In This Chapter:

- Multimodal Transportation - Buses, Planes & Trains
- Complete Streets - Integrating Motorized & Non-Motorized Transportation
- Road Network in Port Huron Township - Traffic Statistics & Management
- Transportation Planning - The Planning Process & Key Corridors
INTRODUCTION

OVERVIEW
This chapter provides an overview of local and regional circulation patterns on roads within the township. Traffic counts, crashes and other transportation studies were studied to identify necessary future road improvements. Multi-modal transportation, public transit and non-motorized transportation issues are also examined.

A transportation system is made up of a network of roads, highways, rail lines, airports, bikeways, and pedestrian ways. The purpose of a transportation network is to move goods and people from one location to another. Different land uses and the intensity of those uses will influence the performance and stability of that network. In much the same way, the type and size of the transportation network will affect the rate, pattern, and intensity of growth in a community.

The transportation component of this Master Plan has a number of critical functions:

► It serves as a reference guide regarding the transportation system within the township.
► It sets a vision for future motorized and non-motorized transportation needs within the township.
► It promotes a better understanding of the land use/transportation interface and how comprehensive planning can be better integrated.

REGIONAL TRANSPORTATION OVERVIEW
St. Clair County is one of seven counties surrounding the Detroit metropolitan area. The county encompasses an area of 724 square miles. The Port Huron-Marysville urban area stretches from the village of Lexington, south along the shores of Lake Huron and the St. Clair River, ending just north of the City of Algonac.

The St. Clair County road network is comprised of 2,200 miles of roads. Of that total, 1,130 miles are paved and 1,070 miles are unpaved. There are 366 bridges in the county – the majority of which are owned and maintained by the county Road Commission. More than 300 bridges cross lakes, rivers and streams with one-to-two lanes.

Port Huron Township is located between Fort Gratiot Township, City of Port Huron, City of Marysville, Kimball Township, and Clyde Township. The Black River is the northern border of the township. The boundary for the township does not follow the typical 36 square mile land area. Instead, Port Huron Township covers a land area of 12.925 square miles and a water area of 0.176 square miles. The largest Michigan cities in close proximity are Flint and Detroit. Flint lies 69 miles directly west of Port Huron and Detroit is 59 miles southwest of Port Huron.

A significant amount of through traffic traverses the township. Residents of municipalities west of Port Huron Township typically pass through the township when traveling to the City of Port Huron. Regional traffic between the cities of Port Huron, Flint, and Detroit also passes through the township. The two freeways traversing Port Huron Township, Interstate 94 to Detroit and
Interstate 69 to Flint, are the principal carriers of this regional traffic. A large interchange with the I-94 and I-69 freeways is centrally located in Port Huron Township and the I-69 Business Loop begins in the township and travels east into the City of Port Huron. Other primary roads are 24th Street, a major commercial corridor and Lapeer Road which is major east-west corridor running through the center of the community. Some other major traffic generators include recreation facilities, Port Huron High School, St. Clair County facilities, and an increasing number of industrial establishments.

**MULTIMODAL TRANSPORTATION**

**PUBLIC TRANSIT/Bus Service**
The Blue Water Area Transportation Commission (BWATC) operates bus service in the greater Port Huron area, including Port Huron Township. There are four routes that run throughout the township. One is a regularly scheduled route and the other three operate on a ‘Dial-a-Ride’ basis. Bus service operates from 6:15 a.m. to 10:20 p.m. Monday through Thursday, 6:15 a.m. - 2:50 a.m. on Friday, and 8:30 a.m. - 2:50 a.m. on Saturday.

The Blue Water Area Transportation Commission (BWATC) operates a fixed commuter route that connects the greater Port Huron area with the more densely job populated Macomb County SMART transportation system at 23 Mile Road and Gratiot Avenue in Chesterfield Township. The route operates Monday through Friday and makes two round trip runs per day. It starts in Port Huron and has stops in Marysville, St. Clair, Marine City, Algonac, and New Baltimore. Additionally, there is an express route that runs to and from the same stop in Macomb County using Interstate 94.

Residents and visitors alike can contact BWATC directly for further route information.

**Railroads**
The C.N. North America Railroad (Grand Trunk-GTW) has two rail lines running through the township. The east-west line connects with the Chicago region and passes under the St. Clair River via the Paul M. Tellier Tunnel, connecting with London and Toronto, Ontario and Montreal, Quebec in Canada. This track usually carries two passenger trains per day. A passenger station for this track is located in the City of Port Huron on 16th Street. Amtrak operates this train and is looking to expand service sometime in the near future, as the ridership increases every year.

The other line connects the Port Huron area with the Detroit area. The CSX (Chesapeake and Ohio) Railroad has a main line between Ludington, Michigan, on the Lake Michigan shoreline, and Port Huron. This line carries between three and five trains per day. Connections are made from here to Milwaukee and Buffalo.

The CSX Railroad has a track that parallels 32nd Street. This line is a branch connecting the Port Huron area with the Marine City area in the southern part of the county, providing rail service for industries located along the St. Clair River.
AIRPORT

The St. Clair County International Airport - located in Kimball Township - is a “transport facility” with a 5,100-foot runway capable of accommodating some jet aircraft, and a second 4,100-foot runway. The airport offers a year-round facility for the area and can accommodate larger jet planes, business and small passenger planes, as well as cargo planes.

Industrial facilities are now located in close proximity to the airport. It is becoming a trend that business executives owning facilities in many areas desire to be near airports. They are able to fly in, conduct business, and leave in a very short span of time. St. Clair County has an Air Industrial Park located at the St. Clair County International Airport, which is ready and able to assist in bringing in industrial development through the Economic Development Alliance of St. Clair County.

Passenger air travel is primarily provided by Detroit-Wayne County Metropolitan Airport (70 miles) and Flint Bishop International Airport (80 miles). Both facilities also offer large scale air freight service.

COMPLETE STREETS

OVERVIEW

“Complete Streets” refers to a national movement, with numerous states, local governments, and Federal support. It involves the promotion of non-motorized traffic or “quiet” modes of transportation, such as bicycles, in-line skates, riding horses, and pedestrians of all ages and physical abilities. Non-motorized transportation can be an important alternative to the automobile as a source of recreation or a means of commuting to work, school, and other destinations, as well as a means of promoting “green” or energy efficient transportation.

COMPLETE STREETS

US Transportation Secretary Ray LaHood has espoused these ideals for federal transportation projects and Governor Granholm signed the Complete Streets legislative package into law on August 1, 2010. This new law was developed in close negotiation with the Municipal League and passed overwhelmingly in both the Michigan House and Senate, with the full support of the League. The new legislation does not mandate any local road agency adopt a Complete Streets policy or spend any additional dollars for non-motorized facilities. While adoption of a Complete Streets policy is purely optional for local governments, the changes in the law have the potential to benefit every community.

Streets and roadways represent the largest component of public space in every community. Complete Streets attempt to make us reconsider the intended function and/or use of a corridor. Complete Streets are designed and operated to enable safe access for all users. Pedestrian, bicyclist, motorist, and transit riders of all ages and abilities must be able to safely move along and across a complete street. Complete Streets make it easy to cross the street, walk to stores, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and
Creating complete streets means transportation agencies must change their approach to community roads. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists – making your town a better place to live. The National Complete Streets Coalition has identified the elements of an ideal Complete Streets policy to help local municipalities write their own policies or Complete Streets plans.

There is no singular design prescription for Complete Streets; each one is unique and should respond to the individual community’s population and needs. A complete street may include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more. A complete street in a rural area will look quite different from a complete street in a highly urban area, but both are designed to balance safety and convenience for everyone using the road. Table 3-1 summarizes Complete Streets design considerations and potential development impacts or opportunities.

<table>
<thead>
<tr>
<th>Issue</th>
<th>Design/Development Considerations</th>
</tr>
</thead>
</table>
| Narrow Streets                | ▶ Narrow streets complement Complete Streets policies. Narrower traffic lanes result in slower travel speeds that translate into safer, more accessible, and more pleasant thoroughfares for all users.  
▶ A physical narrowing of the actual street may be unnecessary because on-street parking can also visually narrow the thoroughfare for drivers. |
| Street Connectivity           | ▶ Street connectivity—meaning the directness and length of the street blocks and the density of connections within a street system— influences the accessibility of destinations in a community and holds important implications for modal choice.  
▶ Complete Streets in areas with higher levels of street connectivity will produce greater overall accessibility for all travelers, regardless of the mode they choose. |
| Context Sensitive Streets     | ▶ All streets are not alike. Streets in industrial areas have a much different character than streets in residential, commercial, and mixed use districts.  
▶ Context-sensitive streets combine the functional classification of streets with their adjacent land uses to yield a more comprehensive array of street types and takes into account land uses adjacent to street.  
▶ This approach takes into account land uses adjacent to the street and recommends five basic classes of street design:  
  1. Commercial streets  
  2. Mixed-use streets  
  3. Main streets  
  4. Residential streets  
  5. Industrial streets |
Implementing a Complete Streets Policy

A Complete Streets policy has the potential to end the project-to-project struggle to design better facilities by requiring all road and transportation improvement projects to begin with evaluating how the street serves all users—pedestrians, bicyclists, public transportation vehicles and passengers, trucks, and automobiles. Adopting a Complete Streets policy may require changing existing policies and practices of local communities and/or transportation agencies. In some cases it may be difficult to adopt a new procedure or to modify design guidelines. Furthermore, adopting a Complete Streets policy may require additional training for planning and engineering staff which will take time and cost money.

Ultimately, the desired outcome of a Complete Streets policy is one in which a multi-modal street becomes the default design and only after a formal exception process is a non-compliant design allowed. The US Department of Transportation’s design guidance for *Accommodating Bicycle and Pedestrian Travel: A Recommended Approach*, names three exceptions where roadways can lack facilities for all users:

- Excessive Cost
- Absence of need
- Roads where bicyclist and pedestrians are prohibited

Some additional challenges for implementing a Complete Streets policy may include:

- Lack of right-of-way in cramped thoroughfares may make multi-modal improvements difficult, costly, or impossible.
- Overcoming the misconception that Complete Streets cost more to build than traditional streets when in fact Complete Streets often cost less to construct. By fully considering

<table>
<thead>
<tr>
<th>Issue</th>
<th>Design/Development Considerations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Economic Development</td>
<td>Streets create marketable value for abutting private property by providing access. Complete Streets can increase the economic viability of a city district by improving access for more people, increasing the potential number of customers to businesses.</td>
</tr>
<tr>
<td>Transit Oriented Development (TOD)</td>
<td>Complete Streets policies go hand-in-hand with transit oriented development (TOD). Traffic-calming measures, streetscape improvements, and transit have successfully been combined to revitalize entire commercial districts. Residential and commercial projects near transit typically appreciate in value more rapidly than other projects. In a TOD, land use and infrastructure is arranged to encourage and to facilitate the use of transit while accommodating a range of travel modes and purposes. Transition points where travelers transfer easily from one mode of transportation to another are key features of both Complete Streets and TODs.</td>
</tr>
</tbody>
</table>

Implementing a Complete Streets Policy

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- Overcoming the misconception that Complete Streets cost more to build than traditional streets when in fact Complete Streets often cost less to construct. By fully considering
the needs of all nonmotorized travelers (pedestrians, bicyclists, and persons with disabilities) early in the life of a project, the costs associated with including nonmotorized facilities are minimized.

- Ensuring accurate transportation analysis as current methodologies for studying traffic may result in misleading results. For example, some current traffic methodologies may fail to consider how the presence of transit in a mixed-use corridor could potentially lower trip generation rates and thus reduce traffic volumes and congestion.

An Ideal Complete Streets Policy

Regardless of a policy’s form, the National Complete Streets Coalition has identified ten elements of a comprehensive Complete Streets policy. These elements could potentially be used in evaluating transportation projects within St. Clair County. A Complete Streets policy should include the following:

- Includes a vision for how and why the community wants to complete its streets.
- Specifies that ‘all users’ includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and automobiles.
- Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.
- Is adoptable by all agencies to cover all roads.
- Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way.
- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
- Directs the use of the latest and best design standards while recognizing the need for flexibility in balancing user needs.
- Directs that Complete Streets solutions will complement the context of the community.
- Establishes performance standards with measurable outcomes.
- Includes specific next steps for implementation of the policy.

TRAILS/GREENWAYS

There are several significant multi-use paths in this region and more specifically in Port Huron Township. A “greenway” refers to trails or pathways, designed for non-motorized traffic, that connect residential areas to other residential areas or commercial districts. Greenway resources refers to the total collection of trails and parks within a community or geographic area. Greenway resources include land and water areas, all of which function as an integrated system that provides more value than the sum of its individual parts.

St. Clair County has a conceptual greenways plan, which illustrates a system of trails and conservation corridors with significant natural features, such as soils, hills and valleys, drains,
streams, rivers, wetlands, lakes, shoreline, woodlands, and wildlife habitat. The greenways plan's objective is to maintain those natural features in a balanced ecological state while also allowing communities to grow in a controlled manner.

**Wadhams to Avoca Trail**

The Wadhams to Avoca Trail which is located on property that is owned and maintained by the St. Clair County Parks and Recreation Commission (PARC) and managed as if it is a county park. The trail is 12 miles long now, as it starts at Avoca and travels east through Wadhams and ends at Lapeer Road just west of the I-94 overpass at the outskirts of the City of Port Huron.

There remains though a gap immediately west of Wadhams Road. The reason for the gap is that the crossing of Wadhams Road is unusually challenging due to a combination high traffic speeds, heavy truck traffic and sight line issues. There is also a lack of any safe crossing alternatives nearby. At this time, the most likely solution appears to be a ‘hybrid’ pedestrian crossing located at or very near the original railroad crossing, although there are three other alternatives to consider as well.

There is a proposed Lapeer Road crossing and staging area for the Wadhams to Avoca Trail, this includes realigning the path to cross Lapeer Road at right angles. This project also includes a 12-car parking lot on a parcel of land that was once owned by MDOT but has since been deeded over to the St. Clair County Road Commission. The surface runoff from the parking lot would be collected into vegetated bio-swales where storm water can be absorbed into the ground.

**Bridge to Bay Trail**

St. Clair County is working with 13 local communities to develop a 54-mile long network of non-motorized recreational trails linking the shoreline communities of New Baltimore (Macomb County), Algonac, Marine City, St. Clair, Marysville, Port Huron and Lakeport. Over 20 miles of paved trail have already been constructed in various sections utilizing funding from the Michigan Department of Transportation (MDOT), the Michigan Department of Natural Resources and Environment (MDNRE) and private grants. Future plans call for the Bridge to Bay Trail to connect with the Macomb Orchard Trail in Richmond and the Wadhams to Avoca Trail.

While there are no sections of the Bridge to Bay Trail located in Port Huron Township, there are several planned or conceptual trails that would serve to connect the Wadhams to Avoca and Bridge to Bay Trails, which would directly traverse Port Huron Township. Those planned nonmotorized facilities are outlined in the *St. Clair County Trails and Routes Action Plan* developed in 2007 by PARC and The Greenway Collaborative, Inc.

**Proposed Trails and Connectors**

The “Rail to River Trail” is planned to be the primary link to connect the Wadhams to Avoca Trail and the Bridge to Bay Trail. The planned Rail to River Trail would be about 3.6 miles long and generally parallels Griswold Road for the first half and the CN rail line for the second half. A major portion of this connector would be in Port Huron Township.
Two other planned trails that would run through Port Huron Township include the “Two Bridges Trail” and the “CN Spur Trail.” The Two Bridges Trail is dependent on the proposed Black River Bridge project and the proposed Toll Plaza Project. The CN Spur Trail is a secondary route that would lead from the planned Rail to River trail toward the Two Bridges Trail.

Safe Routes to School
Safe Routes to School (SR2S) is an international movement to make it safe, fun, and convenient for children to walk or bike to school, including those with disabilities. The additional physical activity will make our children healthier as well as more mentally alert. Children walking or biking to school will make for less traffic around the school area, which means less fuel consumption and air pollution.

Port Huron Township is looking to develop a team of individuals at the local school, Michigamme School. This team would include a school administrator, teacher, student leader, parents, law enforcement officers, road commission, and township officials. The team will determine a safe route(s), and develop an action plan.

A walking audit, and information collected from parents and student surveys will determine what improvements will be recommended to make the routes safe. The township’s goal for the route is a walk/bicycle path on the west side of Michigan Road from West Water Street to Lapeer Road. In addition, a walk/bicycle path is proposed for the north side of West Water Street, from Westhaven Baptist Church to parking lots at St. Paul’s Lutheran Church. These two churches are evacuation centers for the Michigamme School in the event of an emergency.

ROAD NETWORK IN PORT HURON TOWNSHIP

PORT HURON TOWNSHIP ROAD NETWORK

There is approximately 96 miles of public roadway in Port Huron Township, encompassing four major classifications, which are described below. Based on Federal Highway Administration (FHWA) criteria, the functional classification system for rural communities, in ascending order, is as follows:

Local Streets and Roads: Rural local streets and roads serve primarily to provide direct access to adjacent land and to provide service to travel over relatively short distances as compared to collectors or other higher systems. These streets have a right-of-way of 66 feet.

Collectors: These roads collect traffic within residential neighborhoods or within areas of concentrated land use development such as industrial or multiple housing areas, and channel it to the arterial roadways. Local property access should be only a secondary function of collector streets. Collector streets have a right-of-way of 86 feet. Collector routes generally serve travel of primarily intracounty rather than statewide importance and constitute those routes on which predominant travel distances are shorter than on arterial routes. Consequently, more moderate speeds may be typical, on average.
Minor Arterials: Minor arterial roads in rural areas typically link cities and larger towns and form an integrated network providing interstate and intercounty service. They move traffic on a county-wide basis and act as principle feeder routes to the principle arterials. Their main function is to carry large volumes of traffic and to act as a secondary movement to provide access to adjacent properties. The right-of-way requirement is 120 feet, because as development occurs and traffic volumes increase these roads will need to become wider in order to accommodate.

Principal Arterials: Principal arterial roads serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel. Interstates are generally part of a nation-wide system of limited access highways designed to carry transient traffic around, through, or between urban centers with minimum conflict with local traffic. They carry a large amount of traffic at maximum speeds. These roads are multi-laned and do not provide access to adjacent properties. The right-of-way width requirements for an interstate usually approximate 300 feet. State Highways, business loops, and other major thoroughfares are in most cases classified as principal arterials as well. There is no parking allowed along these roadways, and it is common for such road classifications to have a right-of-way width of 120-150 feet, with four to five lanes depending on the need for an additional turning lane.

Port Huron Township has 12 roadways that are classified as Urban Minor Collectors and above to be considered major roadways.

Traffic Volume
Existing traffic volumes for roadways throughout Port Huron Township vary, depending upon the location of the segment studied or the date the study was conducted. It is critical to consider existing traffic volumes when considering future development within the township, plans for roadway improvements or projecting future capacity. The township should work with

<table>
<thead>
<tr>
<th>ROAD</th>
<th>CLASSIFICATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate 69 Business Loop</td>
<td>Principal Arterial</td>
</tr>
<tr>
<td>Interstate 69</td>
<td>Principal Arterial (Interstate)</td>
</tr>
<tr>
<td>Interstate 94</td>
<td>Principal Arterial (Interstate)</td>
</tr>
<tr>
<td>Lapeer Road/I-94 Connector</td>
<td>Urban Minor Collector, Principal Arterial</td>
</tr>
<tr>
<td>Michigan Road</td>
<td>Urban Major Collector</td>
</tr>
<tr>
<td>West Water Street</td>
<td>Urban Major Collector</td>
</tr>
<tr>
<td>24th Street</td>
<td>Urban Minor Collector</td>
</tr>
<tr>
<td>Dove Road</td>
<td>Urban Minor Collector</td>
</tr>
<tr>
<td>Griswold Road</td>
<td>Urban Minor Collector</td>
</tr>
<tr>
<td>Lapeer Road</td>
<td>Urban Minor Collector</td>
</tr>
<tr>
<td>Range Road</td>
<td>Urban Minor Collector</td>
</tr>
<tr>
<td>Water Street</td>
<td>Urban Minor Collector</td>
</tr>
</tbody>
</table>
the St. Clair County Transportation Study (SCCOTS), the St. Clair County Metropolitan Planning Commission (MPC), and the St. Clair County Road Commission (SCCRC) to evaluate existing conditions and establish an action plan for review of specific traffic management issues.

Under optimum conditions, a two-lane road has a capacity for up to 12,000 vehicles per day. The majority of roads in Port Huron Township have two lanes and carry less than 7,500 vehicles per day.

The four roads that are classified as Principal Arterials have an Annual Average Daily Traffic (AADT) ranging from 3,511 to 13,590 AADT. See Table 3-3 for more details. Michigan Rd is classified as an Urban Major Collector and is in the 2,000 AADT range.

Table 3-4 provides a list of Urban Minor Collectors with an AADT counts ranging from about 4,000 to 14,000 vehicles. According to SEMCOG’s data, the section of 24th St. from Bancroft Street to Minnie Street is the busiest road segment in the township.

<p>| TABLE 3-3: ANNUAL AVERAGE DAILY TRAFFIC (AADT) COUNTS IN PORT HURON TOWNSHIP |
| INTERSTATE 69 - BUSINESS LOOP |</p>
<table>
<thead>
<tr>
<th>Count Limits</th>
<th>Direction</th>
<th>Year</th>
<th>AADT</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.2 MI E OF I-94 INT - PORT HURON TWP</td>
<td>EB</td>
<td>2009</td>
<td>5,163</td>
</tr>
<tr>
<td>0.2 MI E OF I-94 INT - PORT HURON TWP</td>
<td>WB</td>
<td>2009</td>
<td>5,052</td>
</tr>
<tr>
<td>INTERSTATE 69</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Count Limits</td>
<td>Direction</td>
<td>Year</td>
<td>AADT</td>
</tr>
<tr>
<td>----------------</td>
<td>----------</td>
<td>------</td>
<td>------</td>
</tr>
<tr>
<td>Near Interstate 94</td>
<td>SB</td>
<td>2009</td>
<td>9,541</td>
</tr>
<tr>
<td>INTERSTATE 94</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Count Limits</td>
<td>Direction</td>
<td>Year</td>
<td>AADT</td>
</tr>
<tr>
<td>----------------</td>
<td>----------</td>
<td>------</td>
<td>------</td>
</tr>
<tr>
<td>NE of Range Road</td>
<td>EB</td>
<td>2009</td>
<td>12,441</td>
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<tr>
<td>NE of Range Road</td>
<td>WB</td>
<td>2009</td>
<td>13,590</td>
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<tr>
<td>LAPEER ROAD/I-94 CONNECTOR</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Count Limits</td>
<td>Direction</td>
<td>Year</td>
<td>AADT</td>
</tr>
<tr>
<td>----------------</td>
<td>----------</td>
<td>------</td>
<td>------</td>
</tr>
<tr>
<td>100 FT N OF LAPEER RD/OLD M-21</td>
<td>NB</td>
<td>2009</td>
<td>3,511</td>
</tr>
<tr>
<td>100 FT N OF LAPEER RD/OLD M-21</td>
<td>SB</td>
<td>2009</td>
<td>4,034</td>
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<td>MICHIGAN ROAD</td>
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<td></td>
</tr>
<tr>
<td>Count Limits</td>
<td>Direction</td>
<td>Year</td>
<td>AADT</td>
</tr>
<tr>
<td>----------------</td>
<td>----------</td>
<td>------</td>
<td>------</td>
</tr>
<tr>
<td>200FT S. OF I-94/I-69 PORT HURON TWP</td>
<td>NB</td>
<td>2009</td>
<td>1,082</td>
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<tr>
<td>200FT S. OF I-94/I-69 PORT HURON TWP</td>
<td>SB</td>
<td>2009</td>
<td>1,023</td>
</tr>
<tr>
<td>Dove Road to Griswold Road</td>
<td>2-way</td>
<td>2009</td>
<td>2,020</td>
</tr>
<tr>
<td>Dove Road to Ravenswood Road</td>
<td>2-way</td>
<td>2009</td>
<td>3,380</td>
</tr>
<tr>
<td>Dove Road to Lapeer Road</td>
<td>2-way</td>
<td>2009</td>
<td>2,180</td>
</tr>
<tr>
<td>Lapeer Road to West Water Street</td>
<td>2-way</td>
<td>2009</td>
<td>1,910</td>
</tr>
</tbody>
</table>

Source: SEMCOG, 2011
Traffic crash frequency is commonly used as a measure in identifying existing traffic safety issues. As shown in Table 3-5, there were 2,020 traffic crashes in Port Huron Township between 2006 and 2010. Of that total, approximately 80% of those crashes resulted in property damage only. During that time period, there were twelve (12) fatal crashes.

About 37% of the traffic crashes between 2006 and 2010 involved young drivers (under the age of 25 years) and 20% involved elderly drivers (65 years and older). 8% of the total

### Table 3-4: AADT Counts for Urban Minor Collectors in Port Huron Township

<table>
<thead>
<tr>
<th>Count Limits</th>
<th>Direction</th>
<th>Year</th>
<th>AADT</th>
</tr>
</thead>
<tbody>
<tr>
<td>24th STREET</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bancroft to Minnie</td>
<td>2-Way</td>
<td>2009</td>
<td>14,380</td>
</tr>
<tr>
<td>Beard to North City Limits</td>
<td>2-Way</td>
<td>2004</td>
<td>10,610</td>
</tr>
<tr>
<td>Beard to Oak St</td>
<td>2-Way</td>
<td>2004</td>
<td>12,310</td>
</tr>
<tr>
<td>Court St. to Howard ST</td>
<td>2-way</td>
<td>2009</td>
<td>12,880</td>
</tr>
<tr>
<td>Griswold to Court St</td>
<td>2-way</td>
<td>2003</td>
<td>11,940</td>
</tr>
<tr>
<td>Howard to Lapeer</td>
<td>2-way</td>
<td>2008</td>
<td>11,300</td>
</tr>
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<table>
<thead>
<tr>
<th>RANGE ROAD</th>
<th></th>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>100 FT N OF I-94 INT(PORT HURON TWP)</td>
<td>NB</td>
<td>2002</td>
<td>4,461</td>
</tr>
<tr>
<td>100 FT N OF I-94 INT(PORT HURON TWP)</td>
<td>SB</td>
<td>2002</td>
<td>4,378</td>
</tr>
<tr>
<td>Griswold to Dove</td>
<td>2 Way</td>
<td>2009</td>
<td>6,230</td>
</tr>
<tr>
<td>Griswold to Lapeer</td>
<td>2-way</td>
<td>2001</td>
<td>4,670</td>
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<tr>
<th>DOVE STREET</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Range to Michigan</td>
<td>2-way</td>
<td>2006</td>
<td>7,320</td>
</tr>
<tr>
<td>Michigan to 24th St.</td>
<td>2-way</td>
<td>2007</td>
<td>4,980</td>
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</table>

<table>
<thead>
<tr>
<th>GRISWOLD ROAD</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>32nd to BL-69</td>
<td>2-way</td>
<td>2003</td>
<td>6,020</td>
</tr>
<tr>
<td>Michigan to 32nd</td>
<td>2-way</td>
<td>2009</td>
<td>5,040</td>
</tr>
<tr>
<td>Range to Michigan</td>
<td>2-way</td>
<td>2009</td>
<td>3,950</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>LAPEER ROAD</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>32nd to 24th</td>
<td>2-way</td>
<td>2011</td>
<td>10,980</td>
</tr>
<tr>
<td>Michigan to 32nd</td>
<td>2-way</td>
<td>2011</td>
<td>12,740</td>
</tr>
<tr>
<td>Michigan to Range</td>
<td>2-way</td>
<td>2011</td>
<td>9,130</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>WEST WATER STREET</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Range to Strawberry Ln</td>
<td>2-way</td>
<td>2009</td>
<td>4,930</td>
</tr>
</tbody>
</table>

Source: SEMCOG, 2011
number of crashes were deer related and 7% involved Commercial Trucks.

Over 35% of crashes between 2006 and 2010 were single-vehicle crashes; while roughly 24% were rear-end crashes between multiple vehicles and 20% were angled crashes between multiple vehicles.

Table 3-6 shows the road segments with the highest frequency of crashes from 2006 to 2010. Table 3-7 and Map 3-2 show the intersections in Port Huron Township with the highest frequency of crashes for the same time period. Large traffic volumes on roads do not necessarily lead to greater traffic hazards. However, it is not surprising in looking at Table 3-3 that two of the highest crash intersections are along 24th St and Lapeer Rd. which also have some of the highest traffic volumes in the township. This is mostly due to turning movements from the local streets and the business along these roadways.

**DRIVEWAYS AND ACCESS MANAGEMENT**

Access management refers to comprehensive controls placed on all aspects of roadway access in order to minimize conflict points and preserve the roadway’s ability to carry traffic. Access management can establish standards that facilitate traffic flow and improve public
safety.

Driveways refer to access points for private property and entrances to business, industrial, or commercial establishments. Driveways may be designed to handle:
- A small number of vehicles, such as those owned by a family
- A moderate number of vehicles, such as those belonging to residents of an apartment complex or employees at a small industrial or office park
- A large traffic volume, such as cars and delivery trucks driven by customers and suppliers to a high-volume shopping mall

There are two primary roadways in the township with significant access management implications for both vehicles and pedestrians - 24th Street and Lapeer Road. These roads represent the township’s primary commercial corridors and have numerous driveways and access points that can cause potential conflicts in terms of ingress/egress and traffic safety.

The township and the Road Commission should work together to develop access management guidelines that:
- Protect the public investment in the roadway by minimizing congestion and the potential for accidents.
- Provide property owners with a reasonable, though not always direct, access to their property.

Many communities develop access management guidelines and techniques that are incorporated into the zoning ordinance or a separate Access Management Ordinance. Implementing access management techniques can help to reduce the number and severity of traffic crashes, preserve traffic flow, reduce congestion, preserving public investment in roads by reducing the need for additional lanes, and sustaining vibrant business districts. When done well, access management promotes safe and efficient use of the transportation network. Some of these techniques include:
- **Access Spacing:** increasing the distance between traffic signals improves the flow of traffic on major arterials, reduces congestion, and improves air quality for heavily traveled corridors.
- **Driveway Spacing:** Fewer driveways spaced further apart allows for more orderly merging of traffic and presents fewer challenges to drivers.
- **Safe Turning Lanes:** dedicated left- and right-turn, indirect left-turns and U-turns, and

### Table 3-7: Highest Frequency of Crashes, Intersections 2006-2010

<table>
<thead>
<tr>
<th>Local Rank</th>
<th>County Rank</th>
<th>Intersection</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>Annual Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>12</td>
<td>I-69 BL and 24th St.</td>
<td>13</td>
<td>13</td>
<td>10</td>
<td>13</td>
<td>10</td>
<td>11.8</td>
</tr>
<tr>
<td>2</td>
<td>13</td>
<td>I-69 BL and 24th St.</td>
<td>9</td>
<td>16</td>
<td>13</td>
<td>10</td>
<td>9</td>
<td>11.4</td>
</tr>
<tr>
<td>3</td>
<td>14</td>
<td>Lapeer Rd and 32nd St.</td>
<td>15</td>
<td>11</td>
<td>11</td>
<td>6</td>
<td>10</td>
<td>10.6</td>
</tr>
<tr>
<td>4</td>
<td>20</td>
<td>Griswold Rd and Michigan Rd</td>
<td>14</td>
<td>10</td>
<td>6</td>
<td>4</td>
<td>8</td>
<td>8.4</td>
</tr>
<tr>
<td>5</td>
<td>27</td>
<td>Griswold Rd and Range Rd</td>
<td>5</td>
<td>15</td>
<td>5</td>
<td>3</td>
<td>9</td>
<td>7.4</td>
</tr>
</tbody>
</table>

Source: SEMCOG, 2011
Pavement Surface Evaluation Rating

Legend

Surface Rating

1 - 4 Poor
5 - 7 Fair
8 - 10 Good

Community Boundary

Map Source: St. Clair County Master Plan and SEMCOG
roundabouts keep through-traffic flowing. Roundabouts represent an opportunity to reduce an intersection with many conflict points or a severe crash history (T-bone crashes) to one that operates with fewer conflict points and less severe crashes (sideswipes) if they occur.

- **Median Treatments:** two-way left-turn lanes (TWLTL) and non-traversable, raised medians are examples of some of the most effective means to regulate access and reduce crashes.
- **Right-of-Way Management:** as it pertains to R/W reservation for future widening, good sight distance, access location, and other access-related issues.

**Pavement Surface Evaluation and Rating (PASER)**

Each year, the St. Clair County Metropolitan Planning Commission (MPC) performs a visual inspection to evaluate pavement surface conditions on 50% of the federal-aid roads in St. Clair County. The next year, the same pavement evaluation is performed for the other 50% that was not done the previous year. Typically, PASER evaluates pavement distress in asphalt and concrete roads. For asphalt roads, the rating team looks at surface defects, surface deformation, cracks, patches and potholes. For concrete roads, the rating team evaluates joints, pavement cracks, pavement deformation (such as settlement or heave, utility repairs, patching, etc.), and surface defects (such as polishing, spalling, shallow reinforcing, etc.). In reviewing various defects, it is important to consider both the severity and extent. Typically, a defect will begin slowly and gradually become more severe. Rating the roads helps communities and road agencies manage road maintenance in an effective and fiscally responsible manner.

The most recent PASER data for Port Huron Township is from 2010-2011. The results of that evaluation showed that 17% of all road segments were rated as being in “Good” condition, 48% were rated as being in “Fair” condition, and 35% were rated as being in “Poor” condition. See Map 3-3.

**Transportation Planning**

**Overview**

The purpose of transportation planning is to develop a transportation system that will adequately provide for the long-range needs of Port Huron Township residents as well as regional traffic patterns. The existing road system will be the base for the future highway network, However, consideration must also be given to future land use patterns, the amount and type of traffic that will be generated by these land uses, correction of existing traffic hazards, and other factors. For example, as growth and development occurs the township must factor in how it will affect the existing roadways and what will need to be added to accommodate all of the transportation needs.

**Transportation Planning Process**

The St. Clair County Transportation Study (SCCOTS) is the federally-designated transportation planning agency responsible for identifying future transportation needs and then
developing and evaluating proposed solutions to maximize the effectiveness of system investments throughout St. Clair County. SCCOTS is comprised of representatives from local units of government throughout St. Clair County, including Port Huron Township.

The St. Clair County Board of Commissioners appoints eleven citizens to serve as the Metropolitan Planning Commission (MPC). MPC representation is countywide, with members representing key sectors of the community, including Agriculture, Business, Economic Development, Education and Transportation. Additionally, there are two members who are citizens-at-large. A staff of professional planners, analysts, technicians and administrative support staff assist the MPC. MPC staff members also serve as staff to SCCOTS.

In order to fulfill its federal and state mandates, SCCOTS, in conjunction with the Southeast Michigan Council of Governments (SEMCOG), is engaged in the following ongoing transportation planning activities:

- Providing project-oriented assistance to Federal, state, regional, and local transportation planning agencies.
- Monitoring local agency plans and planning efforts, providing analysis and formal reports that gauge whether those local plans and projects are consistent with county and local master plans.
- Supporting local and regional comprehensive planning efforts and reinforce the interface between sustainable land-use patterns and transportation planning.
- Advocating for the needs of the county and its member units at local, regional, statewide, and national levels.
- Analyzing and updating information relevant to the transportation planning process including land use, transportation, employment, economic, demographic, and environmental data.
- Working closely and interacting with the Michigan Department of Transportation (MDOT), the Federal Highway Administration (FHWA), SEMCOG, and the Blue Water Area Transportation Commission (BWATC).
- Assisting in the development of transportation projects, the coordination of resources and access to funding.
- Managing the administrative duties of the transportation planning program, which includes the development of an annual Unified Planning Work Program, general program administration, and professional development, enabling St. Clair County to receive federal transportation funding.
- Developing, updating and implementing the Long-Range Transportation Plan (LRTP).
- Developing and managing the four-year prioritized project list for inclusion into the regional Transportation Improvement Program (TIP), which is the short-term implementation of the LRTP. It is in the TIP document that transportation improvement projects in Port Huron Township are prioritized relative to all of the other projects throughout the county.

**ST. CLAIR COUNTY 2035 LONG-RANGE TRANSPORTATION PLAN (LRTP)**

Every five years, the St. Clair County Metropolitan Planning Commission (MPC), in conjunction with SCCOTS, updates the Long-Range Transportation Plan for St. Clair County.
The main purpose of the LRTP is to identify an integrated system of transportation improvements that together address the mobility needs within the county. In doing so, the LRTP serves to support the mobility desires of the region and to meet local transportation goals and objectives as detailed in master plans such as this document. In the current 2035 LRTP, there are two specific projects planned for Port Huron Township within the next ten years:

- Water Street, from Strawberry Lane to Interstate 94 (Crush & Shape, Resurfacing).
- Dove Road, from Range Road to 32nd Street (Reconstruction)

In addition to these two specific projects, there will be other improvements made to township roads over time as maintenance and rehabilitation is required. It is often difficult to predict what specific rehabilitation will be needed on a road segment ten to fifteen years into the future.

**SCCOTS FISCAL YEAR 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

The Transportation Improvement Program (TIP) is a document that includes all transportation projects that will happen in the next four years countywide. All projects in this document must have definite funding sources. This document was briefly described earlier in the document.

At present, the current TIP being implemented is the FY2011-2014 TIP. Table 3-8 shows projects that are within Port Huron Township and are listed in the FY2011-2014 TIP.

**CN Rail Crossing Improvements - Congestion Mitigation**

The CN Rail crossing improvements are proposed as a two phase project. The first phase entails construction of an overpass to carry Michigan Road over the intersecting CN railroad tracks. The project is intended to keep traffic and emergency vehicles from being delayed at the train crossings - at this time, vehicles can experience delays lasting upwards to an hour long. The SCCRC has purchased 15 parcels for Phase 1. The overpass will stretch 1,500 feet starting on the north side of the intersection of Griswold and Michigan, ending south of the tracks. Top elevation will be a minimum of 23 feet above the tracks, this height allows for double-stacked rail cars to travel underneath. The Griswold/Michigan intersection will be elevated and signalized. This phase is set to be completed in July 2013 and carries an estimated cost of $10.5 million.

The new bridge structure over Michigan Road will be designed to accommodate an approximately ten-foot wide bike path, which can contribute to additional nonmotorized amenities. The additional width on the bridge structures will allow for the future development of bike paths on project area roads. Bike paths are anticipated in the project area to connect to the proposed bike trail being developed along the abandoned rail corridor at the north end of the project area.

The project will likely result in indirect changes to land use in the project area. Development of properties Michigan Road has been limited due to the presence of the railroad track crossings and the associated traffic delays. As this condition is improved by the new overpass, it is expected that more commercial properties will develop along the route.
The project’s feasibility study noted that “If development of the properties along these roads has been limited by train delays, the elimination of these delays is expected to result in improved economic conditions in the project area and the region.” It can be expected that with the elimination of delays caused by trains, drivers will not go out of their way to avoid the intersection as they may have in the past. Additionally, new commercial growth along this route would generate additional traffic.

The second phase of this project would be a new road and overpass on Range Rd and Griswold Rd. This phase entails the reconstruction of Range Road and Griswold so that these roads only cross the tracks at one point, where the overpass is located. The plans call for a roundabout at Range Rd and Griswold that would send drivers east over the tracks to another roundabout, where they could choose to go to Griswold or Range roads.

**Replacement of Bridge Over Black River on I-94/I-69**

As the Blue Water Bridge Plaza project was underway, traffic was being shifted and detoured to accommodate the various phases of construction happening on Interstate 94/69 and the area surrounding the plaza. New exit openings were installed, as well as additional traffic lights, additional turn lanes, and bridge reconstruction, all of which has greatly improved traffic flow in this area. The nearly $90 million project consisting of widening 2.2 miles of I-69/94 between Lapeer Road and Pine Grove Avenue and replacing the aging Black River Bridge with three new spans was completed in the summer of 2013.

The new configuration of westbound I-94/I-69 over the Black River includes three lanes of traffic and direct access to Water Street and the Lapeer connector. The new configuration of eastbound I-94/I-69 over the Black River includes two lanes dedicated to Blue Water Bridge traffic and three lanes dedicated to local traffic (ending at Pine Grove Avenue). This also includes increased capacity on this stretch of I-94/I-69 over the Black River.

**New Lapeer Connector and Interchange**

A new two-lane Lapeer Road connector overpass above I-69/I-94 was completed in the summer of 2013. The existing connector was replaced with a new overpass that allows traffic to travel both ways east and west onto and off I-94. It also included a new Lapeer interchange, which will be widened. This project will provide new access to westbound I-94/I-69 from the

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**TABLE 3-8: FY2011-2014 TIP PROJECTS IN PORT HURON TOWNSHIP**

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Project Limits</th>
<th>Proposed Work</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-94</td>
<td>At Black River</td>
<td>Replace and widen bridge to 6 lanes</td>
<td>2011</td>
</tr>
<tr>
<td>I-94 and I-69</td>
<td>I-94 &amp; I-69 interchange to the Black River Bridge</td>
<td>Reconstruct freeway</td>
<td>2011</td>
</tr>
<tr>
<td>I-69</td>
<td>Range Road over I-69</td>
<td>Rehabilitate Roadway</td>
<td>2011</td>
</tr>
<tr>
<td>Port Huron NAFTA Corridor Congestion Mitigation</td>
<td>Michigan Rd, Griswold Rd, Range Rd at CN Railroad</td>
<td>Improve Rail Crossings</td>
<td>2011</td>
</tr>
<tr>
<td>I-69</td>
<td>At I-94</td>
<td>Reconstruct Interchange</td>
<td>2012</td>
</tr>
</tbody>
</table>
Lapeer connector and new access to the southbound Lapeer connector from eastbound I-94/I-69.

**New Water Street Exit off I-94/Welcome Center**
This project entailed the reconfiguration of the Water Street interchange and replacing the overpass at the Water Street exit with a new overpass that is 3-lanes wide. Additionally, the Port Huron Welcome Center at Water Street has been closed and demolished and a new welcome center will be constructed near Lapeer Road.

**Blue Water Bridge Plaza Expansion**
The Blue Water Bridge is a unique and key element in St. Clair County’s transportation network because it links, not only this area, but much of the United States and Mexico with Ontario, Canada. The initial span was completed in 1938; an additional span was completed in 1997.

Many of the aforementioned projects involving I-94/I-69 and the new exits off Water Street and the Lapeer Connector are all associated with the planned expansion of the Blue Water Bridge.
Plaza at the international border crossing in Port Huron. The Blue Water Bridge Plaza Project is a comprehensive plan to expand and improve the Blue Water Bridge plaza, relocate city streets in Port Huron, expand the Black River Bridge, and improve the I-94/I-69 freeway intersections. The improvements will provide safe, efficient, and secure movement of people and goods across the U.S./Canadian border in the Port Huron area, to support the economies of Michigan, Ontario, Canada, and the United States. The plaza expansion project will also support the mobility and security needs associated with national and civil defense.

The overall plan consists of the following segments: Early Preliminary Engineering, Freeway and Black River Bridge, City Streets, the Plaza, and Enhancements.

Figure 3-1 details the currently planned improvements to I-94/I-69 in preparation for changes to the Blue Water Bridge Plaza. Specific plans for the plaza itself have changed over time. Initially planned to be approximately 70 acres, the revised Plaza Alternative unveiled in December 2010 calls for a 16-acre expansion that will be constructed to the north of the existing 18-acre elevated plaza. In total, a 34-acre plaza will be utilized for customs processing and MDOT bridge operations, maintenance and toll collections. The revised plans are still being developed and additional study and analysis will be performed by MDOT and FHWA. A new Environmental Impact Statement (EIS) will also have to be drafted once consensus is reached on the selected alternative. That is a process that could take many more years.

**KEY CORRIDORS IN PORT HURON TOWNSHIP**

Port Huron Township has a number of key transportation/land use corridors - primarily commercial corridors - both within and beyond its borders. Each of these corridors have specific characteristics and land use influences that will influence traffic flow, safety, pedestrian mobility, and economic activity.

**24th Street Commercial Corridor**

The 24th Street is a significant Commercial Corridor not only in Port Huron Township, but also in St. Clair County. This corridor has a large amount of strip commercial retail, including a Grocery store, fast food restaurants, a hardware store, an auto parts store, gas stations, and a thrift store are a few of the types of businesses located on 24th Street. These types of business all produce a significant amount of traffic throughout the day, specifically between the hours of 8:00 a.m.-6:00 p.m., or peak hours. There is a significant number of access points/driveways along this corridor, and are used excessively as they access businesses that generate a large amount of trips in a day. This road would benefit from the strategic implementation of access management treatments to potentially eliminate excessive ingress/egress points.

Port Huron High School and Memorial Stadium are also located on this corridor. Though the driveway to the school is not on 24th Street, it does receive a significant amount of traffic during the morning and afternoon commutes. There are also sidewalks that connect the businesses, residential areas, and the school.

**32nd Street Corridor**

This 32nd Street corridor is undergoing a change in character and use. It is growing and
expanding immensely as a result of the transportation facilities in this area. The new 2-lane Lapeer Connector provides direct access to I-94/I-69 and also improves access to Lapeer Road and 32nd Street, making this corridor likely to experience expansion of commercial properties. At some point in the future, the township may determine that a specialized corridor study is warranted as a result of the various roadway improvements occurring near this area and the changing character of the immediate neighborhoods.

At the time of this plan update, there is a large home improvement retail store that has recently opened at the north end of 32nd Street. There previously was a school on the piece of land where this building was constructed which has direct access to the I-94/I-69 highway via the Lapeer Road Connector. However, significant transportation improvements may need to be considered depending on the actual traffic volume that results from the development, such as a turn lane, an additional travel lane, traffic signals, or signage.

Based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 7th Edition (2003), the typical number of trips generated by large home improvement superstore are as follows:

- Weekday: 29.80 Customer Trips per 1,000 square feet (50% entering, 50% exiting)
- Saturday: 45.67 Customer Trips per 1,000 square feet (50% entering, 50% exiting)
- Sunday: 20.93 Customer Trips per 1,000 square feet (50% entering, 50% exiting)

Using the above trip rates from ITE and assuming a store size of 250,000 square feet, a development of this type will generate 7,450 trips during a weekday, 11,417 trips on a Saturday and 5,232 trips on a Sunday (number of trips represents both in and out trips). Overall, a 250,000 square foot superstore could generate nearly 54,000 trips per week on average. This development is located in a highly visible location off of the freeway, right off of the Lapeer Connector, allowing vehicles traveling on I-69 to access the store with ease. It also draws traffic off of Lapeer Road, with vehicles accessing the store via 32nd Street and the Lapeer Connector.

“Big box” stores typically generate larger volumes of traffic than most other land uses. The amount of traffic correlates to the size of the store. The larger the development, the larger the geographic area from which it pulls customers, which results in higher traffic counts.

Additionally, other businesses such as fast food restaurants, gas stations and convenient stores often establish locations near the big box development to capitalize on the customer draw. Each of those uses has the potential to produce higher traffic volumes as well.

**Lapeer Road**

Lapeer Road serves as a significant connector between the City of Port Huron and Port Huron Township. There is a mix of uses along this corridor, including government offices, retail, light industrial, restaurants/bars, hair salons, gas stations, and educational institutes. The majority of the land along this corridor is zoned B3, General Commercial, which accommodates higher intensity commercial uses.
Because there are so many parcels and different types of uses there is a significant amount of traffic on this roadway. Lapeer Road and the vehicles traveling on it would benefit from access management improvements, whether it be re-evaluating driveways, adding turn lanes, removing turn lanes, or fixing intersections. This road carries a large number of vehicles and the flow and safety could be improved to enhance the entire transportation system. The township should work in concert with the St. Clair County Road Commission to evaluate potential improvements to Lapeer Road, including exploring options for making the corridor more pedestrian friendly through the implementation of Complete Streets or a nonmotorized pathway.

With the changes occurring along the 32nd Street Corridor, including new retail development, and the improvements being made to the interstate and the connector, Lapeer Road is likely to experience higher volumes of traffic in the future. In 2011, Lapeer Road had traffic counts of about 11,000 vehicles per day between 32nd Street and 24th Street. The new retail development at the north end of 32nd Street is expected to generate nearly 54,000 trips in and out of that development. Many of those vehicles will travel to the site using Lapeer Road, so an increase in daily traffic can be expected. Additionally, the new Lapeer Connector and interchange will make it easier for vehicles to exit off of I-69, utilize the connector and feed into Lapeer Road.
Range Road Corridor
The Range Road Corridor is a corridor with countywide significance, as it extends from Port Huron Township at the north down to the City of St. Clair at its southern terminus. The corridor is significant due to multiple jurisdictions planning for commercial and industrial land uses that will impact the county’s economic prosperity, as well as affecting the transportation system.

Over the past 10 years, there has been an active Range Road Corridor Advisory Committee that, in 2001, developed the Range Road Corridor Plan. The Advisory Committee was made up of the following communities: Port Huron Township, Kimball Township, the City of Marysville, St. Clair Township, and the City of St. Clair. Additionally, the St. Clair County Metropolitan Planning Commission and the Road Commission participated in the effort.

The Range Road Corridor Plan provides recommendations for improvements to the roadway and development of areas along the roadway over a 15-20 year planning period. The plan was developed through corridor investigations, and analysis, demographic, and land use trends and the vision of local citizens, and business owners.

The Corridor Plan consists of several elements including, corridor goals, population, economic, and housing characteristics, natural features, land use, transportation and community input, that come together to form a vision for the corridor.

Most of the communities along the corridor have updated their master plans within the last five years and have integrated many of the findings and recommendations from the 2001 Corridor Plan into those localized documents.

At the end of 2011, several of the communities involved in the initial planning effort began to discuss the need to update the Range Road Corridor Plan based on current conditions and recent economic trends. Port Huron Township officials should fully participate in any new effort to update the Corridor Plan.