

## **Objectives for the Construction of the Southside Crosstown Route**

The Southside Crosstown Route has been proposed since the 1970 City Master Plan; the need for the route was re-affirmed in the 1981 Comprehensive Plan. The route would run from Stewart Avenue west to connect with Stone Road and Locust Street, which leads to the Fremont Industrial Park. The City of Fremont publicly owns most of the adjoining property. Thus, there will be no additional development, especially commercial, along the route to compete with any existing commercial areas.

The proposed route is planned to be a three-lane, curb and gutter asphalt street with a proper stormwater control system. The roadway would be a limited access street with no driveways. It would function similar to the Northside Crosstown Route, which will be extended west to Market Avenue. Connections on the Southside Route will be made at only the following cross-streets:

- Division Avenue
- Weaver Avenue
- Sullivan Avenue
- Gerber Avenue
- Lake Drive
- Stone Road
- Oak Street
- Connie Avenue
- Locust Street
- Industrial Drive

Refer to the body of this document for a general depiction of the proposed route and the facilities that will receive enhanced access with the construction of the route. The first two legs of the route have not been constructed. These include Industrial Drive and Locust Street in the Fremont Industrial Park and the newest segment of Cedar Street, between Stewart and Division Avenues. Following are the objectives for the construction of the Southside Crosstown Route:

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

1. Ease heavy truck traffic burden on M-82, both Main Street and Stewart Avenue.
2. Provide an alternate route for traffic passing through the City of Fremont.
3. Reduce traffic volumes on Pine Street to the original residential design standards for the section between Stewart Avenue and Lake Drive.
4. Reduce traffic volumes on the 56<sup>th</sup> Street, Lakeview Drive and Lake Drive corridor along Fremont Lake.

## PROVIDE A DESIGNATED TRUCK ROUTE FOR BOTH LOCAL AND THROUGH-SHIPPING 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. "Alternate Truck Route" signs would be placed. As an example, the new street segment south of the Pine Street Athletic Complex, which opened in June 1999, is designated and signed as "Cedar Street".
2. Provide a direct link from the Fremont Industrial Park to destinations south and southeast of the City, especially the Grand Rapids metropolitan area.
3. Supply a direct shipping route along designated non-residential streets to points outside the City. Examples of users include: Dura Automotive Systems (70 trucks in/out per day in 1999), Gerber Products Company, Michigan Produce Haulers, Downtown business deliveries, Fremont Public Schools busing, Gerber Memorial Health Services, 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 44<sup>th</sup> Street. When the extension of Market Avenue is completed in 2009, Gerber 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 crosstown near Oak Street.

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

1. Improve response time for Gerber Memorial Hospital ambulance runs. This is even more critical for runs originating from and destined to the south and southeast. With the vacating of Oak Street between Sullivan and Weaver Avenues, and the relocation of the emergency room entrance to Gerber Avenue north of Oak Street, there is no direct route for emergency vehicles heading to/from the southeast.
2. Provide easier and safer access for medical staff, and both emergency and non-emergency patients and visitors to the Hospital.
3. Improve access to Fremont Lake Park and Fremont Lake in general.
4. Allow for access to the new 223-car/8-bus parking lot at the Fremont Public Schools Pine Street Athletic Complex. This would reduce negative effects of parking for the athletic events in adjacent neighborhood north of the complex and in Maplegrove Cemetery.
5. Improve parent, visitor and bus access to the Fremont Middle School, athletic fields at the Middle School, the new Adult/Continuing Education office in the former Cedar Street School, and the Lifeflight helicopter pad and Public School bus garage on Lake Drive.
6. Enhance access to Maplegrove Cemetery for visitors and funeral processions off of Stewart Avenue or from the west without traveling through the Downtown.

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

1. Allow for safer crossings of Main and Stewart by pedestrians, especially school children and downtown shoppers.
2. Improve safety at the Middle School with a fenced, controlled access to the grounds.
3. Help lower the high accident rates, both property and personal injury, at numerous points along the trunkline.
4. Reduce traffic volume on M-82 by diverting through-shipping vehicles away from the Downtown and West Main areas.
5. Decrease traffic volumes at the Stewart & Main intersection for westbound lefts and southbound rights. This benefit would be partially offset; however, by the addition of East main Street traffic traveling to and from the east and northeast to the Fremont Industrial Park.
6. Reduce noise levels in the pedestrian-oriented Downtown, especially at Veterans Memorial Park during concerts, festivals, art fairs, etc.
7. Reduce pounding of Main Street by trucks, which has long-term damage implications for buildings, especially those close to the street in Downtown.
8. Lessen traffic-induced stress for drivers along the trunkline, resulting in fewer accidents and less stressful trips along and through the commercial corridor.
9. Lower use of fossil fuels for vehicles and cut air emissions that reduce local air quality by shortening travel times.
10. 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 the installation of the 12-inch southside crosstown watermain, running from Stewart west to Gerber Avenue. (The segment from Stewart to Division was installed in 1999.) This will increase pressure and water flow capacities, which will improve firefighting capabilities in the southside of town. Increased capabilities would also result in fewer water quality complaints in those areas.
2. Improve the stormwater drainage for the southern portions of town along Miller Drain.