

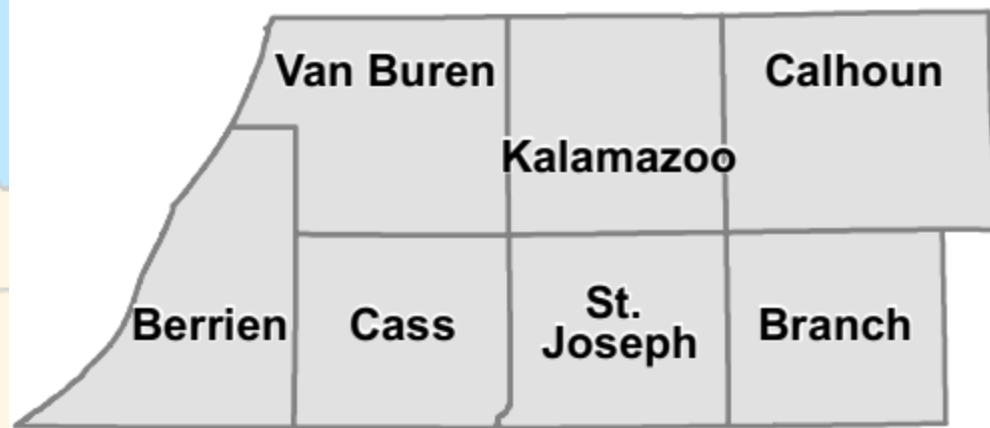
SW Michigan Non Motorized Plan and Map

Connecting Communities

Marcy Hamilton

Southwest Michigan Planning Commission

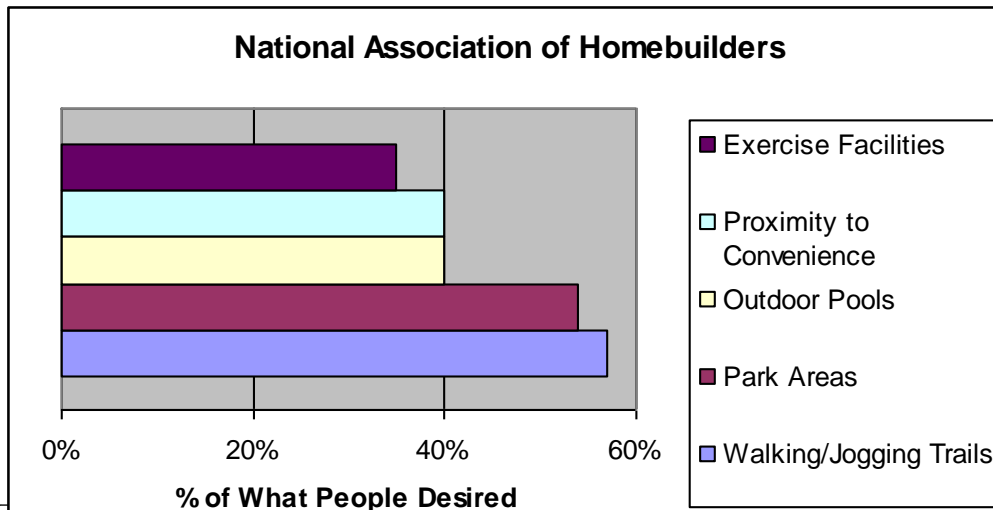




Why Invest in Non-Motorized?

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

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

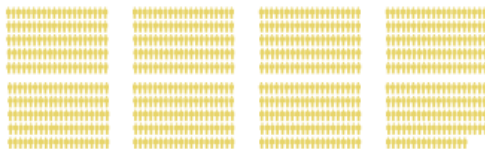
Total annual spending associated with bicycling events and vacations in Michigan

\$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



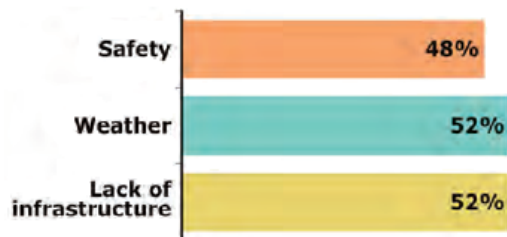
28%

Bicyclists who commute by bicycle at least twice a week

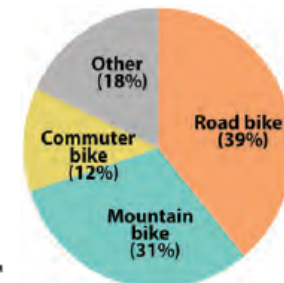
4%

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

Small Cities – Economic Dev

- “Our city council’s been behind this from the start, and why is that? They have to be. . . . Smaller cities need to do anything they can to be attractive for people to stay there and people to come there. And bicycling is one of those.”
- “We see a lot of benefits in biking. We see it as a tool for economic development, to attract employees to our businesses here. We see it as an amenity to our residents so they can have a healthy way to get around.”

Large Cities

1. Portland, OR
2. Tucson, AZ
3. Madison, WI
4. Washington, D.C.
5. San Diego, CA

Medium Cities

1. Fort Collins, CO
2. Boulder, CO
3. Providence, RI
4. Ann Arbor, MI
5. Alexandria, VA

Small Cities

1. Wausau, WI
2. Santa Monica, CA
3. Carmel, IN
4. Norwalk, CT
5. Crested Butte, CO

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



- **Use – Transportation and Recreation**

- Families

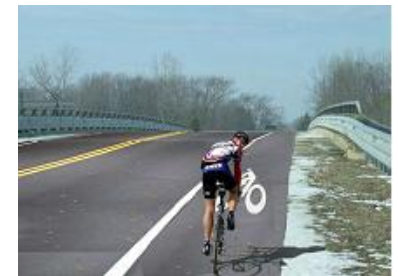
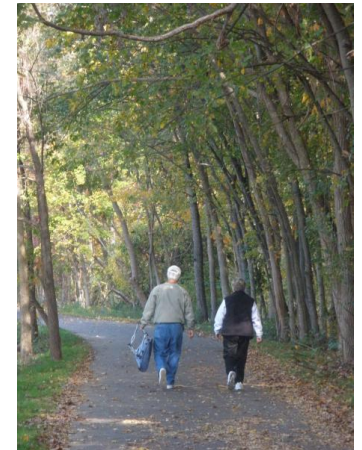
- School Children

- 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

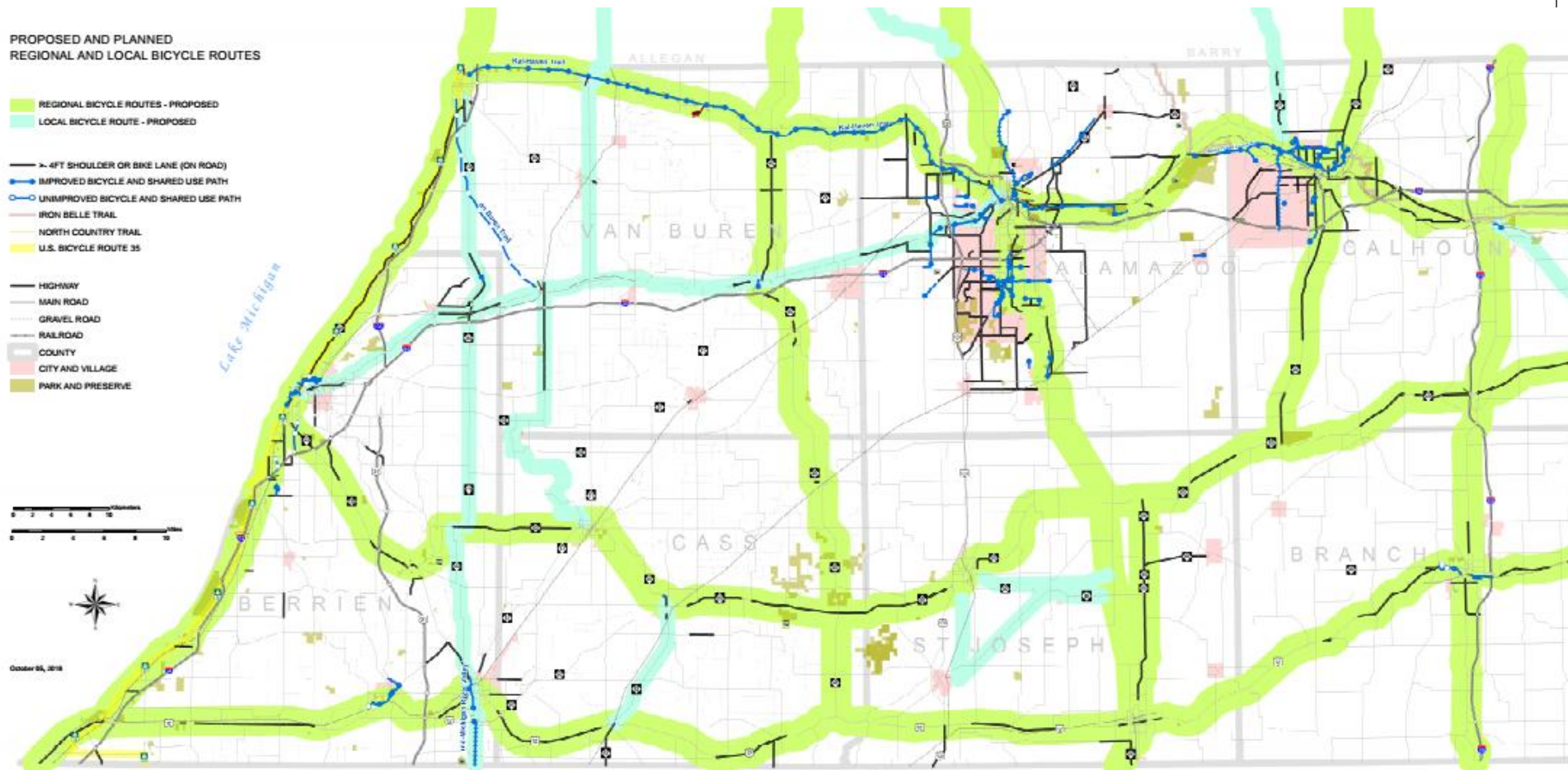
- › 4+ feet wide
- › Provides space for pedestrians/bicyclists but not marked as a bike lane
- › Occasional use by disabled vehicles and mail delivery vehicles



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)

Planned and Existing Facilities



US Bicycle Routes in Michigan

Nov. 20, 2014



Marquette Greenway



58 mile shared use path/trail
Chicago to New Buffalo

Great Lake to Lake Trail #1



GLTLT Route #1: South Haven to Port Huron

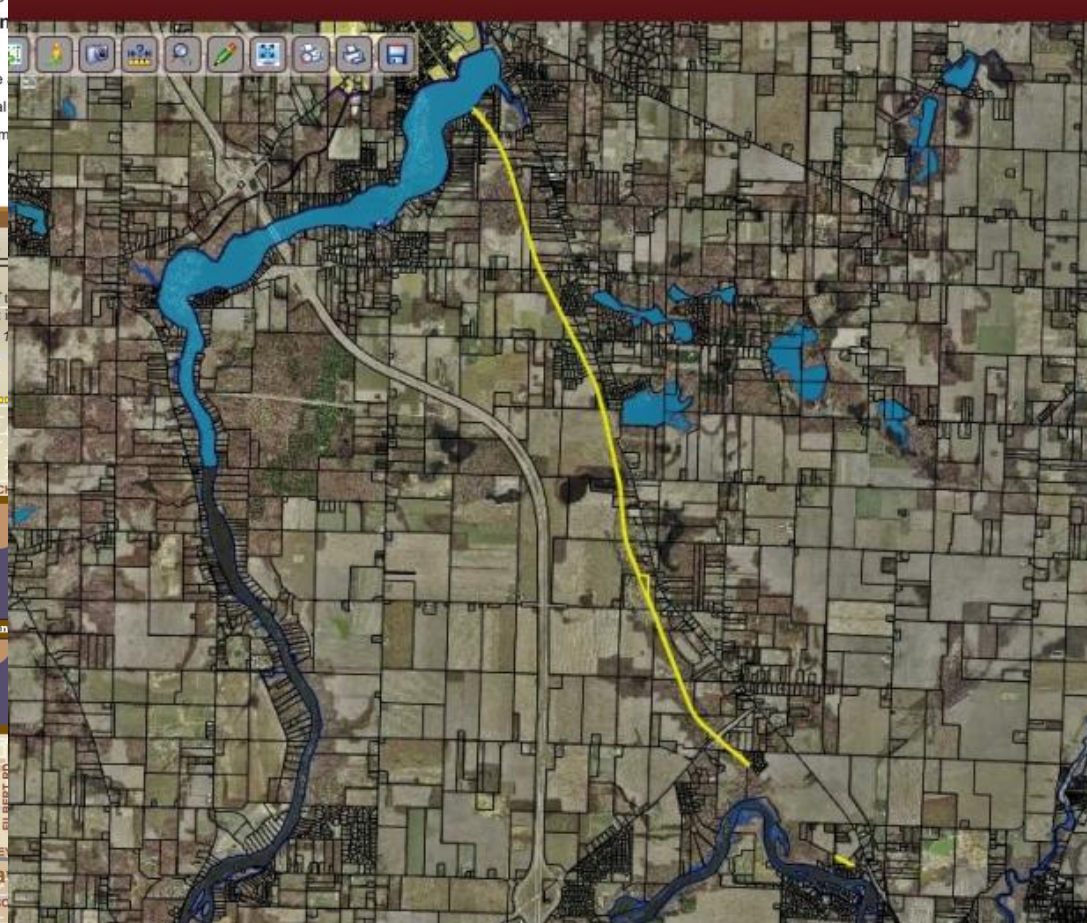
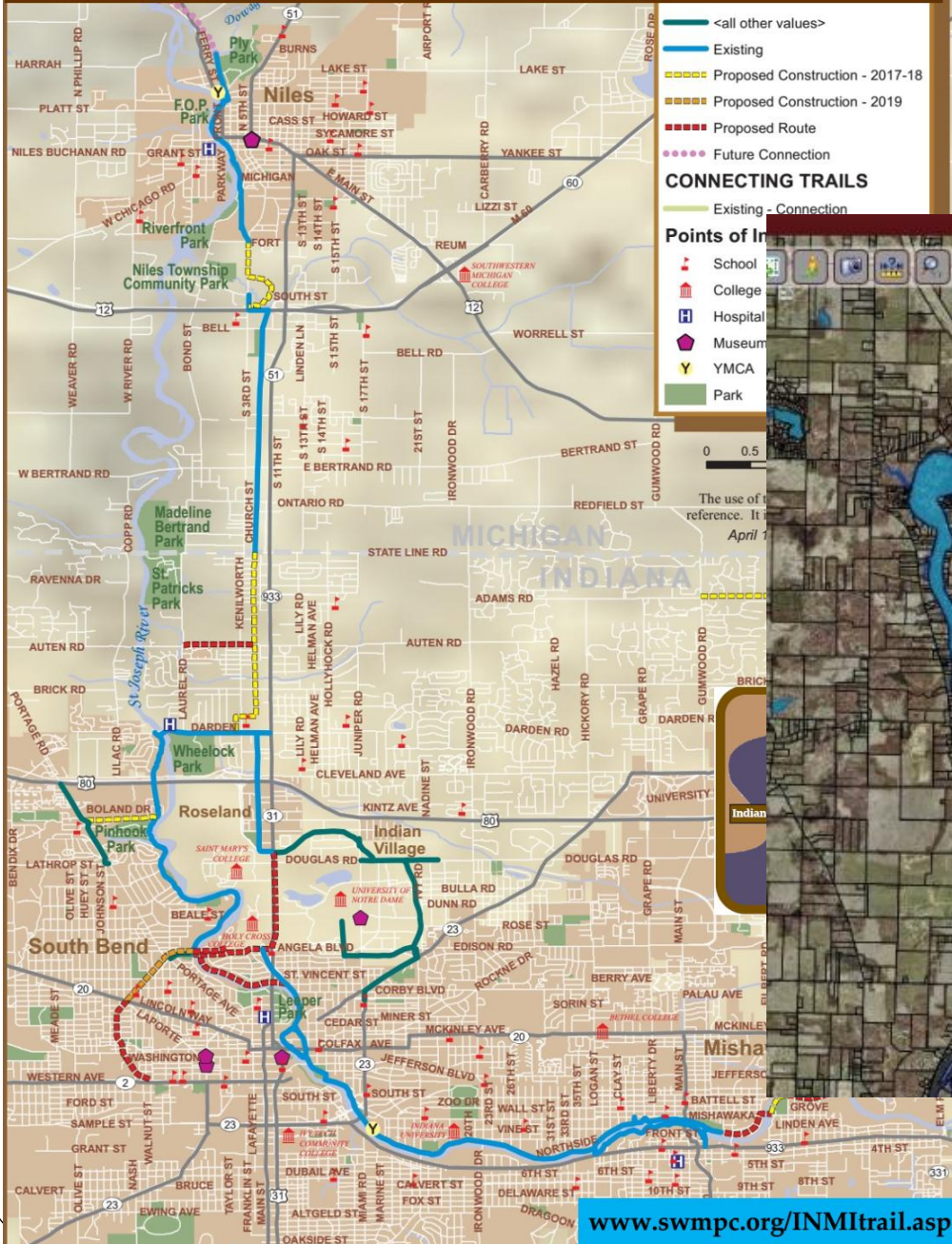


15 MILES
 0 5 10 15 20 MILES

DRAFT: MAY 20, 2018
 THIS MAP WAS CREATED BY THE GREAT LAKE-TO-LAKE TRAILS ALLIANCE. ALL RIGHTS RESERVED.








Proposed Indiana-Michigan River Valley Trail

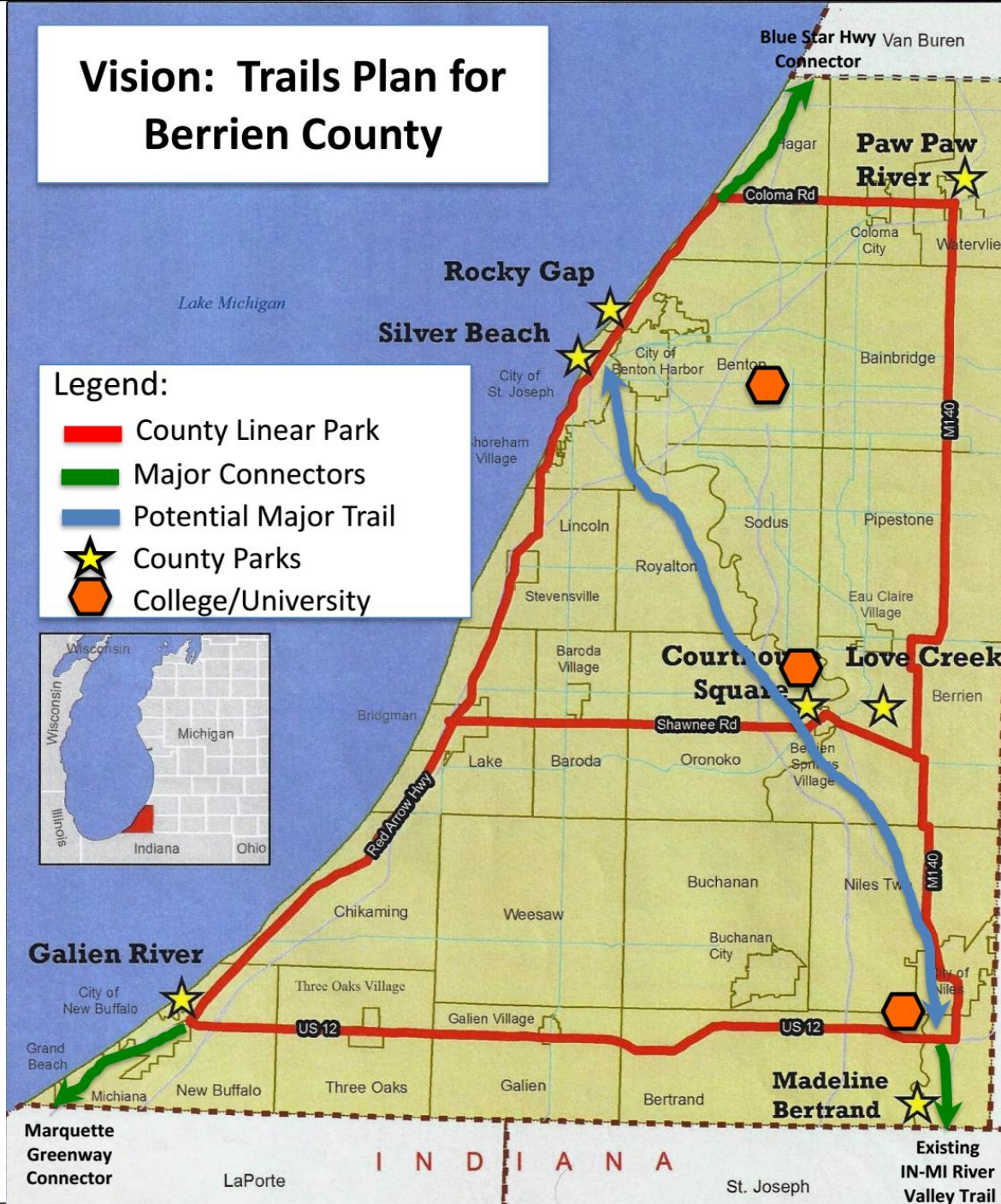




Vision: Trails Plan for Berrien County

Legend:

-  County Linear Park
-  Major Connectors
-  Potential Major Trail
-  County Parks
-  College/University



I N D I A N A

Potential Funding

- **Federal Funding**

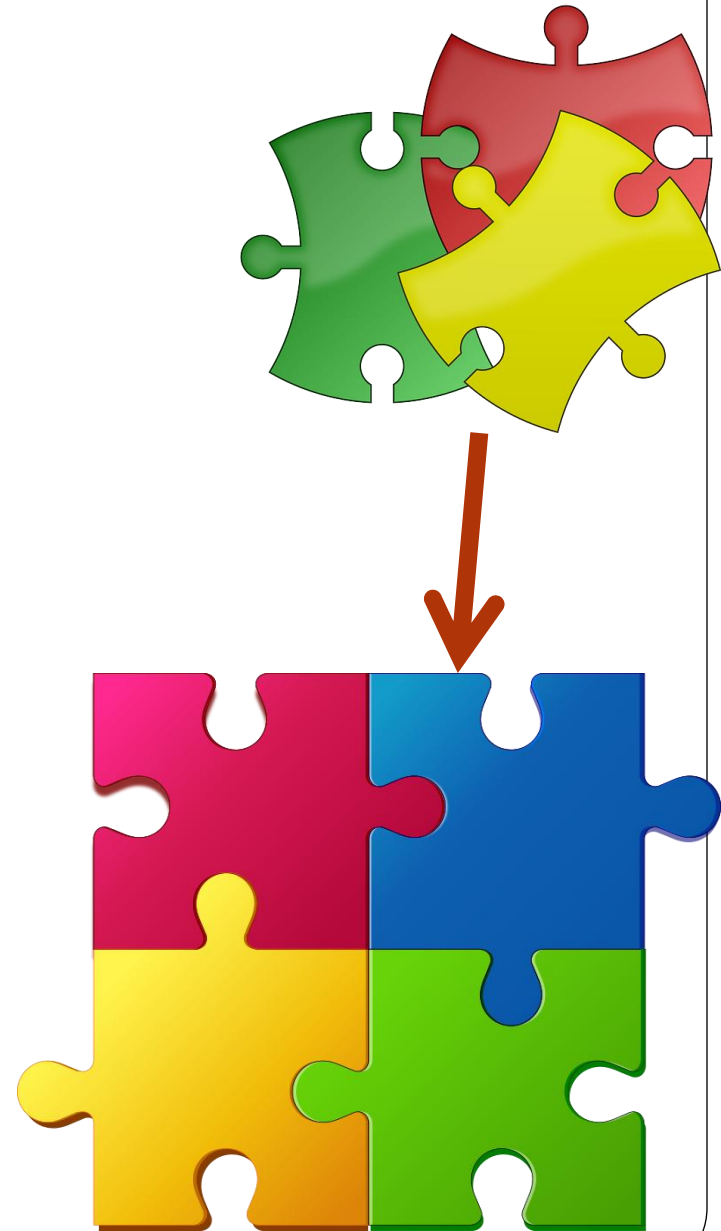
- Congestion Mitigation Air Quality (CMAQ)
- Transportation Alternative Program (TAP)
- Surface Transportation Program

- **State Funding**

- MDNR Trust Fund
- Safe Routes to School

- **Local Funding**

- Cities, Townships, Villages, County
- Private/Foundations
- Community Fundraising Efforts
- Biking Groups



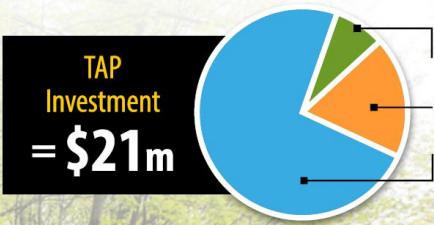
Michigan Transportation Alternatives Program (TAP) 2017 Accomplishments



Funding provided for
43 Projects in **47** Communities in **25** Counties

- Leveraged \$7.5m in matching funds
- Support for 350+ construction jobs

*MDOT and six metropolitan planning organizations



Grand Rapids Driving Change campaign received an **Outstanding Traffic Safety Achievement Award** by the Governor's Traffic Safety Advisory Commission



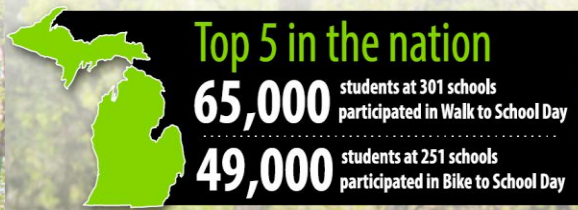
Michigan Transportation Alternatives Program (TAP) 2017 Accomplishments



Infrastructure installed to create safe routes to 24 schools

- 11 miles of sidewalk
- Signs and signals for added safety

Programming to educate, encourage, and enforce safe routes at 81 schools



85% of schools used new district-wide approach

- Multi-school planning process
- Multi-year goals
- Maximum value for grant funds



Administered by the
MICHIGAN FITNESS FOUNDATION

High Cost Fixes

- Construct an **off-road trail**
(consider purchasing right of way)
- Construct **new sidewalks.**
- Construct a **bridge / overpass / underpass**



Medium High Cost Fixes

- **Preserve pavement condition.**
- **Build up paved shoulders.**



Medium Cost Fixes

- Upgrade to **pedestrian or bicycle-activated traffic signals**
- Repair sidewalks
- Reconstruct **ADA curb ramps**
- Construct **pedestrian crossing islands**



Low Cost Fixes

- Add signage (bike route signs)
- Add pavement markings
 - “sharrow” symbols, bike lane markings, crosswalk markings, etc.
- Add Bike Racks or Bike Repair Station (downtowns and destinations)



Zero Cost Fixes

Change Striping

- If done at same time as road resurfacing
- Many State roads & County roads restriped every year



What Can We Do?

- **Develop a LOCAL Non-Motorized Plan**
- **Opportunities for Early Successes**
 - Support On-going Work of MPOs (TWINCATS and NATS) and Rural Task Forces
 - Support Current Local Efforts
- **Identify and Implement Low Cost Items to Build a Non-Motorized **Network and Culture****
 - Add Bike Racks in downtowns and key locations/destinations
 - Improve crosswalks
 - Adopt Complete Streets Policies
 - Adopt zoning ordinances requiring sidewalks with new development
 - Understand and Promote what exists
 - Include non-motorized in land use and recreation plans



Thank You

Marcy Hamilton
Senior Planner

Southwest Michigan Planning Commission

376 W. Main St., Ste 130

Benton Harbor, MI 49022