

Objectives for the Construction of the Northside Crosstown Route

The proposed route is planned to be a three-lane, curb and gutter asphalt street with a proper stormwater control system. The roadway will be a limited access street, with few driveways. It will function similar to the Southside Crosstown Route. The route will run from intersection of Weaver Avenue and Main Street, north on Weaver Avenue, then west on 44th Street to connect with Stone Road and Market Avenue, which then leads to the south, eventually connecting with Main Street. Refer to the attached map for a general depiction of the proposed route and the facilities that would receive enhanced access with the construction of the route. A majority of the route has now been constructed with the exception of a small section of Market Avenue west of Stone Road. Following are the objectives for the construction of the Northside Crosstown Route:

IMPROVE TRAFFIC FLOW FOR BOTH LOCAL CITIZENS AND VISITORS THROUGHOUT THE CITY

1. Ease heavy traffic burdens on M-82.
2. Provide an alternate route for traffic passing through the corridor.
3. Reduce traffic volumes on residential streets and convert them back to which they were intended.

PROVIDE A DESIGNATED TRUCK ROUTE FOR BOTH LOCAL AND THROUGH-SHIPING OF RAW AND FINISHED GOODS.

1. Allow through-shipping to use an alternate route to lessen impacts on the state trunkline and other local streets. The new route would not be signed as a bypass or business route. Instead, "Alternate Truck Route" signs would be placed.
2. Provide a direct link from the industrial businesses to the north to destinations south and southeast of the City, especially the Grand Rapids metropolitan area.
3. Supply a direct shipping route to points outside the City. Examples of users include Wal-Mart, Gerber Products Company, Michigan Produce Haulers, Tamarac, Downtown business deliveries, etc.
4. Allow for the re-routing of Gerber out-bound shipping off of Weaver Street (from shipping entrance south to Main Street) and onto 44th Street. When the extension of Market is completed in 2009, traffic would be able to connect at the traffic lights at either Stone and Main or Market and Main for westbound traffic. South- and southeast-bound traffic could safely cross Main at Stone and connect to the Southside Crosstown Route near Oak Street.

FURNISH ACCESS TO OTHER KEY AREAS AND INSTITUTIONS TO LESSEN THE NEGATIVE IMPACT ON LOCAL RESIDENTIAL STREETS

1. Improve access from M-82 to recreational areas north of town.
2. Soften access to Pathfinder Elementary School, which is now the main school bus hub for the Fremont Area School District.

IMPROVE SAFETY AND REDUCE TRAFFIC STREET FOR PEDESTRIANS, VEHICLES, BIKE RIDERS, PARALLEL PARKERS, AND OTHERS REDUCING THE CONGESTION ON M-82

1. Allow for safer crossings of pedestrians in the CBD by allowing through traffic to be diverted.
2. Help lower the high accident rates, both property and personal injury, at numerous points along the trunkline.
3. Reduce traffic volume on M-82 by diverting through-shipping vehicles.
4. Decrease the volume of highly-undesired turning movements.
5. Reduce noise levels near residential and public areas.
6. Reduce pounding of Main Street by trucks, which has long-term damage applications for buildings, especially those close to the street in the Downtown.
7. Lessen traffic-induced stress for drivers along the trunkline, resulting in fewer accidents and less stressful trips along and through the commercial corridor.
8. Lower use of fossil fuels for vehicles and cut air emissions that reduce local air quality by shortening travel times.
9. Implement additional non-motorized pathway along route for pedestrian and bike safety, traversing east and westbound through town.

CREATE A UTILITY CORRIDOR FOR THE ENHANCEMENT OF BOTH PUBLIC AND PRIVATE UTILITY SERVICES

1. Allow for improvements in watermains. This will increase pressure and water flow capacities, which will improve firefighting capabilities. Increased capabilities would also result in fewer water quality complaints in those areas.
2. Allow for installation of sanitary sewer service to areas north of Hemlock, between Market and Valley Avenues.
3. Allow for future improvements of the stormwater drainage for the portions of town where this new roadway has been or will be built.