M-89 Corridor Plan

For the Greater Allegan Community

December 2011

Acknowledgments

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"Good fortune is what happens when opportunity meets with planning."

-Thomas Edison

Introduction

This Plan establishes the framework for the future development of the M-89 Corridor through a series of development options and action plans. The Corridor Plan is intended to take a long-range view of the Corridor - guiding future development while providing flexibility to respond to changing conditions, funding opportunities, innovations, business needs, citizen inquiries and new information.

The Corridor Plan also establishes the vision and expectations for the future development of the M-89 Corridor. Working within the larger context of existing plans, studies and policies established by the City of Allegan and Allegan Township, including master plans and zoning ordinances, and the Michigan Department of Transportation (MDOT) Access Management Plan, the Corridor Plan describes how the two communities can plan for, develop and implement local land use regulations, roadway improvements, building design standards and landscaping improvements. The Corridor Plan also describes how the two communities can support new opportunities for development and provide funding for the construction and maintenance of future capital improvement projects along the Corridor.

The Corridor Plan has been prepared under the direction of and with direct participation by a steering committee comprised of local officials, civic organizations, business owners, regional transportation agencies and interested citizens. The Corridor Plan was developed through a grant of assistance provided by the *Partnerships for Change Sustainable Communities Program*. The *Partnerships for Change (PfC) - Sustainable Communities Program* is a multi-jurisdictional planning assistance program administered by the Land Information Access Association (LIAA), a non-profit community service organization. The overall mission of the program is to foster new and expanded cooperation between cities, township and villages in developing and carrying out local land use policies that contribute to the preservation of cultural and natural resources. Program sponsors include the Michigan Municipal League (MML), Michigan Townships Association (MTA), Michigan State University Extension (MSUE) and the Michigan Association of Planning (MAP).

While this document focuses on the development of the M-89 Corridor, it is also representative of a much greater effort to establish a collaborative environment between the City of Allegan and Allegan Township. As used throughout this document, the “Allegan Community” constitutes the geographical areas within the City of Allegan and Allegan Township. Therefore, for the purpose of this document and future joint corridor planning and development efforts, the “Allegan Community” refers to one, larger cooperative community.

Planning Context - In an effort to compliment and support previous planning efforts regarding M-89, the following documents were studied and utilized.

- City of Allegan Technical Memorandum (2010)
- M-40/M-89 MDOT Access Management Plan (2001)
- City Council Goals & Tasks (2011-12)
- M-40/M-89 Long & Short Term Issues, Goals, and Actions (2011)
- Allegan Area Economic Development group Strategic Planning Objectives (2008)
- Safe Routes to School (2010)
- City of Allegan Master Plan
- Allegan Township Master Plan

Project Background

This past summer, the City of Allegan and Allegan Township adopted formal resolutions articulating a strong, clear commitment to the cooperative development of a joint plan for the M-89 Corridor. The effort was initiated by local officials, business owners and engaged citizens who expressed a desire to explore new opportunities for development, boost the commercial success of existing businesses, and enhance the overall appearance and character of the corridor. In addition, previous planning efforts revealed a desire to improve vehicular and pedestrian movement along the corridor.

The Planning Process

In July, the steering committee kicked off a five-step community planning process. The steering committee consisted of representatives from the city, township, local business owners and interested citizens. Through a well publicized series of meetings and open dialogue, community members have worked together to shape a vision that is unique to the M-89 Corridor and the greater Allegan Community.

Step One. Steering committee members worked together to discuss and answer a series of questions (see below) designed to identify the assets and potential challenges of the Corridor. A full list of the responses can be found in *Appendix A*.

- What concerns do you have about the Corridor?
- What do you think are the first impressions of the Corridor?
- What are the positive aspects of the Corridor?
- What components or areas of the Corridor (and the Community) contribute to the Corridor's (and Community's) sense-of-place?

Step One - Steering Committee members identified street signs as one component of the Corridor that contributes to "sense-of-place."

Step Two. In August, the steering committee was provided with a presentation about the specific elements that define a "great" street. Following a thorough physical inventory and analysis of the corridor (based on these "great" elements), the steering committee discussed and identified "strengths" and "opportunities" for the Corridor. The inventory and analysis focused on traffic patterns, signage, pedestrian circulation, landscaping, driveway access, parking, existing land use, building facades and place-making attributes.

In addition, the steering committee worked together to learn about and discuss the technical aspects, merits and potential implications of creating a Joint Corridor Improvement Authority.

Step Three. Following several extensive discussions that included examining "best-practice" principles, the steering committee worked to develop a series of policy recommendations and development options for the M-89 Corridor. Among other things, development options address traffic, specific intersections, pedestrian accessibility and landscaping. The policy recommendations address building design and placement, signage and oversight of future development.

Step Four. With the development options identified, the City Planning Commission and the Township Planning Commission conducted a special joint meeting. The purpose of the meeting was to provide an opportunity for the public to learn more about the corridor planning project, ask questions, and provide feedback and comments on the development options.

Step Five. Building on feedback collected from the joint meeting, the steering committee worked to develop a final *Plan* for the M-89 Corridor. Among other things, the plan includes a summary of existing conditions, development options for roadway, policy recommendations, opportunities for implementation and oversight and a list of funding resources.

Step Four - In November, the City Planning Commission and Township Planning Commission conducted a special joint meeting to provide an opportunity for the public to comment on several of the development options.

Purpose of the Corridor Plan

The purpose of the Corridor Plan is to provide the framework for cooperative planning and the future development of the M-89 Corridor. To that end, this Plan will:

- Provide a series of development options for the roadway that allow for vehicular *and* pedestrian circulation;
- Discuss improvements to enhance the aesthetic character of the buildings and surrounding landscape along the Corridor;
- Establish a framework for on-going communication and cooperation between the City of Allegan and Allegan Township;
- Provide resources, additional capacity and support material(s) for the development of the Corridor; and
- Compliment the work and recommendation outlined in previous planning efforts within the community.

Corridor Inventory & Character

The M-89 Corridor is the primary east-west thoroughfare of the greater Allegan Community, linking the City of Allegan and Allegan Township. The M-89 Corridor is also a primary east-west thoroughfare for the greater southwest Michigan region, connecting the greater Kalamazoo area and Holland (please see *Figure 2.1*). The focus of this plan is a 2.6 miles stretch of the Corridor that traverses through Allegan Township and into downtown Allegan - roughly between Martha Road (save-a-lot) to the M-40/M-89 intersection, just across the Kalamazoo River.

In an effort to better present the inventory and character of the M-89 Corridor, this plan summarizes the Corridor into four distinct segments (see *Map 2.1*). The four segments were selected based on existing land use and overall character. Within each segment, the following components were summarized and evaluated.

- Streets and Traffic
- Driveway Access
- Pedestrian Circulation
- Aesthetics and Maintenance
- Parking
- Land Use
- Buildings and Public Spaces
- Sense-of-Place Amenities

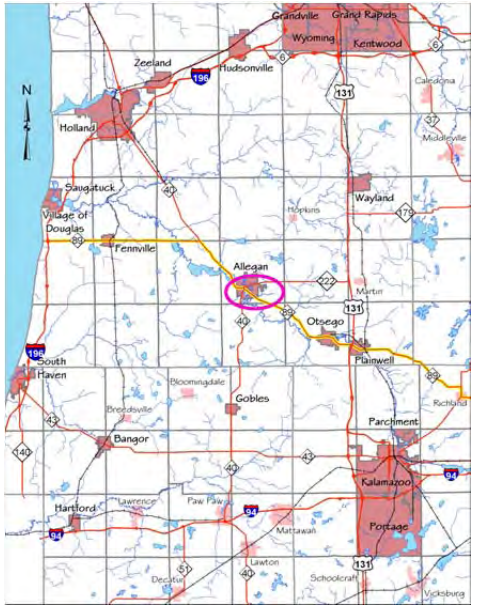
Segment One.
Allegan Township: Martha Road (save-a-lot) - Just east of 113th Street

Segment Two.
City of Allegan: Just east of 113th Street - Bridge Road

Segment Three.
City of Allegan: Bridge Road - 2nd Street .

Segment Four.
City of Allegan: 2nd Street - M-40 Intersection

Figure 2.1 - Allegan Community & Regional Context.



Map 2.1 - M-89 Corridor Segments

Segment One.	**Posted Speed**	**Right-of-Way**
Allegan Township: Martha Road (save-a-lot) - Just east of 113th Street	45 - 50mph	120 ft.

Streets and Traffic

- Average daily traffic is around 11,800 vehicles per day. About 4% of this traffic can be attributed to commercial traffic
- The eastern portion of this segment is a 2-lane road - turning into a 2-lane road with continuous left-turn lane (see image A)

Driveway Access

- The number of driveways (access points) is relatively minimal
- Number of driveways does not contribute to traffic conflicts (see image B)

Pedestrian Circulation

- Wide shoulders provide safe refuge for bikers (see image A)
- A non-motorized pathway is located on the north side of the Corridor, beginning at 113th Street. The pathway is in fair condition - in some areas the pavement is significantly broken-up (see image C)

Aesthetics and Maintenance

- Signage: Mix of attractive signs and signs in disrepair - no real consistency - some sign disproportionately large (see image E & F)
- Signage: Billboard signs contribute to the "highway" image of the roadway (see image G)
- Landscape: Attractive natural landscape - large trees create nice vegetative buffer, contributes to rural character (see image D)
- Utilities: Overhead utilities and lighting does not form to human scale, contributes to cluttered look of corridor

A

B

C

D

E

F

G

Parking

- Large surface parking lots are largely unscreened and located in front of buildings (see image H)
- Green space within the parking areas is minimal, providing little benefit (i.e. shade, screening, spatial definition, character) to the corridor
- Most parking lots are individual to each development, with little or none interconnection

Land Use

- A mix of small commercial businesses, large industrial uses and some residential uses (see images I, J, K)

Buildings

- No consistent or discernable character (see image I)
- Density of buildings is consistent with rural setting
- Service operations (with open garage doors) contributes to cluttered look of the corridor (see images K, L)

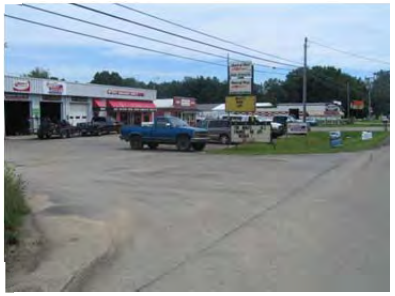
Sense-of-Place

- No formal sense of arrival into the Allegan Community near Martha Road (see image O)
- Some restaurants with outdoor seating, provides social interaction along the corridor (see images M, N)
- Adventure ropes course provides interesting contrast to most surrounding uses (see image P)

H

I


J


K


L


M


N


O


P

Segment Two.	**Posted Speed**	**Right-of-Way**
City of Allegan: Just east of 113th Street - Bridge Road	35 - 45mph	99 ft.

Streets and Traffic

- 2-lane road with continuous left-turn lane (see image A)
- Left turn onto Bridge Street (from M-89) can be difficult during heavy traffic volume periods (see image A)
- Left turn onto M-89 (from Bridge Street) can be difficult during heavy traffic volume periods (see image B)

Driveway Access

- The number of driveways (access points) is excessive
- Number of driveways contributes to traffic and pedestrian conflicts

Pedestrian Circulation

- A non-motorized pathway is located only on the north side of the Corridor - transitions into a sidewalk w/different width. The pathway is in good condition (see image C)
- Overall lack of pedestrian crosswalks - poor location of existing crosswalks (Bridge Street/Blimpies) - (see image E)
- Pedestrian pathways are clearly marked within some developments (see image F)

Aesthetics and Maintenance

- Signs: Mix of attractive signs and signs in disrepair - no real consistency
- Signs: Digital sign marquees are distracting and do not conform to the historic character of the community
- Landscape: Some attractive landscaping - pathway and fence into the city is not attractive (see image G)
- Utilities: Overhead utilities and lighting does not form to human scale
- Other: Some businesses have unattractive merchandise too close to the road (see image D)

A

B

C

D

E

F

G

Parking

- Surface parking lots are largely unscreened and located in front of buildings (see image A)
- Most parking lots are individual to each development, with little interconnection (see image B)

Land Use

- A mix of small commercial businesses
- Higher density of buildings

Buildings

- Better examples of preferred architectural features (see images A, C, E), but no uniformity- many buildings still lack discernable character (see image D)
- Lack of clear entryway in some buildings (see image D)

Sense-of-Place

- Bridge Street intersection has attractive landscaping and place-making feature (see image H)
- Hill into town (with welcome to Allegan sign) marks clear distinction between rural and urban areas (see images F, G)
- Commercial businesses support everyday shopping experiences and walkable atmosphere (see image I)

A

B

C

D

E

F

G

H

I

Segment Three.
City of Allegan: Bridge Road - 2nd Street

Posted Speed
35 mph

Right-of-Way
99 - 115ft.

Streets and Traffic

- 2-lane road with continuous left-turn lane - turns into 4-lane street (see images A, B)
- Traffic turning left onto M-89 (from 2nd Street) is often backed-up during high traffic periods (see image C)

Driveway Access

- There are no driveways (access points) along this portion of the corridor

Pedestrian Circulation

- Sidewalks are located on the north side of the Corridor and portions of the south side of the Corridor (see images D, I)
- The sidewalks are in good condition - connect to larger neighborhood sidewalk system
- Just one clearly denoted crosswalk (see image F)

Aesthetics and Maintenance

- Landscape: Large trees provide vertical element and helps frame the Corridor
- Utilities: Overhead utilities and lighting does not form to human scale - reinforces the highway image of the corridor
- Attractive historic homes, contributes to the historic character of the community (see image G)

A

B

C

D

E

F

G

Parking

- There is no parking along this portion of the corridor

Land Use

- Medium density residential neighborhood and public spaces (see images H, J)

Buildings

- Large, historic residential homes, with front porches close to the sidewalk promotes social interaction (see image H, I)

Sense-of-Place

- Marshall Street Historic District contributes to the distinctive character of the Corridor
- Park (w/fountain) at Bond Street provides very interesting pedestrian feature (see images L, M)
- Sidewalks promote walkability
- Street signs contribute to historic character of the neighborhood (see image N)
- First wayfinding sign informs drivers they are approaching downtown Allegan (see image K)

H

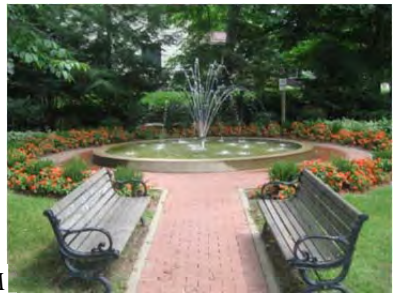
I

J

K

L

M



N

Segment Four. **Posted Speed** **Right-of-Way**

City of Allegan: 2nd Street - M-40 Intersection 35 - 45mph 70 - 80 ft.

Streets and Traffic

- 4-lane road - inner west-bound lane turns into left- turn lane (see image A)
- Crosswalk at M-40 is through a busy intersection (see image F)

Driveway Access

- The number of driveways (access points) is relatively minimal
- Large, un-defined driveways contributes to some traffic conflicts (see image B)

Pedestrian Circulation

- Sidewalk is located on the south side of the Corridor - sidewalk on the north side of the Corridor is sometimes missing and/or traverses through parking areas (see image B)
- Sidewalk on the north side of the Corridor ends after it crosses the bridge - turning into a wide shoulder (see image C)
- Lack of pedestrian crosswalk at 2nd Street (see image D)

Aesthetics and Maintenance

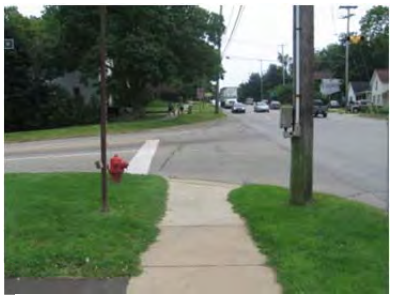
- Signs: Mix of attractive signs and signs in disrepair - no real consistency
- Landscape: Attractive plantings on bridge (see image E)
- Other: Historic lighting fixtures on bridge contribute to historical character of the community (see image F)
- Overhead utilities and lighting does not form to human scale, contributes to cluttered look of corridor

A

B

C

D



E

F

Parking
- Some large surface parking lots are largely unscreened and located in front of buildings (see image G)

Land Use
- A mix of small commercial businesses

Buildings
- Most building facades are not attractive and detract from the historical character of the surrounding buildings and landscape (see images G, H)

Sense-of-Place
- Bridge provides first real view of downtown Allegan and Kalamazoo River (see images I, J)
- Although off the corridor, drivers are able to see the historic 2nd Street bridge (see image K)

K 

G 

H 

I 

J 

Michigan Avenue - Chicago

Broadway - New York City

Church Street - Burlington, Vermont

Front Street - Traverse City, Michigan

Third Street - Santa Monica, California

Principles of Great Streets

They are active, vibrant and accessible places that support human contact and social activities

They have character and are authentic, timeless and are a place of pride

They are diverse and have a balanced mix of components and shared uses

They are responsive to climate, seasons and day and night

They celebrate the role of architecture, landscape and civic features

They are safe and well-maintained- a place where people are comfortable to be in

They have a balance among the various types of transportation

They relate and connect well to its bordering uses and fit with the surrounding natural and built environment

Functions of Great Streets

Community Functions

Ceremonial/Symbolic

A great street is memorable as a **ceremonial or symbolic** place in the community and a venue for events (e.g. parades, fairs, etc.).

Social Spaces

A great street has **social spaces** - where people can gather, watch other people and meet friends.

Place of Commerce

A great street supports economic development because it is a **place of commerce** - where people go to shop, eat and conduct business.

Outdoor Room

A great street **creates an outdoor room** - a place where buildings and vegetation define the limits of the public realm.

Woodward Ave. - Detroit

Vine Street - Kalamazoo

Rodeo Drive - Beverly Hills

Pearl Street - Boulder

Functions of Great Streets

Transportation Functions

Various Types of Transit

A great street incorporates **various types of transit**, including public transit.

Vehicular Movement

A great street **functions for various forms of vehicular traffic** (e.g. cars, trucks and public transit).

Bicycles

A great street **functions for bicycles**, when practical - providing lanes and storage facilities.

Walking

A great street **functions for pedestrians**, allowing them to walk in a pleasant and safe environment.

Parking

A great street **functions for parking**, allowing on-street parking.

State Street - Chicago

Toronto, Canada

Portland, Oregon

Elements of Great Streets

Vegetation & Landscaping
Street trees, annuals & perennials


Duvall Street - Key West

Enclosure
Many buildings rather than a few


Michigan Ave. - Chicago

Details
Special Design Features


Cheboygan, MI


Washington Ave. - Grand Haven, MI

Places
Wide sidewalks, plazas


Fifth Ave. - New York City

Density of People


Michigan Ave. - Lansing

Mixed Uses


Front Street - Traverse City, MI

Parking on the Street


Seattle, Washington

Public Transit

Development Options

The following chapter outlines a series of development options and preferred design elements for the M-89 Corridor. The development options address citizens concerns collected through the public input process and many of the elements (see *Chapter Five*) that help define "Great Streets." The preferred design elements address such elements as building design, parking (including shared access) and signage. The development options and preferred design elements were established by the project steering committee following considerable discussion concerning the best ways to: improve pedestrian and vehicular access; enhance the character and aesthetics of the corridor; support new opportunities for economic development; support cooperation between the city and township; and contribute to the community's overall sense-of-place.

The development options outlined in this section are only meant to highlight new ideas and spark discussion about how the community can improve and enhance the M-89 Corridor. For example, any further discussion about adding bike lanes or medians along the M-89 Corridor would require additional study, analysis and coordination with the Michigan Department of Transportation. With that in mind, the development options are consistent with the content and recommendations described in several existing planning and corridor-related documents. Furthermore, the development options aspire to expand on and compliment existing planning and development efforts along the corridor.

Roadways

M-89 Corridor - Entryway into the City of Allegan to Swan Avenue

The portion of the corridor that marks the entryway into the City of Allegan is quite dramatic (see picture at right). The roadway has a gentle but substantial dip until it reaches Swan Avenue. Each side of the corridor is lined with large trees close to the road, neatly delineating the rural portions of the corridor with the more urban portions at beginning at Swan Avenue. Just off the north-side of the roadway there is a steep embankment which provides a dramatic view for both pedestrians and drivers. However, the fencing along this portion of the roadway is in disrepair and not attractive. The fencing is framed by a large non-motorized pathway which transitions into a narrow sidewalk at Swan Avenue.

Development Context - Because M-89 is a state truck-line, development options are defined by design speed, "clear-zone" and right-of-way. Each of these factors was considered in determining the development options listed in this section. In addition, daylilies were selected to enhance aesthetics and fulfill MDOT requirements which state vegetation can be no higher than 31-inches within the clear zone.

What is the "Clear Zone" - The "Clear Zone" is that area outside the traveled way available for use by errant vehicles.

What is the "R.O.W" - R.O.W. stands for Right-of-Way - The strip of land granted for transportation purposes.

Roadways - Entryway into the City of Allegan.

Development Option(s)

Based on the design speed and R.O.W. of this section of the corridor, the roadway could accommodate two 12-foot traffic lanes, a 6-foot sidewalk on each side, a 5-foot bike-lane on each side and a 7-foot median. The bike-lane (heading east-bound) would transition into the wide shoulder adjacent to the roadway throughout the township. Due to the complete lack of driveways in this section of the corridor, the length of the median could be quite substantial. In addition, this area could include landscaping features (daylilies), pedestrian-scale lighting (w/shielded fixtures to reduce light spillage), way-finding and banners.

Once at Swan Avenue, the sidewalks, bike-lanes and median features could continue through to Bridge Road. However, the placement of median infrastructure would require further study and consideration. In addition, in an effort to support median infrastructure and reduce pedestrian/vehicular conflicts, the number of driveways would need to be reduced and consolidated. The following illustrations demonstrate how the roadway could look.

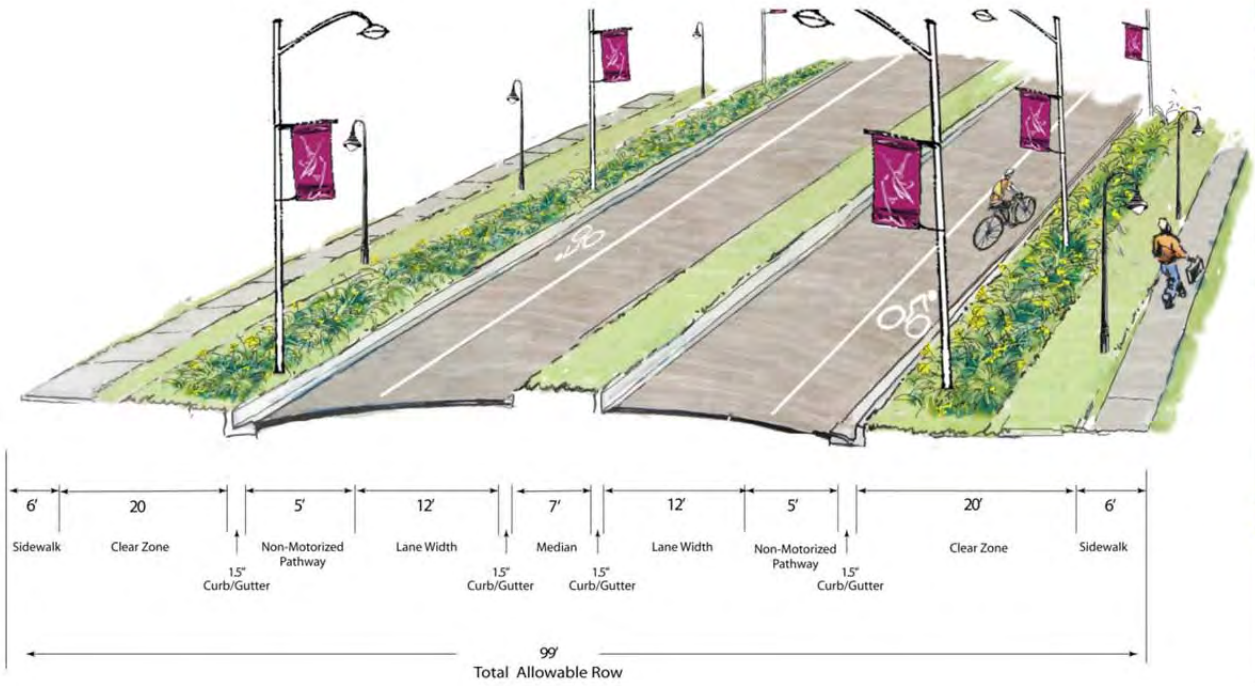
Development Option(s) - Image at night.

Current View

Development Option

Images not to scale

Profile View



Current View

Development Option

Images not to scale

M-89 Corridor - Heading West from Bridge Road to Division

The western edge (just west of Bridge Road) of this portion of the corridor is characterized by large trees and natural vegetation, neatly delineating the urban portions of the corridor with the more natural and residential areas. This portion of the corridor is the gateway into the Marshall Street Historic District. At Division Street, the corridor transitions from a two-lane (w/center turn-lane) roadway to a four-lane roadway. Sidewalks are located along the northern side of the Corridor. Beginning at Division Street, sidewalks are located on the both the north and south side of the corridor.

Development Option(s)

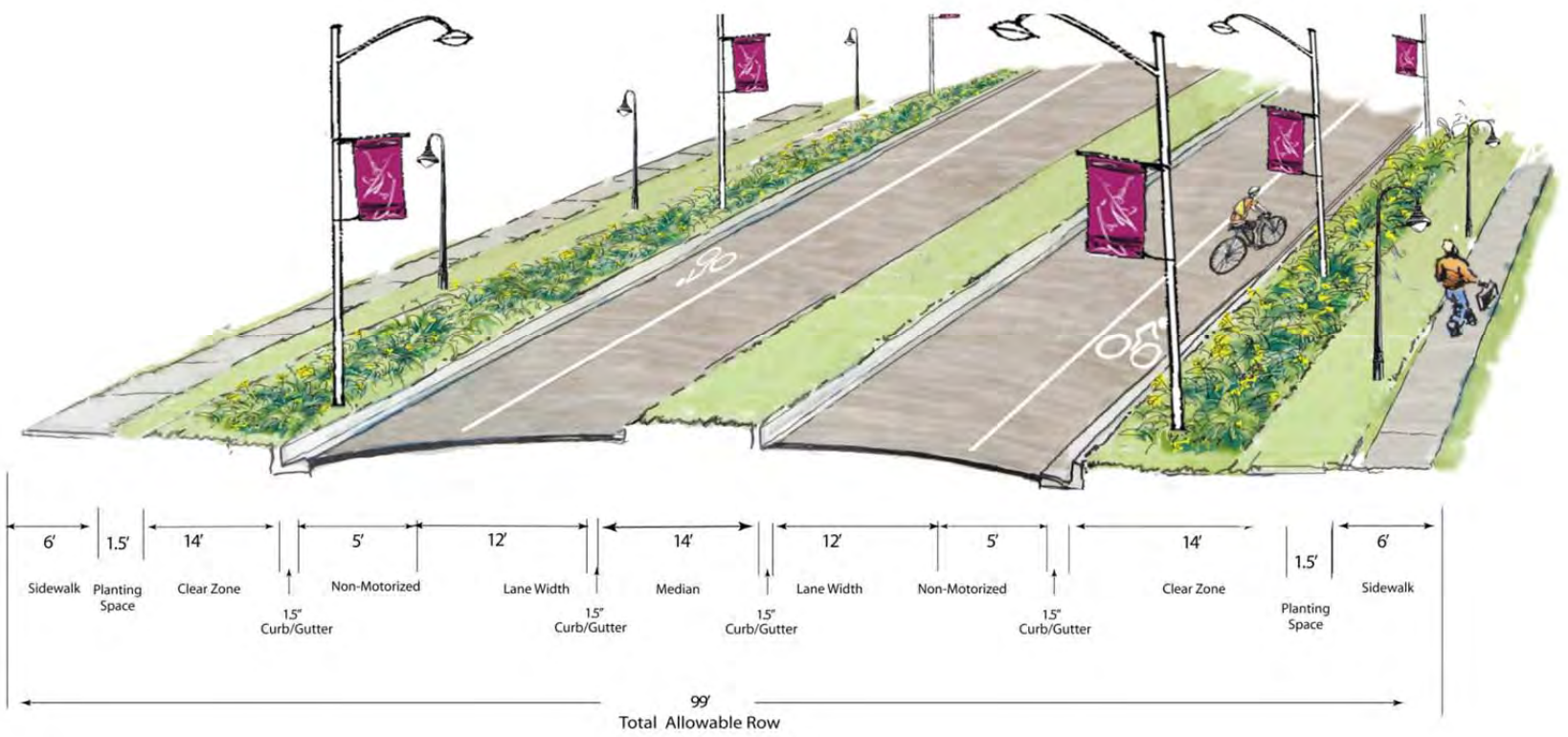
Based on the design speed and R.O.W. of this section of the corridor, the road right-of-way would allow for two 12-foot traffic lanes, a 6-foot sidewalk on each side, a 5-foot bike-lane on each side, a 14-foot median and two 1 ½ foot planting strips on each side. Due to the minimum number of driveways in this section of the corridor, the length of the median could be quite substantial. However, the placement of median infrastructure would require additional study and consideration to be sure residents are able to safely access their homes. In addition, this area could include landscaping features (daylilies) and pedestrian-scale lighting (w/shielded fixtures to reduce light spillage).The following illustrations demonstrate how the roadway could look (this example illustrates sidewalks and bike-lane infrastructure on just the north side of the corridor).

Current Views

Development Option

Images not to scale

Profile View: Please Note: The profile view demonstrates a development option of 97 feet. The official R.O.W is 99 feet.



M- 89 Corridor - Division Street to 4th Street

This portion of the corridor is located in the Marshall Street Historic District. This portion of the M-89 roadway changes dramatically despite the residential character of the area, transitioning from a two-lane (w/center turn-lane) roadway into a four-lane roadway. Sidewalks are located on both the north and south sides of the corridor.

Development Option(s)

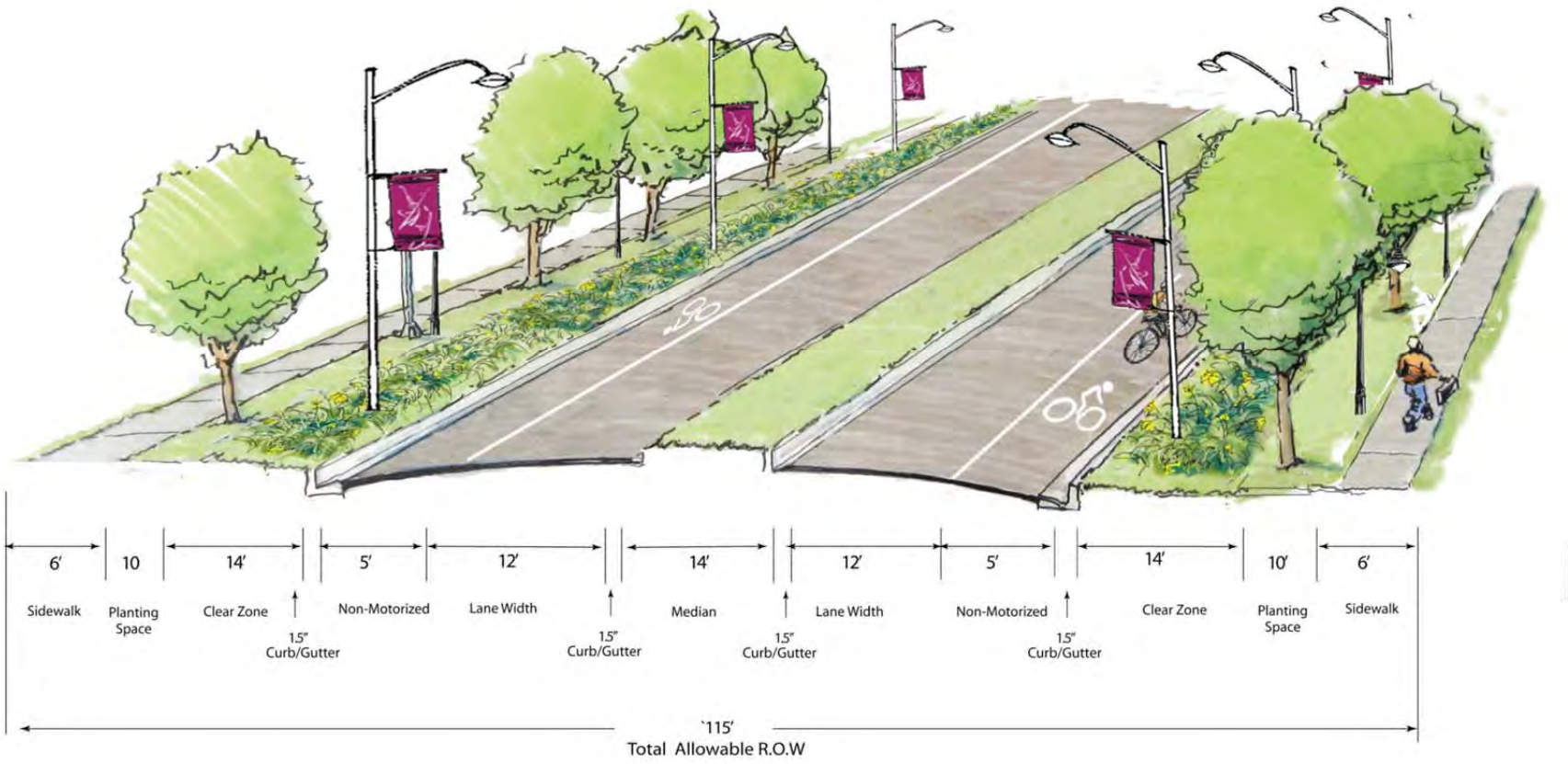
Based on the design speed and the expanded R.O.W. (115ft.) of this section of the corridor, the roadway would allow for a 6-foot sidewalk on each side, a 5-foot bike-lane on each side, a 10-foot planting strip (for trees) on each side and a 14-foot median. These dimensions are only possible if the roadway were reduced from four traffic lanes to two traffic lanes. A road-diet of this significance would require additional study and consideration of traffic flow and volume. If it was determined that a reduction in the number of lanes along this section of the corridor was not feasible, the right-of-way would still allow for sidewalks and bike lanes on each side of the corridor and a 14 foot median. In addition, this area could include landscaping features (daylilies) and pedestrian-scale lighting (w/shielded fixtures to reduce light spillage). This portion of the corridor could also include additional pedestrian crosswalks to allow for greater access to the surrounding neighborhood. The following illustrations demonstrate how the roadway could look

Current View

Development Option

Images not to scale

Profile View:



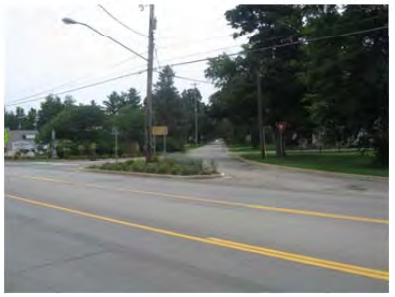
Intersections

M-89 - Bridge Road Intersection

This intersection was identified by the steering committee as a “problem” intersection for the M-89 corridor. Vehicles in the left-turn lane are often backed up on M-89 as drivers attempt to turn onto Bridge Road. These backups can cause significant egress/ingress problems for nearby commercial businesses. In addition, the pedestrian crosswalk at this intersection creates significant pedestrian/vehicular conflicts with traffic back-ups and the entryway into the Blimpie property. The speed of drivers turning right onto Bridge Road from M-89 can be quite high due to the long curved design of the intersection.

Despite the traffic concerns, the intersection has a number of attractive amenities. At the corner of the intersection there is a nice pedestrian feature with a bench and historic placard. In addition, there is an attractive landscaped median in the intersection.

Intersections - M-89 and Bridge Road



Development Option(s) - Option A.

The following illustration demonstrates a bump-out or curb-extension on the southwestern corner of this intersection. The bump-out feature would slow down traffic turning onto Bridge Road from M-89. In addition, the illustration demonstrates eliminating the Blimpie driveway that extends into the pedestrian crosswalk.

Development Option(s) - Option B.

The following illustrations demonstrate a traffic circle or roundabout in this intersection. According to a 2010 report from walkability expert, Dan Burden for the City of Allegan, roundabouts:

- Increase intersection volume up to 30%
- Drop personal injury crashed by 80%-90%
- Reduces delay to all types of movement - which reduces idling engines, air pollution, noise and lost time
- Provide safer and more comfortable pedestrian crossings.

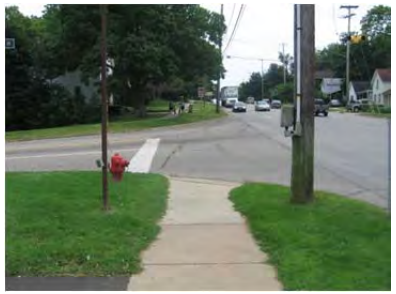
In this option, the illustration demonstrates eliminating the Blimpie driveway that extends into the pedestrian crosswalk. In addition, the driveway in the vacant parcel to west of Blimpie's would need to be eliminated. Furthermore, depending on the size of the roundabout, the City may need to acquire the adjacent parcel altogether. More information on roundabouts can be found in the *Appendix B*.

Images not to scale

M-89 - 2nd Street Intersection

This intersection was also identified by the steering committee as a "problem" intersection for the M-89 corridor. Vehicles are often backed up along 2nd Street as drivers attempt to turn west, onto M-89. Due to an extended and gradual right-hand turn lane, vehicles turning right onto 2nd Street often enter the intersection at a high rate of speed. In addition, pedestrian access across 2nd street is non-existent. 2nd Street and the one-way historic bridge are also one of the few entryways into downtown Allegan.

Intersection - M-89 and 2nd Street



Development Option(s) - Option A.

The following illustrations demonstrate a bump-out or curb-extension on the northeastern corner of this intersection. The bump-out feature would slow down traffic turning onto 2nd Street from M-89. In addition, the illustration demonstrates a traffic island and crosswalk - providing for a safe pedestrian crossing. Early discussions with MDOT revealed the steep slope of the intersection might impede the development of a pedestrian crossing. Therefore, significant grading may be needed for any improvements.

Current Views

Development Options

Images not to scale

Development Option(s) - Option B.

The following illustrations demonstrate transforming 2nd Street into a one-way (north) street. This change would eliminate backup issues related to vehicles turning onto M-89. This change would also eliminate vehicle backups waiting for one-way traffic to clear the bridge. Changing 2nd Street into a one-way street would drastically alter how vehicles enter and leave downtown Allegan. This change would require a study of traffic circulation throughout the entire City, including the feasibility of eliminating one-way streets in the downtown area. The 2010 report from Dan Burden discusses how roundabouts at the Cedar and Jenner intersection and Cedar and Hubbard intersection could increase traffic flow onto and through M-89 and eliminate one-way traffic throughout the city.

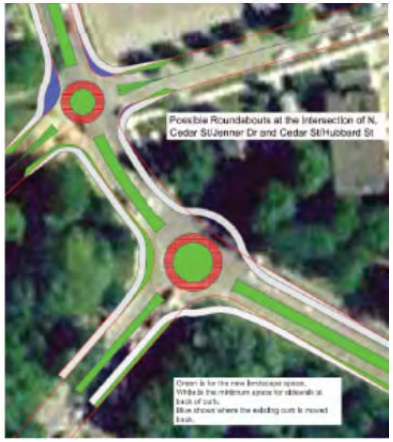
Current View

Development Options

Images not to scale

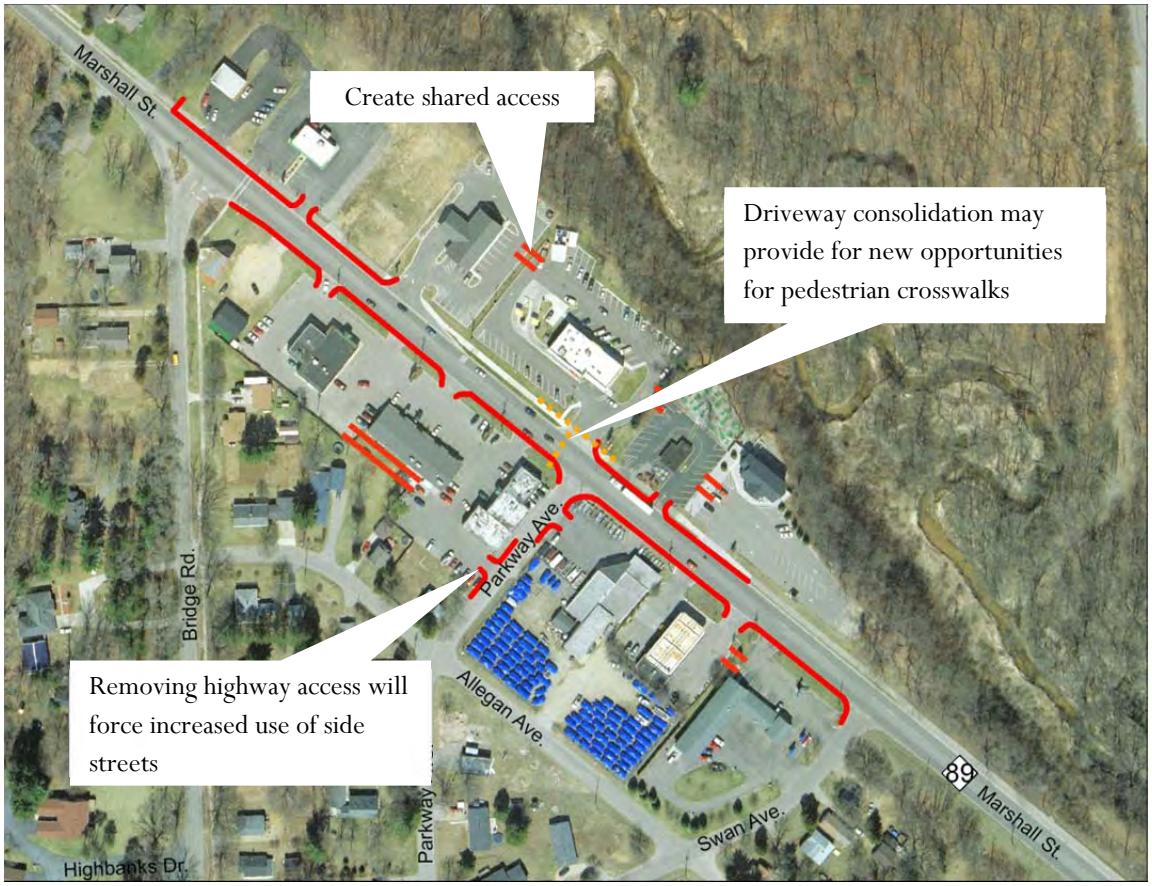
Intersection - Possible roundabouts at Cedar & Jenner and Cedar & Hubbard could eliminate the need for one-way streets within downtown Allegan and increase mobility to and from M-89.

Image: Walkability Audit, City of Allegan, 2010



Driveway Access (Access Management)

According to the *Michigan Access Management Guidebook* (2001), access management is a set of proven techniques that can help reduce traffic congestion, preserve flow of traffic, improve traffic safety, prevent crashes, preserve existing road capacity and preserve investment in roads by managing the location, design and type of access to property. In general, excessive driveways along the entire length of the corridor are not a concern. However, a number of access management techniques could be implemented along the portion of the corridor between Swan Avenue and Bridge Road (see below). In general, the Allegan Community should continue to support driveway consolidation and shared access whenever possible.



Site Design Elements

Site designs can dramatically improve a community's character. Incorporating elements such as building placement, landscaping, and parking into a site's natural features, as well as those of well-designed adjacent properties, contribute to the overall quality of the entire community. The following summary of site elements is applicable to the M-89 Corridor. Each element's summary (and some illustrations) were compiled and referenced from the *New Designs for Growth Development Guidebook*, a publication from the Traverse City Area Chamber of Commerce. The City and Township can incorporate specific site design standards within their zoning ordinance.

Building Compatibility

A building's height and mass defines its relationship to other structures and the street, as well as contributes to an area's identity. Neighboring buildings of similar size and massing work together to create a pleasing streetscape and provide consistency between adjacent buildings with different uses. Compatibility includes building height and scale, orientation, architectural and landscaping elements, building materials and rooflines.

There are a handful of buildings along the M-89 Corridor that contribute to the character and identify of the Community. The features and designs of these buildings should be supported along the commercial portions of the corridor.

Building Compatibility - Neighboring buildings of similar size and massing work together to create a pleasing streetscape and provide consistency between adjacent buildings with different uses.

What's Working

Building Orientation

Building placement and orientation is critical to enhancing a community's or development's character and promoting pedestrian activity. Buildings should be oriented toward streets and have easily recognizable and accessible primary entries. Build-to-lines can help ensure development complements the existing neighborhood character while providing some flexibility for sitting buildings on lots with challenging natural conditions. Whenever possible, parking areas should be located at the side or rear of the lot.

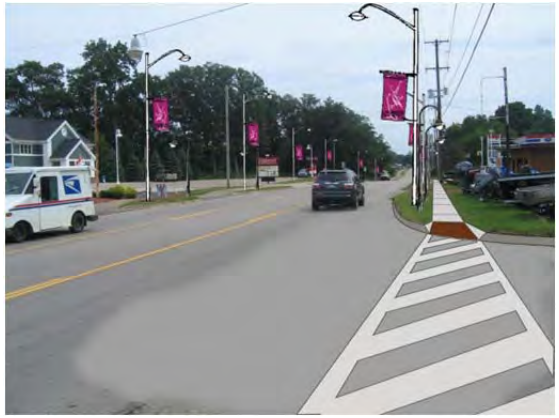
Pedestrian Circulation

Circulation is a key component of a site's design. It enhances the quality of the overall environment by providing a transition from street or parking areas to building entrances, as well as allowing for safe, easy access to adjacent sites for pedestrians and bicyclists. Connectivity within sites and to adjacent properties is also important.

The City and Township should work together to improve the surface and condition of the non-motorized pathway. In addition, the City should work to install sidewalk infrastructure on the south side of the Corridor, especially between Swan Avenue and Bridge Street.

Current View

Development Option



Images not to scale

Pedestrian Circulation - What's Working: (1) Safe sidewalk infrastructure; (2) wide shoulders; and (3) internal pedestrian ways.

Current View

Development Option

Images not to scale

Parking

Parking lots should be located to minimize their impact on the streetscape and pedestrian areas, and entrances should facilitate safe, easy access. Whenever possible, parking lots should be designed to provide multiple functions. Shared parking and alternative paving offer ways to minimize the impact of parking lots on the natural landscape. A well-designed parking lot should be integrated into the site's overall design. Parking lots should include landscaping, drainage and filtration systems, pedestrian circulation and vegetative screening.

Current View(s)

Development Option

Images not to scale

Parking - What's Not Working: Shared parking areas can alleviate vehicular conflicts on M-89.

Lighting and Utilities

Lighting and site utilities should not dominate or detract from the overall site design. Lighting should facilitate safe pedestrian and vehicular access and circulation with a minimum level of illumination. Whenever possible, utilities should be below grade and any new redevelopment projects should incorporate a comprehensive shared utility system for multiple buildings and parking.

Signs

Signs can enhance building character as well as the pedestrian experience. Signs should be small, simple, and readable whether they are attached to or hung from a building's façade, painted on the inside of a window or awning, or part of a ground level planting bed. Sign sizes should be limited to a reasonable scale that can contain a readable message, while the sign's material should reflect the architectural style and material palette of the building.

What's Working

Lighting and Utilities - What's Working: Portions of the M-89 Corridor incorporate pedestrian scale lighting fixtures. The second photo demonstrates both overhead street lighting and pedestrian-scale lighting.

Implementation

This chapter describes how the two communities can support new opportunities for development and provide funding for the construction and maintenance of future capital improvement projects along the Corridor. As previously mentioned, the development options outlined in the previous chapter are meant to highlight new ideas and spark discussion about how the community can better develop the M-89 Corridor. Any further discussion about pedestrian and roadway improvements along the M-89 Corridor would require additional study, analysis and coordination with the Michigan Department of Transportation. To that point, this document presents a *long-term* vision and plan for the Corridor.

Therefore, it will be important for local officials to focus on small projects and short term improvements (i.e. a specific intersection). Local officials could also focus on a specific topic or "phase" of the corridor, like adding bike lanes. This may be as simple as restriping certain sections of the corridor. In addition, the planning commissions from each jurisdiction can work to address site elements within each of their respected zoning ordinances. It may be helpful to collaborate on the development and adoption of universal zoning language in both jurisdictions.

Continued Collaboration

During the planning process, local officials and members of the steering committee discussed the creation of a new inter-governmental body capable of both raising the necessary funds and providing for the construction and maintenance of corridor improvements. The Corridor Improvement Act allows local jurisdictions to establish a Corridor Improvement Authority (CIA) to assist in the economic development and redevelopment of established commercial districts along major arterial roads. Much like a Downtown Development Authority, a CIA can combine tax dollars from a variety of sources to leverage economic development dollars. In addition, the Act allows two neighboring Corridor Improvement Authorities to formally collaborate through an interlocal agreement. City and Township officials will continue to examine the merits and feasibility of creating such an Authority. A copy of the Corridor Improvement Authority can be found in *Appendix C*.

Corridor Improvement Authority - A Corridor Improvement Authority is capable of implementing a number of financing options, including:

- Tax Increment Financing (TIF)
- Sale of Bonds
- Special Assessment

Funding Resources

As the two local jurisdictions continue to examine the feasibility of future capital improvement projects it will be important to learn about existing funding mechanisms. Transportation improvements can be financed through several funding sources, including:

Transportation Enhancement Program

In 1992, the Michigan Department of Transportation (MDOT) established the *Transportation Enhancement Program* to improve the quality of life for Michigan citizens by providing funding and other assistance and creating and responding to opportunities to enhance Michigan's transportation system. The program was the result of the *Intermodal Surface Transportation Efficiency Act* of 1991. In 1998, the program was re-authorized in the *Transportation Equity Act for the 21st Century (TEA-21)*. Under previous programs, activities eligible for funding included the provision of facilities for pedestrians and bicycles including new or reconstructed sidewalks, walkways, wide paved shoulders and off-road trails, acquisition of scenic easements and scenic or historic sites, landscaping and other scenic beautification improvements including trail and waterfronts, and the preservation of abandoned railway corridors to acquire railroad right-of-way, construct multi-use trails, and develop rail-trail projects. Federal law requires the applicant to provide a minimum match of 20% of the project cost. For more information, please visit the DOT website at: www.michigan.gov/mdot.

SAFETEA-LU

In 2005, the Federal Government passed the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users* (SAFETEA-LU) authorizing funding for a number of federal surface transportation projects and non-motorized *high priority (HPP)* earmarked projects. For more information, please visit the DOT website at: www.michigan.gov/mdot.

Michigan Transportation Funds

Under Public Act 51 of 1951, revenue from state fuel taxes and license plate fees are deposited in the Michigan Transportation Fund. This revenue is shared among local and state transportation agencies for construction, maintenance and operation of state transportation systems. The state transportation law (MCLA 247.660k) requires that a minimum of 1% of state transportation funds be spent for non-motorized transportation.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

The CMAQ Improvement Program provides a flexible funding source for state and local governments to fund transportation projects and programs to meet the requirements of the clean Air Act (CAA) and its amendments. CMAQ money supports transportation projects that reduce mobile source emissions in areas designated by the U.S. Environmentally Protection Agency as in nonattainment or maintenance of national ambient air quality standards. Eligible activities include transit improvements, traffic flow improvements and idle reduction projects, among others. For more information, please visit the Federal Highway Administration's website at: www.fhwa.dot.gov

Community Energy Project Grants

The Michigan Department of Labor and Economic Growth - Energy Office has grants under its "Green Commuting" category available for public or non-profit organizations. This program has previously funded a community biking program. For more information, please visit the Department's website at: www.michigan.gov/dleg.

Michigan Recovery and Reinvestment Plan

Under the recently adopted American Recovery and Reinvestment Act (ARRA), federal stimulus funding has been allocated to States in an effort to jump start the economy and create jobs. As a result, the new Michigan Economic Recovery Office has posted descriptions of available grants and links to granting agencies. For example, it appears the *Rural Community Facilities Program*, under the U.S. Department of Agriculture provides funding for schools and transportation. For more information about possible grant opportunities (including the Rural Community Facilities Program) please visit: www.michigan.gov/recovery

Safe Routes To School

Under SAFETEA-LU, funding is available through the Safe Routes To School program to develop and construct new bike-lanes, pathways, and sidewalks. Funding can also be used for education and programming.

Active Living by Design Grants

Established under the Robert Wood Johnson Foundation in 2001, this national grant funds technical assistance to 25 action oriented community partnerships to develop and implement projects that support physical activity and active living. For more information about the grant please visit: www.activelivingbydesign.org

Other Funding Sources

General Fund

Funding can be provided by general fund appropriations from each participating jurisdiction.

Donations

Businesses, corporations, private clubs, community organizations and individuals may contribute to non-motorized improvement programs to benefit the communities in which they are located. Private sector contributions may be in the form of monetary contributions, the donation of land, the provision of volunteer services, or the contribution of equipment and/or facilities.

Foundations

There are a number of local, state and national foundations that may provide funding for specific transportation projects.

Appendix

Appendix A.
July 26, 2011 Meeting Notes

PARTNERSHIPS FOR CHANGE
Sustainable Communities

Allegan Community
Cooperative Planning Initiative - M-89 Corridor

July 26, 2011
Meeting Notes

Concerns About the Corridor

- Access Management (too many driveways – don't want to be like Otsego and Plainwell)
- Consider shared driveways
- Flooding in certain spots along the corridor
- There appears to be excessive truck traffic
- Lack of sidewalks and safety
- Lack of pedestrian access, crosswalks
- Blight and aesthetics - maintenance
- Vacant commercial buildings
- Points of Congestion:
  - Between Blimpies and carwash
  - Near car dealerships and trailer park
  - 2nd Street Bridge
  - Bon St. (turn at the top of the hill)
  - Bridge Street into M-89 (school buses)
- Lack of vegetative/natural aesthetics
- Traffic calming
- Bridge (crossing near the school)
- Lack of awareness of unique districts along the corridor
- High speeds
- People passing in the left-turn lane
- Bike path is in poor shape in several areas (ends at 113th)
- Many people from nearby neighborhoods don't utilize nearby retail/commercial options (missed opportunities)
- Not really a concern with signage or lighting
- Lack of uniformity
- How do we deal with land use regulations (master plans, zoning) and the use that is currently on the property - how do we deal with what we want and supporting business
- Once had a nice buffer between residential areas and retail areas (oil change place)
- Fence near car wash is un-attractive

First Impressions of the Corridor

- Blight and vacant buildings
- Lack of aesthetics
- There is a favorable impression starting at the Elks building - historic neighborhood
- Large Trees
- Rails along bridge over looking river/downtown don't seem appealing
- Ropes course is interesting
- Facades of many buildings are not attractive

PARTNERSHIPS FOR CHANGE
Sustainable Communities

Positive Aspects of the Corridor

- Mauer Building
- Bank Building
- Blimpies
- Drive-In
- Some Manufacturing
- Restaurant
- City Brush Pick-up efforts
- Sewer district gores to Save-a-Lot

Sense-of-Place

- History - Historic Character
- Water and the Kalamazoo River
- Antiques
- Seat of government (government buildings)
- Unique manufacturing and commerce
- Medical Center
- Surrounding landscape (agriculture/forest)
- Small town charm, Bridge, Theater
- Airport
- Grill House and Silo Restaurant (in Trowbridge Twp.)

Appendix B.
City of Allegan Technical Memorandum - A City Accessible to All

Appendix C.
Corridor Improvement Authority Act

Appendix D.
Street Profile: 4th Street to 2nd Street
The Right-of-Way along this stretch of the corridor dramatically reduces to just 66-feet. Therefore, amenities included in other development options views (e.g. bike-lanes, median) would not be allowed. The following illustration shows a development option that would retain the existing sidewalk infrastructure on each side of the roadway. Additional study would be needed to determine how the bike-lanes from the previous (from the east) development option would fit in with the reduced right-of-way. Please Note, the following view profile is one foot over the existing Right-of-Way.