

ANNOTATED BIBLIOGRAPHY

In an effort to provide for greater collaboration and consultation among statewide plan in Michigan and Indiana, regional plans, and community plans the SWMPC set forth to produce a section of the LRP that would house information on these different resources to allow for greater ease and access to the multiple plans that transportation planners and officials would come into contact with. This central location will allow for transportation planners and officials to have more continuous collaboration with the many partners involved in the complex development of a transportation network.

MICHIGAN

2035 Michigan Long Range Transportation Plan

MI Transportation Plan, also known as the State Long - Range Transportation Plan, is a 25-year plan for transforming Michigan's transportation system. MDOT is revising the current plan by evaluating its inputs, forecasts and strategies against current trends and is extending the horizon year to 2035.

http://www.michigan.gov/mdot/1,1607,7-151-9621_14807_14809---,00.html

Michigan's FY 2011-2014 State Transportation Improvement Program

The State Transportation Improvement Program (STIP) is a federally mandated planning document that lists surface transportation projects that the state intends to fund with federal-aid provided under the federal-aid transportation program. The primary purpose of this document is to provide information regarding the programs and projects to which state and local transportation agencies have committed over the next four years. It verifies that new transportation resources are available and sufficient to finance these improvements.

http://www.michigan.gov/mdot/0,4616,7-151-9621_14807_14808-241927--,00.html

Michigan State Rail Plan

The Michigan Department of Transportation (MDOT) has developed a State Rail Plan to guide the future development of Michigan's rail system for both passenger and freight rail over the next 20 years. The Plan identifies current and future system needs and makes recommendations to encourage ongoing rail investments. The plan meets the requirements established by the federal Passenger Rail Investment and Improvement Act of 2008, which positions the state to receive additional federal funding for rail projects.

http://www.michigan.gov/mdot/0,4616,7-151-9621_14807-242455--,00.html

Michigan Complete Streets

Complete Streets legislation (Public Acts 134 and 135), signed on Aug. 1, 2010, gives new project planning and coordination responsibilities to city, county and state transportation agencies across Michigan. The legislation defines Complete Streets as "roadways planned, designed, and constructed to provide appropriate access to all legal users...whether by car, truck, transit, assistive device, foot or bicycle." The law further requires Complete Streets policies be sensitive to the local context, and consider the functional class, cost, and mobility needs of all legal users. The primary purpose of these new laws is to encourage development of Complete Streets as appropriate to the context and cost of a project.

To further assist this purpose, Public Act 135 provides for the appointment of a Complete Streets Advisory Council, comprised of representatives from 18 statewide government and non-government stakeholder agencies. The Complete Streets Advisory Council will provide education and advice to the State Transportation Commission, county road commissions, municipalities, interest groups, and the public on the development, implementation, and coordination of Complete Streets policies.

http://www.michigan.gov/mdot/0,4616,7-151-9623_31969_57564---,00.html

<http://mihealthtools.org/mihc/CompleteStreetsResources.asp>

Michigan Low Impact Development Manual, 2008

Low Impact Development (LID) is the cornerstone of stormwater management with the goal of mimicking a site's presettlement hydrology by using design techniques that infiltrate, filter, store, evaporate, and detain runoff close to its source. Because LID uses a variety of useful techniques for controlling runoff, designs can be customized according to local regulatory and resource protection requirements, as well as site constraints. The manual provides communities, agencies, builders, developers, and the public with guidance on how to apply LID to new, existing, and redevelopment sites. The manual provides information on integrating LID from the community level down to the site level. It outlines technical details of best management practices, and also provides a larger scope of managing stormwater through policy decision, including ordinances, master plans, and watershed plans.

http://www.swmpc.org/MI_LID_manual.asp

Connecting Michigan: A Statewide Trails Vision and Action Plan, 2006

This publication was developed with leadership from Michigan Trails and Greenways Alliance (MTGA), a non-profit organization that fosters and facilitates the creation of an interconnected statewide system of shared use paths and greenways for environmental/cultural preservation purposes. MTGA works at both the state and local levels by assisting public and private interests in shared use path and greenway planning, funding, development, and maintenance. MTGA builds

public support for trails and greenway development through events, membership, education, information, and advocacy activities.

http://www.michigantrails.org/connectingmichigan/connecting_michigan_plan.pdf

INDIANA

Michiana Area Council of Governments (MACOG) – The Michiana Area Council of Governments (MACOG) is a regional intergovernmental agency established to foster cooperative, coordinated and comprehensive planning activities. The MACOG region represents Elkhart, Kosciusko, Marshall and St. Joseph Counties in Indiana and serves several functions: an MPO, an RPO, staff of the SJRBC, transit operator, and conducts economic development planning among other tasks. <http://www.macog.com/>

MACOG Public Transit-Human Services Coordinated Transportation Plan 2013-14 Updates and Revisions (2012 update)

The Michiana Area Council of Governments (MACOG), a four-county regional planning organization, which includes Elkhart, St. Joseph, Marshall, and Kosciusko counties. The plan illustrated the initial gaps, needs strategies and activities to meet the transit planning process identified in SAFETEA-LU and MAP-21. Annual updates have occurred making minor revisions to the original Coordinated Plan, based on information obtained from the service providers in the region, along with staff knowledge.

MACOG staff held a round of Stakeholder meetings in the MACOG Region (one in each county) to develop a new Coordinated Plan with a scope for the next two years--2013-2014--based on MAP-21 funding. Several planning components were developed during this process for the following needs:

- Documentation of regional transit statistical data
- Identification of transit service providers: human services agencies, public transit, and private transit providers
- Identification of stakeholders in each county to participate in stakeholder meetings
- Administer and document an agency survey and a client survey
- Update of the regional fleet inventory

The Coordinated plan represents documentation of completed or ongoing strategies and activities since the original Coordinated Plan, along with new gaps and opportunities to meet current and future regional transit needs.

<http://www.macog.com/PDFs/Transit/TransitCoordinatedPlan12.pdf>

MACOG 2035 Transportation Plan, 2010

The Safe, Accountable, Flexible, Efficient, and Transportation Equity Act - A Legacy for Users (SAFETEA-LU) was passed by the United States Congress in 2005. The legislation provides funding for public transit and highway construction activities nationwide. In order for urban areas to receive

the benefits of federal aid for both roads and transit, they are required to have plans in place, which are comprehensive and coordinated through cooperation among jurisdictions.

The most extensive of these plans is the 20-year transportation plan. The MACOG 2035 Transportation Plan Update outlines the region's focus on planning for surface-transportation improvement projects in St. Joseph and Elkhart Counties through the year 2035. Projects include highway, transit, bicycle and pedestrian facilities, freight facilities, and illustrative project listings for Kosciusko and Marshall Counties.

<http://www.macog.com/MACOGHOM/TransportationPlanning/LRTP.HTM>

MACOG SFY2013-2016 Transportation Improvement Program (TIP), 2012

The State Fiscal Year (SFY) 2013-2016 TIP is a prioritized, multi-year program for the implementation of transportation improvement projects for the entire MACOG region. As such, it serves as a management tool to ensure the most effective use of funding for transportation improvements. It is also necessary for two other reasons. First, the TIP is a requirement of the transportation planning process as legislated by the Safe, Accountable, Flexible, Efficient, Transportation Equity Act - A Legacy for Users (SAFETEA-LU). Secondly, a transportation improvement is not eligible for federal funding unless it is listed in the TIP.

<http://www.macog.com/MACOGHOM/TransportationPlanning/TIP.HTM>

Northwestern Indiana Regional Planning Commission (NIRCP)

Northwest Indiana's 2040 Comprehensive Regional Plan (CRP), 2011

The 2040 CRP is different from previous Long Range Transportation Plans and other NIRPC planning programs. The 2040 CRP is a Vision Plan. The CRP was developed as a comprehensive citizen based regional vision that will guide the development of land use and transportation programming. As such, it is a policy program with strong coordination and implementation elements.

<http://www.nirpc.org/2040-plan/plan-documents.aspx>

http://www.nirpc.org/media/2934/ch.2_transportation.pdf

Northwestern Indiana Regional Planning Commission (NIRCP) Transportation Improvement Program (TIP)

The **(TIP)** is developed to document road, bridge, transit, and non-motorized projects that will be occurring in the near future within the MPO boundary.

<http://www.nirpc.org/transportation/transportation-improvement-program.aspx>

NIRPC Freight Study Final Report, 2010

The Northwestern Indiana Regional Planning Commission (NIRPC) is developing its first ever Comprehensive Regional Plan, the 2040 CRP, addressing opportunities and challenges in transportation, land use, economic development, the environment and social equity in Lake, Porter and LaPorte counties, Indiana. Recognizing that freight plays a major role in the economy of Northwest Indiana, NIRPC has commissioned this freight study to provide input into the 2040 CRP as well as to function as a stand-alone document. This Freight Study is the first study by NIRPC to focus exclusively on freight mobility within the region.

http://www.nirpc.org/media/5588/nirpc_freight_report_final_updated_8_30_2010.pdf

REGIONAL

Regional Non-Motorized Transportation Plan for MDOT's Southwest Region, 2011

SWMPC developed a comprehensive, regional Non-Motorized Transportation Plan for MDOT's Southwest Region (Allegan, Barry, Berrien, Branch, Calhoun, Cass, Kalamazoo, St. Joseph and Van Buren Counties). Provide a region-wide vision for a connected system of off-road shared use paths and on-road facilities (paved shoulders/bike lanes). Encourage dialogue and more coordinated planning among state, county, and local entities. Enhance partnerships and increase communication among state, county, and local agencies regarding the implementation and operation (construction, maintenance, marketing, etc.) of non-motorized facilities.

http://www.swmpc.org/smart_plan.asp

http://www.swmpc.org/downloads/final_plan_1.pdf

Harbor Country Hike & Bike Plan, 2010

The Harbor Country Hike & Bike Plan focuses on creating a network of sidewalks, shared use paths, bikeways and bike lanes that will link neighborhood communities, business districts, schools and parks. The main purpose of the plan is to provide a common vision and encourage coordination between agencies for future planning efforts.

<http://harborcountrytrails.org/project-plan.html>

http://harborcountrytrails.org/images/Harbor_Country-Hike-Bike-Plan.pdf

Pokagon Band of Potawatomi Indians Transit Feasibility Study, 2012

The purpose of the Study was to prepare Tribal transit a feasibility study and needs assessment for the Michigan counties of Cass, Berrien, Van Buren and St. Joseph County in Indiana. Currently these counties offer a mix of public transit services including demand response, fixed route and dial-a-ride

service. There is a perceived need to improve mobility for Tribal citizens who do not have access to personal vehicles, particularly elders, veterans, tribal and casino employees, and those who need to access tribal services. The unmet transportation needs of the Tribe extend to residents in the study area not associated with the Tribe. Thus, any improvements in transit services will not only benefit the Tribe, but also the general public. It will be important to work with the existing transit providers serving the counties to promote and develop a coordinated system of public transit.

The study identifies: the transportation needs of tribal citizens; the “gaps” in service where tribal citizens’ needs are not currently being met; the ways in which current transit services can be utilized to meet those needs; and the potential need for dedicated tribal transit service. The Study also begins to outline what the tribal transit service could look like and identify potential funding sources for that transit service, as well as ways in which it could be coordinated with existing transit service.

WATERSHEDS

Galien River Watershed Management Plan Addendum, 2005

The watershed falls in the NATS MPO region. The Galien River Watershed (Watershed) encompasses areas of prime farmland, Warren Woods Preserve, and a portion of the City of New Buffalo, where the Galien River (River) flows into Lake Michigan. The Watershed is situated in the southwest corner of Berrien County, Michigan, and is included in the Little Calumet/Galien Tri-State Watershed Management Area, which spans coastal areas of Michigan, Indiana, and Illinois. Improvements for road and stream crossings - bioengineering, riprap, soil erosion and sedimentation control, pulling back banks, removing sediment, riprap culverts, riprap outlet protection, removing logs, replacing culvert and cleaning out culverts. (pg77)

http://www.swmpc.org/Downloads/galien_river_addendum_master_1.pdf

St. Joseph River Watershed Management Plan, 2005

The watershed falls in both NATS and TwinCATS MPO region. Located in the southwest portion of the Lower Peninsula of Michigan and the northern portion of Indiana, the St. Joseph River Watershed spans the Michigan-Indiana border and empties into Lake Michigan at St. Joseph/Benton Harbor, Michigan. Being a bi-state watershed, little coordinated effort concerning its management has been undertaken. The St. Joseph/Benton Harbor areas are critical urban areas in need of mitigation efforts centered on reduction and improved management of stormwater runoff. The displacement of cropland, open space, and forested areas by the impervious surfaces of driveways, streets, and buildings greatly intensifies the volume and velocity of stormwater runoff, exacerbates stream channel erosion, and diminishes groundwater recharge. Furthermore, the sediments, nutrients, toxins, and pathogens transported from impervious surfaces into surface water substantially degrade streams, rivers, wetlands, and lakes.

<http://www.fotsjr.org/Resources/Documents/StJoeRiverWMP.pdf>

Paw Paw River Watershed Management Plan, 2008

The Paw Paw River Watershed is a part of the TwinCATS MPO region. The Paw Paw River Watershed (PPRW) is all of the land that drains into the Paw Paw River. Wetlands, lakes, streams, other surface water bodies on this land and groundwater are also part of the watershed. Water is a critical resource for recreation, irrigation, and increasing the value of adjacent real estate. These uses depend on good water quality, but they can also be a threat to it. Roads are a land use that can have substantial impacts on water quality. Controlling roadway-related pollution during project planning, construction and ongoing maintenance is important.

http://www.tworiverscoalition.org/downloads/paw_paw_river_management_plan_august_2008.pdf

COUNTY PLANS

BERRIEN

Berrien Healthy Communities

Berrien County Health Department, with collaboration from the We Can! Healthy Berrien and the Healthy Berrien Consortium, has been chosen as one of ten recipients statewide of a Building Healthy Communities Planning Grant. The purpose of the Building Healthy Communities project is to implement evidence-based policy and sustainable environmental changes that support health, such as opening farmers markets and building walking and biking trails, through a strategic process. BCHD has been awarded money to begin planning these activities. The Health Department has chosen Benton Harbor/Benton Township as its target community for the Building Healthy Communities project.

<http://www.wecanhealthyberrien.net/healthycommunities.html>

Berrien County Hazard Mitigation Plan, 2005

The Berrien County Hazard Mitigation Plan is a comprehensive study of the hazards that have impacted Berrien County in the past, as well as those that have the potential to occur in the future. Some of these hazards are a greater threat to some communities than others, and some of the hazards could harm one sector of society more than others. This Plan covers Berrien County and all of the cities, villages and townships within Berrien County. The top 12 potential hazards for our county include severe winter weather, nuclear power plant accident, extreme temperature, tornado, infrastructure failures, severe winds, structural fires, terrorism/sabotage, dam failures, hazmat transportation accident, hazmat fixed site accident, and transportation accidents.

http://www.swmpc.org/downloads/berrien_haz_mit.pdf

Berrien County Master Plan, 2009

Master Plan is intended to guide land use decisions and provide direction to current and future Planning Commissions and Boards which will implement it. While population and employment figures are projected to remain somewhat stagnant, we predict that interest in Berrien County from the Chicago land area will continue. People will continue to seek second/vacation homes in the County, thus an increase in choice traveling and tourism. Models for the NATS and TwinCATS long range transportation plans indicate that the existing road networks should handle vehicle capacity through a 20-year horizon.

Other noteworthy trends: the Southwest Michigan Regional Airport projects an increase in private service with safety improvements and facility upgrades. Continuously plan for traffic produced by special generators such as tourist destinations, hospitals, regionally significant projects and new industrial, residential, and commercial centers. There is dramatic interest in pedestrian and bicycle route development. The proposed connection of US 31, east of business loop I-94 is proceeding through an Environmental Impact Statement, and will likely be the only significant capacity expansion in the County over the next couple of decades. Industrial and commercial use of the waterways and harbors has dwindled; the majority of future use is recreation in nature. The lack of needed capacity expansions suggests funding is primarily for capital preventative maintenance, safety improvements, and non-motorized investment. A 2005 windshield condition survey rated 25 percent of federal aid eligible roads good, 65percent fair, and 10 percent in poor condition. Non-Federal aid roads rated 12 percent of federal aid eligible roads good, 53 percent fair, and 35 percent in poor condition. Poor roads likely need major reconstruction while capital preventative maintenance prolongs the lifecycle of fair roads at a lower cost. (pg 40)

<http://www.berriencounty.org/econdev/pdfs/Master%20Plan%20Draft.pdf?PHPSESSID=64e73e67c9a1441736e05f8e39b586d1>

Berrien County Coordinated Transit-Human Services Transportation Plan, 2009

This document was compiled from various stakeholder meetings and interviews. The document outlines strategies to address transportation gaps and offers guidance for Berrien County's allocation of FTA 5310 (seniors and people with disabilities), 5316 (JARC) and 5317 (New Freedom) grant funds. The Coordinated Transportation Plan will also: assess the transportation needs of older adults, people with disabilities and low income workers, develop strategies for addressing identified gaps and improving efficiencies of services, and prioritize specific strategies for implementation.

http://www.swmpc.org/downloads/berrien_co_coordinated_transit_plan_final.pdf

Niles Dial A Ride Transportation Development Plan, 2012

The plan describes the comprehensive analysis of Niles Dial A Ride Transportation (DART) service and operations. The project focused on potential changes in service that will encourage increased

use and long-term sustainability of Niles DART services. The Plan includes an overview of the current Niles DART transportation services, a review of the internal and external factors affecting Niles DART service provision, and development of service strategies that can be implemented over the next five or more years.

http://www.rlsandassoc.com/userdata/project_pdf/project_5065bfba41e3.pdf

Cass

Cass County Master Plan for Land Use, 2002

This Plan will be the fundamental tool used by the Planning Commission as a guide to fulfilling the Commission's responsibilities over the next five years. This Master Plan is the first comprehensive update of the County's first plan, the Cass County General Development Plan, which was adopted in 1975. There is a transportation analysis that summarizes the existing traffic conditions and data, identifies current roadway improvement plans and outlines traffic related guidelines the County should consider that will help maintain an efficient and safe roadway system in the future.

The County Road Commission has instituted and continues a program of reconstructing or resurfacing County roadways each year. Current 2002 plans include the reconstruction of Dailey Road between Pokagon Highway and Beeson Road and Brownsville Road from M-60 to Crooked Creek Road, in addition to basic repaving and maintenance work on County roads within the fifteen townships. The road commission is completing a major project to connect Calvin Center Road to CR 17 in Indiana, linking Cass County to new business and residential developments. A new four lane highway will be constructed between Kessington Road and Union Road, and will extend to the I-80 toll road in Northern Indiana.

<http://www.casscountymi.org/MasterPlan.aspx>

COMMUNITY PLANNING DOCUMENTS

Master Plans - A community master plan provides a framework for decision-making resulting in a community's dreams becoming reality. Master plans include history, trends, projections, and goals - the community's story of where it came from and where it is going.

Parks and Recreation Plans - A community parks, recreation, open space, and greenway plan provides a five-year framework for decisions regarding the establishment, development, and maintenance of recreational programs and facilities. A well-designed comprehensive recreation plan will also include plans to preserve and protect natural resources (land, water, animal, and vegetation) as well as cultural, historic, and artistic resources. Factors to be considered include population growth, population demographics, planned transportation systems, and land uses.

The Municipal Plans are outlined in Table 68 for the planning region.

Table 68 - Municipal Plans

Municipalities	Master Plan	Development Plan	Recreation Plan	Plan Location
Bertrand Township		1993 Bertrand Crossing Project	1993 General Development Plan	SWMPC Library
Buchanan Township	2002 Master Land Use Plan		1991 Recreation Plan	SWMPC Library
City of Buchanan	2008 Community Master Plan	2003 Downtown Blueprint	2001 Parks and Recreation Plan	In the SWMPC Library & online
Howard Township	2001 Master Plan		1999 Park and Recreation Plan	SWMPC Library
Milton Township	1999 Master Plan			SWMPC Library
City of Niles	2004 Community Master Plan	1997 Niles-Buchanan Area Planning Study	2002 Parks and Recreation Plan	SWMPC Library
Niles Township	2011 Master Plan		2008 Community Parks, Recreation, Open Space, and Greenway Plan	SWMPC Library
Ontwa Township	2011 Master Plan			CD in SWMPC Library

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