

- 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 Wal-Mart, Gerber Products Company, Michigan Produce Haulers, 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 Hemlock Avenue. When the extension of Hemlock is completed in the next two years, Hemlock 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 & 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 & REDUCE TRAFFIC STRESS FOR PEDESTRIANS, VEHICLES, BIKE RIDERS, PARALLEL PARKERS & OTHERS BY 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 implications 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.

CREATE A UTILITY CORRIDOR FOR

THE ENHANCEMENT OF BOTH PUBLIC & 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.

The Southside Alternate 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. Either the City of Fremont or the Fremont Public Schools publicly own 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 few driveways. It would function similar to the Northside Alternate Crosstown Route (Hemlock Street,) which will soon be extended west to Market Avenue. Connections on the Southside Route will be made at only the following cross-streets:

- Division Avenue
- Weaver Avenue
- Gerber Avenue
- Lake Drive
- Locust Street
- Stone Road

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 now 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 & VISITORS THROUGHOUT THE CITY

1. Ease heavy traffic burden on M-82, both Main Street and Stewart Avenue.
2. Provide an alternate route for traffic passing through the City.

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 56th Street, Lakeview Drive and Lake Drive corridor along Fremont Lake.

PROVIDE A DESIGNATED TRUCK ROUTE FOR BOTH LOCAL & 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, etc.
2. Allow for the re-routing of Gerber out-bound shipping off of Weaver Street (from shipping entrance south to Main Street) and onto Hemlock Avenue. When the extension of Hemlock is completed in the next two years, Hemlock 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 & 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 neighborhoods 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.
3. 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 & REDUCE TRAFFIC STRESS FOR PEDESTRIANS, VEHICLES, BIKE RIDERS, PARALLEL PARKERS & 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 travelling 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 the 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.

CREATE A UTILITY CORRIDOR FOR THE ENHANCEMENT OF BOTH PUBLIC & 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 the Miller Drain.

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 the CSX railroad tracks, north on Weaver Avenue, then west on Hemlock 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 Hemlock Street west of Stone Road and the northern half of Market Avenue. Following are the objectives for the construction of the Northside Crosstown Route:

IMPROVE TRAFFIC FLOW FOR BOTH LOCAL CITIZENS & 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 & THROUGH-SHIPPING OF RAW & 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