

City of South Haven, MI Pedestrian, Bicycle & Paddle Plan February 16, 2009



**City of South Haven
Pedestrian, Bicycle and Paddle Plan**

Approved February 16, 2009

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Introduction

In April, 2008, the South Haven City Council adopted priorities for the year 2008. One of the priorities reads as follows:

Priority 5:

Council will develop and implement a sidewalk development and improvement master plan.

- During the summer of 2008, an inventory of all sidewalks and the conditions of the sidewalks shall occur.
- During the 3rd quarter of 2008, Council will develop a master plan which will set the priority for sidewalk extensions, sidewalk reconstruction and sidewalk maintenance. The maintenance plan will include a policy for winter maintenance.
- During the 3rd and/or 4th quarter of 2008, Council will establish a funding plan for sidewalk extensions and maintenance.

This plan was written to meet the requirements of this priority statement by the City Council. In addition sidewalks, this plan focuses on the needs of other nonmotorized transportation types in the City, including bicycles and paddlecraft.

The Pedestrian, Bicycle and Paddle Plan is an effort to inventory existing facilities and to propose improvements to City of South Haven infrastructure which will enhance the ability of its citizens and visitors to enjoy the City. The focus of this plan is to enhance the overall pedestrian, bicycling and paddling experience, and to encourage healthy lifestyles benefitting from non-motorized transportation.

The goal is to make the City of South Haven a location where it is possible for people to go through daily routines of work, shopping and recreation without being required to use a motor vehicle. Over the long term, this will improve the economic sustainability of the City by presenting the opportunity of low cost, non-motorized transportation to its residents. A well developed non-motorized transportation system will encourage people to choose South Haven as a place to live. Reducing the use of motorized transportation will reduce exhaust emissions, reduce traffic on the roadways, and may reduce the City's cost for maintenance of its motor vehicle road system.

Another goal of this plan is to improve the safety of all users of the City's sidewalks by proposing a plan to upgrade all sidewalk ramps to designs approved by the Americans with Disabilities Act. The plan would also attempt to create sidewalk routes throughout the City which allow for safe travel by pedestrians and persons in wheelchairs on the sidewalk system rather than on streets.

The charm of the City of South Haven is valuable to its residents for aesthetic reasons. This plan inventories community amenities which are important attractions and destinations for

pedestrians, and which make South Haven a special place. The plan calls for protection of views and quality of life for its residents by careful consideration of how these amenities are maintained or otherwise affected by public and private actions. The plan reviews the sidewalk system to insure that pedestrians have good access to community amenities.

The intent of the plan is to encourage visitors to South Haven to park their vehicles and enjoy the City on foot, by bike or paddlecraft for the duration of their stay in South Haven. This will reduce the need for parking in popular areas such as the beaches and downtown, and will encourage more retail and service activity within the walkable community area.

Pedestrian Plan

The Pedestrian Plan has four major components:

1. Filling gaps in the current sidewalk system
2. Maintenance of the existing sidewalk system
3. Ramp replacement to bring sidewalk to current Americans with Disabilities Act standards
4. Identification of new pedestrian and bicycling trails and bridge connections

1. Sidewalk Gap Filling

Gaps in the traditional sidewalk network have been identified and mapped. The maps identify more than 100 locations or project areas where gaps in the traditional sidewalk network exist. In order to prioritize gap filling projects, a number of items will be considered.

Sidewalk Gap Map

The Sidewalk Gap Map shows existing, planned and potential sidewalk locations throughout the City. Existing sidewalk is shown in gray.

The Sidewalk Gap Map indicates missing parts of the traditional sidewalk network in red. "Potential" sidewalks indicate gaps in the current system which could be filled by sidewalk or shared bicycle and pedestrian paths. Note that some of the gap areas may have slope constraints, utility conflicts, right of way availability and tree and vegetation issues. There may be some areas of the missing sidewalk locations which cannot be constructed due to these issues.

A yellow box indicates street reconstruction projects which are part of the City's capital improvement plan. The intent is that sidewalks within the street reconstruction project areas would be completed as part of the planned street reconstruction project, so areas within a yellow box should have missing sidewalk constructed over the next few years.

Areas where sidewalk is missing but "Planned" for construction are shown as a thin green line. Typically the planned sidewalks are located in newly planned residential developments.

Priorities for Sidewalk Gap Filling

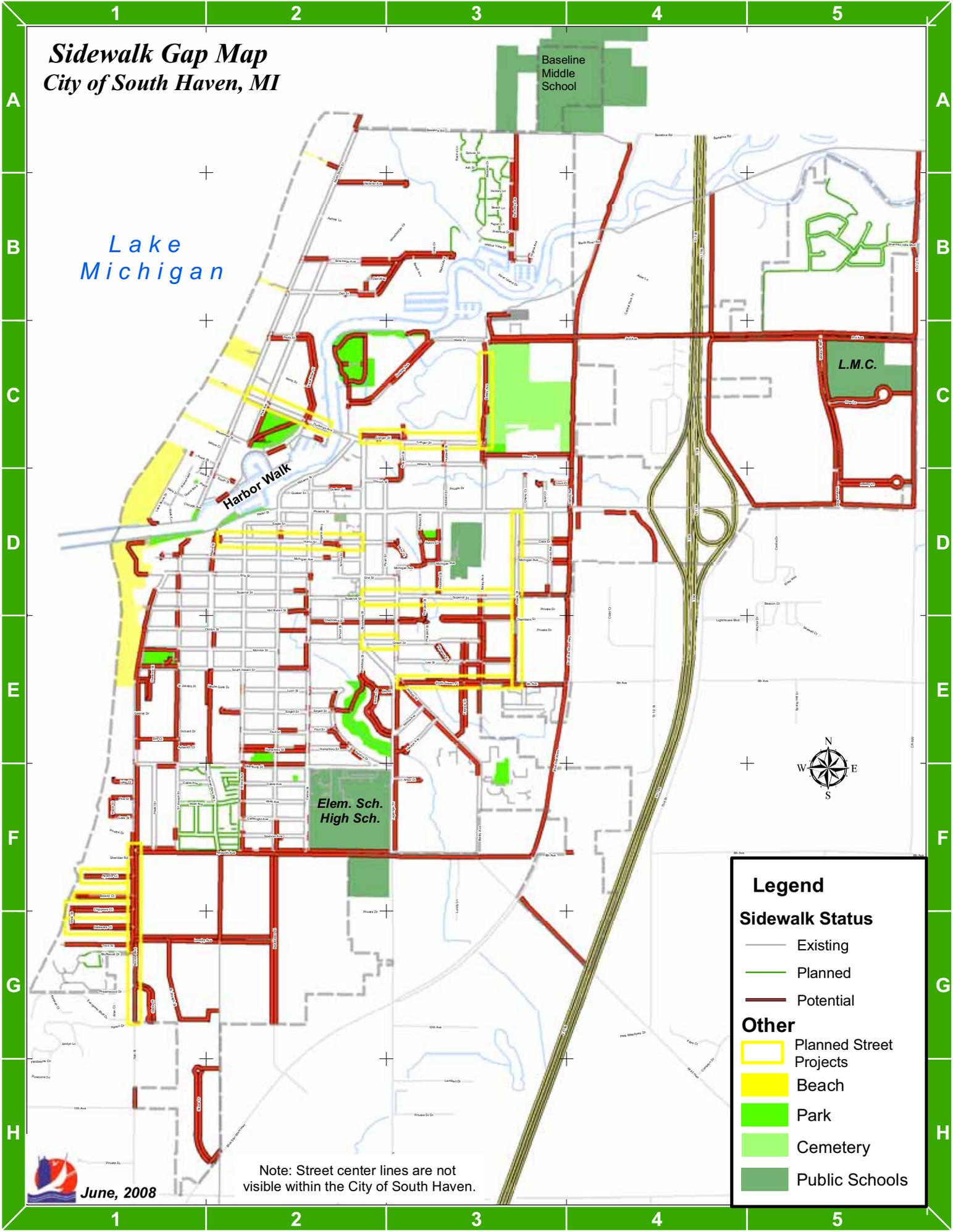
Sidewalk gap filling project areas will be prioritized based on a number of criteria, including:

Sidewalk Gap Criteria for Prioritization:

- a. Connecting Community Attractions, Amenities and Destinations
- b. Areas of Poor Service
- c. Planned Street Reconstruction Projects
- d. City Owned Property
- e. TIF Districts
- f. Neighborhood Requests
- g. Short Gaps
- h. Sidewalk Improvement

Sidewalk Gap Map

City of South Haven, MI



Legend

Sidewalk Status

- Existing
- Planned
- Potential

Other

- Planned Street Projects
- Beach
- Park
- Cemetery
- Public Schools

Note: Street center lines are not visible within the City of South Haven.

a. Connecting Community Attractions, Amenities and Destinations

Sidewalk gap projects which could improve connections between neighborhoods and favorite pedestrian destinations should be given priority.

For the purpose of sidewalk gap filling prioritization, destinations include:

Public Parks and Beaches
Shopping and Employment districts
Health and Wellness districts
School and College facilities
Community Attractions and Amenities
Cultural, Art, Museum and Performance Amenities
Bridges (as connection routes between neighborhoods)

For the purposes of this plan, by community amenities we mean places where the public might enjoy stopping and pausing during their journey and enjoying the view or ambiance of a location. A community attraction is typically located on City property, in a right of way or on other public property. There are usually facilities and infrastructure which provide access to the attraction. Part of the purpose of infrastructure is to make clear to the public that there is an attraction that is available to the public. Without improvements, it may not be obvious to the public that they are permitted to enter the property.

Examples of community amenities are areas of natural beauty, including valued overlooks, viewscales and vistas. They may be views of historic structures, public gatherings, performances or artwork. Community amenities may be parks, bridges, overlook decks, benches, bicycle racks, pedestrian or bicyclist resting areas, water fountains, rest rooms, riverside areas, lakefront areas, fishing access, pocket parks, paddlecraft launches or similar.

Appendix B includes an inventory of Community Amenities and proposes a periodic inspection program.

Connecting Community Attractions, Amenities and Destinations Map

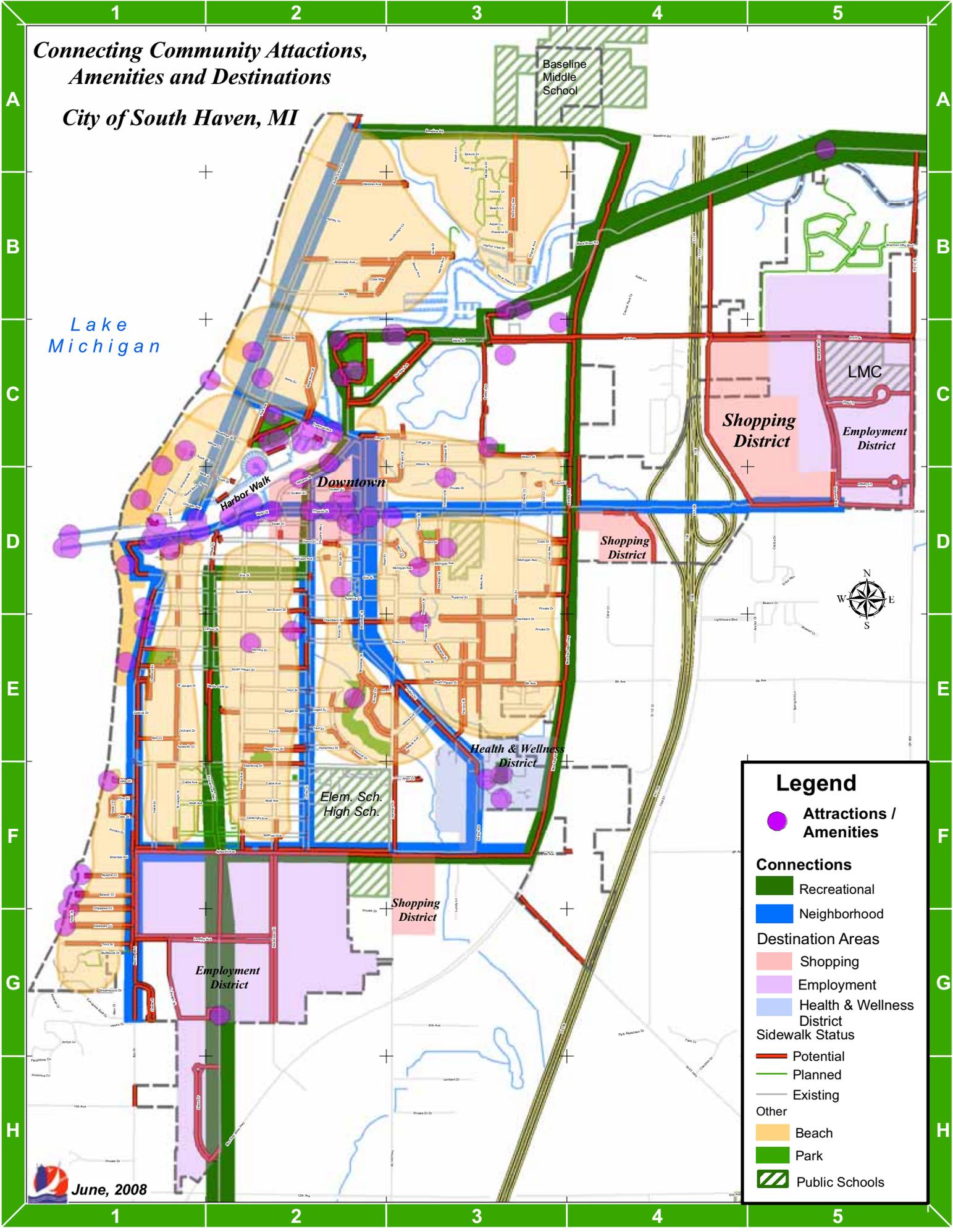
The Connecting Attractions, Amenities and Destinations map shows places which might attract pedestrians from residential neighborhoods and destinations where pedestrians and bicyclists might be drawn to. The sidewalk gaps are shown on the map to help identify where missing sidewalk might be affecting neighborhood residents in their ability to walk the City. The intent of this map is to allow for a prioritization of sidewalk gap construction by identifying which gaps might affect neighborhoods the most.

The goal of this map is to allow for highlighting of important connections which currently have gaps in the sidewalk system. Highlighting the sidewalk gaps would give priority to construction of sidewalk in the highlighted area.

Staff has provided a highlighted map as an example. Highlighting may be added or removed based on comment from the public meetings. In addition, specific highlighted areas may be prioritized on a one to five scale.

Connecting Community Attractions, Amenities and Destinations

City of South Haven, MI



Legend

- Attractions / Amenities

Connections

- Recreational
- Neighborhood

Destination Areas

- Shopping
- Employment
- Health & Wellness District

Sidewalk Status

- Potential
- Planned
- Existing

Other

- Beach
- Park
- Public Schools

b. Areas of Poor Service to Pedestrians and Bicyclists

Certain locations in the City have been identified by staff and public comment as being difficult for pedestrians and bicyclists. These areas may include unsafe road crossings, areas where pedestrians have been observed walking in the street, or other areas which are identified as having poor conditions for pedestrians. These areas will be given a priority for filling of sidewalk gaps as well as improvements to eliminate the poor safety conditions. During the process of meeting with the public and city officials, comments will be requested regarding additional areas of poor service to pedestrians. Sidewalk gap projects which solve problems in these areas should have a high priority.

Areas of Poor Service Map

The Areas of Poor Service Map displays areas which have been identified as being difficult or dangerous for pedestrians or bicyclists. Sidewalk gap project areas in these areas of poor service should have a high priority. In some cases, the poor service areas may require improvements to the existing sidewalk or trail system to increase safety in the area. Orange rectangles indicate areas which are difficult for both pedestrians and bicyclists. Blue areas are difficult areas specific to bicyclists. Purple circles indicate pedestrian street crossing areas of concern.

c. Planned Street Reconstruction

Sidewalk gaps within planned street reconstruction projects will have sidewalk improvement included as part of the street reconstruction project, so those project areas do not need to be prioritized for funding with areas outside of street reconstruction areas. Areas of planned street reconstruction will be mapped and sidewalk gaps in those areas will be listed separately from other project areas for the purpose of prioritization. Areas of planned street reconstruction are shown as yellow rectangles on the Sidewalk Gap Map. The areas currently shown are ones identified in the 08-09 Council Budget workshop. This map will be updated when Council completes the street prioritization program in Fall 2008.

d. City Owned Property

Sidewalk Gaps located on City owned property will be identified and will be prioritized for construction. In particular, a number of busy City parks do not have sidewalk surrounding them. A map will be prepared which displays sidewalk gaps on City owned property. These sidewalk gap projects should have a high priority.

e. TIF Districts

In areas where TIF districts have funds available for sidewalk work, sidewalk will be prioritized for construction under separate funding by the TIF. A map will be prepared which displays sidewalk gaps in TIF districts which are authorized to fund sidewalk projects. These sidewalk gap projects should have a high priority.

f. Neighborhood Request

Property owners and residents may request priority for sidewalk gap filling projects. These

*Areas of Poor Service
For Pedestrians and Bicyclists
City of South Haven, MI*

Lake Michigan

Baseline Middle School

Elem. Sch. High Sch.

Kal-Haven Trail

2nd Ave I-196 Bridge Crossing

L.M.C.

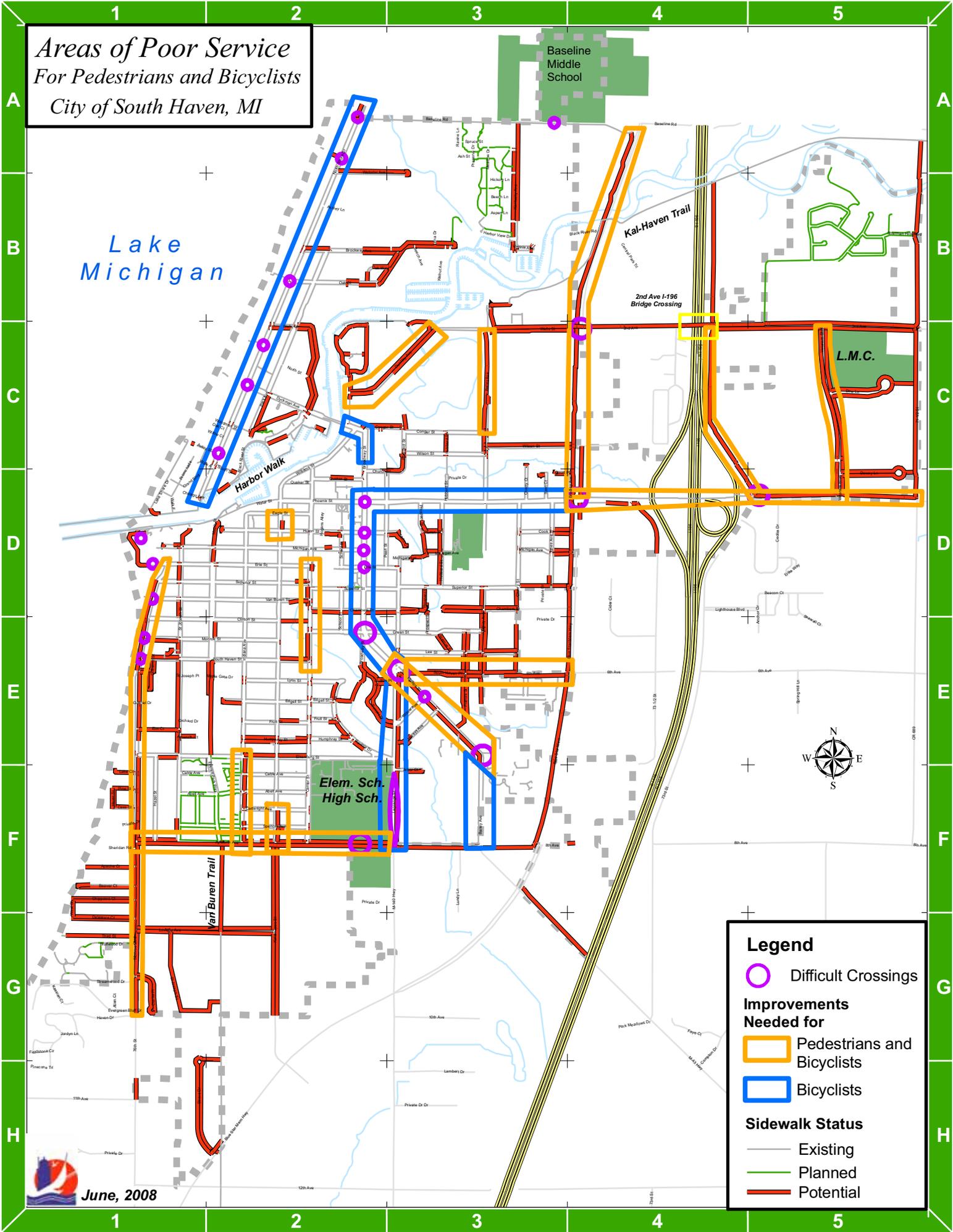
Van Buren Trail

Harbor Walk



Legend

-  Difficult Crossings
- Improvements Needed for**
-  Pedestrians and Bicyclists
-  Bicyclists
- Sidewalk Status**
-  Existing
-  Planned
-  Potential



TIF Districts and City Owned Land

City of South Haven, MI

Lake Michigan

Baseline Middle School

DDA #2

LDFA #3

L.M.C.

DDA #1

Harbor Walk

Elem. Sch.
High Sch.

LDFA #2

LDFA #1

Legend

Sidewalk Status

- Existing
- Planned
- Potential

Other

- TIF Districts
- City Owned Land
- Beach
- Cemetery
- Park
- Public Schools

Note: Street center lines are not visible within the City of South Haven.

June, 2008



requests will be considered on a project by project basis. A neighborhood showing clear public support of a sidewalk project should receive an increase in priority for that project.

g. Short Gaps

Small projects which serve to connect areas will be given priority where a small project would have a large improvement in the sidewalk network. The goal is to prioritize improvements which provide the greatest benefit at the lowest cost.

h. Sidewalk Improvement

In some cases, there may be areas of existing sidewalk where there is a need for improvement and redesign of the sidewalk. An example might be to improve a street crossing at a difficult intersection. These areas will be identified and considered together with sidewalk gap project areas. Sidewalk improvement projects will be considered on a project by project basis, based on the level of need for the improvement.

Project Area Drawings

A series of drawings have been prepared which show a close up view of areas with missing sidewalks. Project areas are detailed drawings of potential sidewalk construction projects. The purpose of the project area drawings is to assist in review and prioritization of projects, and after prioritization, to provide a plan for design and bidding of the project. As part of the review of individual sidewalk project areas, slope constraints, utility conflicts, right of way availability and tree and vegetation issues will be considered on a project by project basis.

Dyckman Avenue Bridge

The sidewalk walkway on the Dyckman Avenue Bridge is narrow and due to heavy pedestrian traffic, people are frequently required to walk on the street portion of the bridge. Improvement to the bridge should include wider walkways.

Sidewalk Implementation Plan

Sidewalk construction will be included in street reconstruction projects as determined feasible by the City Engineer and approved by City Council.

In each annual budget, City Council will review available funding and determine a funding level to construct additional sidewalk, with projects to be selected by City Council.

2. Sidewalk Maintenance

A program of sidewalk inspection and repair will be implemented. The program would include an inspection program which would inspect all sidewalk in the City at least once every five years. Criteria for sidewalk replacement would be developed. An amount would be budgeted on an annual basis to cover the cost of sidewalk replacement. Sidewalk replacement funding would also include participation by the property owners as required in the City Code. The Code section regarding property owner participation would be reviewed for appropriateness. Sidewalk repairs would be completed each year as the funding allows.

3. ADA Accessible Ramp Project

A program of identification and replacement of missing or substandard sidewalk ramps will be implemented. An annual budget will provide funding for replacement of substandard or missing ramps. Ramps which are located in planned street reconstruction areas will be replaced as part of the street reconstruction project. Other ramps will be identified and replaced as funds allow.

4. Pedestrian Trails and Pedestrian-Bicycle Paths

Existing Pedestrian Trails and Pedestrian-Bicycle Paths

Harborwalk

The Harborwalk is an existing pedestrian trail which connects the north pier to the south pier crossing over the Dyckman Bridge. The Harborwalk connects many areas with waterfront activities found in the city, such as the North and South Beaches, Riverfront Park, and the Maritime Museum. The Harborwalk provides spectacular views, as well as information about the diverse history of the community on historic plaques surrounding the harbor. The Harborwalk is designed to be safe, accessible, well maintained and self guided. Currently the Harborwalk does not follow the river near the All Seasons Marina. If possible, the walkway should be routed along the river front.

Baseline Road Pedestrian-Bicycle Path

The Baseline Road Path is an existing path which connects North Shore Drive to Baseline Middle School and Blue Star Hwy. The path was constructed as part of the Baseline Road reconstruction project.

Kal-Haven and Van Buren Trails

The Kal-Haven and Van Buren Trails are fee-based trails suitable for pedestrians and bicyclists. They are further described in the Bicycle Plan, Section 3. Recreational Bicycle Trails.

Potential Pedestrian Trails and Pedestrian-Bicycle Paths

Maple Street to Van Buren Trail Connection

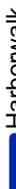
The Van Buren Trail is a bicycle trail which currently begins at Lovejoy Street and runs south to Hartford, with a spur to Van Buren State Park. Eventually, we hope that the Van Buren Trail will be resurfaced and will become as popular as the Kal-Haven Trail. In order to connect the Van Buren Trail to South Side neighborhoods and the downtown, an extension is needed. Much of the land needed to complete the connection between Maple Street and the Van Buren Trailhead is currently owned by the City or State of Michigan. The Maple Street right of way extends from the Maple Street dead end to just north of the Overton building property. The Everett Park development includes plans for a wide sidewalk to be used as a bike trail between Elkenburg Street and Aylworth Avenue. The State owns the undeveloped former rail

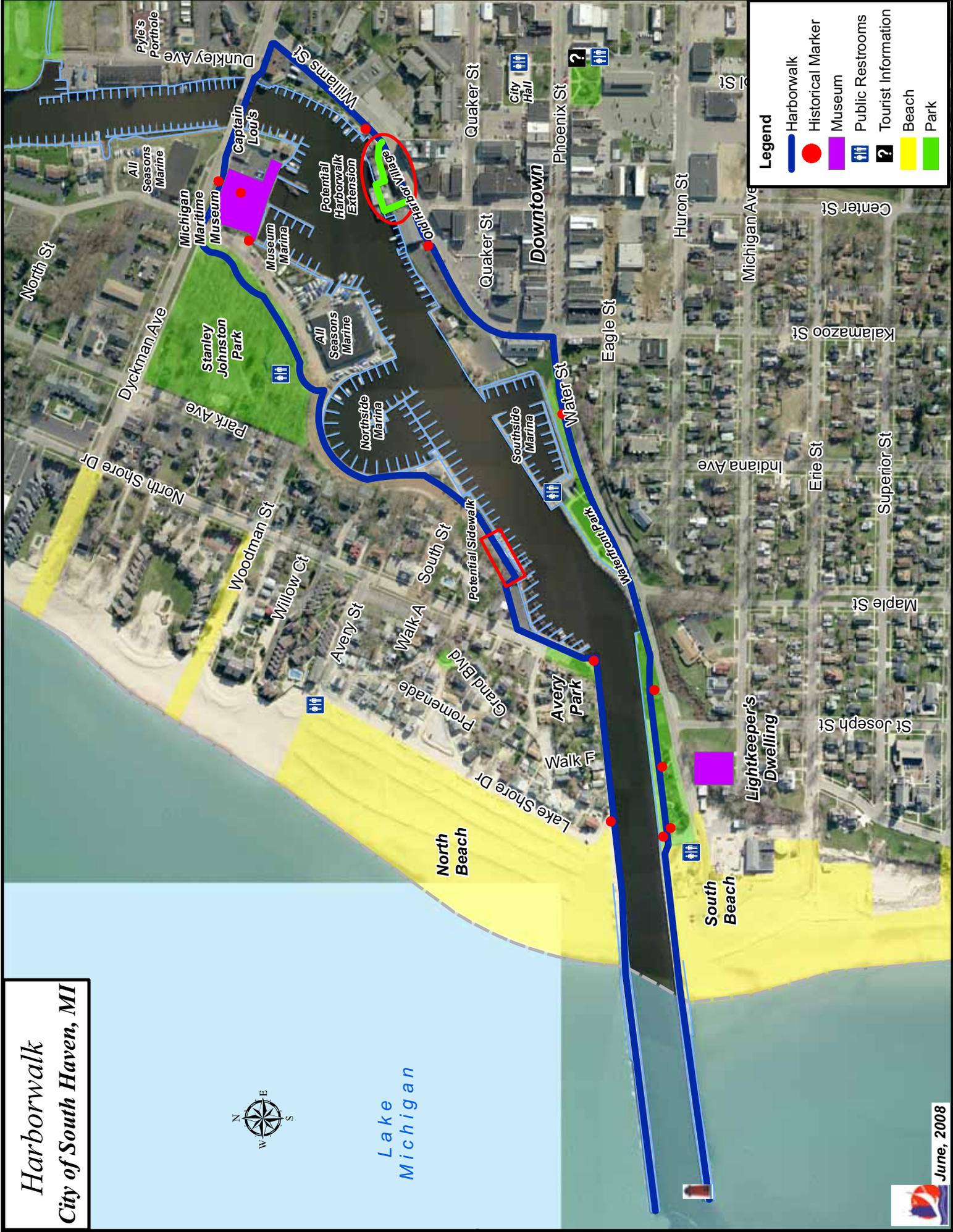
Harborwalk City of South Haven, MI



Lake Michigan

Legend

-  Harborwalk
-  Historical Marker
-  Museum
-  Public Restrooms
-  Tourist Information
-  Beach
-  Park



June, 2008

right of way from Aylworth to Lovejoy Street. One section remains where an easement or land purchase would be required. This section is between the Factory Condominium and the former Overton building (recently known as the ELC building).

Blue Star Hwy from Baseline Road to Phoenix Street

Currently walking or biking on Blue Star Hwy is permitted but not particularly comfortable or safe. Blue Star Hwy is one of two bridges crossing the Black River west of I-196. Baseline Middle School is located on Baseline Road, with the only safe route from City of South Haven neighborhoods being North Shore Drive to Baseline Road. A pedestrian and bicycle path along Blue Star Hwy is needed to provide a safe route to Baseline Middle School, and to allow pedestrians and bicyclists to use the bridge across the river. The Van Buren County Road Commission controls this section of Blue Star Hwy.

Blue Star Hwy from Phoenix Street to M-43

Much of this section is located in South Haven Township and is under control of the Van Buren County Road Commission. This route seems to be used by pedestrians on their way from neighborhoods near Superior Street and South Haven Place to medical facilities near the Hospital. A pedestrian and bicycle path should be located on the west side of Blue Star Hwy from Phoenix Street to M-43.

Phoenix Street east of 73rd Street, 73rd Street and Veterans Blvd

There are currently plans to construct a Phoenix Street pedestrian and bicycle trail from Blue Star Hwy to 73rd Street. This project is a cooperative effort between the City and MDOT. In order to provide access beyond 73rd Street, a pedestrian and bicycle trail system is needed in the I-196 Business Park, Lake Michigan College and the Wal-Mart commercial area. There are some difficult crossings and design challenges to overcome. The trail should loop from 73rd Street to 2nd Avenue to Veterans Blvd to Phoenix Street. The City controls most of the right of way in this area, although Phoenix Street is controlled by the County Road Commission.

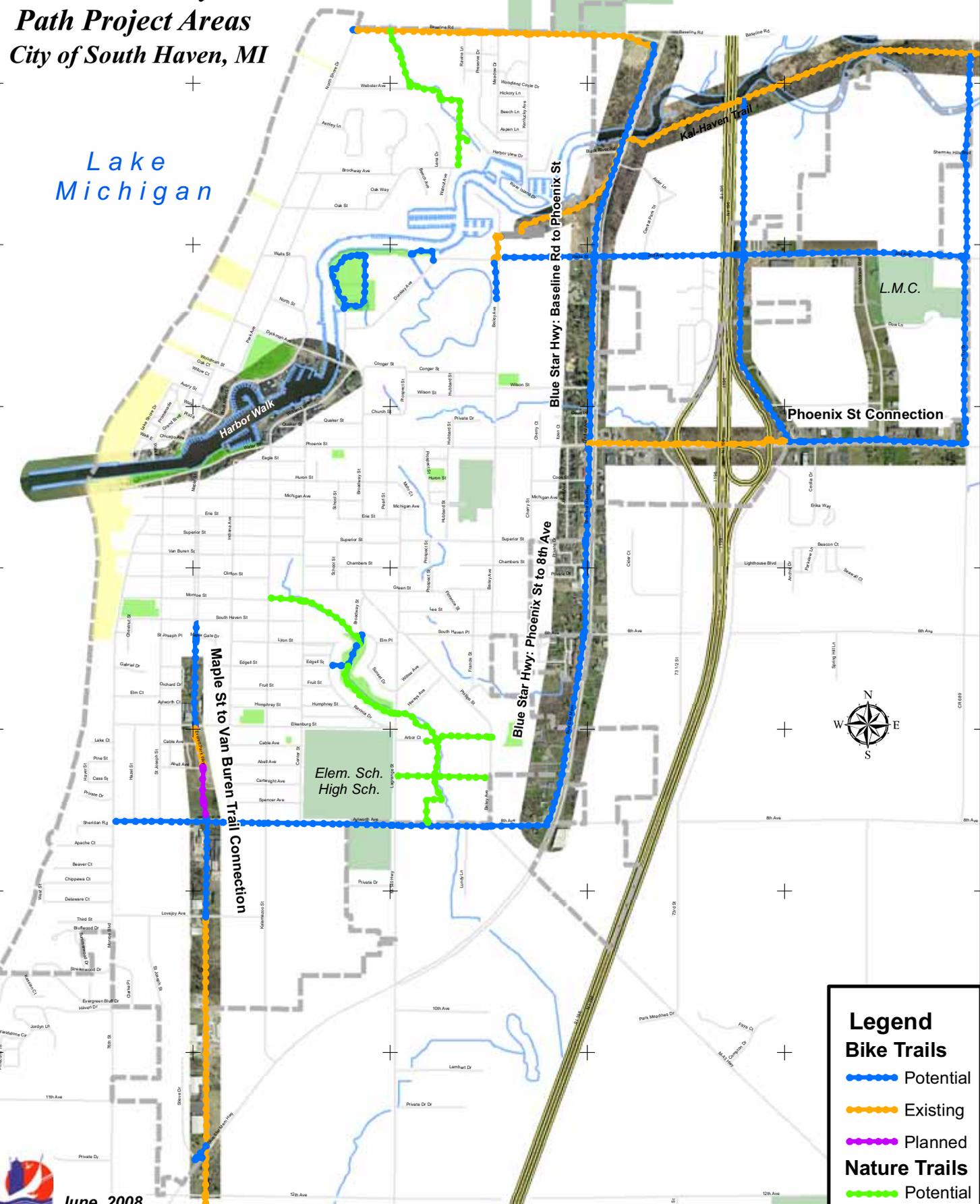
5. Conceptual Pedestrian Trails and Bicycle-Pedestrian Paths

In reviewing the City maps, staff has identified a number of conceptual trail projects. In some cases, the trails are on private property and would require purchase of property or easements for the trails. The conceptual trails are listed in Appendix A of this plan to encourage discussion and are not included in any current construction plan or budget.

Pedestrian Trails & Pedestrian-Bicycle Path Project Areas

City of South Haven, MI

Lake Michigan



Legend

Bike Trails

- Potential
- Existing
- Planned

Nature Trails

- Potential

June, 2008



Bicycle Plan

Bicycling in South Haven is generally easy and can be done on the existing streets. There are many interesting locations to ride to and the traditional small town scale of the City is perfect for the bicyclist.

There are five different types of bicycle routes that apply to bicycling in South Haven:

1. Neighborhood Streets
2. Bicycle Trails
3. Recreational Bicycle Trails
4. Signed Bicycle Routes
5. Map Bicycle Routes
6. Business Loops

1. Neighborhood Streets

Most streets in South Haven are two lane, 25 mph speed limit, tree lined curb and gutter streets which can accommodate both bicycle and auto traffic. With a few exceptions, most two lane roads in the city are pleasant for biking and no separate bicycle trail is needed. For the most part, a bicyclist can find a safe neighborhood street to ride on as an alternative to a less safe four lane street. No signage or separate bicycle trail is generally needed for neighborhood streets. A hazards inventory may be needed to identify issues such as the suitability of storm drain grates for bicycle safety. In some cases the road condition is poor, however this will be improved over time with the City's street reconstruction plan.

2. City Bicycle Trails

While much of South Haven has good on-street bicycle riding, in a limited number of areas, bicycling on the street is not recommended. Where there are no alternative neighborhood street routes in the area, separate bicycle trails become a better option. Bicycle trails are shared with pedestrians. For a complete description see the Pedestrian Plan, Section 4. Proposed Bridges, Pedestrian Trails and Pedestrian/Bicycle Paths above.

Existing Pedestrian-Bicycle Paths

Baseline Road Pedestrian-Bicycle Path

The Baseline Road Path is an existing path which connects North Shore Drive to Baseline Middle School and Blue Star Hwy. The path was constructed as part of the Baseline Road reconstruction project.

Potential Pedestrian-Bicycle Paths

Maple Street to Van Buren Trail Connection

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Bike Trails and Bike Routes

City of South Haven, MI



Lake Michigan

Baseline Middle School

Lakeview Cemetery

L.M.C.

Elem. Sch. High Sch.

Van Buren Trail

Kal-Haven Trail

Harbor Walk

2nd Ave I-196 Bridge Crossing



Legend

Bike Trails

- Potential (Blue dotted line)
- Planned (Green dotted line)
- Existing (Orange dotted line)
- Potential Boardwalk (Brown dotted line)

Bike Routes

- Mapped (Grey dashed line)
- Signed (Black dashed line)

Other

- Bicycle Rentals (Red star)
- Trailheads (Purple bicycle icon)
- Trail Passes (Blue triangle)
- Beach (Yellow shaded area)
- Park (Light green shaded area)
- Cemetery (Dark green shaded area)
- Public Schools (Light green shaded area)

- Kal-Haven RV Park
 - Kal-Haven Trailhead
 - The Outpost
 - Michigan Maritime Museum
 - Hotel Nichols
 - South Haven Visitors Bureau
 - Rock 'n' Road
 - South Haven Chamber of Commerce
 - Van Buren Trailhead
- Note: The Kal-Haven and Van Buren Trails require the purchase of a Trail Pass

June, 2008



Van Buren Trail to South Side neighborhoods and the downtown, an extension is needed. Much of the land needed to complete the connection between Maple Street and the Van Buren Trailhead is currently owned by the City or State of Michigan. The Maple Street right of way extends from the Maple Street dead end to just north of the Overton building property. The Everett Park development includes plans for a wide sidewalk to be used as a bike trail between Elkenburg Street and Aylworth Avenue. The State owns the undeveloped former rail right of way from Aylworth to Lovejoy Street. One section remains where an easement or land purchase would be required. This section is between the Factory Condominium and the former Overton building (recently known as the ELC building).

Blue Star Hwy from Baseline Road to Phoenix Street

Currently walking or biking on Blue Star Hwy is permitted but not particularly comfortable or safe. Blue Star Hwy is one of two bridges crossing the Black River west of I-196. Baseline Middle School is located on Baseline Road, with the only safe route from City of South Haven neighborhoods being North Shore Drive to Baseline Road. A pedestrian and bicycle path along Blue Star Hwy is needed to provide a safe route to Baseline Middle School, and to allow pedestrians and bicyclists to use the bridge across the river. The Van Buren County Road Commission controls this section of Blue Star Hwy.

Blue Star Hwy from Phoenix Street to M-43

Much of this section is located in South Haven Township and is under control of the Van Buren County Road Commission. This route seems to be used by pedestrians on their way from neighborhoods near Superior Street and South Haven Place to medical facilities near the Hospital. A pedestrian and bicycle path should be located on the west side of Blue Star Hwy from Phoenix Street to M-43.

Phoenix Street east of 73rd Street, 73rd Street and Veterans Blvd

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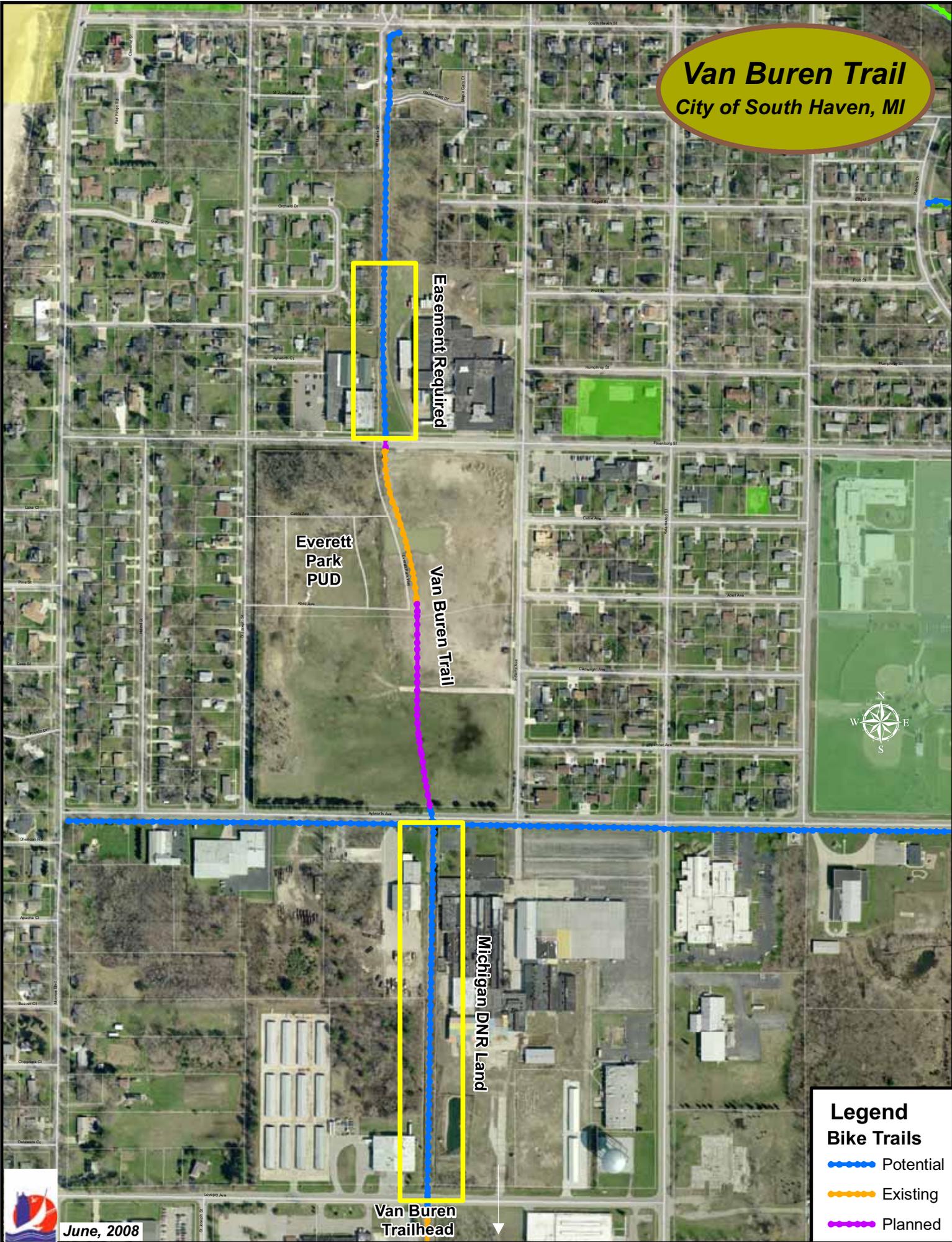
Conceptual Bicycle-Pedestrian Paths

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3. County/State Recreational Bicycle Trails

Van Buren Trail

City of South Haven, MI



Everett Park PUD

Easement Required

Van Buren Trail

Michigan DNR Land

Van Buren Trailhead

Legend

Bike Trails

-  Potential
-  Existing
-  Planned



June, 2008

South Haven has two recreational bicycle trails, the Kal-Haven Trail State Park and the Van Buren Trail State Park. The Kal-Haven is an improved trail connecting South Haven to Kalamazoo, and offers a non-motorized path through rolling hills of the Van Buren County countryside. The Van Buren Trail is a gravel trail which is somewhat rough and sandy as of Summer 2008. The trail includes a spur which connects to Van Buren State Park, a Lake Michigan beach and campground, and the main trail extends through Van Buren County to Hartford.

The Kal Haven Trail runs 34 miles between South Haven and the city of Kalamazoo. Most of the trail is in Van Buren County.

The Kal-Haven is a rail trail, as it runs along the former route of the Kalamazoo and South Haven Railroad. It traverses wooded areas, farmland and passes through small towns. It is primarily used by hikers and bicyclists in the summer and snowmobilers in the winter. The trail is surfaced and well suited to use by road bikes, though it is not blacktopped. There are some miles of parallel trail in the western portion used by horse trail riding enthusiasts.

The trail is owned by the state of Michigan but, due to state budget cutbacks, in 2004 operation was taken over by Van Buren County, including the portion in Kalamazoo County. A trail pass system was re-instituted to pay for trail maintenance. They are available from the county, at trailheads, and some stores along the route.

Several miles south of the western terminus is another trail--the Van Buren Trail State Park. This is also an old railroad bed, ending in Hartford. The trail is unimproved and the largest group of users is comprised of snowmobilers and horse and buggy riders. This is also operated by Van Buren County. The trail pass is valid for both trails.

In November 2004 the State of Michigan completed a tunnel underneath US Highway 131 freeway, which was the major impediment to extending the trail to downtown Kalamazoo. The city of Kalamazoo has completed a \$1 million project to extend the trail southeast under U.S. 131 along Ravine Road to Westnedge Avenue in downtown Kalamazoo. Most of the extension has been built along the former roadbed of the Kalamazoo and South Haven Railroad.

There may be a need to connect future parks, such as the Sharp Park to the City with a bicycle trail. Much of the route would be in Allegan County. As the plans for the Sharp Park become reality, discussion with Allegan County should take place.

It is desired to move the Kal-Haven trailhead to a location in the downtown. Dyckman Park at Huron Street parking lot may be a good location for an official trailhead. The intent of establishing the trailhead in the downtown is to encourage bikers to complete the trail to the end and then enjoy services in the downtown. Extending the trailhead would mean connecting the existing trailhead to the downtown with a bike friendly route and installing signage along the route and in the downtown. Existing parking in Huron Street parking lot could serve the trailhead.

4. Signed Bicycle Routes

The route connecting the Kal-Haven and Van Buren State Park Trails is a Signed Bicycle

Route. The route is on City streets, there is no separate bike trail. The route currently takes the rider from the trailheads to the downtown and through the South Beach, following Monroe Boulevard along the Lake Michigan overlook. The purpose of this signed route is to help bicycle riders and vehicle drivers to locate the trailheads, both of which are somewhat hidden on backstreets.

The connection route between the Kal-Haven Trail and the downtown has been a priority for some time, however due to uncertainty regarding how development will take place in the area, little progress has been made in improving the bicycle connection between the downtown and the Kal-Haven Trailhead. The two current routes, Dunkley Avenue and Bailey Avenue, are both roads in poor condition. Currently Bailey Avenue to Phoenix Street is the preferred route and is indicated by signage. The Kal-Haven and Van Buren Trail connection is the only Signed Bicycle Route in the city. There may be a need for larger directional signs to the trailheads, and signage showing the connection route between the trailheads should be reviewed for appropriateness.

5. Mapped Bicycle Routes

Because much of South Haven is made up of neighborhood streets which are safe and easy for bicycle riding, there is no need for separate bicycle trails through most neighborhoods. There are some streets which are better than others for bicycling, and these streets have been identified as bicycle routes on the map. Bicycle routes are designed to take the rider to various community amenities as well as to indicate the safest and most comfortable streets to ride on. No bicycle related improvements or addition of separate bicycle trails are planned on streets designated as bike routes on the map. Inclusion in the map is a recommendation that the street is indicated as a good place to bike. It is generally easy to ride a bike in South Haven, so in most cases, any neighborhood street will be a good choice for riding a bike.

6. Business Loops

The US I-196 Business Loop, running along LaGrange, Phillips, Broadway and Phoenix Streets, and M-43, running along Phillips Street and Bailey Avenue, are less desirable bicycling streets. While it is possible to ride on the roadway, and many bicyclists do, the aggressiveness of auto drivers makes it somewhat risky to bicycle on these streets. It is possible to ride on the sidewalks along these streets, however then there may be conflicts with slow moving pedestrians. The limited amount of right of way available for these streets means that bicycle paths cannot easily be created within the existing right of way.

It may be desirable to look at the possibility to convert the business loop streets to two lane streets with a left turn lane and bike lanes. This would depend on engineering analysis to see if this would be a recommended change. These streets are controlled by MDOT, which would have the authority to consider this type of conversion.

Paddle Plan

The purpose of the paddle plan is to look at ways of making the river accessible and convenient for dinghies and paddlecraft. Two types of facilities are reviewed as part of the Paddle Plan:

1. Launch Areas (with parking and space for loading and unloading of paddlecraft)
2. Dinghy Docks (with no parking or launching at site)

In order to make it easy for paddlers to visit attractions and services on land, this plan proposes a series of dinghy docks which allow for landing and storage of paddlecraft while the paddlers are on land. One important consideration to make the dinghy docks paddler friendly is to locate them near public restrooms and provide signage from the dock to the restroom. Note that dinghy docks may be used by motorized small boats as well as by paddlecraft. In order to allow paddlers to launch their craft and park their vehicles, this plan notes the existing small craft launch in Black River Park and proposes additional parking in the proximity of the launch. Potential additional launch areas are discussed.

The City of South Haven is a water oriented community with a history and tradition as an important harbor. The Black River is one of South Haven's important thoroughfares, and for many boaters, the Black River is "Main Street" South Haven. The river is quite narrow and lined with boat docks for most of its length in the City. There is a great deal of motorized pleasure boat traffic, particularly on weekends. However, there is still room for paddle craft to navigate the river and enjoy the views.

The pattern of development on the river has led to much of the former natural riverbank to have been replaced with steel sheet piling. Often this type of development causes difficulties to paddlers because it is difficult to enter or exit the boat, and in some cases, a paddler cannot climb the seawall to get out of the water. Steel seawall exists throughout the harbor, and it is especially high and unforgiving near Lake Michigan. Because of the amount of steel seawall on the river, it is important to provide places for paddlers to exit boats at different points along the river. Access points allow paddlers to visit local businesses for meals and recreation. Access points are also a safety consideration, because in many places it is otherwise difficult for someone who may have fallen in the river to find a way to climb out.

1. Paddle Craft Launch Areas

Paddle craft launch areas are areas with parking where paddlers can unload their boats from vehicles, carry them to the river and launch into the river. Paddlecraft launch areas are ideally clean sand banks with a shallow slope into the water. A low floating wood dock can also be used to launch paddle craft.

Existing Paddlecraft Launch Areas:

Black River Park Paddlecraft Launch

Black River Boat Launch

Dyckman Park (Lake Michigan, weather and wave height dependent)

Existing Unofficial Paddlecraft Launch Areas:

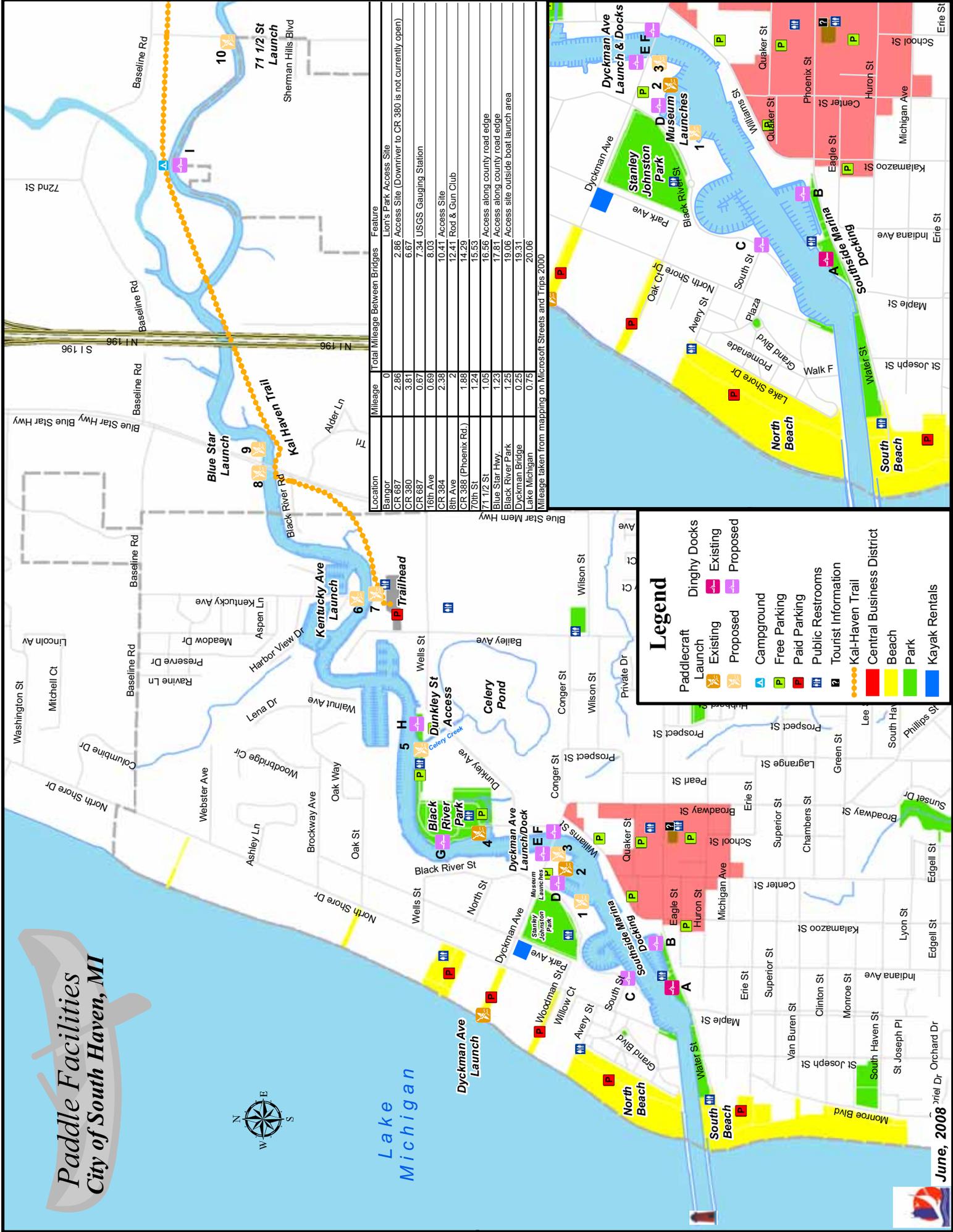
Celery Pond Creek

Michigan Maritime Museum south end near Jensen's

Paddle Facilities City of South Haven, MI



Lake Michigan



Legend

- Paddlecraft Launch
- Dinghy Docks
- Existing Launch
- Proposed Launch
- Existing Docks
- Proposed Docks
- Camground
- Free Parking
- Paid Parking
- Public Restrooms
- Tourist Information
- Kal-Haven Trail
- Central Business District
- Beach
- Park
- Kayak Rentals

Location	Mileage	Total Mileage Between Bridges	Feature
Bangor	0		Lion's Park Access Site
CR 687	2.86		Access Site (Downriver to CR 380 is not currently open)
CR 380	3.81		6.67
CR 687	0.67		7.34 USGS Gauging Station
16th Ave	0.69		8.03
CR 384	2.38		10.41 Access Site
CR 388 (Phoenix Rd.)	1.88		12.41 Rod & Gun Club
70th St	1.24		15.53
71-1/2 St	1.05		16.56 Access along county road edge
Blue Star Hwy.	1.23		17.87 Access along county road edge
Black River Park	1.29		Dyckman Bridge
Dyckman Bridge	0.25		19.06 Access site outside boat launch area
Lake Michigan	0.75		19.31
			20.06

Mileage taken from mapping on Microsoft Streets and Trips 2000

June, 2008



Potential Paddle Craft Launch Areas:

Museum Marina west end

Dyckman Street Bridge, west side

Former Street Garage

Kentucky Avenue Street End

Kal-Haven Trailhead (State of Michigan)

South Haven Township Property at Blue Star Hwy (South Haven Township)

71-1/2 Street (County Road Commission)

Existing Paddlecraft Launch Areas

Black River Park Paddlecraft Launch

Currently in operation as a free place to launch on a sandy bank of the Black River. Black River Park is the recommended location in the City where paddlers can launch nonmotorized craft which can be carried, near the entrance to Black River Park on Dunkley Avenue. There are a number of parking spaces, and the carry distance is about 200 feet. A fence prevents trailers from using the site, but is somewhat difficult to maneuver around while carrying a boat. There is a nice sand bank in an area where the water is relatively shallow so most boat traffic gives it a wide berth. Unfortunately the area is also popular with wildfowl which litters the lawn with droppings. Restrooms are available about 300 feet from the launch beach when the Boat Launch is open. The launch has been signed by the Bangor / South Haven Heritage Water Trail Association.

Black River Boat Launch

Currently in operation, this paid entry, trailered boat launch area may also be used by paddlecraft. The far west boat launch area is usable for a paddle craft launch site. It may currently be used as a paddle craft launch. It would require payment of a fee to enter the launch area. Note that a free non-motorized, carryable craft launch area is located 500 feet downriver (see above).

Dyckman Park Launch (Lake Michigan)

Dyckman Park is currently used for launching paddlecraft into Lake Michigan. It is currently used by windsurfing and kitesurfing enthusiasts as well.

City code restricts the launching of any watercraft at in buoyed swimming areas.

Sec. 58-87. Operation of vessels in swimming areas.

No person shall operate any vessel in a specifically designated and/or buoyed swimming area or in a manner which endangers swimmers. Such vessels shall include, but not be limited to, powered watercraft, personal watercraft, paddleboats, and/or sailboats. No person shall use any park or city property as a base for operating such vessels for hire except as provided under contract with the city.

Dyckman Park is currently not buoyed, which means that it is permitted to launch non-motorized craft. Other beaches, such as South Beach, North Beach and Packard Park are buoyed for swimming which means launching of watercraft is not permitted. The Dyckman

Park location is only suitable for launching in fair weather. Parking is available but payment is required under the beach parking system. There is about a 300 foot carry to the water. The area is a clean sand beach, however is only usable when wave conditions permit. It is dangerous to use the site as a paddlecraft launch in waves of more than about two feet. This type of wave condition occurs frequently and can occur at any time of the year. Wave conditions change frequently throughout the day. Restrooms are available at Packard Park, approximately 700 feet to the north.

Existing Unofficial Paddlecraft Launch Areas

Celery Pond Creek Launch

Unofficial launch site. The area just to the west of Celery Pond Creek was formerly the favored launch site for paddlers in South Haven. Unfortunately a seawall was constructed as part of a fishing access seawall, which made the former beach area difficult to use for launching. At the end of the cul-de-sac, there is a trail through the weeds and brush to the creek which can be used to launch paddle craft. It is currently used by paddlers as an unofficial launch. The carry distance is very short, boats can be unloaded from the cul de sac area directly next to the creek. There is parking available. Some rock removal in the creek would help make the site more usable, especially in low water conditions. Weed trimming may make the site easier to use, however the narrow path is quite usable as is.

Michigan Maritime Museum south end near Jensen's Launch

Unofficial launch site. There is an area at the east end of the Maritime Museum facility, which in the past was designated as a small craft launch site. The site is directly adjacent to the Jensen's property. Not heavily used, it is uncertain if the Maritime Museum would permit or encourage use today. The area is rocky and somewhat narrow and does not have easy access over the land for carrying boats. It may no longer be in use as a small craft launch.

Potential Paddle Craft Launch Areas

Museum Marina west end Launch

Potential launch site. At the far west end of the marina, there is an odd shaped slip which is not rented out to boaters. A floating dock and ramp could be constructed to allow paddlers to carry their boats and launch them. There is ample parking along Black River Street.

Dyckman Street Bridge Launch

Potential launch site. Currently undeveloped, riprap prevents launching. The City owns right of way on each side of the bridge. There is parking available at the Michigan Maritime Museum site which might make the northwest side of the bridge feasible for a paddlecraft launch. The carry distance is 250 feet in length. Some type of low floating dock and ramp would likely be required. The carry would be along the entrance to Captain Lou's.

Former Street Garage Launch

Potential launch site. Not currently accessible to the public. The former City street garage is

now leased for boat storage. Its location on the river just east of Celery Pond Creek may make it a good location for a new paddle craft launch site. The area is fenced and not accessible to the public. Future plans for the site should consider a public access paddle craft launch area with parking in conjunction with a bicycle trail.

Kentucky Avenue Street End Launch

Potential launch site. Not generally known as city property and not used for launching, this city owned park on the river may be feasible to improve for paddle craft launch access. The access is across a private roadway which restricts public access to non-motorized traffic only. The carry distance from public on-street parking on Kentucky Avenue to the river is 500 feet. There does not appear to be land available for off-street parking in the area. The site is currently unimproved and has brush blocking easy access to the water.

Kal-Haven Trailhead Launch

Potential launch site. Not currently available. There is a long stretch of river from the Black River Boat Launch to the Kal-Haven Trailhead with no public access on the South Side of the River. There may be land owned by the State of Michigan at the Kal-Haven Trailhead which would allow for a floating dock for launching paddlcraft. This would require approval by the State of Michigan as the property owner. The location is also part of a state park. There may be slope issues at this site. Public restrooms are available. This site may be feasible for launching. There is a great deal of parking.

South Haven Township Property at Blue Star Hwy Launch

Potential launch site. Perhaps usable. South Haven Township is the owner of property on the north side of the river west of the Blue Star Hwy bridge. This is a large parcel that might be developed into a number of uses, one of which might be a paddle craft launch site. Under control of South Haven Township, located in South Haven Township.

Riverwood Development Fishing Pier and Launch

Potential launch site, under construction. A riverfront walkway has been constructed using state grant funds and the public will be allowed to use the walkway. A launch ramp has been constructed.

71-1/2 Street Launch

Potential Launch site. There may be land available for development of a paddlcraft launch at the South Branch Black River crossing of 71-1/2 Street. County Road Commission controls the right of way, the Michigan DNR may own property on the north side of the river.

2. Dinghy Docks (Short Term Docks)

Dinghies are small boats which are carried on larger boats to allow the crew to be mobile in the harbor. Paddlcraft and dinghies have similar requirements for short term dockage, so dinghy docks can be designed to allow for use by both paddlers and small motorized craft (dinghies). It is important to design the dock so that it is convenient for paddlers, who require

a low dock to safely exit their boats. Any newly installed dinghy docks should be designed to allow use by paddle craft as well as dinghies.

Dinghy docks are important for paddlers to allow for a break to get out of the boat and stretch, to visit a restroom and to access restaurants and other services. Dinghy docks should be located near public rest rooms when possible. Paddlecraft launch sites can serve the purpose of a dinghy dock.

Dinghy docks do not necessarily need to have parking available for launching paddle craft from vehicles, since their purpose is to allow paddlers to exit their boats and access the land. Ideally, there should be a series of dinghy docks and paddlecraft launch sites up and down the river, on both sides of the river. This would allow paddlers to easily access different parts of the city. Dinghy docks are particularly needed near downtown services.

Due to the amount of steel seawall and rip rap along the river, dinghy docks are an important safety consideration. Anyone who falls in the river will need to find a way out of the water, whether that be a ladder on a boat, dock or seawall, or other means of accessing land. In some areas, it is difficult to find a place to exit the water without injuring ones self by climbing a wall or rip rap. In the off season, many of the opportunities to exit the river are removed as boats are taken out and stored. A series of dinghy docks up and down the river would provide an important safety benefit to all boaters and anyone who might fall into the river.

Dinghy docks should be designed to work for paddlecraft and for motorized dinghies, and signage should indicate that short term parking of both types of craft is permitted. Signage should indicate that the docks are not intended for dockage of larger vessels.

Storage Areas

Depending on the location, paddle craft and dinghies may be stored in the water on a line, or may be pulled onshore onto grass, sand or a wood deck. Stone, asphalt, metal docks, concrete and rip rap may cause damage to the hull of boats and are unattractive as storage area. A drag area of indoor/outdoor carpet or other soft material may be provided when there is a need move boats across cement or asphalt to softer storage areas. While storage areas are not required at every dinghy dock, in periods of heavy use they can increase the capacity of the dinghy dock. They can also allow for larger groups of paddlers to move as a group and enjoy restaurants and services in the downtown.

To encourage local use of the river, the City might consider whether to provide rental of racks or enclosed, secure storage sheds near launch sites for year round storage of paddlecraft. The City might consider providing a location for local paddle clubs to place secure storage racks or sheds for their boats.

Existing Dinghy Docks

South Side Marina Dinghy Dock

Currently there is a dinghy dock in place at the west end of the South Side Marina. There is room for expansion in this area if the dock proves to be popular. The location is very close to public rest rooms and approximately 800 feet from the downtown. The dock is located on the

Harborwalk. There is grass area nearby in the park which would be available for short term storage except during festival event periods. The dock is a floating metal dock, which could use a wood or other soft cover. Paddlecraft must be carried across a cement sidewalk to the grass storage area in the park.

Potential Paddle Craft Dinghy Docks

East End of South Side Marina Dinghy Dock

Potential dinghy dock, not currently available or in use. There is room at the far east side of the riverbank at the South Side Marina for a floating dinghy dock. No dock is currently in place. There may not be a need for a dinghy dock at this location due to its proximity to the dinghy dock at the west end of the marina. This location appears to be the closest potential dinghy dock to the downtown and it is located on the Harborwalk. This location could provide a great deal of storage area if landscaping were changed to put grass near the site. The area is about 500 feet from public restrooms and 300 feet from downtown.

Maritime Museum Marina Rocky Bank Dinghy Dock

Potential dinghy dock, not currently available or in use. No dinghy docks are currently in place. The riverbank area directly adjacent to the Museum might be usable for a floating dock and stair to the marina dock above. It would require that paddlers paddle under a dock, so use would depend on water level. Currently there is a large amount of riprap in the area. There may also be room for a floating dinghy dock further down the bank near the boathouse. The site is roughly 500 feet from the Dyckman Bridge and may not be necessary if the bridge location is developed as a dinghy dock.

Dyckman Street Bridge Dinghy Dock

Potential dinghy dock, not currently available or in use. No docks are currently in place at this site. There is a potential to locate floating docks under the bridge on each side. Access paths or ramps could be constructed to the floating docks along City right of way on either side of the bridge. Design would have to be coordinated around a stormwater outflow at the Northwest corner of the bridge. There appears to be room for a 36 foot floating dock under each side of the bridge with ramps on each end of the two docks. This would provide a large amount of storage and would allow a number of boats to be tied up at one time. The width of the side channels is close to 40 feet so there should be no maneuverability problems for the watercraft attempting to use the dock. The floating dock areas are separated from the main channel by the bridge structure, and no boat traffic other than dinghies, paddle boats or other small craft would typically use the side channels. The area in question is not under the moving portion of the bridge, but is under the approaches, which do not move at all. There does not appear to be any mechanical equipment which would affect the floating dock areas, however the City Engineer should confirm whether there are any safety concerns in this area.

The Dyckman Street Bridge is centrally located and would provide easy walking access to the downtown, Harborwalk, local restaurants and convenience stores. The Dyckman Bridge site is 150 feet from the Depot, and roughly 900 feet from the downtown. The closest public restrooms are in Stanley Johnston Park which is roughly 1000 feet walking distance. Restrooms are also available at City Hall at a distance of about 2000 feet. Installation of a dinghy dock could also serve the purpose of allowing people to cross Dyckman Street under

the bridge, if the dock were designed correctly.

North Side Marina Dinghy Dock

Potential dinghy dock, not currently available or in use. No dinghy dock is currently in place at this location. There may be a possibility to construct a floating dock and stairway at the North Side Marina, however it may cause the loss of a slip. The closest public restrooms are about 1300 feet in Stanley Johnston Park.

Kentucky Avenue Street End Dinghy Dock

Potential dinghy dock, not currently available or in use. No dinghy dock is currently in place at this location. Not generally known by the public as a city park, this city owned park on the river may be a feasible location to improve as a paddlecraft dinghy dock. The property is open to the public however access is across a private roadway which restricts public access to non-motorized traffic only. The carry distance from public on street parking on Kentucky Avenue to the river is 500 feet. There are no services available in the area, however the neighborhood may benefit from a dinghy dock. There does not appear to be land available for off-street parking in the area. The site is currently unimproved.

Appendix A

Pedestrian Trails and Pedestrian- Bicycle Path Concept Plans

In reviewing the City maps, staff has identified a number of conceptual trail projects. In some cases, the trails are on private property and would require purchase of property or easements for the trails. Trails where not all easements or right of ways have been acquired are labeled as concept trails. The concept trails are listed in this plan to encourage discussion and are not included in any current construction plan or budget.

a. Creekside Trail Concept

The Creekside Trail would connect Baseline Road, Webster Street, Brockway Avenue and Kentucky Avenue with a pedestrian and bicycle trail through a natural area. It would improve access to Baseline Middle School and would provide a nature trail accessible to many northside neighborhoods which are currently not connected. Parts of this proposed trail are either existing or planned trails through condominiums. A number of easements would be required from property owners such as Maple Glen Apartments, Joe Ashen, Woodbridge Estates Condominium and The Preserve at Woodland Harbor Condominium.

b. Celery Pond Trail

There are two parts to the Celery Pond Trail: the boardwalk across the Celery Pond, and the pedestrian and bicycle trail along the Black River waterfront. The City currently has all necessary easements and property ownership for these trails. Some street improvements on Prospect, Conger and Dunkley Streets would be required to provide good access to this area from the downtown and surrounding neighborhoods.

c. Ravinia Park Trail Concept

The Ravinia Park Trail would provide a pedestrian and bicycle trail connection between neighborhoods along the Peterson Drain, and could be extended to provide a walking path to the Hospital and Village Market Shopping Center. A number of easements would be required to complete the entire path as shown on the drawing. Currently the City owns enough property to connect Sunset Court to Edgell Street and LaGrange Street through Ravinia Park.

d. 2nd Avenue Bridge Connection Concept

A bridge over I-196 at 2nd Avenue (Wells Street) would provide the Wells Street area with easy access for pedestrians and bicycles to Lake Michigan College, Menards and the Wal-Mart Shopping district. Control of the I-196 right of way belongs to MDOT. Some of the proposed trail is in South Haven Township.

e. Kal-Haven Trail to 2nd Avenue Connection Concept

The Kal-Haven Trail crosses Blue Star Hwy and I-196 on a former rail bed under bridges. If the public were allowed to use the Kal-Haven Trail section from the trail head at Bailey Street to just east of I-196, a connection to 2nd Avenue along 73rd Street might be able to be made. This would allow pedestrians and bicyclists to avoid the Phoenix Street crossing of I-196.

Easements would be required, and much of the trail would be located in South Haven Township.

f. Clinton Street Bridge

The Clinton Street right of way extends across the ravine between Kalamazoo Street and Center Street. There exists the potential to build a bridge across the ravine similar to the Hubbard Street bridge north of Phoenix Street. The bridge connection would give the Chambers, Green and School Street neighborhood good access to neighborhoods closer to Lake Michigan and would provide a spectacular view of the ravine. The City currently has control of the Clinton Street right of way.

g. Michigan Avenue Bridge

There is an existing trail and small bridge across the stream on the Michigan Avenue right of way between LaGrange and Prospect Streets. The trail is currently a natural trail and is unimproved. Some minor improvements could be made to improve the steep slope and reduce erosion with a stairway or ramp. It would improve the pedestrian connection between the Hartman School neighborhood and the LaGrange and Pearl Street neighborhood. The path is currently on City right of way.

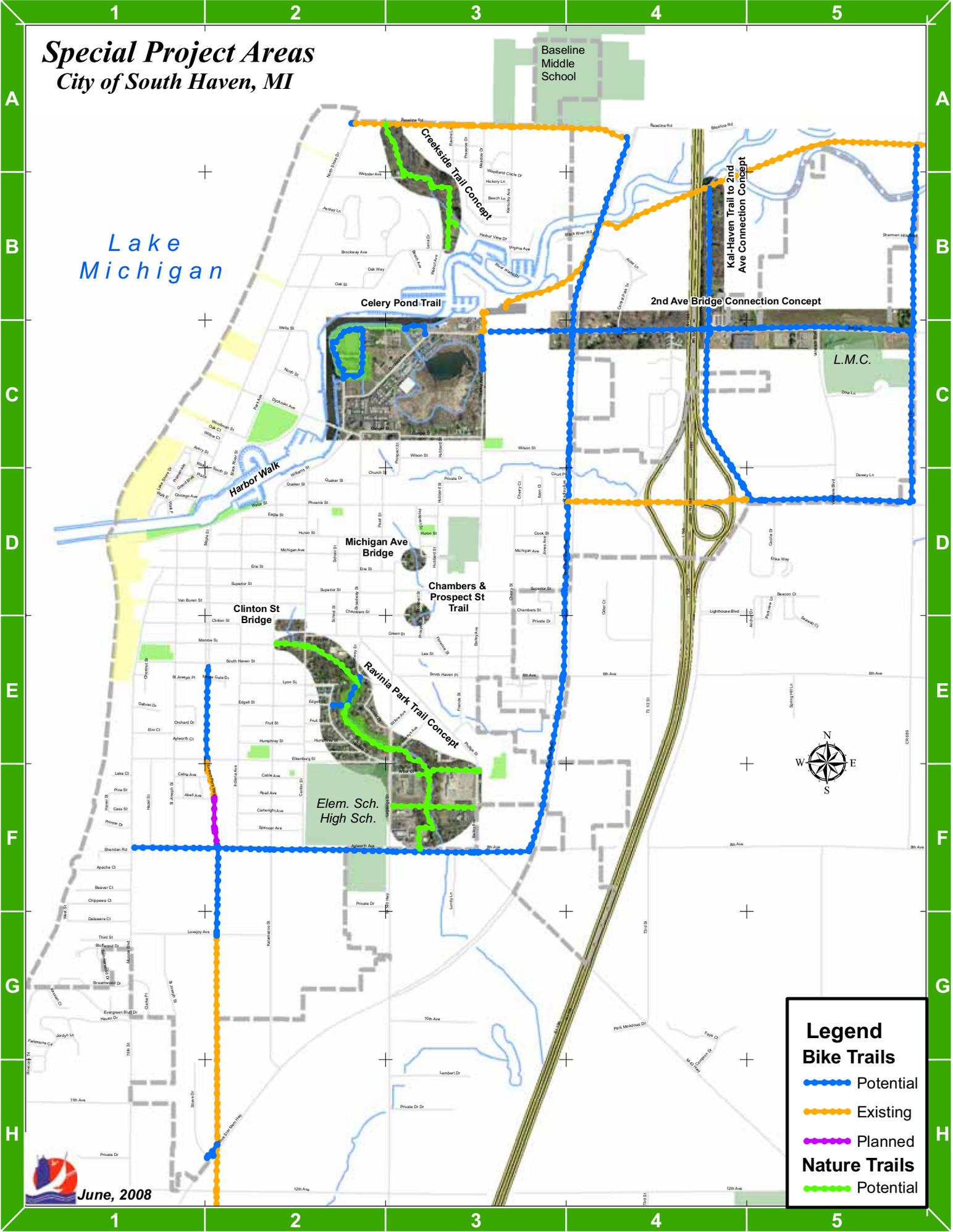
l. Chambers and Prospect Street Trail

Prospect Street south of Superior, and north of Green Street, and Chambers Street east of LaGrange all currently dead end near a small stream. The right of ways continue and could be used to create a walkway for pedestrian access in the three directions. The City currently controls the area as right of way.

Special Project Areas Map

The Special Project Areas map shows the location of the proposed paths.

Special Project Areas City of South Haven, MI



Legend

Bike Trails

- - - - - Potential
- - - - - Existing
- - - - - Planned

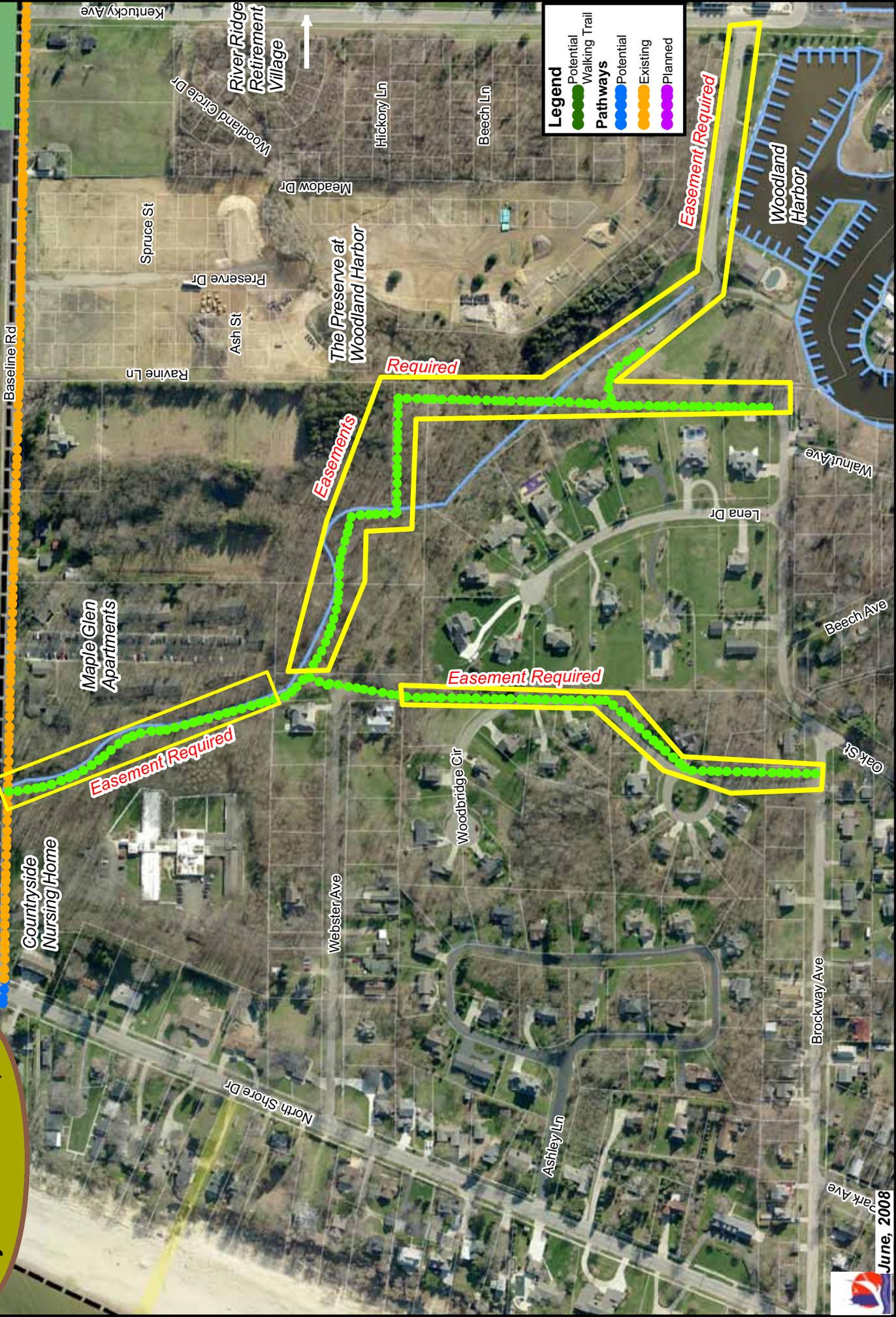
Nature Trails

- - - - - Potential

Creekside Trail

City of South Haven, MI

North Shore Elem. Sch. & Baseline Middle Sch.



Legend

- Potential Walking Trail (Green dotted line)
- Pathways**
 - Potential (Blue dashed line)
 - Existing (Yellow dashed line)
 - Planned (Purple dashed line)

Easements

Required

Easement Required

Easement Required

Easement Required

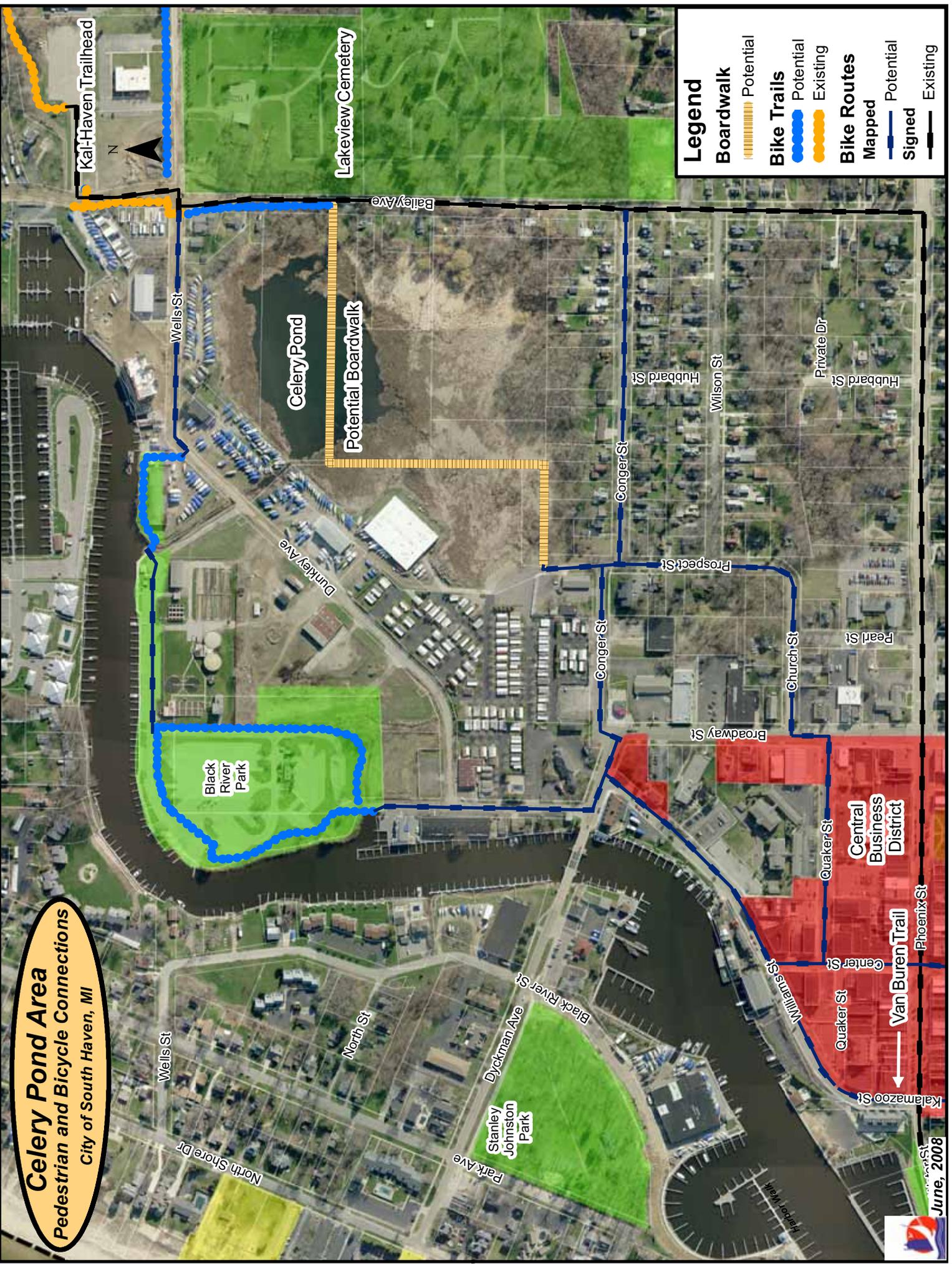
Map labels include: Kentucky Ave, River Ridge Retirement Village, Woodland Circle Dr, Hickory Ln, Beech Ln, Meadow Dr, Spruce St, Preserve Dr, Ash St, Ravine Ln, The Preserve at Woodland Harbor, Woodland Harbor, Walnut Ave, Lena Dr, Beach Ave, Oak St, Brockway Ave, Ashley Ln, North Shore Dr, Webster Ave, Woodbridge Cir, Maple Glen Apartments, Country Side Nursing Home, Baseline Rd, and North Shore Elem. Sch. & Baseline Middle Sch.



Celery Pond Area
 Pedestrian and Bicycle Connections
 City of South Haven, MI

Legend

- Boardwalk**
 - Potential
- Bike Trails**
 - Potential
 - Existing
- Bike Routes**
 - Mapped
 - Potential
 - Signed
 - Existing

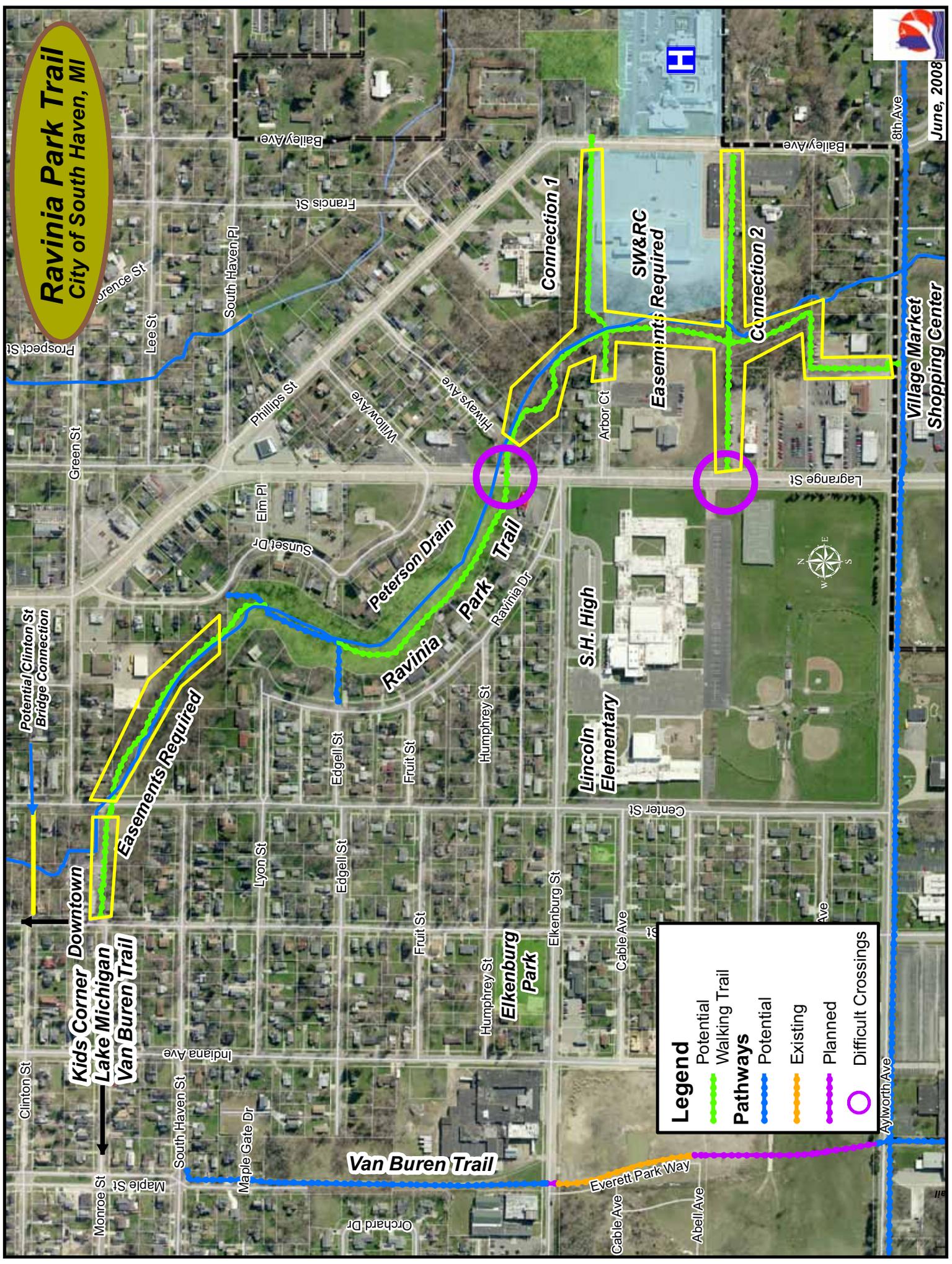


Ravinia Park Trail

City of South Haven, MI



June, 2008



Legend

- Potential Walking Trail
- Pathways
- Potential
- Existing
- Planned
- Difficult Crossings

Kids Corner Downtown
Lake Michigan
Van Buren Trail

Easements Required

Easements Required

Connection 1

Connection 2

Van Buren Trail

Elkenburg Park

Lincoln Elementary

S.H. High

Village Market Shopping Center



Map labels include: Prospect St, Lawrence St, Lee St, Green St, Phillips St, Willow Ave, Elm Pl, Sunset Dr, Edgell St, Fruit St, Humphrey St, Elkenburg St, Cable Ave, Abell Ave, Everett Park Way, Maple Gate Dr, Indiana Ave, South Haven St, Maple St, Monroe St, Clinton St, Center St, Lagrange St, Arbor Ct, H, 8th Ave, Ayworth Ave, and Bailey Ave.

Appendix B

Community Amenities

For the purposes of this plan, by community amenities we mean places where the public might enjoy stopping and pausing during their journey and enjoying the view or ambiance of a location. A community attraction is typically located on City property, in a right of way or on other public property. There are usually facilities and infrastructure which provide access to the attraction. Part of the purpose of infrastructure is to make clear to the public that there is an attraction that is available to the public. Without improvements, it may not be obvious to the public that they are permitted to enter the property.

Examples of community amenities are areas of natural beauty, including valued overlooks, viewsapes and vistas. They may be views of historic structures, public gatherings, performances or artwork. Community amenities may be parks, bridges, overlook decks, benches, bicycle racks, pedestrian or bicyclist resting areas, water fountains, rest rooms, riverside areas, lakefront areas, fishing access, pocket parks, kayak launches or similar.

Community amenities are extremely important for cities which rely on tourism. In many cases, amenities are "naturally occurring", however it takes some thought as to how to provide infrastructure around the attraction and how to protect the attraction from being damaged. For example, a treasured overlook can be damaged by overgrown brush which blocks the view. Traffic regulation signs can mar an otherwise spectacular vista. Aging and decrepit infrastructure are a stark contrast to a beautiful view of the city. Relatively minor decisions on how infrastructure is managed can have a major effect on community amenities. It is important to identify amenities and make a periodic inspection to assure that the value of the attraction is not be degraded in any way. Any infrastructure decisions need to be made with special care in areas around community amenities. There may be good reason for higher quality infrastructure in areas which have special value to the community.

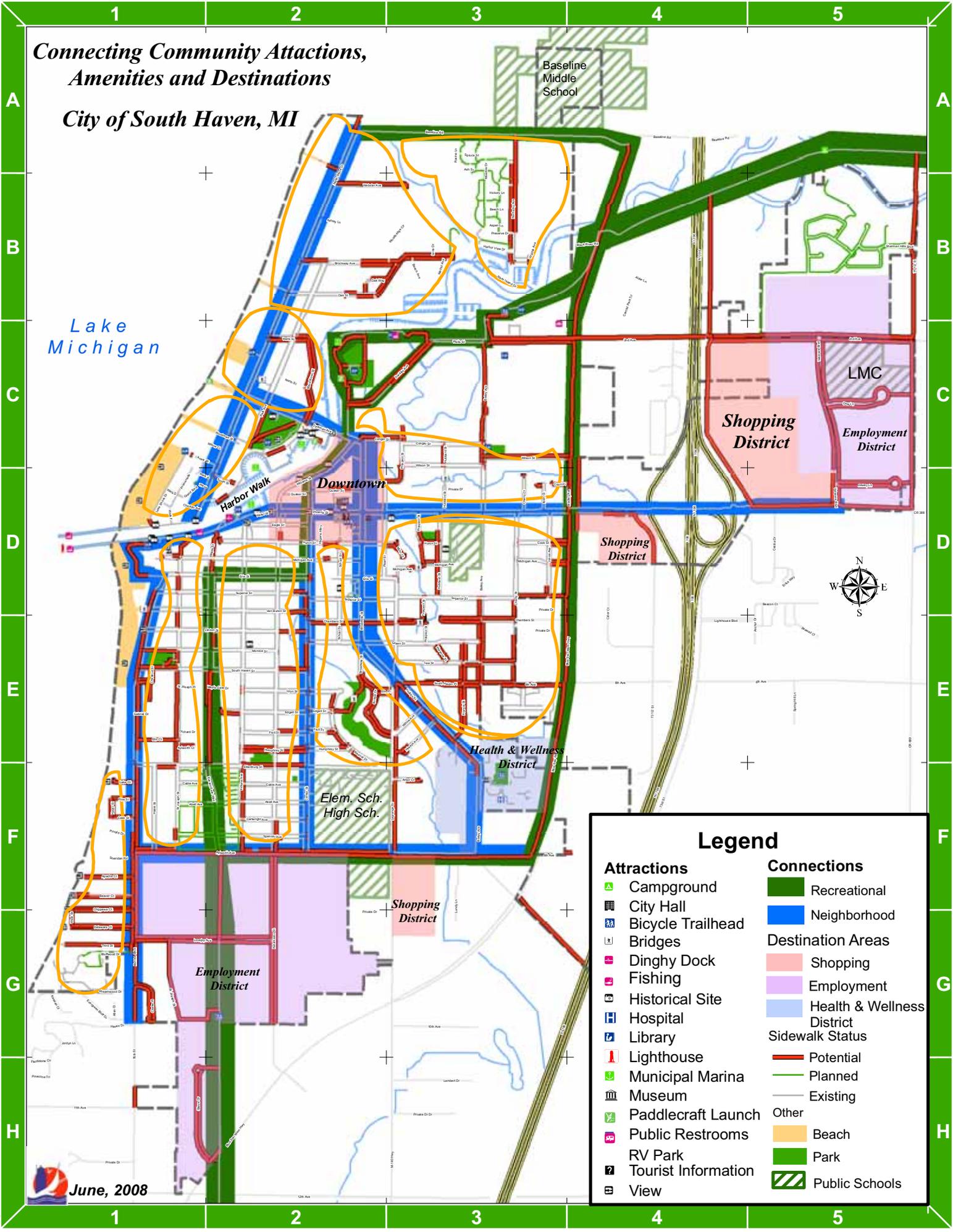
In some cases, community amenities may be located in parks. For the purposes of this plan, the intent is to identify special locations in the city which need good pedestrian, bicycle and/or paddlecraft access. Many of those locations with special value are in parks. This plan may be incorporated in other plans such as the Recreation Plan and the Master Plan.

A community attraction may encourage a driver to stop a vehicle and get out to enjoy the attraction. Because of the nature of this plan, the amenities considered under this plan are discussed in the context of non-motorized vehicle access. In fact, the amenities have value to all who pass by them and enjoy them, whether in a motorized vehicle or not. In some cases, parking of vehicles to get out and enjoy walking, biking or paddling may become an issue to resolve.

Community amenities range from undeveloped, natural sites to fully developed facilities with infrastructure, benches, restrooms or other structures. When identifying community amenities, it is not the intent to promote full development of all amenities. In some cases, a natural amenity is best unimproved or with minimal improvement. The intent of this inventory of amenities is so they can be reviewed on a periodic basis as to their need for maintenance and their potential for development.

Connecting Community Attractions, Amenities and Destinations

City of South Haven, MI



Legend

Attractions	Connections
Campground	Recreational
City Hall	Neighborhood
Bicycle Trailhead	Destination Areas
Bridges	Shopping
Dinghy Dock	Employment
Fishing	Health & Wellness District
Historical Site	Sidewalk Status
Hospital	Potential
Library	Planned
Lighthouse	Existing
Municipal Marina	Other
Museum	Beach
Paddlecraft Launch	Park
Public Restrooms	Public Schools
RV Park	
Tourist Information	
View	

A map of community amenities could be used as part of an "Explore South Haven!" city wide map. The purpose of this map would be to encourage people to get out and explore the city on foot, by bicycle or by paddlecraft. The map would also serve to inform people of the many attractions in South Haven as a marketing tool to attract visitors. The map could include recommended bicycle routes, areas where retail and services are available, recreational opportunities, rest rooms, picnic areas and scenic views.

Community Amenity Inspections

It is recommended that community amenities be inspected on a periodic basis, perhaps quarterly. The purpose of the inspection is to assure that the attraction is being maintained properly, that it has sustained no damage, and to identify any improvements that might be necessary.

Review of Community Amenities

While looking at each of the community amenities in the inventory, which of the following might be necessary or desired at the community attraction?

- weed removal
- tree and brush trimming
- signage, touch up or replacement
- signage location, is it appropriate
- wood chip trail
- sidewalk or boardwalk construction
- ADA improvements (ramps, etc.)
- bench installation
- pedestrian security fencing (at bluffs)
- auto guardrail improvements
- elevated deck for viewing
- enhanced landscaping
- curb or paving improvements
- streetlight installation or upgrade
- trash containers
- review photo opportunity positions for cameraman, subject and background

Inventory of Community Amenities

By identifying and listing all community amenities, it will be possible to gather comment on any appropriate maintenance or infrastructure improvements which might be desired.

Views and Vistas

Phoenix and Center Streets, view of historic downtown buildings in all directions.
Phoenix at Kalamazoo, overlook of marina, harbor, lighthouse, Lake. Frequent photo opportunity by tourists.
Lightkeepers house, potential view overlooking harbor, stairway is closed.
Monroe Boulevard from Chestnut to South Beach, Lake Michigan view, needs sidewalk, potential viewing platform

Riverfront Park, view of marinas, river, Avery Park, Lighthouse
Stanley Johnston Park, ridge path
Kal-Haven Trail, overlook of Black River
Kal-Haven Trail, camp site between I-196 bridge and 71-1/2 St., overlook of Black River
South Side Marina Deck Area
Drawbridge, view up and down river, enhancements to bridge deck for wider pedestrian walkway
Lake Street ROW, Lake overlook
Apache Street ROW, Lake overlook, possible additional property, trail to beach?
Beaver Court ROW, Lake overlook
Chippewa Street ROW, Lake overlook
Delaware Street ROW, Lake overlook

Access to Natural Beauty

Clinton Street right of way between Center and Kalamazoo Streets, potential trail location, bridge?
Ravinia Park trail along stream
St. Joseph Street, former MSU property, potential pocket park?
Bailey Street Ravine view
Liberty Hyde Bailey Museum walking trail

Access to Parks

Erie Street between Monroe Blvd and South Beach
Michigan Avenue street end, Stairs to South Beach
Superior Street right of way at Lake, natural sand trail to beach

Trailheads and Gathering Places

City Hall lawn, use for gathering space, patio pavers, benches, outside seating tables, bike racks
Van Buren Trailhead location, need new one

Fishing Access

Steelheaders fishing access east of Black River Park.
Fishing access along channel and river, platforms on rip rap
Fishing access on pier, both North and South piers
End of Maple Street at Black River, good fishing spot
Kentucky Ave street end at Black River, fishing access
Blue Star Hwy bridge, east of bridge fishing area?

Sites of Historical Interest

South Haven South Pier and Lighthouse
South Beach concession stand
North Beach concession stand
Indiana School

Hartman School
Central School
Scot Club
Stanley Johnston Historical Marker
Liberty Hyde Bailey Musuem
Art Center Building
Harborwalk Historical Markers

Appendix C

Process, Discussion Items and Notes

1. Overall Plan Process:

A draft plan has been prepared by staff and will be presented to City Council. After completion of an initial review and discussion with City Council, any requested changes will be made, and the plan will then be presented as part of publicly noticed open meetings of the Parks Commission, Planning Commission and Master Plan Review Committee. These meetings will serve as public comment meetings.

In addition, comment will be requested from Harbor Commission, Downtown Development Authority, Chamber of Commerce, Visitor's Bureau, South Haven Township, Casco Township, Bangor/South Haven Heritage Water Trail Association, Friends of Kal-Haven Trail, Southwest Michigan Planning Commission, Van Buren State Park DNR, and County Road Commission.

Based on comments, the draft plan may be revised and a report to City Council will be prepared on the comments received at the meetings.

City Council would then be requested to provide comments on the revised plan. Any changes based on City Council comment would be made and presented again for consideration. Upon City Council approval, the plan would be presented to the Parks Commission for inclusion in the Recreation Plan, and to the Master Plan Review Committee for inclusion in the Master Plan.

Discussion and Questions:

Describe plan process.

Is the process of public comment at boards and commissions meetings acceptable?

Are there additional groups which should have a chance to review and comment?

2. Pedestrian Plan

Process of Developing the Pedestrian Plan

An initial draft will be presented to City Council for discussion. The draft will include the plan narrative and a series of maps. Discussion will be encouraged with the following questions:

A series of meetings will be held to gather comments from the public and elected and appointed officials regarding the need for missing sidewalk construction. This input will be used to group project areas into high, medium and low priority. Based on this prioritization, staff will recommend to City Council a five year plan of sidewalk construction with a list of project areas planned for construction. The plan would be presented in a public meeting. Council would then consider approval of the five year sidewalk gap filling plan.

Discussion and Questions:

Describe plan criteria.

Are there any additional criteria for prioritization which might be desired?

Discuss Community Amenities and Destinations.

Are there any Community Amenities which have not been identified on the map?

Discuss Areas of Poor Service

Are there any areas of poor service which should be added to the map?

Where should the City undertake winter snow maintenance on sidewalks?

How often should these sidewalks be cleaned of snow?

Maps Required for Pedestrian Plan discussion:

Sidewalk Gap Map

Destinations and Community Amenities Map

Connection Routes (between neighborhoods, destinations and community amenities)

Areas of Poor Service (to pedestrians)

City Owned Property and TIF Districts (authorized to fund sidewalk projects)

3. Bicycle Plan Discussion and Questions:

Are the proposed Bicycle Trail areas adequate? Are trails needed in other areas?

Should we discuss with MDOT changes to the configuration of business loops in town: from four lanes to two lanes plus left turn lane and bike paths?

Are there any additional danger areas for bicyclists?

Should we identify additional bicycle rack parking areas?

Should we create a second Kal-Haven trailhead downtown?

Maps Required for Sidewalk Plan discussion:

Bicycle Trail Map

Areas of Poor Service (to bicyclists)

City Owned Property and TIF Districts (authorized to fund bicycle trail projects)

4. Paddle Plan Discussion and Questions:

Should creation of dinghy docks be a priority?

Should additional launch areas be considered?

What might an appropriate funding source be for dinghy dock improvements?

How can local access to the river be improved by dinghy dock improvements?

If a group of paddlers wanted to put secure boat storage on city property, would this be seen favorably?

Can the river be used by boaters as a viable means of transportation to downtown services such as restaurants? Would additional dinghy docks and storage areas increase activity downtown? Perhaps reduce the number of cars parked downtown?

Would more paddle and dinghy activity on the river attract people to view it? Does this type of small boat traffic enhance the visual aspect of the harbor?

How can tourism and local business in South Haven be improved by promoting paddlecraft use?

*Maps Required for Sidewalk Plan discussion:
Paddle Map*