



**Twin Cities Area Transportation Study  
Walk and Roll Subcommittee**

**October 12, 2017, 1:30 PM**  
Southwest Michigan Planning Commission  
376 W. Main St., Benton Harbor, MI  
Minutes

Debra Panozzo	Mobility Manager
Chris Cook	Abonmarche; representing City of Benton Harbor and Village of Stevensville
Denise Cook	St. Joseph charter Township
Heather Cole	Be Healthy Berrien
Jason Latham	MDOT Southwest
Bob Clark	Lake Charter Township
Jim Sturdevant	MDOT Statewide Planning (called in)
Alex Little	TCATA
Kim Gallagher	SWMPC Staff
Brandon Kovnat	SWMPC Staff

**1. Call to Order and Introductions**

Meeting was called to order at 1:35

**2. Changes to the Agenda**

None

**3. Overview and Purpose of the Walk and Roll Committee**

Kim Gallagher presented a brief history of the Walk and Roll Committee. She explained the process that led to the selection of the “top ten priority non-motorized segments” which was included in the 2040 Long Range Plan. In 2012 Staff had created a top ten evaluation criteria, but the committee opted not to use this, instead having local jurisdictions list which segments they wanted to include.

- Chris Cook added that the top ten list was made with feasibility in mind, with roads selected that had projects that might already be in the pipeline. This would encourage adding non-motorized component to project that would already been proposed.

Kim Gallagher then discussed the history of the Complete Streets Policy after the *Walk and Roll Plan* was published the TwinCATS committee requested more demanding language in planning documents. This led to the currently adopted Complete Streets version in 2014.

- There was a discussion about the effectiveness of the Complete Streets Policy  
Kim Gallagher said that Napier was a test if the policy had teeth. Not adding the project in the TIP without non-motorized facilities was contentious. Denise Cook said that the policy at least led to the Napier Corridor Study.

Jason Latham mentioned that some MPOs require a portion of their funding be dedicated to non-motorized transportation.

Committee discussed the changing attitudes about non-motorized transportation:

- Bob Clark said it is a tough issue but needed for economic development. It is affecting tourism and resident retention.
- Jason Latham said road agencies need to be convinced that it is worth spending limited funds on pedestrians, since the roads are in poor condition. They see it as competition.
- Deb Panozzo mentioned that education to the county commissioner might be good since they are now overseeing the Berrien County Road Department.
- Denise Cook asked if the biggest problem was lack of funds.
- Chris Cook agreed that funding was part of the problem but maintenance especially snow removal is also a factor.
- Alex Little explained that better conditions were needed around bus stops. It is difficult and dangerous for riders to get to the bus. Would also lead to cost savings if buses did not need to pull into private property.
- Heather Cole said that there are sidewalks in city but lots of stuff in Townships. The focus should be on moving people not just cars.

Cook mentioned that he hoped that eventually the Walk and Roll committee would come away with actionable items that could be recommended to the TwinCATS TAC and Policy Committees to be approved.

#### **4. Review of the Walk and Roll Plan**

#### **5. Current Condition of Top Priority Segments – Chris Cook**

Abonmarche provide an update on the current condition of the top ten segments (see attached). Cook went through the current top ten list. Noting that on the list only, Marquette woods and Roosevelt had improvements made so far.

Chris Cook said it might be worthwhile to reassess the top ten list. He asked staff to help gather any necessary data on road segments. He also asked to explore connectivity.

## 6. Next Steps

Possible actions for the walk and roll committee to work on were discussed:

There was agreement that education was a priority with who, what, and how to be discussed further.

A desire to reassess project prioritization was discussed. Kim Gallagher said staff could update the segment data so the group could reevaluate the top segments. Cook asked when the next Transportation Improvement Program call for Projects was being sent. Kovnat said the next call for projects for the 2020-2040b TIP would occur in fall 2018. Gallagher explained that the non-motorized project criteria and prioritization needed to make it into the Long Range Plan.

Additional membership was discussed asking that effort be made to get Disability Network to attend. The owner of fitness and cycle might also be a good fit since he is involved with the cycling community. Little suggested that a representative from Benton township be at the table.

Working with the Michigan's Great Southwest Strategic Leadership Council (MGSSLC) was discussed. They have a sub-committee on best practices, which has focused mainly on trails. Cole said there was also a quality of life subcommittee.

Other efforts underway that were mentioned were:

- Marquette Greenway
- Be healthy Berrien
- University of Michigan SMART group

Although outside TwinCATS Heather Cole mentioned that work was also being done in Niles

A summary of the next steps discussed at the meeting are:

- 1) Education
- 2) Staff updating data on potential road segments in current *Walk and Roll Plan*
- 3) Reassess project prioritization criteria
- 4) Coordination with other groups working on non-motorized transportation specifically the MGSSLC
- 5) Get a "mandate" from the TwinCATS Policy Committee that specifies the scope of the Walk and Roll Committee.
- 6) Eventually make specific policy recommendations to the TwinCATS Policy Committee.

Gallagher said another doodle poll would be sent out for the next meeting. It was suggested that a week prior to the TwinCATS meeting was good. The next meeting will occur the week of November 6-10

## TwinCATS Walk & Roll Top 10 - Update 2017

### **Marquette Woods Road:** St Joseph Ave to Roosevelt Rd

This section is a fairly new constructed road, within the past couple of years. It is a two lane HMA road with a clean wide (4-5') HMA paved shoulder on both sides. There are no bike lane pavement markings but the shoulder appears to be biker friendly. There is also sidewalk on both sides of the road that is in great condition and appears to have been reconstructed at the same time the road was. The sidewalk is complete with sidewalk ramps and detectable warning plates.





**Marquette Woods Road:** Roosevelt Rd to Cleveland Ave

The first section remains consistent with the newly constructed road, including sidewalks and wide shoulders, however, the recently reconstructed road ends about a tenth of a mile east of S. Roosevelt Rd. There is no sidewalk provided on either side of the road past the S. Roosevelt intersection. The older road is two lanes of HMA with no paved shoulder. There is a narrow gravel shoulder (~3') on one side and no shoulder on the other side. The older road would be a 4 on the PASER scale now.





**Marquette Woods Road:** Cleveland Ave to Washington Ave

This section of road is two lanes of HMA with no paved shoulder. There is a narrow gravel shoulder in some parts of this section but the majority of the road does not have any shoulder. There are no sidewalks along this section of road. This section of road has some parts that are deteriorating and would rank as a 3 on the PASER scale.





**Roosevelt Road:** Marquette Woods Rd to John Beers Rd

Roosevelt Road is two lanes of paved HMA. It is evident that the road has been chip sealed within the last couple of years, as the road has a rough texture to it. There is no shoulder on this road. There is no sidewalk from Hidden Pines Trail to the north. However, from Hidden Pines to the south there is a fairly new paved HMA multi use path on the east side of the road. This path is about 10' wide and is complete with ramps and detectable warning surfaces. There are connections to this path at John Beers road intersection and at Shiawassee Lane to allow you to cross Roosevelt and access the other side.





**St. Joseph Avenue:** John Beers Rd to Lincoln Twp Border (North)

St. Joseph Avenue is two lanes of paved HMA. The first cityscape block of St. Joseph Avenue north of John Beers road has sidewalk on both sides of the road. However, this sidewalk appears old and lacks the required ramps and detectable warning surfaces. North of the cityscape the sidewalk discontinues on the west side of the road but continues on the east side of the road. The sidewalk extends to the village limits. There is curb on the side of the road that contains the sidewalk. The west side of the road has no shoulder.





**Red Arrow Highway:** Lincoln Township Borders

Red Arrow Highway is four lanes of paved HMA. The majority of this section is not curbed but there are some sections that have curb near the John Beers intersection. The John Beers intersection was recently redone and now there are sidewalk ramps with detectable warning surfaces at each quadrant, however, there are no sidewalks along the length of Red Arrow Highway. There is a narrow paved HMA shoulder along Red Arrow Highway, this shoulder varies in width from 1' to 3'.





**Lakeshore Drive:** Cleveland Ave to Hilltop Rd

Lakeshore Drive is three lanes of paved HMA. The two outer lanes are travel lanes, while the middle lane is a turn lane. There are older sidewalks along both sides of Lakeshore Drive starting at the bridge and going north to Cleveland Avenue. There is also curb along this same section. South of the bridge to Hilltop Rd there are no sidewalks, or curb. Both sections of Lakeshore Drive have been recently re-striped. There is a paved HMA shoulder on both side of Lakeshore Drive. The width varies but stays around 3' to 4'.





**Empire Avenue:** Colfax Ave to Pipestone St

Empire Avenue is two lanes of paved HMA. There is curb on both sides, along with sidewalk on both sides. The sidewalk is older and in tough shape. The ramps and detectable warning surfaces appear to be recently replaced at each major intersection; Colfax, Broadway, and Pipestone. At the minor road intersections the ramps could use some repair. There are no white lane edge stripes so it is hard to tell if there is a shoulder or not. However, it appears that there is room for a shoulder or for roadside parking.





**Empire Avenue:** Pipestone St to M-139

Empire Avenue is two lanes of paved HMA. There is curb on both sides of the road. At the intersection with Pipestone there are recently redone sidewalk ramps and new detectable warning surfaces. There is sidewalk running along Empire Avenue on the south side until the intersection with S. Fair Avenue when it ends. After this there is just a walking trail along the right-of-way in the grass. It would be beneficial to extend this sidewalk to the intersection of M-139. There are no sidewalk ramps at the intersection of Empire and M-139.





**Pipestone Road:** M-139 to Napier Ave

Pipestone Road is four lanes of paved HMA. There is curb on both sides of the road with little to no shoulder. There is also sidewalk running along the majority of Pipestone road on both sides. However, the sidewalk ends on both sides a block before the intersection of Pipestone and M-139 and a block before the intersection of Pipestone and Napier Ave. It would be extremely beneficial to extend the sidewalk to each of the intersections. The sidewalk is in rough shape in some locations and is overgrowing with weeds. The sidewalk ramps at most of the intersections could use some work. At the intersection of Pipestone and Napier there are fairly new sidewalk ramps and detectable warning surfaces, along with pedestrian crossing buttons.

