

South Haven Harbor Walk Master Plan



Wade-Trim,
September 2001



Mission Statement

The Harborwalk will serve as the focus for all the waterfront activities found in the City of South Haven. A stroll along the walk should provide clues and information about the diverse history of the community, as well as the dynamic vision of the people of South Haven today.

The Harborwalk will be designed to be safe, accessible, well maintained, and self-guided. It will provide a wide variety of waterfront activities for all to enjoy. The improvements to the Harborwalk should protect the cherished views and vistas of the scenic waterfront environment. It is the desire by the City of South Haven that the Harborwalk improvements promote treasured lasting memories for citizens and visitors alike.

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Existing Conditions

A Community Workshop was held on March 8, 2001 which successfully solicited input from City of South Haven residents and stakeholders. The participants were introduced to background information on the project and the City's desired goals for the Harborwalk. Wade-Trim presented the Urban Design Analysis conducted prior to the meeting.

Two separate groups of participants identified issues, concerns, advantages and positive qualities of the Harborwalk.

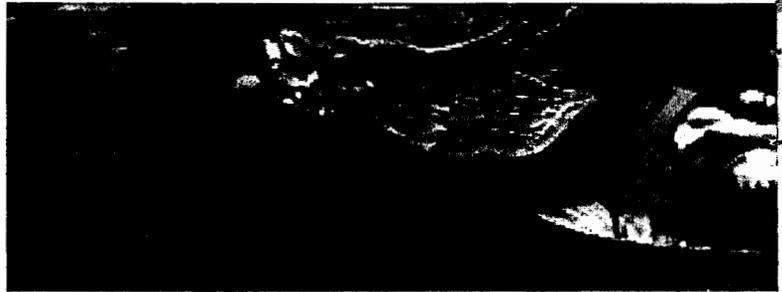


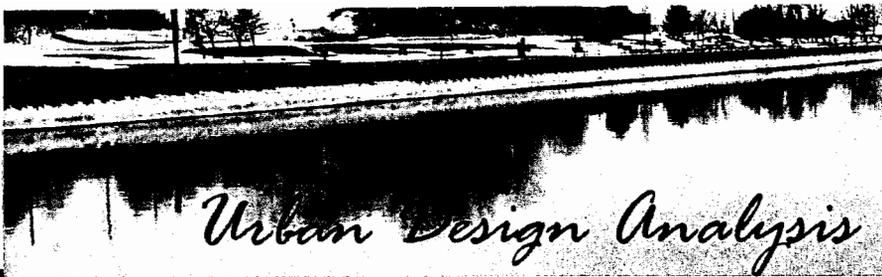
Group One

1. Pathways are narrow/ill-defined. Conflicts with other users.
2. Needs to be handicapped accessible.
3. No walkway from the pier to the North Beach Area.
4. Walking across the Dyckman Bridge is hazardous/congested.
5. Lighting should be low.
6. Gathering Spaces Identified:
 - a. Three Pelicans
 - b. Capt. Lou's Bar
 - c. North Beach Inn
 - d. Downtown
7. Open views of the water are important and need to be preserved.
8. Renovate the bathrooms at the beach at their existing location.
9. Stanley Johnston Park:
 - a. Under-utilized
 - b. Play center
 - c. More concession to serve Harborwalk / Park
 - d. Erosion control
 - e. Renovate bathrooms
 - f. Needs better lighting
 - g. Panoramic views of the Harbor should be preserved
10. Petty vandalism is a problem.
11. Needs more interpretation signs/maps.
12. More waste receptacles.
13. Keep pathway as close to the water as possible.
14. Emergency telephones.
15. The seasonal events provide opportunities for large gatherings.
16. The predominant movement of people from the residential areas is down North Shore Drive to the Harborwalk to North Shore Pier.

Group Two

1. The south side and north side spaces are very different. Should not replicate design treatments.
2. The north side Harborwalk is a more intimate pathway. The south side is more open and suitable for large gatherings or events.
3. Should be a connected system.
4. Need a place for bike parking. Biking is not encouraged.
5. Maintain views from streets in the north beach area.
6. The Harborwalk should become another icon for the City.
7. Viewing spots for sunsets, sitting, and watching boats is needed.
8. All Seasons Marina needs protection / mitigation of pedestrian movement and access in vehicle maneuvering areas.
9. Interpretive and mile markers are needed.
10. Define the path with paving materials or pavement colors.
11. Parking at the Three Pelicans overhangs the narrow walk.
12. The museum area has potential for more pedestrian spaces, sitting, and gathering.
13. Need to explore attaching a pedestrian walk to Dyckman Bridge.
14. Shadowy spaces, lighting of these areas are needed to enhance the sense of security.
15. Lighting plan for the municipal marina needs to be coordinated with this project.
16. Design the path for expansion, new connections to other areas in the future.
17. ADA accessibility is needed.





Currently, the North Harbor Area is an amalgam of land uses tightly woven together with little, if any, defined public space exclusive of the road right-of-way. The rich heritage of the City of South Haven and, in particular, the Black River and Harbor provide an opportunity to rebuild the North Harbor Area and the waterfront with a easily recognizable, distinctive, and safe public waterfront esplanade. South Haven has an advantageous setting with very good transportation access. But equally important, South Haven has a cultural, architectural, historical, and industrial heritage that sets it apart from other communities in the area. This heritage of industry, commerce, and transportation in the 19th Century can become the focus for the development of the public space along the North Harbor Area.

Historical Development

Founded in 1883 by Judge J. R. Monroe, South Haven has grown from a simple log cabin to a thriving City shaped along the Lake Michigan shoreline. As transportation improvements continued, South Haven emerged as a center of the timber industry and several complimentary industries including shipping, fishing, and fruit production. In one year during the 1870s, the mills shipped over 12,000,000 feet of lumber, 12,000 cords of tan bark, 15,000 cords of wood, and 40,000 railroad ties. Fruit including apples, peaches, and berries which, were shipped to cities both east and west.

Today, South Haven no longer has the mills, commercial shipping, and fishing, but the fruit industry remains.

The Red Haven Peach is the leading peach grown all over the world and South Haven is known as the Blueberry capital of the United States.

The City has seen much growth. Today the tourism industry is thriving and the harbor area is the focus for this industry. The picturesque lighthouse and splendid beaches have become memory markers for all those that have visited over the last 40 years. The harbor has been, and continues to be, the central focus of the business district and as such is a treasure to keep and nourish its continued growth and vitality.



The Waterfront

As stated earlier, the north harbor waterfront is a collection of varied uses, most are water-dependent and as such are important uses to preserve for the harbor area and as a working harbor this eclecticism provides activity and interest for both the resident and the visitor. For this analysis the harbor area is subdivided into five sub areas.

Dykman Bridge

A drawbridge that connects the Central Business District to the North Harbor. The narrow draw bridge is the primary pedestrian and vehicular connection across the Black River. The two-lane bridge and pedestrian accessway is extremely narrow and ill-suited to the seasonal traffic demands occurring in the downtown. Dykman Avenue and the bridge is the only physical connection to the downtown area.

Maritime Museum/Johnston Park

The museum and museum store are located just west of the Dykman Bridge and serve as a gateway area to the North Harbor. The museum provides an opportunity to orient visitors to the area and provide cultural and educational venues for the community. The small open spaces surrounding the museum buildings provide an opportunity for the development of appropriate public open spaces and gathering spaces. Stanley Johnston Park is a public greenspace that offers significant topographical relief and serves as a promontory overlooking the harbor area and the south shore of the City. Johnston Park offers excellent views and pleasant tree canopy. Auto access is constrained because of topography.

North Side Municipal Marina

This area is one of two marinas located on the north side of the harbor. The eastern edge of the marina is flanked by a large private dry storage facility which adds to the congestion of the area during the boating season. The marina docks are a hub of activity. The parking for the marina is not clearly defined within the right-of-way and lacks organization. The private dry storage building separates the public space from the waterfront both physically and visually.



North Shore/Three Pelicans

North Shore Avenue is a main view corridor from the residential areas to the north of the harbor. As such, this feature is significant to preserve. The easement obtained by the City for public access narrows to five feet at the area south of the Three Pelicans Restaurant. As the path is narrow and the view from the restaurant deck abuts this public walk space, it is not a defined or desirable corridor. At the eastern end of the area the walkway is poorly defined and is characterized as uninviting or non-descript. Balancing the design treatment options for this tight walk with the competing interests of the adjacent private development is a design challenge.



North Pier Beach

The North Pier Beach area is accessed by the seawall walk that is currently in poor condition. The walk along the seawall cap is frequently used by fishermen and serves as a viewing area for ship watchers. The beach is a popular destination and, therefore, requires a larger walk width in this area. The vistas to the south and west span the harbor channel and Lake Michigan. The residential properties adjacent to the waterfront will need to be considered due to their proximity to the walk. Defined public and private land is necessary as part of the modernization of the seawall and beach approach.

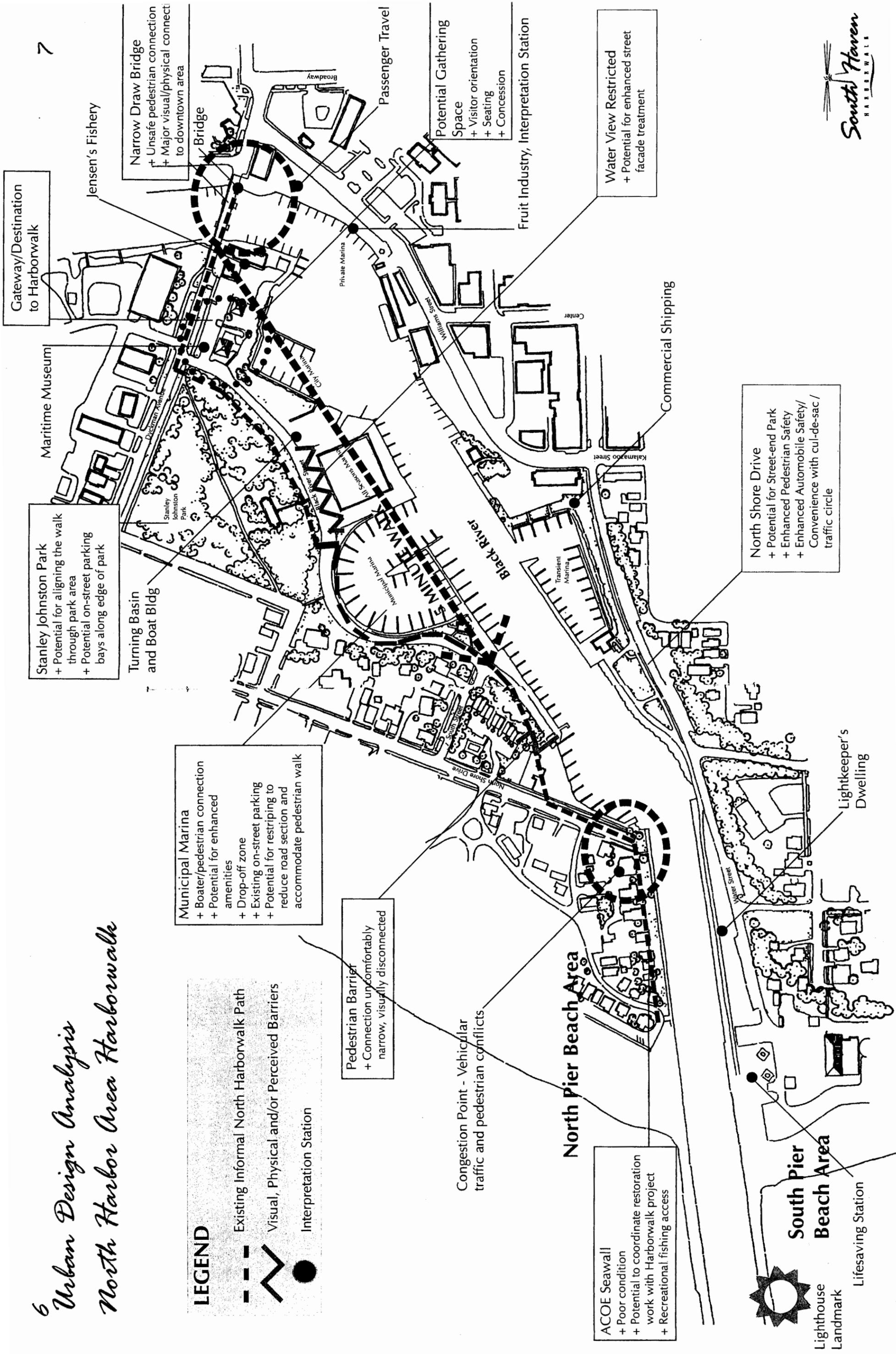


Harbor Area Land Use

Land use in the North Harbor Area is a mix of residential, commercial maritime operations, restaurants, and bars, as well as a number of public buildings including a bathhouse and boater bait house. As noted earlier, the eastern end is the site of the large park and maritime museum site. Residential land uses further to the west consist of both permanent and seasonal residences, bed and breakfast establishments, and attached cluster housing.

Land use are considered to be stable and as was noticed during numerous field visits, the properties were maintained in excellent condition. The only negative land use issue is related to automobile circulation and public parking. Building conditions were noted as good to excellent with substantial re-investment occurring throughout the study area.

6 Urban Design Analysis North Harbor Area Harborwalk



Gateway/Destination to Harborwalk

Maritime Museum

Stanley Johnston Park
+ Potential for aligning the walk through park area
+ Potential on-street parking bays along edge of park

Jensen's Fishery

Narrow Draw Bridge
+ Unsafe pedestrian connection
+ Major visual/physical connect to downtown area

Turning Basin and Boat Bldg

Municipal Marina
+ Boater/pedestrian connection
+ Potential for enhanced amenities
+ Drop-off zone
+ Existing on-street parking
+ Potential for restriping to reduce road section and accommodate pedestrian walk

Pedestrian Barrier
+ Connection uncomfortably narrow, visually disconnected

Congestion Point - Vehicular traffic and pedestrian conflicts

North Pier Beach Area

ACOE Seawall
+ Poor condition
+ Potential to coordinate restoration work with Harborwalk project
+ Recreational fishing access

Potential Gathering Space
+ Visitor orientation
+ Seating
+ Concession

Fruit Industry, Interpretation Station

Water View Restricted
+ Potential for enhanced street facade treatment

North Shore Drive
+ Potential for Street-end Park
+ Enhanced Pedestrian Safety
+ Enhanced Automobile Safety/ Convenience with cul-de-sac/ traffic circle



LEGEND

- - - Existing Informal North Harborwalk Path
- Visual, Physical and/or Perceived Barriers
- Interpretation Station



South Pier Beach Area

Lighthouse Landmark

Lifesaving Station

Lightkeeper's Dwelling

Commercial Shipping

Broadway

Passenger Travel

Private Marina

Williams Street

Center

Kalamazoo Street

Black River

Transient Marina

North Shore Drive

Water Street

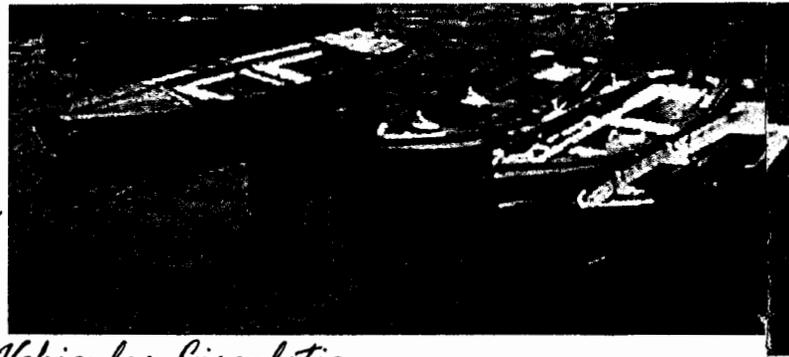
Bridge

CIVIL MARINA

THICK WOOD STREET

W. SCOTT AVENUE

Urban Design Analysis



Historic Resources

South Haven's rich history and maritime industries are reflected in a few of the buildings lining the waterfront. During the study, no historically significant structures were noted, nor any National or State Register of Historic Places or properties noted. The quaint character and residential scale of the buildings has been maintained by the property owners in most cases and a maritime theme of architecture has been maintained on a number of older homes and business. A historic resource inventory may be an important element to consider for the City at a future date.

Vehicular Circulation

As a general rule, the network of local streets serving the North Harbor Area provides vehicular access only. The minimal sidewalk network is fragmented and disconnected. The following section describes the local street network.

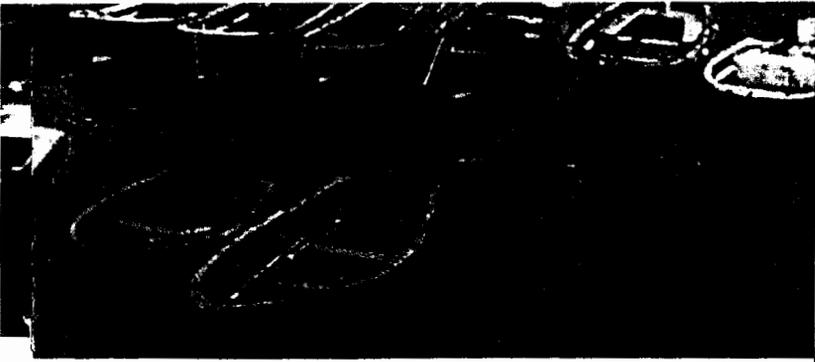
Dykman Avenue – Is the main collector serving the north side of the harbor from downtown. The CBD of South Haven is separated from the north harbor by the Black River. Dykman Avenue bridge narrows to a two-lane bridge and operates two-way north to south.

Black River Street – Connects to Dykman Avenue just to the west of the Maritime Museum Building. The street accommodates seasonal one-way traffic and two-way traffic during the off season. The street section is adequate for two lanes of movement. However, in a number of areas adjacent to the Municipal Marina, the road section has parking bays along the edges of the travel lanes. During peak demand times, the combination of traffic volumes, trailered vehicles, and parking renders the street extremely congested. With the addition of pedestrian travel in this area, it is a difficult area to traverse.

South Street – Is a one way west local street providing a means of egress from the parking areas along Black River Drive. The street also serves the residences adjoining the street.

North Shore Drive – Connects the North Pier area to the residential neighborhoods to the north and west. The drive is currently two-way with a poor functioning terminus turning area at the waterfront. The drive connects the many residences, as well as the Three Pelican's Restaurant which tends to cause periods of congestion during the evening dining hours.

Existing traffic counts and projections of traffic were not performed for this study. A more detailed traffic/parking management study should be conducted prior to final design of the harbor walk as this issue will directly impact the design and function of the harbor walk.



Landscape/Visual Quality

As noted in earlier sections of the study, the natural setting of South Haven is picturesque and dramatic with the Black River running east-west into the City center, forming a tight harbor and channel. The ridge running east-west starting at Stanley Johnston Park forms a remarkable geographical presence above the harbor.



The trees and vegetation in the park appear healthy and viable. The street trees, although sporadic, are effective in defining the traffic ways and paths. The waters edge is void of vegetation and lacks any natural shoreline except north of the harbor along the North Shore Beach.

Many of the private property owners have provided streetscape improvements, especially on North Shore Drive. New construction is generally interesting architecturally but not of historic significance.

The hanging flowers/planters provided at Dykman Bridge have created a substantial visual amenity from a rather drab, utilitarian bridge structure. However, an architecturally significant bridge would be a tremendous upgrade for the City.

Street lamps, furniture, special paving, and plantings would be a welcome addition, as these elements are nearly missing in all areas of the harbor walk.

The waterfront and harbor are significant visual and landscape resources that should be protected and augmented in a manner that does not harm their quality.

Public Information Summary

During a public workshop conducted by the design team on August 1, 2001, the master plan concepts were reviewed for continuity with the goals of the project and to gain insight into the success of the proposed design solutions to address the design problems identified in the previous workshop. Comments received from the workshop participants are summarized below:

- The harbor walk should be fitted with education/interpretation exhibits or information. The walk can be a valuable education tool.
- The effect of project priorities and precedence was noted. Projects for the area will need to be evaluated for overlapping effects to addressing items as noted in the Master Plan. For example, resurfacing work on local streets may need to be coordinated with new sidewalk construction and landscaping noted in the Master Plan.
- Sufficient area for vehicular movement is needed in the area of the marina. The addition of the harbor walk may not be feasible in certain areas due to space limitations within the public right-of-way.
- Further encroachment for new parking areas into private property along Black River Road should be discouraged. Substantial private investment has occurred as these properties are damaged to property would be great if further expansion occurs to the north.
- The City needs to consider providing the private property owners adjoining the walk with a field staking of the proposed layout prior to advancing the design to completion. This may pro-actively address some of the fears and address design issues required from existing field conditions.
- The walkway design between Three Pelicans and the private marina parking area should consider the views from the elevated deck of the Three Pelicans. Overhead elements, such as the Arbor, may need to be adjusted to preserve this view shed.
- Parking within the study area needs to be preserved. The parking situation and the previously noted circulation concerns are a major impact to the design of the harbor walk.
- Exercise, walking, and jogging is to be the only considered uses for the harbor walk. The City should prohibit blades, skateboards, and all wheeled travel on the harbor walk.
- The one-way seasonal circulation should be maintained year around. The issue of circulation as noted earlier is of concern and will have long-term effects on the success of the plan.

Given these insights, the design plans as presented were generally deemed well received by those in attendance. Further refinements based on these recommendations should be included by the City as implementation of the Master Plan moves forward.

North Harbor Area Harbor Walk:

Master Plan

The illustrative concepts on the following pages show an urban design vision for the waterfront walkway network of the City of South Haven's – North Harbor area. The Harborwalk is envisioned to be a continuous, well detailed, pedestrian path and streetscape proposed to link the waterfront area with the abutting neighborhoods, central businesses district, parks and waterfront open spaces.

The primary linkage from the central business district to the North Harbor Area is the Dyckman Bridge. Pedestrian safety issues and enhanced access are to be addressed by the proposed pedestrian bridge. A ceremonial gateway monument at the east end of the walk, will provide a suitable portal to the unique Maritime Museum and the open spaces, exhibit buildings and waterfront vistas surrounding the museum.

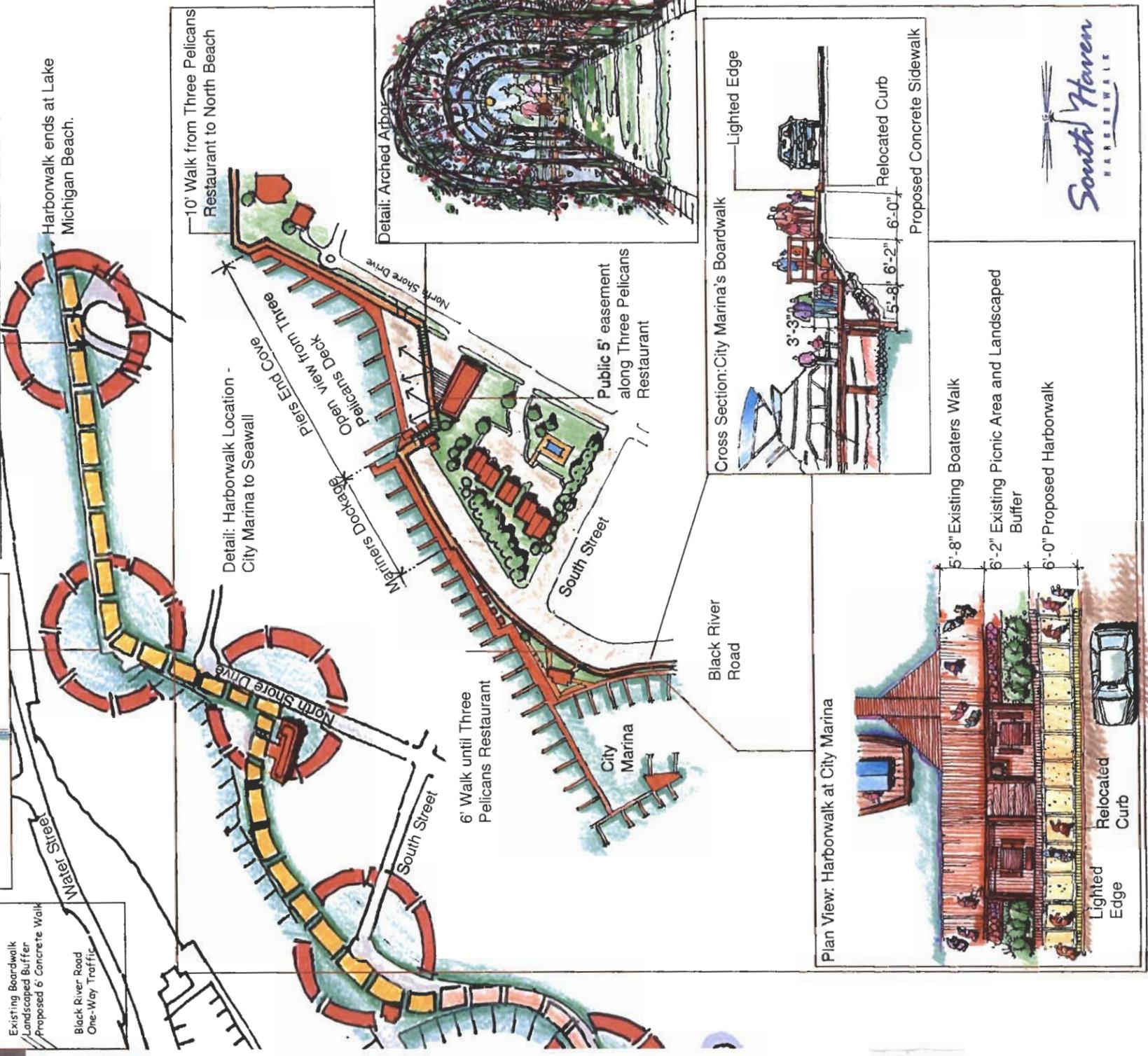
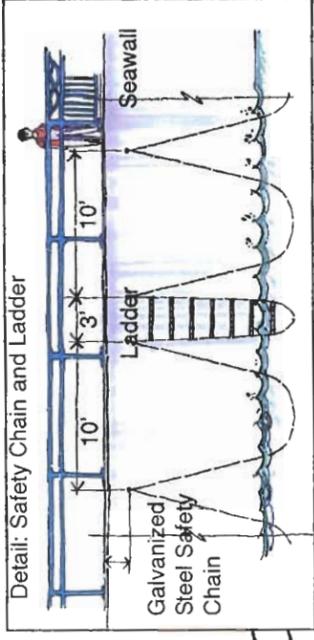
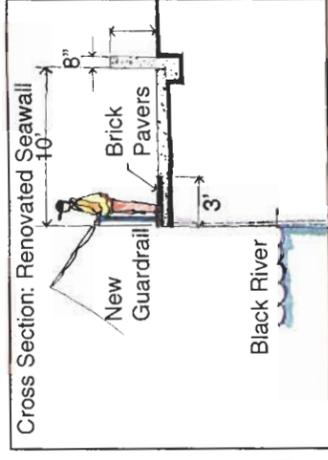
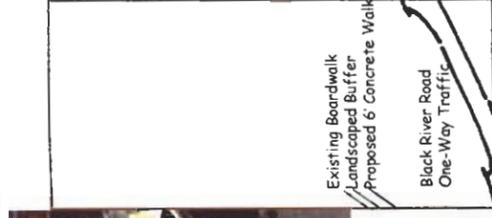
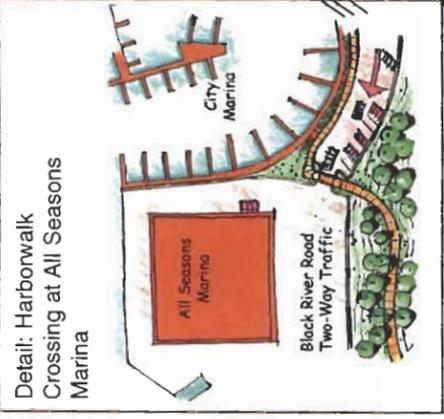
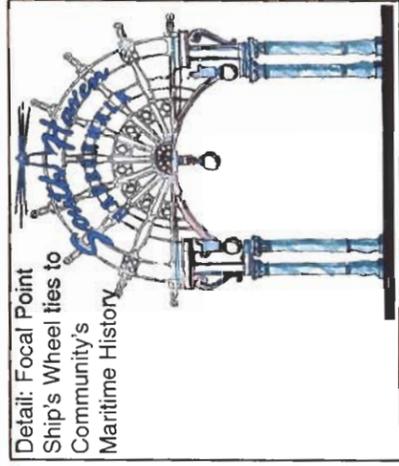
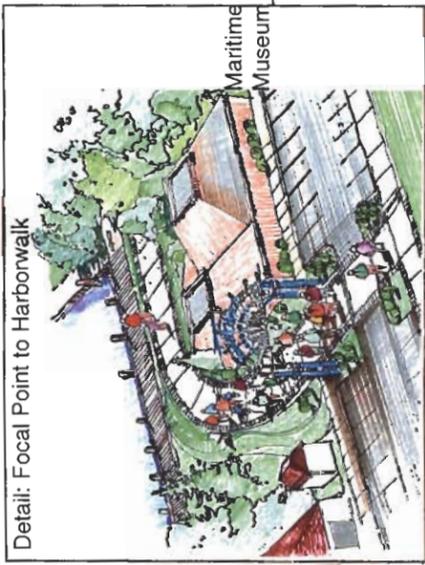


A pathway that meanders across the promontory ridge at Stanley Johnston Park will provide superior vistas of the entire harbor and downtown area. This stroll will no doubt be a popular vantage point for enjoyment of all using the Harborwalk.

The north shore pier and approach will be retrofitted to provide appropriate space and amenities for the many people fishing along its length and also, those gathering to sit and watch the boat traffic and take in the Lake Michigan shoreline.

Many opportunities for integrating interpretive exhibits and Wayfinding signage are anticipated along the entire length of the Harborwalk. Landscaping, benches, waste receptacles and low level lighting round out the furnishings proposed to line the walks and public open spaces.

12 Conceptual Design Plan North Harbor Area Harborwalk



Harborwalk ends at Lake Michigan Beach.

10' Walk from Three Pelicans Restaurant to North Beach

Detail: Harborwalk Location - City Marina to Seawall

Plers End Cove

Open View from Three Pelicans Deck

North Shore Drive

Marina's Dockage

Public 5' easement along Three Pelicans Restaurant

South Street

6' Walk until Three Pelicans Restaurant

City Marina

Black River Road

Williams Street

Dyckman Avenue

Black River

City Marina's Boardwalk

Lighted Edge

Relocated Curb

Proposed Concrete Sidewalk

3'-3"

5'-8"

6'-2"

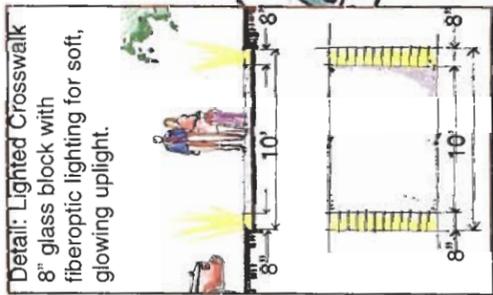
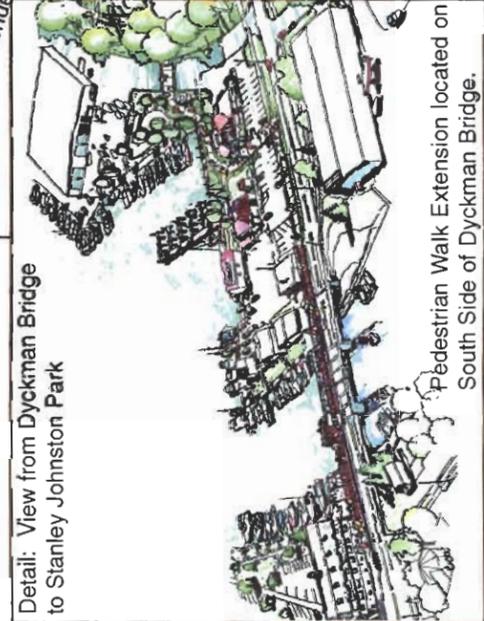
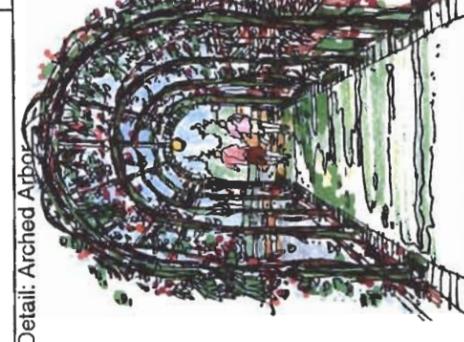
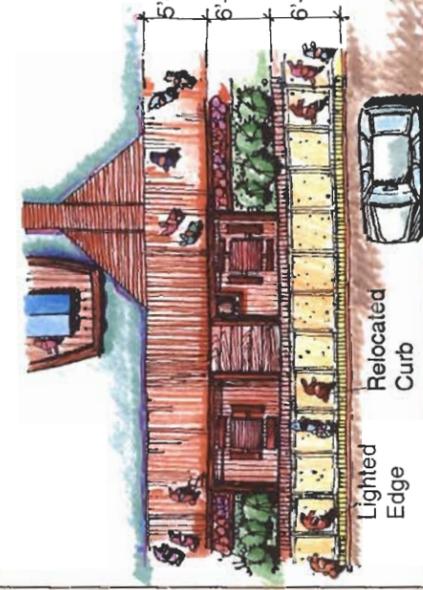
6'-0"

5'-8" Existing Boaters Walk

6'-2" Existing Picnic Area and Landscaped Buffer

6'-0" Proposed Harborwalk

Plan View: Harborwalk at City Marina





Implementation

Wade-Trim has reviewed the list of recommended projects identified in the previous sections of the master plan. This section of the master plan includes an assessment and recommendation of priority actions and staging of the improvements featured in the plan and other related projects.

Priority Actions

The Harborwalk master plan suggests specific projects, which require decisions effecting the north harbor area and environs. The specific projects being advanced during preparation of the master plan included:

- Redevelopment of Northside Municipal Marina
- Seawall Renovations to North Pier
- Street resurfacing projects for Black River Road
- Improvement to Maritime Museum Open Space
- Dyckman Pedestrian Bridge
- Improvements to Stanley Johnston Park

These actions are in varying stages of planning and implementation. The City should seek to dovetail these projects with the recommendations of the harbor walk master plan. In addition, the funding strategy for all projects in the study area should be viewed in context to the plan in order to avoid oversights and conflicts with the recommended projects of the plan.

Strategies for Implementation

The following are initial strategies for implementation of the master plan:

- Coordinate the planning and design of the Northside Municipal Marina Redevelopment with the pedestrian pathway recommendations of the Harborwalk Master Plan.
- Initiate discussions with the US Army Corps of Engineers and participate as a local sponsor for the proposed seawall renovations at the North Pier. Dovetail design work and construction of improvements, which would fit the master plan recommendations.
- Submit grant applications for 2002-2003 grant cycle to programs outlined in the funding section of the master plan.

Conduct a detailed traffic and parking study of the North Harbor Area.

Estimate of Probable Construction Cost

<u>Item No.</u>	<u>Line Item Description</u>	<u>Unit</u>	<u>Quantity</u>	<u>Unit Price</u>	<u>Total Price</u>
Master Site Improvements					
1	Concrete Walks w/ Brick Banding	LF	800	\$42.00	\$33,600.00
2	Lighted Pedestrian Crossing	LF	250	\$90.00	\$22,500.00
3	Dyckman Bridge Pedestrian Crossing	LS	1	\$1,200,000.00	\$1,200,000.00
4	Arbor Systems	EA	2	\$35,000.00	\$70,000.00
5	Gateway Development	EA	1	\$80,000.00	\$80,000.00
6	Trash Receptacle(s)	EA	20	\$1,500.00	\$30,000.00
7	Water Service	LS	2	\$20,000.00	\$40,000.00
8	Site Electrical Service	EA	1	\$8,000.00	\$8,000.00
9	Site Lighting	EA	30	\$7,000.00	\$210,000.00
10	Drinking Fountain(s)	EA	2	\$4,500.00	\$9,000.00
11	Sodding	AC	2	\$17,500.00	\$35,000.00
12	Drainage Improvements	LS	1	\$80,000.00	\$80,000.00
13	Signage / Way Finding	LS	1	\$45,000.00	\$45,000.00
14	Benches	EA	25	\$2,500.00	\$62,500.00
15	Bike Rack(s)	EA	5	\$1,200.00	\$6,000.00
16	Landscape Treatment(s), Greenspace	SF	20,000	\$2.00	\$40,000.00
Master Site Improvements Subtotal					\$1,971,600.00
Seawall Renovations					
17	Fishing Pier Plaza Flat Work No seawall work included, Only flat work	SF	3,500	\$12.50	\$43,750.00
18	Hand Rail	LF	330	\$90.00	\$29,700.00
19	Seawall Safety Chain	EA	1	\$15,000.00	\$15,000.00
20	Lighted Bollards	EA	15	\$2,500.00	\$37,500.00
21	Trash Receptacle(s)	EA	4	\$1,500.00	\$6,000.00
22	Drinking Fountain(s)	EA	1	\$4,500.00	\$4,500.00
23	Site Electrical Service	EA	1	\$8,000.00	\$8,000.00
24	Benches	EA	20	\$2,500.00	\$50,000.00
25	Signage - Way Finding	LS	1	\$8,000.00	\$8,000.00
26	Landscape Treatment(s), Greenspace	SF	5,000	\$2.00	\$10,000.00
Seawall Renovations Subtotal					\$212,450.00
Subtotal					\$2,184,050.00
Contingency (20%)					\$436,810.00
Engineering/Design (10%)					\$218,405.00
Project Grand Total					\$2,839,265.00

Funding

Michigan Natural Resources Trust Fund

The MNRTF provides funding for both the purchase of land (or interests in land) for recreation or protection of land because of its environmental importance or scenic beauty, and the appropriate development of land for public outdoor recreation use. Goals of the program are to:

- 1) Protect Michigan's natural resources, and provide for their access, public use, and enjoyment;
- 2) Provide public access to Michigan's water bodies, particularly the Great Lakes, and facilitate their recreation use;
- 3) Meet regional, county, and community needs for outdoor recreation opportunities;
- 4) Improve the opportunities for outdoor recreation in Michigan's urban areas; and,
- 5) Stimulate Michigan's economy through recreation related tourism and community revitalization.

Any individual, group, organization, or unit of government may submit a land acquisition proposal. However, only state and local units of government can submit development proposals. All proposals for grants must include a local match of at least 25 percent of the total project cost. There is no minimum or maximum for acquisition projects. For development projects, the minimum funding request is \$15,000 and the maximum is \$500,000. Applications are due in April of each year.

Land and Water Conservation Fund

The Land and Water Conservation Fund (LWCF) is a federal appropriation to the National Park Service who distributes funds to the Michigan Department of Natural Resources for land acquisition and development of outdoor recreation facilities. Due to limited funds under this program, the MDNR will likely limit funding to development of outdoor and limited indoor development projects. Applications are due in April and the LWCF program requires a 50% local match.

Great Lakes Fishery Trust

The Great Lakes Fishery Trust (GLFT) was created in 1996 as part of a court settlement for fish losses at the Ludington Pumped Storage Project hydroelectric facility jointly owned by Consumers Power Company (now Consumers Energy) and the Detroit Edison Company. The facility has operated since 1972 under a Federal Energy Regulatory Commission (FERC) license on Great Lakes bottom lands leased from the Michigan Department of Natural Resources (MDNR). Although both the FERC license and the state lease required measures to prevent entrainment and destruction of fish in the facility, many fish were killed as a result of the operation of the project.

The Great Lakes Fishery Trust will provide grant funds to nonprofit organizations and government entities for the following purposes:

- Research projects that benefit Great Lakes fishery resources
- Rehabilitation of lake Trout, lake Sturgeon and other Great Lakes fish species
- Protection and enhancement of Great Lakes fisheries habitat
- Public education about the Great Lakes fishery
- Property acquisition for the above purposes or to provide access to the Great Lakes

Grant award amounts vary by project with pre-proposal deadlines in February (and August for fishing access projects) of each year. For additional information go to www.glft.org.



Coastal Zone Management

The Coastal Management Program is administered through the Department of Environmental Quality (MDEQ) and provides grants and technical assistance to coastal communities to promote effective coastal management. The goals of the program are to enhance public access to the coast; identify, manage and protect sensitive coastal resources; revitalize coastal waterfronts; encourage local land use planning; preserve historic cultural resources; support coastal research and education; and manage development in coastal hazard areas. Applications are due each year in April with a \$50,000 maximum and a 100% local match.

Great Lakes Coastal Restoration

The MDEQ is beginning a new grant program with additional program information slated for release at the end of September 2001 and applications due in November 2001. Eligible project improvements include contaminated site clean up, stormwater controls, wetland and coastal habitat restoration and the acquisition of greenways and buffers. It is anticipated grants will range between \$100,000 and \$200,000.

Boating Facilities Grant

The Boating Facilities Grant program is administered through the Department of Natural Resources (MDNR) from the Michigan State Waterways Fund. The programs objective are to provide for design and construction of recreational boating facilities in the State and to provide upgrading and expansion projects which improve accessibility to existing boating facilities.

On-site investigation by Parks and Recreation Bureau staff is required to determine suitability of proposed site location; applicant is required to document area boating demand. Greater priority given to projects for which a local applicant documents local match capabilities equal to or greater than the percentage of project cost they are required to provide.

Application deadline is April of each year with funding policy to grant up to 50 percent of the project cost with equal local match for mooring and small grants projects. A 75 percent State match is available for launching projects. A greater percentage of State funding may be available, depending on the local unit's ability to provide funding.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The CMAQ program, jointly administered by the FHWA and the Federal Transit Administration (FTA), was reauthorized in 1998 under the Transportation Equity Act for the 21st Century (TEA-21). The TEA-21 CMAQ program provides over \$8.1 billion dollars in funds to State DOTs, MPOs, and transit agencies to invest in projects that reduce criteria air pollutants regulated from transportation-related sources over a period of six years (1998-2003). The TEA-21 CMAQ program is similar to its ISTEA predecessor, but it features greater program flexibility, several new program options, an expansion of eligible activities available for funding and the statutory formula for apportioning funds was re-designed to provide a more equitable distribution.

The primary purpose of the CMAQ program remains the same: to fund transportation projects and programs in nonattainment and maintenance areas, which reduce transportation-related emissions. Bicycle and pedestrian facilities and programs are identified as eligible projects including:

- Construction of bicycle and pedestrian facilities;
- Non-construction projects related to safe bicycle use; and
- Public education, promotional and safety programs for using such facilities.

The substitution of bicycling and walking for relatively short trips is especially beneficial in the reduction of emissions because brief automobile trips result in disproportionately large emissions caused by cold engine starts and fuel evaporation after the conclusion of the trip.



Transportation Enhancement Funds

The Transportation Equity Act for the 21st Century (TEA-21) defines a bicycle transportation facility as "a new or improved lane, path, or shoulder for use by bicyclists and a traffic control device, shelter, or parking facility for bicycles." The definition of a pedestrian includes not only a person traveling by foot but also "any mobility impaired person using a wheelchair."

To be eligible for TEA-21 funds through the Michigan Department of Transportation (MDOT), projects must either be associated with a roadway and consist of:

- Paved shoulders 4 or more feet wide;
- Curb lane width greater than 12 feet;
- Bike lanes; and/or,
- Pedestrian facilities

or be separate from roadways and consist of:

- Multi-use paths at least 10 feet wide;
- Path/trail user amenities;
- Facility grade separations; and/or,
- Bicycle parking facilities

Proposed facilities must enhance the safe accommodation of nonmotorized travelers on or along a roadway, or provide a safe alternative to roadway use. In addition, projects funded by TEA-21 must conform to AASHTO guidelines, the Institute of Transportation Engineers, and the Michigan Manual of Uniform Traffic Control Devices.

A minimum 20% local match is required for proposed projects and applications are due in December of each year. Eligible Transportation Enhancement work items include:

- Property Acquisition
- Grade Separation Structures
- Grade Preparation and Surfacing
- Pavement Marking and Signage
- Trail Heads
- User amenities



Mr. Kevin Anderson, City Manager
Mr. Paul Vanden Bosch, Building and
Development Director
Ms. Robin Abshire, Marina Director

The citizens of South Haven, Michigan, especially
all the workshop participants.

Michigan Maritime Museum

Existing Conditions Photographs



Three Pelicans Walkway looking northwest



Municipal Restrooms looking southeast



Riverfront Park looking south



North Shore Drive looking southwest



ACOE Breakwall looking west



Stanley Johnston Park/Municipal Marina looking northeast

South Haven Harbor,

Michigan

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Wade-Trim

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