

Berrien County

Connecting Communities

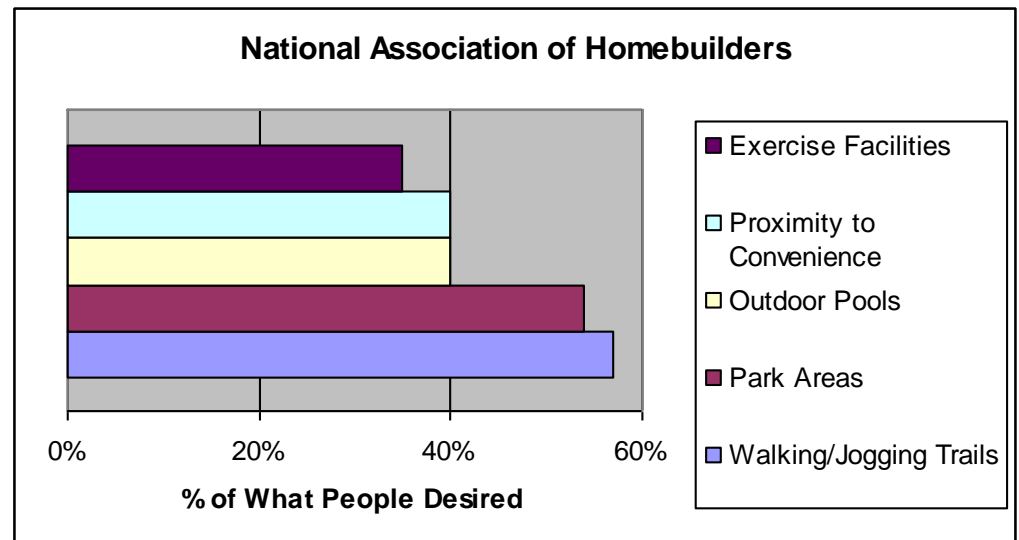
Marcy Hamilton
Southwest Michigan Planning Commission



Why Invest in Non-Motorized?

- Retains and Attracts Businesses, Young Adults and Families
- Increases Real Estate Values
- Promotes Tourism
- **Increases Tax Revenue**
- Encourages Physical Activity (health)
- Improves Safety

In most metro areas studied, every one-point increase in the 100-point Walk Score scale is associated with an increase in home value of \$500 - \$3,000.



Bicycling in MICHIGAN



Population: 9,897,264

Total annual economic impact of bicycling

\$668 million



Bicycling retail revenue
\$63 million

44%

Residents who place an annual value of at least \$100 on the ability to use bicycle infrastructure

Total annual spending associated with bicycling events and vacations in Michigan

\$38 million

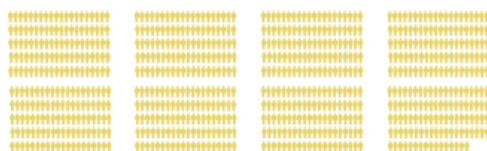
39%

Households that reported that someone in their home used a bike for transportation in the last year

People employed by bicycling industry: 796

28%

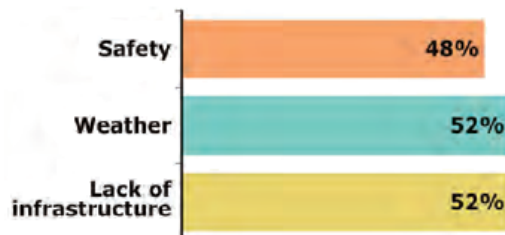
Bicyclists who commute by bicycle at least twice a week



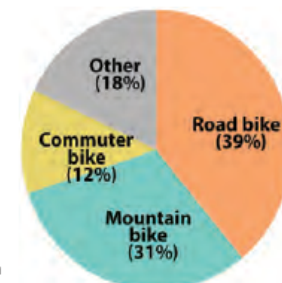
4%

Residents who participated in a bicycling event or bicycle-oriented vacation in Michigan in the past year

Key barriers to bicycling



Top primary bicycle types



Study funded by  MDOT

For more information contact Josh DeBruyn, MDOT Bicycle and Pedestrian Coordinator at debruynj@michigan.gov

Crash Facts (5-yr average, 2012-16)

Berrien County

- 1.3%** Ped/Bike crashes percent of total crashes
- 15.0%** Ped/Bike fatalities percent of total fatalities
- 10.3%** Ped/Bike serious injuries percent of total serious injuries

Cass County

- 0.8%** Ped/Bike crashes percent of total crashes
- 14.9%** Ped/Bike fatalities percent of total fatalities
- 5.3%** Ped/Bike serious injuries percent of total serious injuries

Van Buren County

- 0.8%** Ped/Bike crashes percent of total crashes
- 12.8%** Ped/Bike fatalities percent of total fatalities
- 4.9%** Ped/Bike serious injuries percent of total serious injuries

Define Non-Motorized

- **Non-Motorized Travel**

- Biking, Walking

- **Users**

- Families

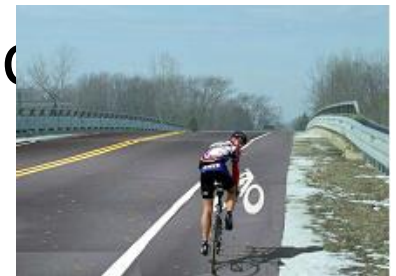
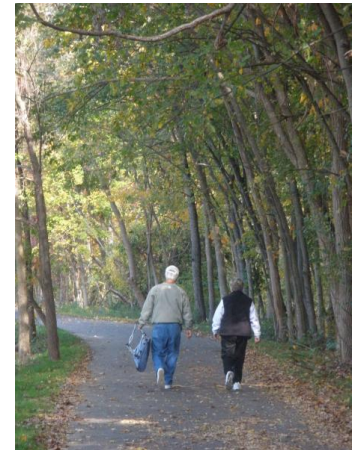
- School Children

- Commuters

- Carless

- elderly, disabled, low income, by choice

- Long Distance Riders





Shared Use Path/Trail

- For use by pedestrians, bicyclists and other nonmotorized users
- Physically separated from motor vehicle traffic
- Two-way travel
- Examples include rail trails and river trails



Sidepath

- Specific type of Shared Use Path that run adjacent to a roadway
- Set back from edge of roadway or has physical barrier between path and roadway
- Depending on frequency of curb cuts, may not be safe for bicyclists due to intersection conflicts



Bike Lane

- On-street
- Designated and marked for use by bicyclists
- Typically one-way travel in same direction as motor traffic
- Can be buffered, protected/separated



Shared Lane Marking (sharrow)

- On-street
- Pavement symbol to help position and/or direct bicyclists while sharing lane with vehicles
- Not a substitute when bike lanes are otherwise warranted or space permits



Paved Shoulder

- 4+ feet wide
- Provides space for pedestrians/bicyclists but not marked as a bike lane
- Occasional use by disabled vehicles and mail delivery vehicles



Routes

- Designated through signage as a preferred route for bicycle or pedestrian use
- May be used in conjunction with any facility types listed above or on a road without any facilities
- Typically indicates cardinal direction along with number or name
- National, state, regional, and local route designations (eg. US Bike Route 35)

US Bicycle Routes in Michigan

Nov. 20, 2014



Route System

American Association of State Highway and Transportation Officials
 American Cycling Association
www.aashtocycling.org/outlets



Legend

- US Bicycle Route on Road
- US Bicycle Route on Trail
- Ferry Service
- Freeway or Highway
- City or Village along Route
- Various City
- County
- State

ILLINOIS



Produced by:
 Center for Shared Solutions and Technology Partnerships
 Michigan Department of Technology, Management, and Budget
 06/28/12

INDIANA

OHIO

U.S. Bicycle Council

Provisional Alternative U.S. Bicycle Council

AASHTO



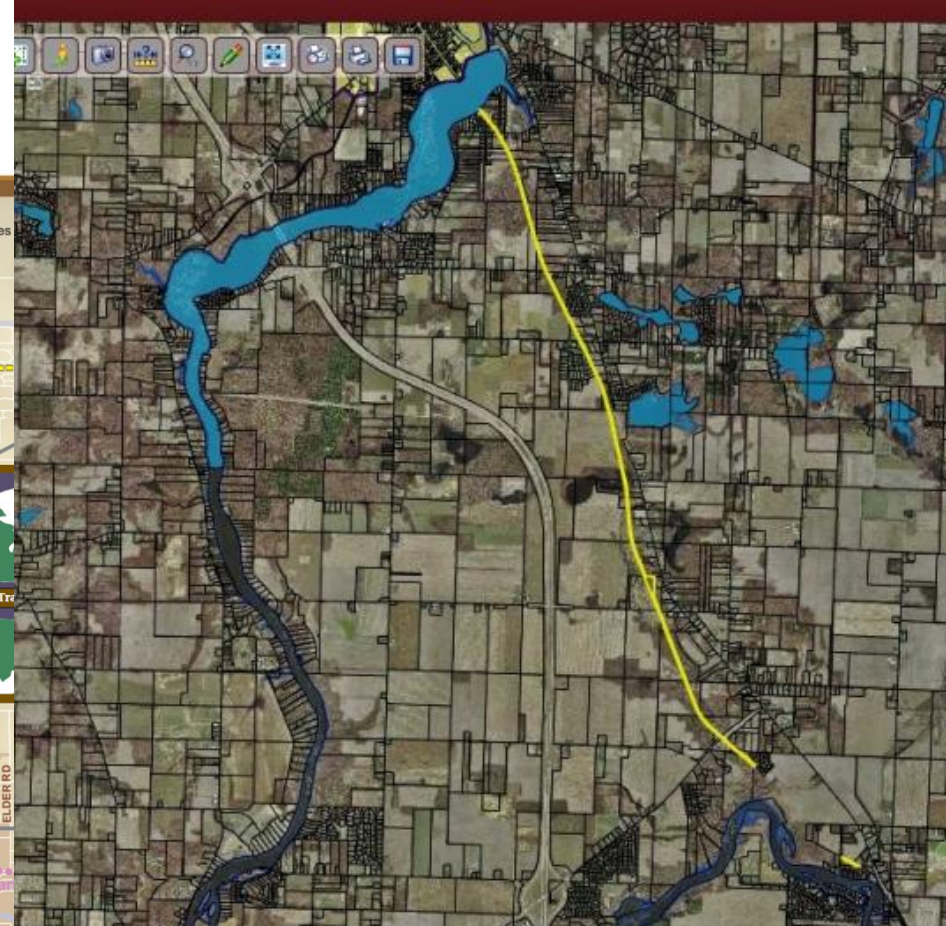
EXISTING BIKE ROUTES (SHARED ROADWAYS)

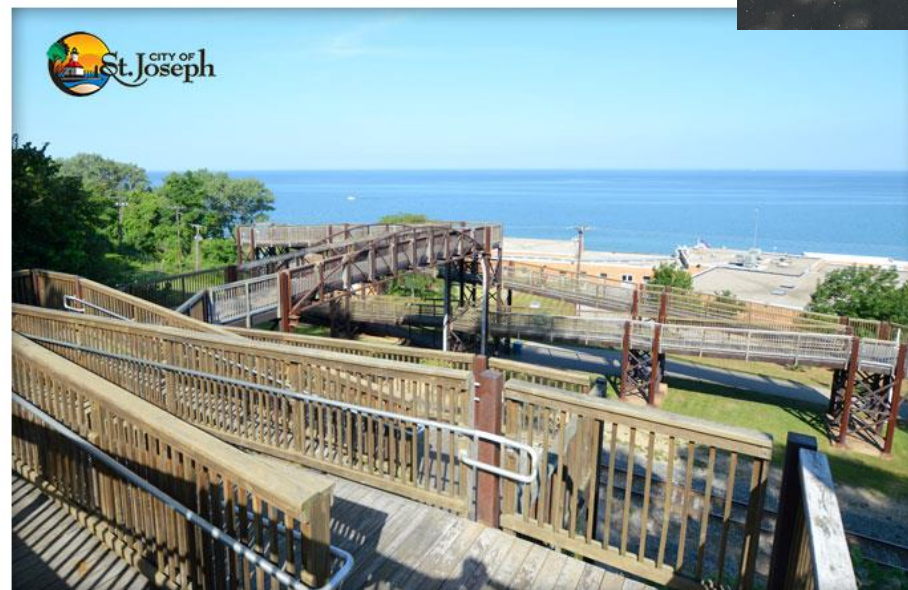


Proposed Indiana-Michigan River Valley Trail



34 mile trail
Niles to Mishawaka







Lake
Michigan



Marquette Greenway



**58 mile shared use path/trail
Chicago to New Buffalo**



NAPIER AVENUE

PEDESTRIAN & BICYCLE PLAN

EXISTING



LANE REBALANCING



BIKE LANES



SIDEWALKS & CROSSINGS

