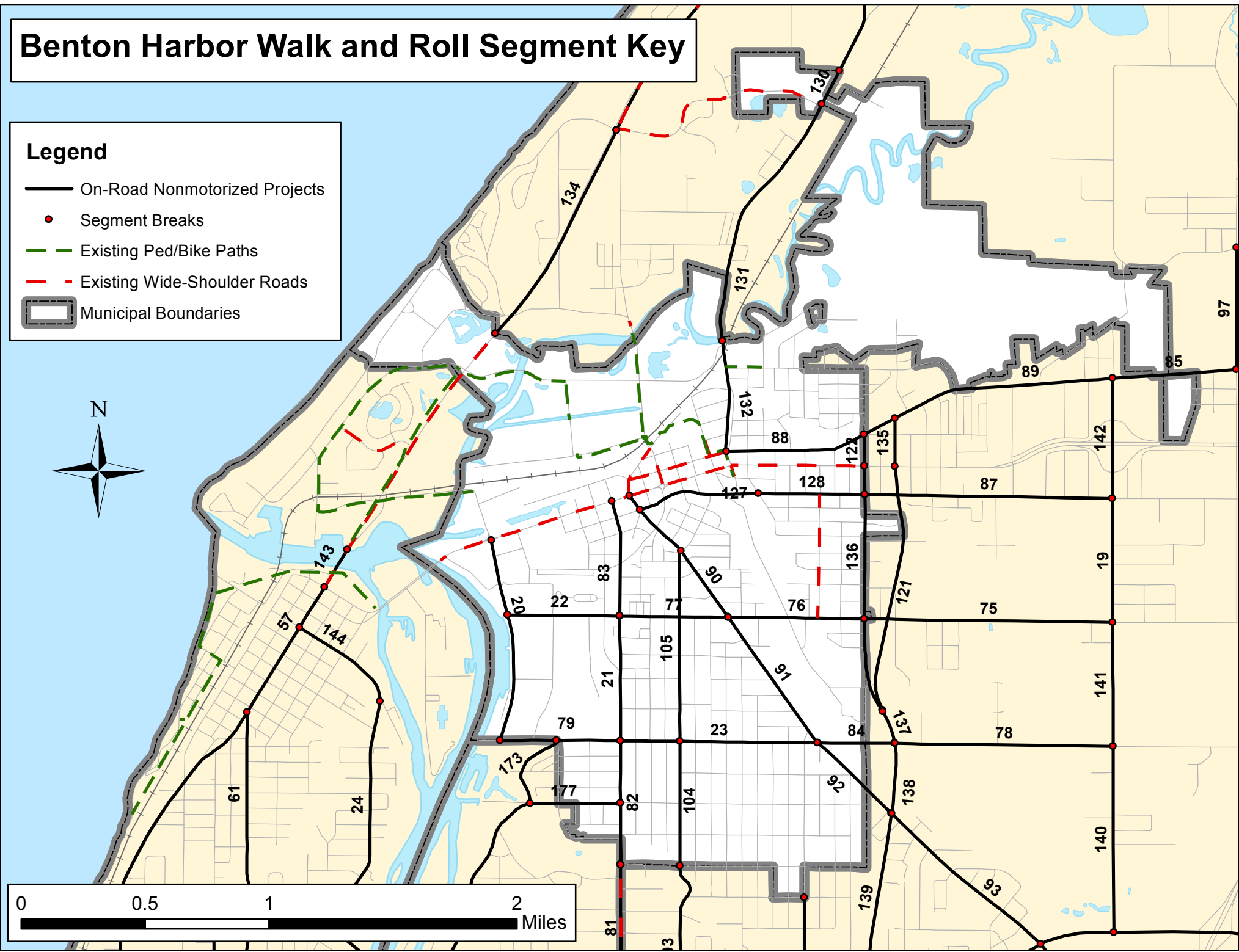
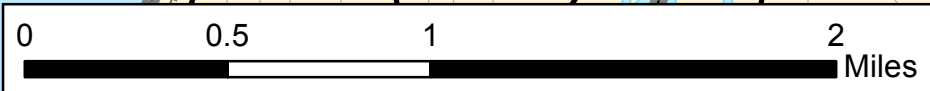
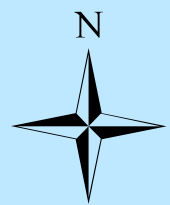


Benton Harbor Walk and Roll Segment Key

Legend

- On-Road Nonmotorized Projects
- Segment Breaks
- - Existing Ped/Bike Paths
- . Existing Wide-Shoulder Roads
- ▭ Municipal Boundaries



Benton Harbor On-Road Project Segments: Classification Data

Segment ID	StreetName	End Point #1	End Point #2	Municipality	Municipality #2	Legal System	Route Type	Trunkline	NHS	Function Class	Seasonal Adjustment Classification
22	Britain Ave	Riverside Dr to the west	Colfax Ave to the east	Benton Harbor		4	9		0	16	Urban
76	Britain Ave	Pipeston St to the west	Fair Ave to the east	Benton Harbor		4	9		0	16	Urban
77	Britain Ave	Colfax Ave to the west	Pipestone St to the east	Benton Harbor		4	9		0	16	Urban
104	Broadway Ave	Empire Ave to the north	Emery St to the south	Benton Harbor		4	9		0	17	Urban
105	Broadway Ave	Pipeston St to the north	Empire Ave to the south	Benton Harbor		4	7	Old M-139	0	17	Urban
21	Colfax Ave	Britain Ave to the north	Empire Ave to the south	Benton Harbor		4	9		0	16	Urban
82	Colfax Ave	Empire Ave to the north	Emery St to the south	Benton Harbor		4	9		0	16	Urban
83	Colfax Ave	Main St to the north	Britain Ave to the south	Benton Harbor		4	9		0	16	Urban
23	Empire Ave	Colfax Ave to the west	Pipestone St to the east	Benton Harbor		4	7 / 9	NA / Old M-139	0	16	Urban
79	Empire Ave	Riverside Dr to the west	Colfax Ave to the east	Benton Harbor		4	9		0	16	Urban
84	Empire Ave	Pipestone St to west	M-139 to east	Benton Harbor	Benton Charter Township						
120	Fair Ave	Main St to north	Highland Ave to south	Benton Charter Township	Benton Harbor	1	2	M-139	1	14	Urban
122	Fair Ave	Territorial Ave to north	Main St to south	Benton Charter Township	Benton Harbor	4	11	Old US-12	0	16	Urban
136	Fair Ave	Highland Ave to north	Fair/MLK junction to south	Benton Charter Township	Benton Harbor	1	2	M-139	1	14	Urban
127	Highland Ave	Pipestone St to west	Hull Ave to east	Benton Harbor		4	9		0	14	Urban
128	Highland Ave	Hull Ave to west	Fair Ave to east	Benton Harbor		4	9		0	17	Urban
130	Paw Paw Ave	BH/BCT border to north	Enterprise Way	Benton Harbor	Benton Charter Township	2	7	Old M-139	0	16	Urban Area Limit
132	Paw Paw Ave	Paw Paw River to north	Territorial Ave to south	Benton Harbor		4	7	Old M-139	0	16	Urban
90	Pipestone St	Main St to the north	Britain Ave to the south	Benton Harbor		4	11	Old US-31 / Old M-139	0	14	Urban
91	Pipestone St	Britain Ave to the north	Empire Ave to the south	Benton Harbor		4	11	Old US-31	0	14	Urban
92	Pipestone St	Empire Ave to north	M-139 to east	Benton Harbor	Benton Charter Township	4	11	Old US-31	0	14	Urban Area Limit
20	Riverside Dr	Main St to the north	Empire Ave to the south	Benton Harbor		4	9		0	16	Urban
88	Territorial Ave	Paw Paw Ave to west	Fair Ave to east	Benton Harbor		4	9		0	16	Urban
85	Territorial Ave	Fair Ave to west	Euclid Ave tp east	Benton Charter Township	Benton Harbor						

Project segments flagged for detailed display at public input meetings

See attached sheet for field definitions

Benton Harbor Project Segments: Design Data

Segment ID	StreetName	End Point #1	End Point #2	Rght Of Way		Surface		Number of Lanes	Through Lanes	Sidewalks	Striping/Medians	Signs/Signals	Other Infrastructure
				Width	Width	Left Shoulder	Right Shoulder						
22	Britain Ave	Riverside Dr to the west	Colfax Ave to the east	0	0			3	2				
76	Britain Ave	Pipeston St to the west	Fair Ave to the east	0	0			2	2				
77	Britain Ave	Colfax Ave to the west	Pipestone St to the east	0	0			2	2				
104	Broadway Ave	Empire Ave to the north	Emery St to the south	0	0			2	2				
105	Broadway Ave	Pipeston St to the north	Empire Ave to the south	0	0			2	2				
21	Colfax Ave	Britain Ave to the north	Empire Ave to the south	0	0			2	2				
82	Colfax Ave	Empire Ave to the north	Emery St to the south	0	0			2	2				
83	Colfax Ave	Main St to the north	Britain Ave to the south	0	0			2	2				
23	Empire Ave	Colfax Ave to the west	Pipestone St to the east	0	0			2	2				
79	Empire Ave	Riverside Dr to the west	Colfax Ave to the east	0	0			2	2				
84	Empire Ave	Pipestone St to west	M-139 to east	0	0			2	2				
120	Fair Ave	Main St to north	Highland Ave to south	0	0			3	3				
122	Fair Ave	Territorial Ave to north	Main St to south	0	0			2	2				
136	Fair Ave	Highland Ave to north	Fair/MLK junction to south	0	0			3	3				
127	Highland Ave	Pipestone St to west	Hull Ave to east	0	0			2	2				
128	Highland Ave	Hull Ave to west	Fair Ave to east	0	0			2	2				
130	Paw Paw Ave	BH/BCT border to north	Enterprise Way	0	20	6 ft gravel	6 ft gravel	2	2				
132	Paw Paw Ave	Paw Paw River to north	Territorial Ave to south	0	0			2	2				
90	Pipestone St	Main St to the north	Britain Ave to the south	0	0			3	2				
91	Pipestone St	Britain Ave to the north	Empire Ave to the south	0	0			2	2				
92	Pipestone St	Empire Ave to north	M-139 to east	0	0			2	2				
20	Riverside Dr	Main St to the north	Empire Ave to the south	0	0			2	2				
85	Territorial Ave	Fair Ave to west	Euclid Ave tp east	0	40			2	2				
88	Territorial Ave	Paw Paw Ave to west	Fair Ave to east	0	0			2	2				

Project Segments Flagged for detailed display at public input meetings

Benton Harbor Project Segments: Condition Data

Segment ID	StreetName	End Point #1	End Point #2	Surface Type	PASER Score	PASER Year	Bike/Ped		Car Crashes - Total	Car Crashes - Fatal	ADT Estimate	Posted Speed	Local Official Ranking	Public Survey - # of mentions
							Crashes - Total	Crashes - Fatal						
22	Britain Ave	Riverside Dr to the west	Colfax Ave to the east	Asphalt	6	2010	2	0	47	0	3,000	35	3	0
76	Britain Ave	Pipeston St to the west	Fair Ave to the east	Concrete	4	2010	4	0	101	0	0	30	3	0
77	Britain Ave	Colfax Ave to the west	Pipestone St to the east	Asphalt	6	2010	5	0	78	0	0	25	3	0
104	Broadway Ave	Empire Ave to the north	Emery St to the south	Concrete	4	2010	7	0	48	0	3,800	25	2	7
105	Broadway Ave	Pipeston St to the north	Empire Ave to the south	Asphalt	3	2010	12	0	107	0	3,800	25	2	7
21	Colfax Ave	Britain Ave to the north	Empire Ave to the south	Asphalt	6	2010	3	0	62	0	0	25	4	2
82	Colfax Ave	Empire Ave to the north	Emery St to the south	Asphalt	4	2010	4	0	67	0	0	25	4	2
83	Colfax Ave	Main St to the north	Britain Ave to the south	Asphalt	4	2010	1	0	36	0	0	25	3	2
23	Empire Ave	Colfax Ave to the west	Pipestone St to the east	Asphalt	6	2010	20	0	302	1	7,000	25	5	4
79	Empire Ave	Riverside Dr to the west	Colfax Ave to the east	Asphalt	5	2010	4	0	43	0	4,500	25	4	4
84	Empire Ave	Pipestone St to west	M-139 to east	Asphalt	4	2010	4	1	109	0	700		5	4
120	Fair Ave	Main St to north	Highland Ave to south	Composite	5	2010	2	0	114	0	4,700	35	5	8
122	Fair Ave	Territorial Ave to north	Main St to south	Asphalt	5	2010	3	0	89	0	0	25	3	8
136	Fair Ave	Highland Ave to north	Fair/MLK junction to south	Composite	4	2010	7	0	166	0	4,800	35	5	7
127	Highland Ave	Pipestone St to west	Hull Ave to east	Concrete	6	2010	5	0	27	0	0	25	2	0
128	Highland Ave	Hull Ave to west	Fair Ave to east	Seal Coat	3	2010	2	0	61	0	0	30	4	0
130	Paw Paw Ave	BH/BCT border to north	Enterprise Way	Asphalt	7	2010	0	0	7	0	3,200	50	5	1
132	Paw Paw Ave	Paw Paw River to north	Territorial Ave to south	Asphalt	4	2010	0	0	50	0	0	25	3	1
90	Pipestone St	Main St to the north	Britain Ave to the south	Asphalt	4	2010	3	0	111	0	0	25	4	5
91	Pipestone St	Britain Ave to the north	Empire Ave to the south	Concrete	5	2010	6	0	129	0	0	30	4	5
92	Pipestone St	Empire Ave to north	M-139 to east	Asphalt	7	2010	5	0	202	0	9,500	30	4	5
20	Riverside Dr	Main St to the north	Empire Ave to the south	Asphalt	5	2010	0	0	38	0	4,500	25	2	0
85	Territorial Ave	Fair Ave to west	Euclid Ave tp east	Asphalt	4	2010	0	0	67	0	0		2	1
88	Territorial Ave	Paw Paw Ave to west	Fair Ave to east	Asphalt	10	2010	3	0	46	0	0	25	3	1

Project Segments Flagged for detailed display at public input meetings

See attached sheet for field definitions

On-Road Project Segment Field Definitions

<i>Legal System</i>	<p>Indicates ownership of the road</p> <ul style="list-style-type: none"> 1 – State Trunkline 2 – County Primary 3 – County Local 4 – City Major 5 – City Minor 9 – Not an Act-51 Certified Public Road 	<i>Route Type</i>	<p>Indicates status as a state route</p> <ul style="list-style-type: none"> 0 - Interstate Highway 1 - US Highway 2 - State Highway 3 - Interstate Business Loop 4 - Interstate Business Spur 5 - US Highway Business Routes 6 - None 7 - State Business Route 8 - Connectors 9 - Unsigned Trunkline
<i>Function Class</i>	<p>MDOT National Functional Classification (NFC) code</p> <ul style="list-style-type: none"> 1 - Rural Interstate (principal arterial) 2 - Rural Other Principal Arterial (non-freeway) 5 - Rural Other Freeway (principal arterial) 6 - Rural Minor Arterial 7 - Rural Major Collector 8 - Rural Minor Collector 9 - Rural Local 11 - Urban Interstate (principal arterial) 12 - Urban Other Freeway (principal arterial) 14 - Urban Other Principal Arterial (non-freeway) 16 - Urban Minor Arterial 17 - Urban Collector 19 - Urban Local 0 or uncoded - not a certified public road 	<i>NHS</i>	<p>Classification in National Highway System</p> <ul style="list-style-type: none"> 0 – Not an NHS road 1 – An NHS road
<i>Seasonal Adjustment Classification</i>	<p>List of road types as defined for traffic count conversions</p>	<i>ADT Estimate</i>	<p>Estimate of average daily traffic on road segments. Estimates are drawn from a number of sources, some stretching back a number of years, and some in conflict with other sources. Figures displayed are rounded broadly.</p>
		<i>Local Official Ranking</i>	<p>Rough rankings of segment importance from 0 (least important) to 5 (most important). Rankings are derived from meetings with local officials. We realize that the discussions SWMPC staff have had with officials might not fully represent their final views on segment prioritization and that staff may have misinterpreted the expression of some priorities. We encourage further feedback from officials on the priority rankings that we have tentatively listed here.</p>
		<i>Crash Totals</i>	<p>Crash totals for all bike/pedestrians, fatal bike/pedestrians, all cars, and fatal cars represent the total number of crashes between January 2000 and December 2009 placed within 5 meters of the road segment in question.</p>

City of Benton Harbor – Walk and Roll Meeting

November 30, 2010

Attendees:	Chris Cook Kenton McAndrew Darwin Watson Bill Purvis TJ Taylor Pastor Steven McCoy Anna Rahtz Trevor Thomas Suzann Flowers	Materials Distributed:	<ul style="list-style-type: none">• Meeting agenda• “Reasons to Invest in Non-Motorized Infrastructure” fact sheet• “Non-motorized Fact vs. Fiction” fact sheet• Benton Harbor bike and pedestrian crash report• Benton Harbor safety map and map of proposed non-motorized facilities
-------------------	----------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

1. Thomas distributed the agenda and gave a brief overview of the Walk and Roll subcommittee and the current state of the non-motorized plan. He mentioned that a major purpose of the meeting was to ensure that the various plans being written coincide with one another, including the TwinCATS Long Range Transportation Plan and Walk and Roll Plan, the City of Benton Harbor Master Plan, the City of Benton Harbor snow removal plans for streets and sidewalks, the City of Benton Harbor Asset Management Plan, and the transit service plans of TCATA.
2. Thomas passed out the Benton Harbor bike and pedestrian crash report and explained the correspondence to data represented on a poster-sized Walk and Roll map. Thomas explained the elements shown on the two maps, including the possible non-motorized projects that have already been proposed within the City, the existing bus routes, the locations of “people generators” such as high-density housing, and the locations of major destinations such as schools and job centers.
3. Attendees were asked to review the maps for accuracy and to discuss the priorities of the City for non-motorized facilities.
4. Cook mentioned that the City of Benton Harbor Master Plan shows a non-motorized facility proposed along Empire Ave within City limits, and Rahtz noted that the Master Plan does not denote the specific type of facility. She added that in the next stages of the Walk and Roll planning process, the staff will need help from the municipalities in determining which types of projects are most feasible in which areas.
5. The following were discussed as areas of concern due to new developments:
 - *New and refurbished housing in the neighborhood bracketed by Pipestone, Broadway, Colfax, and Britain, as well as new Neighborhood Stabilization Program 2 housing along Columbus:* discussion centered around using non-motorized infrastructure to add to the visual amenities of these neighborhoods; to provide walking and biking access to schools, neighborhood centers, and other destinations; and to provide access to bus stops.

- *Locations of new Boys and Girls Club*: discussion centered around providing small children safe walking routes to the planned new Main Site near Hull Ave, as well as allowing safe routes for adolescents to the new Teen Center tentatively slated to be placed just south of Benton Harbor High School.
 - *New InterCare location on Empire and M-139*: The new InterCare facility will likely draw a great deal of foot traffic along Empire west of Pipestone, a stretch of road that already posed difficulties for pedestrians and bicyclists. In determining the urgency of improvements, it was suggested that InterCare could provide data about how many of their clients are projected to walk or bike to the facility. Improvements could be limited, however, by the repair schedule for a narrow bridge along Empire.
6. There was discussion about the need for bus shelters. Pastor McCoy asked what had happened with the previously proposed locations for shelters. They were: 1) the triangle park at Union and Empire; 2) Broadway and Clay; and 3) Blossom Acres Housing in Benton Township.
- Rahtz noted that Blossom Acres had been on the Green Route, which is being cancelled due to low ridership. She added that the Union and Empire stop is no longer at the triangle park because of the direction from which the bus comes, and so Purvis agreed that the shelter could be located on the other side of the street (the SE corner of the Union-Empire intersection). There was discussion about the services moving out of the Mercy Center, but that Union and Empire is still a good location for a bus shelter because it is a transfer point between the Red and Blue routes and there is high pedestrian traffic and dense housing in that immediate area.
 - McCoy inquired about the proposed location at Broadway and Clay, and Taylor responded that the bus no longer stops in that area because of high crime and threats on the bus drivers. It was agreed that a better location for the shelter would be on Broadway closer to Britain, near the Greek Orthodox church. It was noted that there have been a lot of cleanup efforts along that section of Broadway.
 - Watson and McCoy added that the security cameras installed by the City have been effective in reducing crime, and that the safety money from Whirlpool will likely be used to install more security cameras to cover most of the City. The group agreed that new bus stops in the Broadway area should be coordinated with these cameras.
 - Purvis also noted that his board will only approve putting shelters within City limits, and that TCATA still has \$20,000 of federal stimulus money left that has to be spent by the end of fiscal year 2011. He added that the cost of a shelter can vary, anywhere upwards of \$6,000 per shelter, so he could at least fund two shelters.
 - Flowers suggested local fabrication as a way of reducing the cost of the shelters. Purvis responded that there are only two companies in Michigan that make bus shelters.
 - Rahtz and McCoy noted that the Consortium 4 Community Development had expressed some interest in providing matching funds for a third shelter.
 - There was consensus that the top priority areas for shelters would be:
 1. In front of Michigan Works on Main Street or on Riverview Drive, due to the high pedestrian traffic / transit ridership from Michigan Works!, Six Degrees, Cycle-re-Cycle, Family Dollar, the new Whirlpool development, and the proposed new retail in that immediate area;
 2. At Union and Empire; and
 3. On Broadway near Britain (at Klein).

- It was noted that the bus shelters should also have bike racks nearby. The fixed route buses all have bike racks installed, but someone may also want to leave their bike at the bus stop if they don't have a bike parking facility at their final destination.
 - Purvis noted that he would need to get permission from the City for the shelters, and that he previously had not been able to work out an agreement with the City on maintenance and liability for the shelters. He had been waiting to find out who he should speak with at the City.
7. It was discussed that the Benton Harbor Asset Management Plan should include priority areas for sidewalk repair. Some of the priority areas include:
- Locations near schools;
 - Locations near bus stops;
 - Fair Ave;
 - Highland Ave; and
 - Empire Ave.
8. The following priorities for potential non-motorized projects were discussed:

Note: *Staff have assigned the numbers 1 through 5 to correspond with the priorities mentioned by those present at the meeting, with 5 being highest, 1 being lowest, and 0 being "remove from the map."*

- 5 - Fair Ave / M-139: Narrow the road and reduce speeds (possibly reverting back to 2-way) and also look to improve crossings.
- 5 - Highland and Fair crossing: See note on Fair Ave / M-139 above; examine potential crossing aids, including signage, road striping, and signals (such as pedestrian-activated HAWK signals).
- 5 - Empire Avenue: Add a bike lane stretching east from Colfax; add non-motorized facilities along bridge to new InterCare location; also examine crossing improvements on Empire at or near Colfax, particularly if Boys and Girls Club Teen Center relocates south of the existing high school
- 4 - Pipestone: Repair sidewalks and possibly stripe bike lanes, looking at both the two-lane sections to the south of Britain and the three lane sections to the north.
- 3 - Highland Ave: Improve sidewalk conditions and or add road striping west of Fair, allowing children living east to make use of existing non-motorized infrastructure on McCord, access school on McCord, and access proposed new location of Boys and Girls Club near Hull Ave
- 2 - Riverview Dr: connection from Main Street to Harbor Shores trails (already in design at Abonmarche)
- 2 – Broadway: discussion on improvements to Broadway centered around facilitating bus service to the corridor; a wide road and sidewalks already exist, but sidewalk maintenance may be prioritized to accommodate a potential bus shelter.

In addition to the project locations listed above, other road sections that appear on the existing Walk and Roll project map but did not come up directly in conversation during the meeting include the entire lengths of Britain and Colfax Avenues within Benton Harbor, as well as

Territorial Avenue east of Paw Paw. (Given the lack of direct attention paid to these stretches of road, SWMPC staff will assign them a relatively low priority pending further discussion.)

9. Rahtz passed out a map of proposed bike rack locations that the City Manager's office had developed. All were in agreement with the proposed locations, with the exception that bike racks should also be added near the bus stops.
10. Thomas gave a loose schedule for Walk and Roll progress, with further community stakeholder input meetings over the next several months followed by several large public input sessions, the creation of a plan by the Walk and Roll subcommittee, approval by the full TwinCATS committees, and finally integration into the TwinCATS Long Range Plan.
11. Flowers asked how the City of Benton Harbor would like to gather public input from their residents, noting that every community has a different approach. Rahtz noted that Benton Harbor may want its own input meeting to accommodate residents who will be walking, biking, or taking transit to the meeting. It was agreed that the City should have its own input meeting but then also partner with Benton Township in a larger regional meeting since the two communities need to be connected with their non-motorized projects.
12. Flowers agreed to start scheduling the meetings. Rahtz suggested partnering with another organization that could help in getting attendees at the meeting, such as the Consortium 4 Community Development or Benton Harbor High School. Darwin noted that it would be healthy to involve students in the meeting but that if parents would be invited it would need to be made clear that the meeting was about non-motorized transportation rather than education issues. Thomas suggested the Boys and Girls Club as a location.