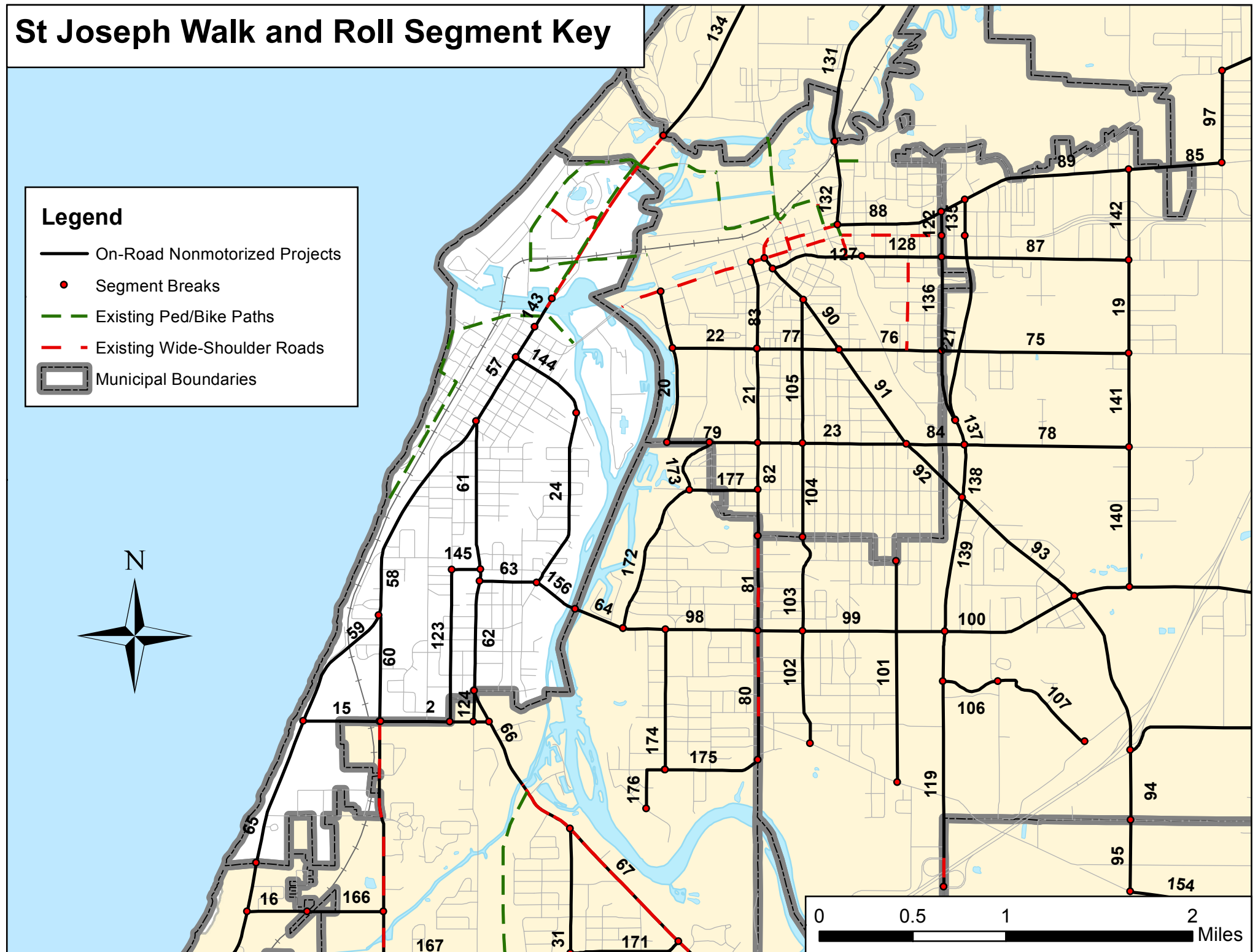
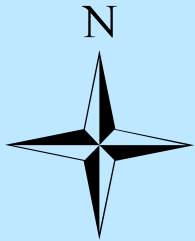


St Joseph Walk and Roll Segment Key

Legend

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



St Joseph 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
15	Hilltop Rd	Lakeshore Dr to the west	Cleveland Ave to the east	St Joseph	St Joseph Township	4	9		0	16	Urban
24	Langley St	Broad St to the north	Napier Ave to the south	St Joseph		4	9		0	16	Urban
57	Main St	Port St to the north	Niles Ave to the south	St Joseph		1	2	I-94 BL / M-63	1	14	Urban
58	Lakeshore Dr	Main St to the north	Cleveland Ave to the south	St Joseph		1	3	I-94 BL	1	14	Urban
59	Lakeshore Dr	Cleveland Ave to the north	Hilltop Rd to the south	St Joseph		1	3	I-94 BL	1	14	Urban
60	Cleveland Ave	Lakeshore Dr to north	Hilltop Rd to south	St Joseph		4	9		0	16	Urban
61	Niles Ave	Main St to the north	Kingsley Ave to the south	St Joseph		1	2	M-63	1	14	Urban
62	Niles Ave	Napier Ave to the north	St Joseph Dr/Washington Ave to the south	St Joseph		1	2	M-63	1	14	Urban
63	Napier Ave	Niles Ave to the west	Langley St to the east	St Joseph		4	9		0	14	Urban
65	Lakeshore Dr	Hilltop Rd to the north	Shoreham border to the south	St Joseph		1	3	I-94 BL	1	14	Urban
123	State St	Kingsley Ave to the north	Hilltop Rd to the south	St Joseph		5	9		0	17	Urban
143	Main St	Blossomtime bridge to north	Port St to south	St Joseph		1	2	M-63	0	16	Urban
144	Broad St	Main St to the west	Langley St to the east	St Joseph		4	9		0	16	Urban
145	Kingsley Ave	State St to the west	Niles Ave to the east	St Joseph		4	9		0	17	Urban
156	Napier Ave	Langley St to the west	St Joseph Twp border to the east	St Joseph		4	9		0	14	Urban
2	Hilltop Rd	Cleveland Ave to the west	Washington Ave to the east	St Joseph Township	St Joseph	2	9		0	16	Urban

Project segments flagged for detailed display at public input meetings

See attached sheet for field definitions

St Joseph On-Road Project Segments: Design Data

Segment ID	StreetName	End Point #1	End Point #2	Right Of Way Width	Surface Width	Left Shoulder	Right Shoulder	Number of Lanes	Through Lanes	Sidewalks	Striping/Medians	Signs/Signals	Other Infrastructure
15	Hilltop Rd	Lakeshore Dr to the west	Cleveland Ave to the east	0	0			4	4				
24	Langley St	Broad St to the north	Napier Ave to the south	0	0			2	2				
57	Main St	Port St to the north	Niles Ave to the south	0	0			4	4				
58	Lakeshore Dr	Main St to the north	Cleveland Ave to the south	0	0			3	2				
59	Lakeshore Dr	Cleveland Ave to the north	Hilltop Rd to the south	0	0			3	2				
60	Cleveland Ave	Lakeshore Dr to north	Hilltop Rd to south	0	0			2	2				
61	Niles Ave	Main St to the north	Kingsley Ave to the south	0	0			4	4				
62	Niles Ave	Napier Ave to the north	St Joseph Dr/Washington Ave to the south	0	0			5	4				
63	Napier Ave	Niles Ave to the west	Langley St to the east	0	0			2	2				
65	Lakeshore Dr	Hilltop Rd to the north	Shoreham border to the south	0	0			2	2				
123	State St	Kingsley Ave to the north	Hilltop Rd to the south	0	0			2	2				
143	Main St	Blossomtime bridge to north	Port St to south	0	0			4	4				
144	Broad St	Main St to the west	Langley St to the east	0	0			2	2				
145	Kingsley Ave	State St to the west	Niles Ave to the east	0	0			2	2				
156	Napier Ave	Langley St to the west	St Joseph Twp border to the east	0	48	2 ft undefined	2 ft undefined	5	4				
2	Hilltop Rd	Cleveland Ave to the west	Washington Ave to the east	66	48			4	4				

Project segments flagged for detailed display at public input meetings

See attached sheet for field definitions

St Joseph On-Road Project Segments: Condition Data

Segment ID	StreetName	End Point #1	End Point #2	Surface Type	PASER Score	PASER Year	Bike/Ped Crashes - Total	Bike/Ped Crashes - Fatal	Car Crashes - Total	Car Crashes - Fatal	ADT Estimate	Posted Speed	Local Official Ranking	Survey - # of mentions
15	Hilltop Rd	Lakeshore Dr to the west	Cleveland Ave to the east	Asphalt	5	2010	0	0	134	2	7,000	35	5	10
24	Langley St	Broad St to the north	Napier Ave to the south	Asphalt	4	2010	2	0	86	0	6,000	25 / 30	3	0
57	Main St	Port St to the north	Niles Ave to the south	Concrete	5	2010	11	0	348	0	20,000	30	5	2
58	Lakeshore Dr	Main St to the north	Cleveland Ave to the south	Composite	6	2010	1	0	176	0	15,000	30	3	32
59	Lakeshore Dr	Cleveland Ave to the north	Hilltop Rd to the south	Composite	6	2010	1	0	86	1	11,000	45	3	32
60	Cleveland Ave	Lakeshore Dr to north	Hilltop Rd to south	Asphalt	7	2010	1	0	113	0	6,000	30	3	12
61	Niles Ave	Main St to the north	Kingsley Ave to the south	Concrete	5	2010	0	0	175	0	12,000	30	5	35
62	Niles Ave	Napier Ave to the north	St Joseph Dr/Washington Ave to the south	Concrete	5	2010	4	0	346	0	25,000	35	4	35
63	Napier Ave	Niles Ave to the west	Langley St to the east	Asphalt	5	2010	1	0	209	0	14,000	25	3	16
65	Lakeshore Dr	Hilltop Rd to the north	Shoreham border to the south	Composite	6	2010	1	0	75	1	11,000	45	3	32
123	State St	Kingsley Ave to the north	Hilltop Rd to the south	Concrete	4	2010	0	0	81	0	3,500	25	3	0
143	Main St	Blossomtime bridge to north	Port St to south	Concrete	6	2010	1	0	34	0	12,000	40	5	10
144	Broad St	Main St to the west	Langley St to the east	Asphalt	10	2010	1	0	90	0	6,000	25	3	1
145	Kingsley Ave	State St to the west	Niles Ave to the east	Concrete	5	2010	0	0	14	0	0	25	3	0
156	Napier Ave	Langley St to the west	St Joseph Twp border to the east	Concrete	6	2010	0	0	80	0	16,500	25	4	33
2	Hilltop Rd	Cleveland Ave to the west	Washington Ave to the east	Asphalt	5	2010	2	0	232	0	0	35	5	10

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 St. Joseph – Walk and Roll Meeting

November 29, 2010

Attendees:	Chris Cook	Materials	• Meeting agenda
	John Hodgson	Distributed:	• “Reasons to Invest in Non-Motorized Infrastructure” fact sheet
	Bob Judd		• St. Joseph bike and pedestrian crash report
	Tim Zebell		
	Elizabeth Luther		
	Trevor Thomas		

1. Thomas distributed the agenda and non-motorized fact sheet and gave a brief overview of the Walk and Roll subcommittee and the current state of the non-motorized plan. He discussed briefly the content of the fact sheet, laying out the case for non-motorized infrastructure investment.
2. Thomas passed out the St. Joseph bike and pedestrian crash report and explained the correspondence to data represented on a poster-sized Walk and Roll map. Judd and Zebell noticed several spots on the report where RoadSoft seems to have mislabeled roads.
3. The north-south off-road trail through central St. Joseph was discussed. Zebell and Hodgson said that constructing the trail would require multiple easements for the portion west of Niles Ave. Zebell said that the trail would likely have to follow the existing utility easements due to the condition of the ground. In addition to the necessary easements, Zebell also said that the trail as drawn would require a number of crossings through culverts under the road. Finally, Hodgson said that the trail as drawn should extend down to Cleveland Ave.
4. Judd, Hodgson, and Zebell all expressed enthusiasm about the non-motorized path drawn south along the St. Joseph River, which would ideally connect to a Hickory Creek trail south of Lakeland Hospital. The path would require a number of easements, including a key easement from the owner of Pier 33. The final path is unlikely to be in place in the near future, but Zebell, Judd, and Hodgson expressed the desire to keep it marked and accumulate easements along the desired route. Some property owners have already volunteered the easements.
5. Judd, Hodgson, and Zebell also voiced approval for the off-road path marked along the lakeside CSX train, but all were in doubt of being able to gain the necessary easement from CSX.
6. Judd, Hodgson, and Zebell discussed several options for addressing bicycle concerns along Niles Ave. Hodgson raised the possibility of reducing Niles Ave down to three lanes north of Napier Ave. South of Napier, Hodgson, Judd, and Zebell discussed diverting bike traffic along Kingsley Ave to South State St. Judd also discussed the need for better crossings at the intersection of Niles and Napier and also at the intersections of Niles, Hilltop, and Washington. The stretch of Niles south of Napier was considered to be very difficult to improve without a major reconstruction due to issues of right-of-ways and access management.

7. Hodgson raised the question of whether other city neighborhoods could be utilized to allow safe routes for bicyclists to get downtown and to the lakefront. Lake Blvd and Winchester Ave were raised as possibilities, along with improvements to the intersections of each of those streets with Main Street.
8. Thomas said that SWMPC had been in discussion with the Whitcomb over their happiness with the TCATA Red Route and their desire to see a bus shelter that would provide shelter for employees and others without clogging their lobby. Thomas raised the issue of bus shelter provision as related to the key concerns of non-motorized planning. Judd, Hodgson, and Zebell discussed where a bus shelter might best be located near the Whitcomb. The idea of locating the shelter on a city lot across from the Whitcomb was seen as plausible, though the current Red Route would have to be adjusted slightly to provide service to the opposite side of the road. Cook raised the point that a bus shelter would likely generate visibility for the route and could increase its utilization. Hodgson raised the idea of passing a no-smoking-in-shelters ordinance, as the shelter could likely be used by people who currently smoke outside of the Whitcomb. Judd also inquired into the desirability of bus shelters on the southern leg of the Red Route, near the Harding's on Niles.
9. Judd, Hodgson, Zebell, and Cook discussed the possibility for improved crossings on Lakeshore Dr, with striping at Wallace or Kingsley, as well as at Old Lakeshore Dr, mentioned in particular.
10. Judd, Hodgson, Zebell, and Cook discussed the likely impact of the new Whirlpool campus in Benton Harbor. Hodgson inquired into better bridge crossings, wondering if the Blossomland Bridge could be utilized for downtown Benton Harbor bike traffic, and suggested that the proposed non-motorized route along Riverside Dr be extended north of Main St. to meet up with an existing path. Luther opined that it is unlikely that bicyclists would use Whitwam Drive to travel between the downtowns of Benton Harbor and St. Joseph, and she asked after better bicycling conditions on the Bicentennial Bridge. Judd, Hodgson, Zebell, and Cook all speculated how employees of the new campus living in southern St Joseph would get to work, and it was agreed that many would likely come up M-139 to either Main St. or Pipestone.
11. The meeting concluded with Thomas giving a loose schedule for Walk and Roll progress, with further community leader 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.