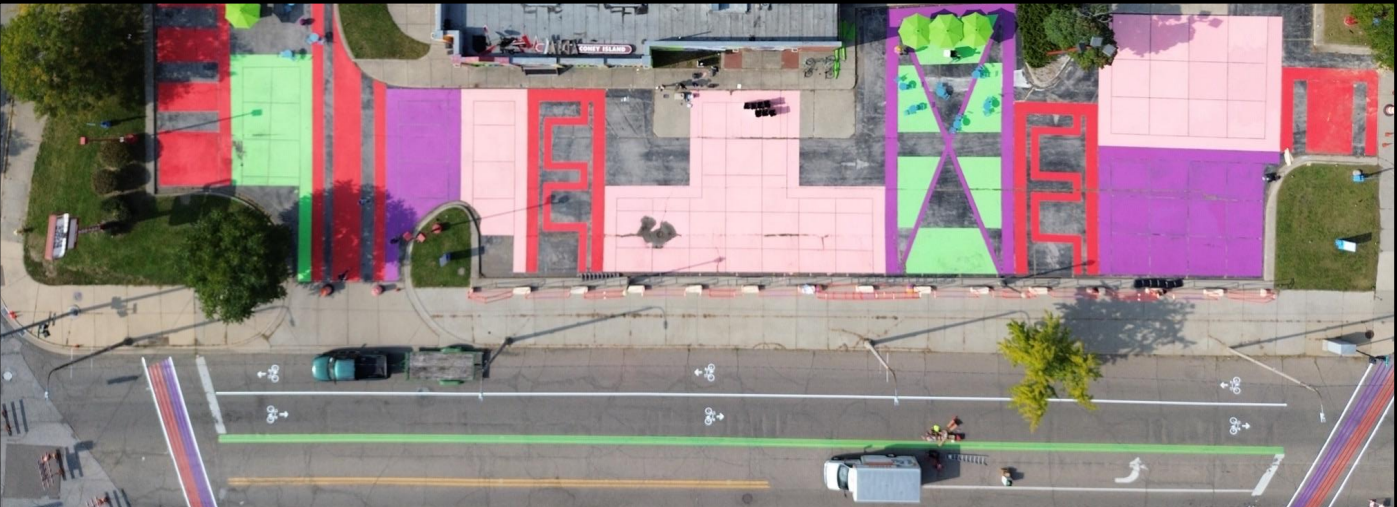














BETTER BLOCK

FLINT

 "(NOT SO) FREE PARKING"

Parking on the U-M **campus** is a **major challenge**. This is a **major challenge** for the city of Flint, Michigan, and the surrounding area. The city of Flint is a **major challenge** for the city of Flint, Michigan, and the surrounding area. The city of Flint is a **major challenge** for the city of Flint, Michigan, and the surrounding area.

With parking **challenges** on the rise, it's important to **explore** new options. The city of Flint is a **major challenge** for the city of Flint, Michigan, and the surrounding area. The city of Flint is a **major challenge** for the city of Flint, Michigan, and the surrounding area.







BETTERBLOCKFLINT.COM



FLINT'S

LAND

Flint's **land** is a **major challenge** for the city of Flint, Michigan, and the surrounding area. The city of Flint is a **major challenge** for the city of Flint, Michigan, and the surrounding area.







BETTER BLOCK

X Crim

LOOKING TO THE PAST...

Once established after the Second World War, parking minimum policies had a quick and major impact on cities, as can be seen by this block. The laws incentivized the demolition of old, densely built business strips, and hastened the relocation of businesses and investment to the outskirts of the city, where the large amounts of land needed to comply with parking minimum policies could be purchased cheaply. **The erosion of Flint from a city of buildings and businesses to a city dominated by parking can be seen when we look at how the 400 Block of MLK changed between 1900 and 2000.**

1900

100,000 square feet of commercial and residential floor space (grocery stores, apartments, hotels, cafes, clothing stores, doctors offices, and an auditorium)

0 square feet of parking

1970

70,000 square feet of commercial floorspace (hotel, bar, and restaurant)

10K square feet of parking

2000

3,000 square feet of commercial floorspace (fast food restaurant)

17K square feet of parking

SCAN HERE TO SEE FLINT'S CURRENT PARKING MINIMUM REQUIREMENTS



MICHIGAN HEALTH ENDOWMENT FUND

FLINT PRINTS: YOUR LOCAL & ONLINE PRINTER

BETTERBLOCKFLINT.ORG



BETTER BLOCK

X Crim

BETTER BLOCK



CYCLING IN THE CITY

The **Imagine Flint Master Plan**, which was created with feedback from over 5,000 Flint residents and adopted by a vote of city council in 2013 listed the following as the **Transportation Chapter's #1 Objective:**

🚲 **The City should establish biking as a form of recreation and transportation by expanding the City's network of trails, bike lanes, and other connections.** Biking is an affordable transportation option and healthy recreational activity that increases mobility for all residents, including youth. It also reduces pollution and infrastructure costs. 🚲

While Flint enjoys a large network of off-street recreational bike paths, such as the Flint River Trail and the Genesee Valley Trail, these are primarily designed for recreation, and not widely useful for day-day transportation needs. In order to increase rates of biking in Flint, cyclists must be able to safely and reliably bike on our streets



FLINT BIKE COALITION



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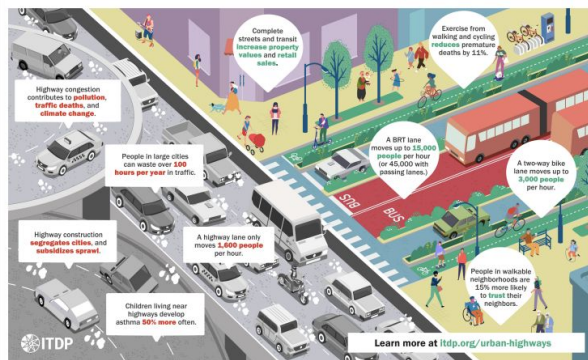
BETTER BLOCK

X Crim

URBAN HIGHWAYS VS. COMPLETE STREETS

Cities can build streets for people instead of cars.

The expert consensus is clear. **Complete streets are healthier, more productive, more sustainable, more equitable, and move more people than highways.**



AMERICA WALKS



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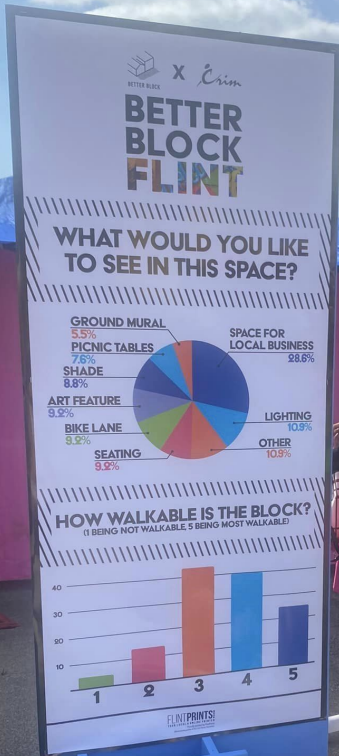


BETTER BLOCK FLINT CONCERT

FRIDAY, SEPT. 22 | 6PM - 10PM

BTL BEN • THE ARTIST • YBG TRAVO • RACKUPRACK
WEWINNINGMAN • SHORTI • JACKMAN • JONAE



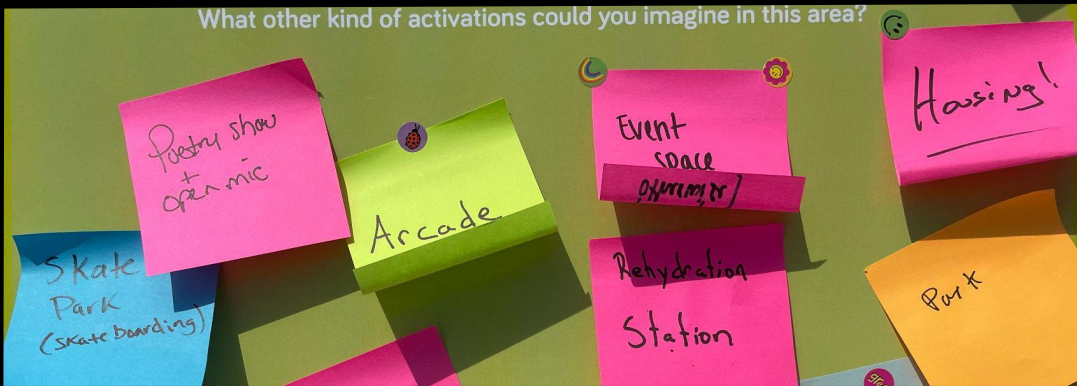


FEEDBACK

BELOW ARE A FEW YES OR NO QUESTIONS. PLACE A STICKER UNDER YOUR ANSWER.

	YES	NO
Have you visited this area before?		
Would you like to see more businesses in this area?		
Do you feel with these changes that the area is more walkable?		
Did you meet a new person today?		

What other kind of activations could you imagine in this area?





ECONOMIC DEVELOPMENT

57% of communities saw new small businesses and entrepreneurs arise following their Better Block.

64% of communities turned vacant buildings into new developments, usages, or leases since their Better Block project.

33% of places formed a Community Development Corporation (CDC), or other organization, following their Better Block.

64% of communities started brand new organizations following their Better Block.

“We had our first Business Builder Academy this fall with seven entrepreneurs participating, two of which bought properties and are rehabbing them.”

“Six [buildings] are occupied, the other four are being worked on, and one new construction of a building in part of a vacant lot.”

“Better Block also revealed how many community members adjacent to and outside of this space are willing to support its neighbors and contribute to the revitalization of the historically dangerous area.”

“The majority of community members that played a roll in Better Block still play an active role in the community.”

TRANSPORTATION

78%

of communities saw an increase in adults walking and biking to get around.

“In our neighborhood, we see more neighbors walking, pushing strollers, riding bicycles and scooters.”

50%

of communities have reimaged streets by implementing road diets or lane reductions.

“Three to four miles of road diets have been implemented.”

“The City was awarded Transportation Alternative funding to improve major arterial intersection for bike/ped safety along [the] corridor, which supports the bike lanes implemented due to the Better Block project.”

55%

of communities improved their pedestrian and bus mobility options, following the Better Block.

“Almost two miles of bike lanes were implemented at the conclusion of the Better Block demonstration project to make the road diet permanent.”

50%

of communities have added permanent bike infrastructure to their streets. **88%** of these were similar to the designs done with Better Block.



Flint planning to keep one-way traffic, shrink parts of Court, 5th streets

By [Ron Fonger | rfonger1@mlive.com](mailto:rfonger1@mlive.com)

FLINT, MI -- Flint is Vehicle City, but it's proposing to make more room for bicyclists on Court and 5th streets -- two, one-way sections of M-21 inside the city's boundaries.

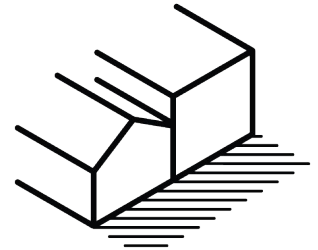
A resolution scheduled to be considered by the Flint City Council on Monday, Sept. 11, would endorse a lane reduction on Court and 5th from Ann Arbor Street to Lapeer Road and supports the concept of developing protected bike lanes in the same area.

MICHIGAN HEALTH

ENDOWMENT FUND



THE LEAGUE
OF AMERICAN BICYCLISTS
since 1880



BETTER BLOCK

**Change is hard.
Demonstration
projects can
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Thank You



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Cade Surface

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