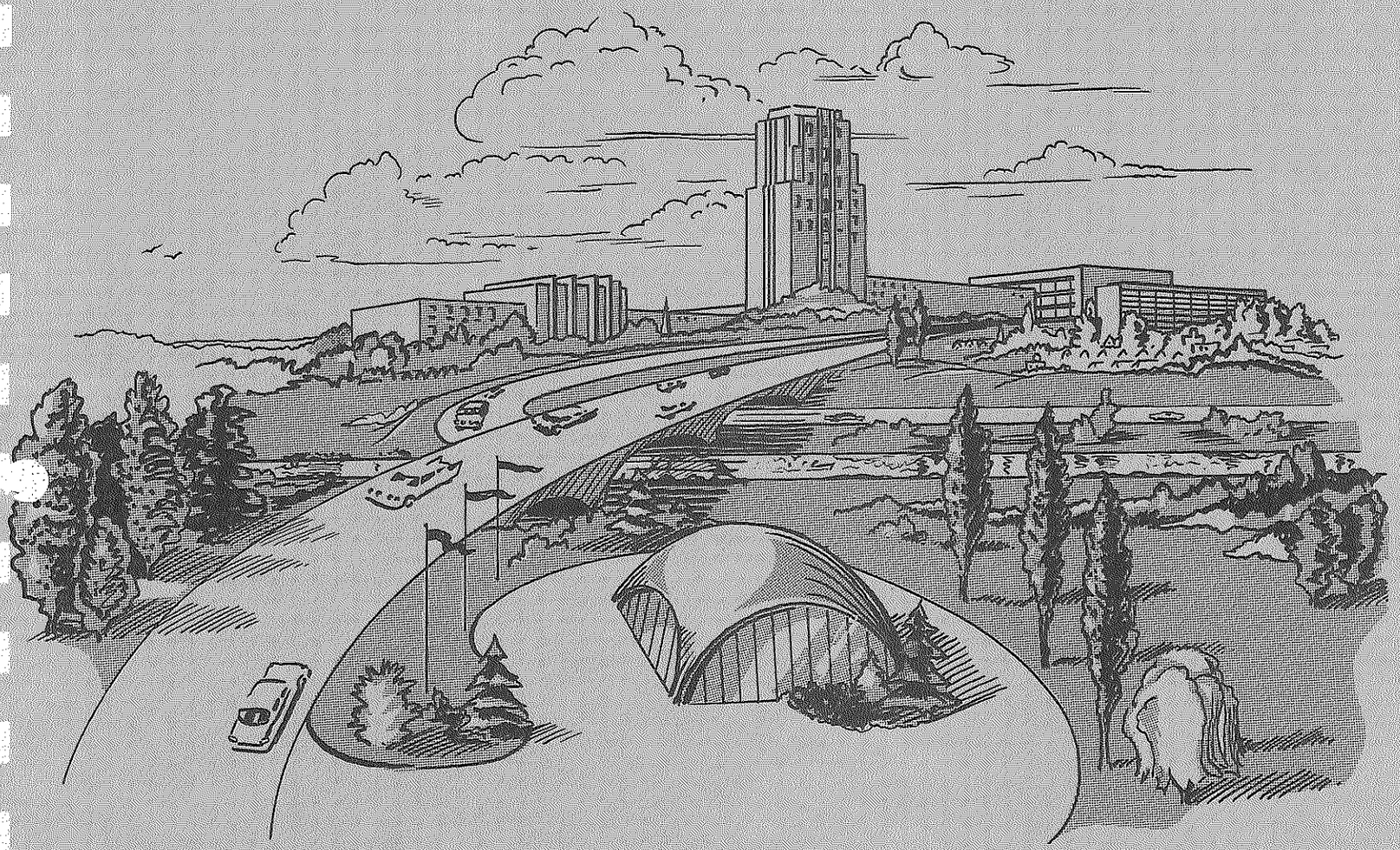
TRUNKLINE PLAN



CITY OF MOUNT CLEMENS

PREPARED BY THE PLANNING DIVISION
MICHIGAN STATE HIGHWAY DEPARTMENT,
JOHN C. MACKIE, COMMISSIONER

65-3227

MICHIGAN STATE HIGHWAY DEPARTMENT

LANSING, 26

JOHN C. MACKIE
COMMISSIONER

HOWARD E. HILL
MANAGING DIRECTOR

JOHN E. MEYER
DIRECTOR FOR ENGINEERING

FREDERICK E. TRIPP
DIRECTOR FOR ADMINISTRATION

June 27, 1960

Mr. J. D. Cruise
Chief Planning Engineer

Dear Mr. Cruise:

The attached "Trunkline Plan For The City of Mount Clemens" was cooperatively developed by the Planning Division and the Planning Commission of the city of Mount Clemens. The entire trunkline system as herein presented represents the level of agreement which has been reached by the state and local planners on their long-range planning objectives.

M-59 will require further study before a final location can be determined. The type of improvement necessary on the remaining portion of the trunkline system should be determined and the plan submitted for programming on a State priority basis. It would appear desirable to use the money which is presently programmed to widen Gratiot for the development of this plan.

We recommend that Engineering Report 1596 be reviewed with this plan in mind to determine the engineering feasibility of the program.

Respectfully submitted,

Robert F. Van Hoef, Director
Planning Division

City of Mount Clemens
MOUNT CLEMENS, MICHIGAN
HOward 5-0471

June 23, 1960

Mr. R. F. Van Hoef
Director Planning Division
Michigan State Highway Department
Lansing 26, Michigan

Dear Mr. Van Hoef:

The Mount Clemens Planning Commission, at their meeting of June 22, 1960, passed the following resolution:

> WHEREAS, the City of Mount Clemens has a Planning Commission, "duly constituted according to existing planning enabling legislation", which Planning Commission has been given the responsibility for the preparation of a Master Plan for the City, and
>
> WHEREAS, the Planning Commission, in pursuance of this delegated responsibility, has caused to be made detailed and comprehensive studies of existing conditions and development trends, and on the basis of these studies, made projections of the future development of the community, and a "Streets and Thoroughfare Plan" has been duly adopted by said Planning Commission and the City Commission of the City of Mount Clemens, and
>
> WHEREAS, the Planning Division of the Office of Planning of the Michigan State Highway Department has been delegated the responsibility of preparing, in cooperation with local planners, a trunkline plan, which plan represents the level of agreement which has been reached on long-range planning objectives, and
>
> WHEREAS, the City Planning Commission and representatives of the Planning Division have cooperatively studied this problem and have prepared such trunkline plan,
>
> NOW THEREFORE BE IT RESOLVED that the plan entitled "State Trunkline Development Plan for the City of Mount Clemens", as presented, is consistent with and compatible to the planning and development objectives of the City of Mount Clemens.
>
> BE IT FURTHER RESOLVED that the said trunkline plan as cooperatively developed and presented herewith be approved for presentation to the State Highway Department for programming.

Yeas: Priehs, Brewer, Bellman, Wright, McWethy
Nays: None.

Respectfully,

Mount Clemens City Planning Commission

J. R. Doll

J. R. Doll, Chairman

INTRODUCTION

The goal of urban highway transportation service, as agreed to at the Sagamore Conference on Highway and Urban Development is,

> "To serve the public interest by providing for the most expeditious movement of people and goods in harmony with plans for urban development, or in a manner to aid in proper urban development".

Another conclusion reached was,

> "An adequate highway system will not only provide indispensable traffic service, but it can, in many situations, help mold desirable land use arrangements. It can help to preserve homogeneous areas on the one hand, and on the other, to divide residential sections from industrial sections, or to effect desirable separation of other dissimilar land uses. With proper coordination, the highway system and the land plan can complement each other".

The Planning Division of the Michigan State Highway Department's Office of Planning has, in cooperation with the Planning Commission, prepared this trunkline plan for the city of Mount Clemens, based on these goals.

REGIONAL HIGHWAYS AND TRUNKLINES

The Area Highway and Trunkline Map (Plate I), indicates that Mount Clemens is located at the northeast edge of the urbanized portion of the Detroit Metropolitan Area.

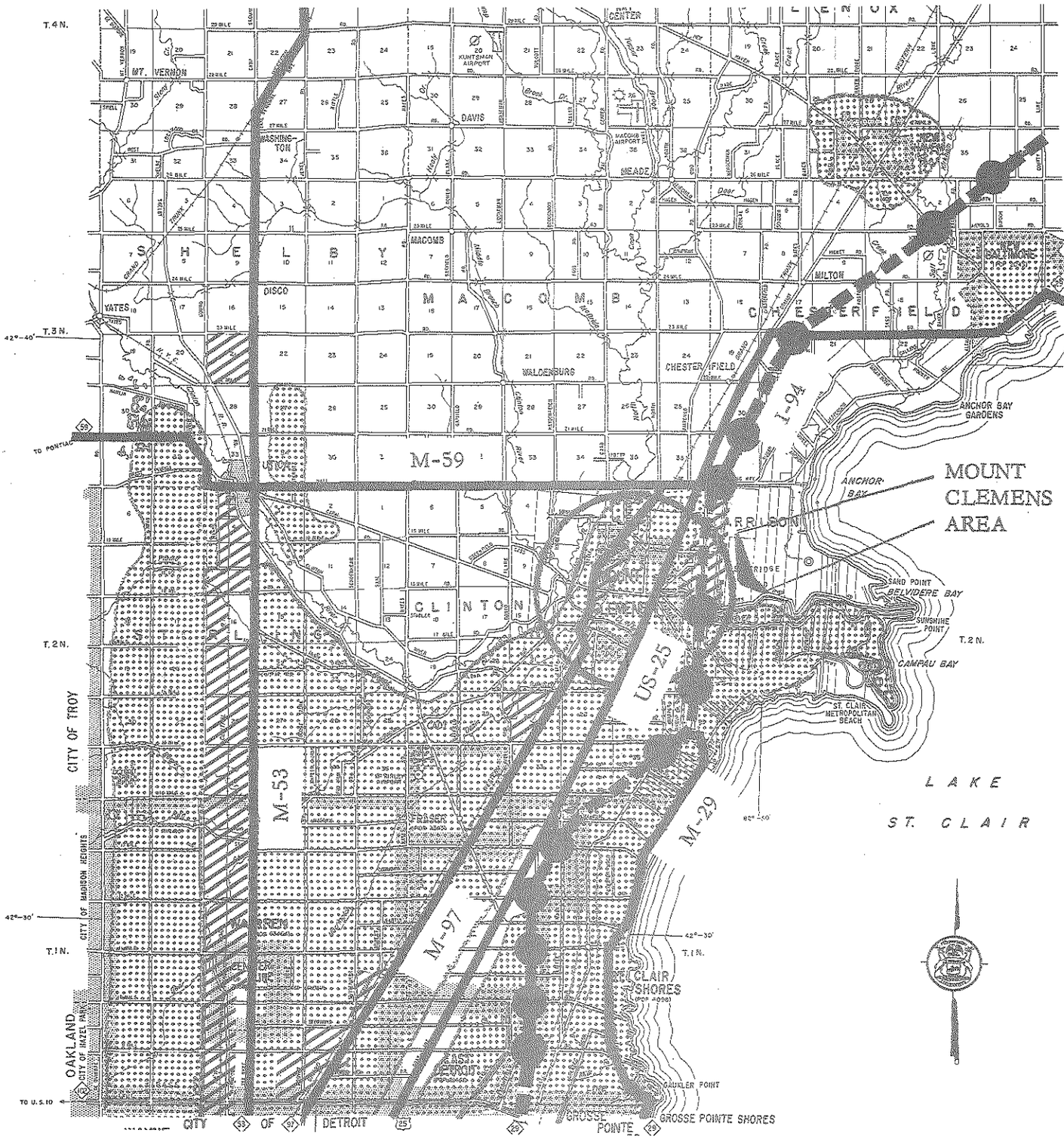
Interstate Highway 94 will provide the city with excellent access to the Detroit and Port Huron areas as well as the National System of Interstate and Defense Highways. This accessibility will give the city an opportunity equal to that of others in the area to attract desired development of industry, business, and residences.

Interchange sites which will provide access to the city are located near Gratiot, Little Mack Road, Harper Avenue, North River Road, M-59 and 23 Mile Road. The partial interchange near US-25 (Gratiot Avenue) will provide traffic going to or coming from the north on Gratiot with access to Interstate 94. The Little Mack Road interchange will provide for all turning movements and also connect to US-25 (Gratiot Avenue), near Fourteen Mile Road, which in turn serves the south portion of the city and the central business district. Harper Avenue interchange connects with South Canal Road and Crocker Boulevard and serves the southeast area of the city and the central business district. The North River Road interchange will provide the most direct route to the central business district, and the industrial and residential areas in the northeast section of the city. Improvement of this road, particularly in the area between the present city limits and the Interstate Highway, will be necessary, however, before full use of this access route is possible. The M-59 Rosso Highway interchange will provide access from the south to the area immediately north of the city and provide a connection to the principal east-west trunkline in the area. The interchange at 21 Mile Road will serve Selfridge Air Force Base. Access from the north is provided by the 23 Mile Road interchange. When M-59 is relocated east of US 25 it will be on 23 Mile Road.

At the present time, trunkline service to the city is provided by US-25 (Gratiot) which passes through the central business district. The highway is divided both north and south of the city but does not have sufficient capacity to handle even today's traffic within the city. Until Interstate Highway 94 is completed, this route will be the most direct connector between the Detroit area, Mount Clemens, and the Port Huron area.

MOUNT CLEMENS AREA

INTERSTATE HIGHWAY AND TRUNKLINE SYSTEM



LEGEND

RESIDENTIAL LAND USE (1980)
INDUSTRIAL LAND USE (1980)
INTERSTATE HIGHWAY SYSTEM
STATE TRUNKLINE SYSTEM
TRAFFIC INTERCHANGE

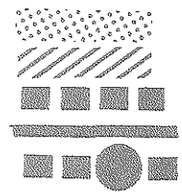


PLATE I.

M-97 (Grosbeck Highway) diverges from Gratiot near Outer Drive in Detroit and generally parallels it to M-59 north of Mount Clemens. One of the purposes of this route is to serve the industrial corridor which is developing along the Grand Trunk Railroad. Added capacity has been provided by the recent widening of the highway to five lanes.

The other north-south trunkline in the area is M-29 (Jefferson Avenue) which serves the lake frontage areas down to Eight Mile Road in Detroit. The present location of M-29 east of Mount Clemens will be occupied by Interstate 94 and for trunkline purposes, M-29 will be connected into it at Shook Road where the route will terminate. An interchange will be provided which gives access to or from the north. Traffic destined for the city on this trunkline will be able to continue via Crocker Boulevard or to cross the Interstate route on Shook Road to enter the city via Harper or Gratiot Avenue.

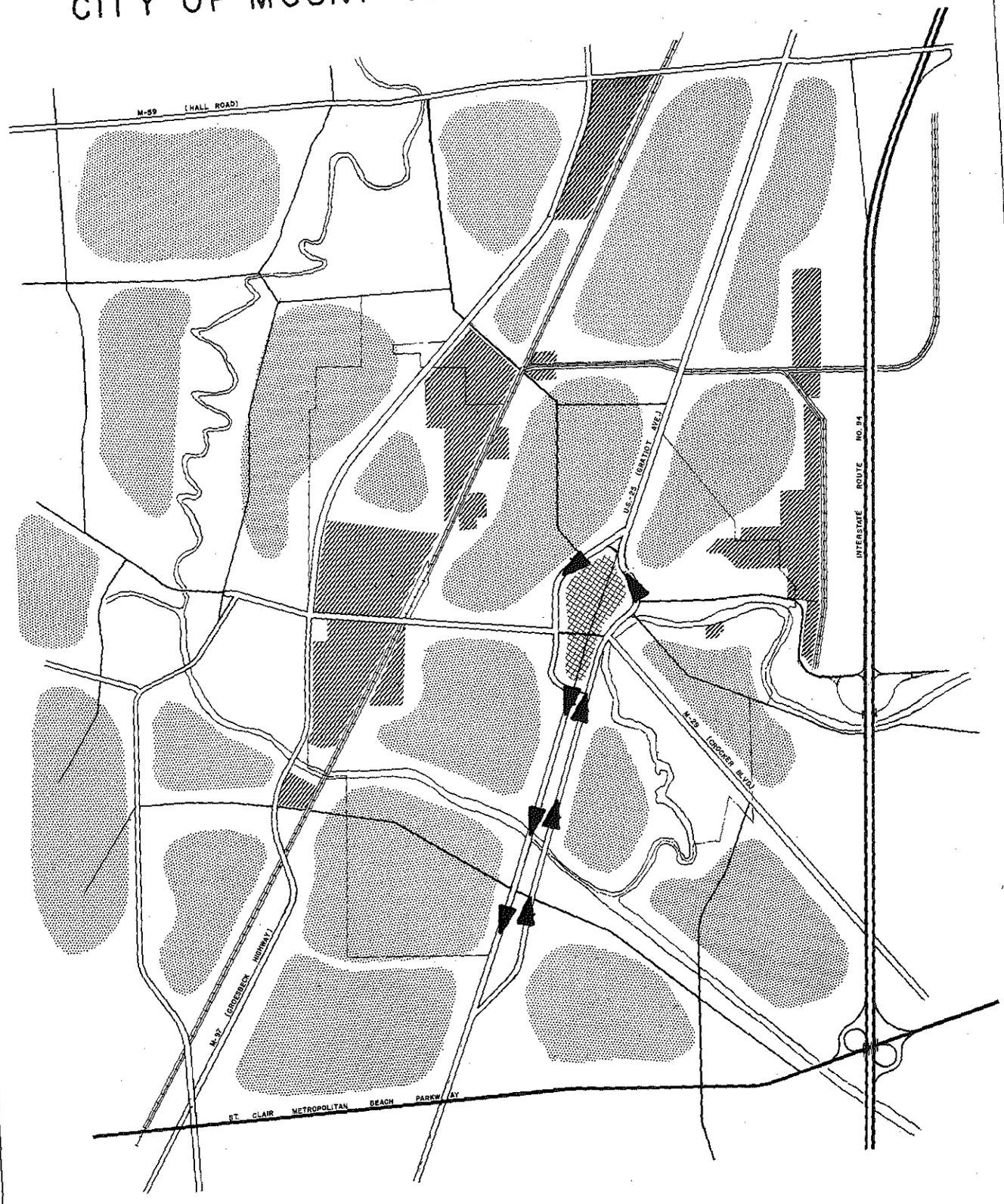
The only east-west trunkline near the city is M-59 (Hall Road), located approximately one mile north of the city. This trunkline provides a direct route from US-16 near Howell to Mount Clemens. The route also serves Pontiac and Utica west of the city and New Baltimore east of the city. Future plans call for relocation of most of this route as a divided controlled access facility. The relocation study should include an analysis of the long-range function of the route and a complete analysis of traffic which uses M-59.

In addition to the state trunkline system, the Huron-Clinton Metropolitan Authority has constructed the Metropolitan Parkway just south of the city. The parkway provides direct access to Metropolitan Beach, which is one of the major traffic generators in the area, from Moravian Drive, M-97, US-25, Harper Avenue, Interstate Highway 94 and other major streets in the area. Plans call for construction of two additional lanes to make the parkway a divided roadway.

STREET AND THOROUGHFARE PLAN

A general development plan was prepared by the Planning Commission and their planning consultants, Geer Associates, in 1958. The Street and Thoroughfare Plan, which is a part of this report, received approval by the City Commission on August 18, 1958. It is illustrated on Plate II.

CITY OF MOUNT CLEMENS



STREETS AND THOROUGHFARE PLAN

LEGEND

- INTERSTATE ROUTE
- PRINCIPAL THOROUGHFARE
- MAJOR STREETS

GENERALIZED LAND USE

- CENTRAL BUSINESS
- INDUSTRIAL AREA
- RESIDENTIAL AREA

N

0 1000 2000 3000 4000 5000

PLATE II

The major street system proposed provides access between the residential areas and the larger traffic generators of the city, yet helps to form the natural boundaries of the residential neighborhoods. In addition to the major streets, other features which determine the neighborhood boundaries are the Clinton River, Clinton Canal, railroads, parks, commercial developments, industrial areas, public and semi-public land uses, and flood plain land.

The major street system also provides for the movement between industrial areas and between the large commercial areas.

Trips from the areas outside of the city to the major traffic generators are also provided for by the recommended major street system.

CENTRAL BUSINESS DISTRICT

The central business district is the focal point of most of the radially designed major streets in the city. Thus, excellent access is provided to it. The Downtown Commercial Plan, which appeared in the General Development Plan, (Plate III) indicates in detail the goal of the plan to redevelop the area.

The need for such redevelopment has become more and more apparent in recent years. As new shopping facilities have developed in the suburban areas, the older shopping areas have been unable to compete with the advantages offered in these new centers because they were not built for today's needs. The advantages of a greater diversity of goods and established shopping habits of people are outweighed greatly by the disadvantages inherent in the older central business district. As stated in the General Development Plan, the present street system does not permit the separation of the pedestrians from the heavy traffic in the shopping area; adequate parking is not available; there is no overall organization of the area from either the aesthetic or functional point of view and business is spreading out over too large an area for satisfactory one-stop shopping. These disadvantages will discourage new families who move into the area from becoming customers in the central business district.

At the present time, US-25 (Gratiot Avenue) passes through the central business district as a two-way street. From the south city limits to Cass Street, Gratiot is 46 feet wide. From Cass Street to Market it is 64 feet and from Market to the north city limits it is only 40 feet wide.

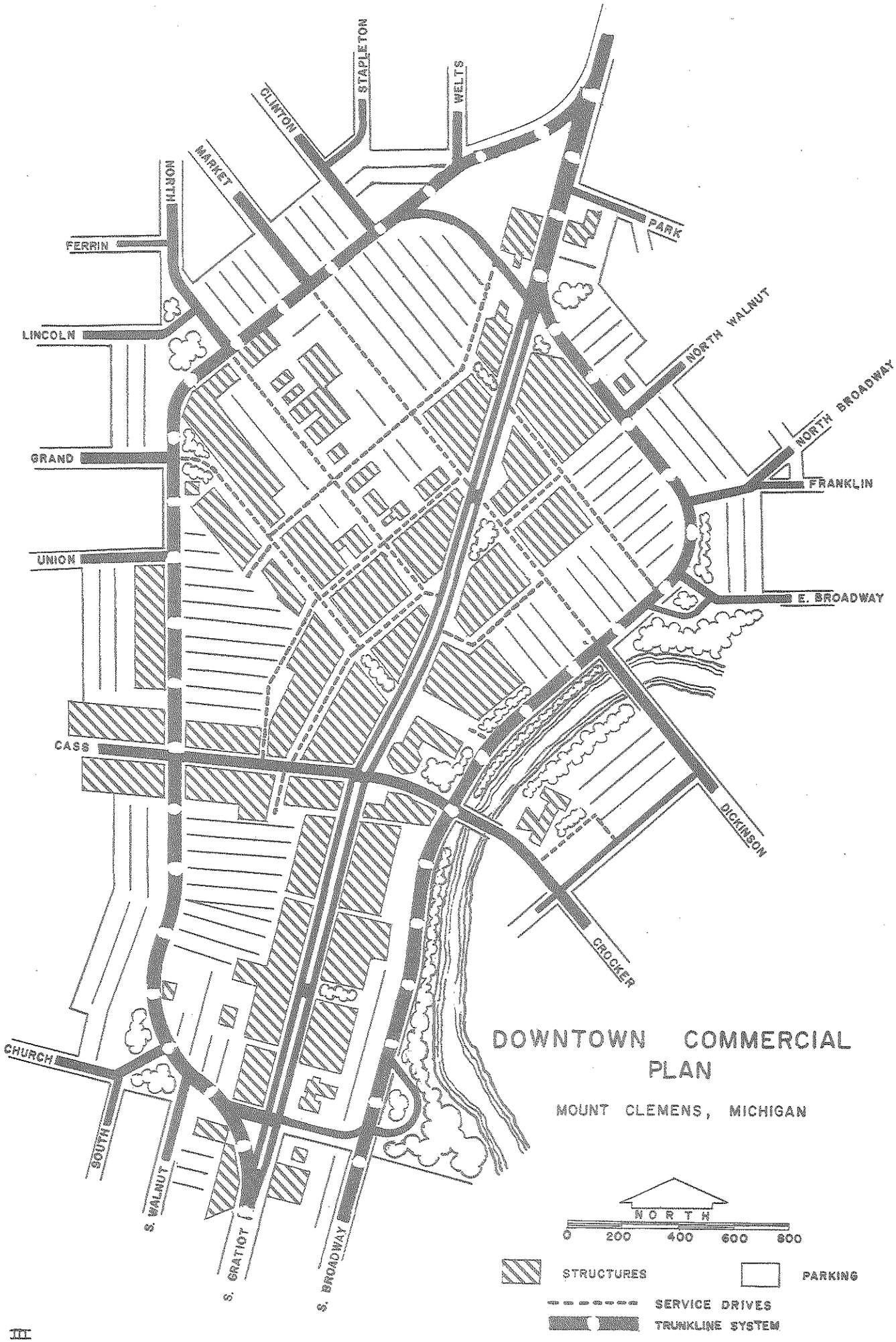

STAPLETON
WELTS
CLINTON
MARKET
NORTH
PARK
FERRIN
LINCOLN
NORTH WALNUT
NORTH BROADWAY
GRAND
FRANKLIN
UNION
E. BROADWAY
CASS
DICKINSON
CROCKER
CHURCH
SOUTH
S. WALNUT
S. GRATIOT
S. BROADWAY
DOWNTOWN COMMERCIAL PLAN
MOUNT CLEMENS, MICHIGAN
NORTH
0 200 400 600 800
STRUCTURES
PARKING
SERVICE DRIVES
TRUNKLINE SYSTEM

PLATE III

The Plan calls for a one-way perimeter drive around the central business district to completely remove through traffic from the central shopping area and provide direct access to adequate off-street parking areas which will surround the area. Cass Avenue and Crocker Boulevard are the principal east-west streets which will provide access through the area and to the one-way perimeter streets. It is a policy of the Michigan State Highway Department that parking will be eliminated from all State trunklines either at the time of their improvement or when the need for additional capacity dictates that it be done.

The continued expansion of the off-street parking facilities as indicated on Plate III is a vital part of the plan if the State trunkline plan is to be effectuated and parking removed therefrom.

Other features needed to make the area a sound shopping center are also provided for in the Downtown Commercial Plan.

The improvement and use of South Broadway and Mullet as part of the one-way perimeter street system is completely coordinated with Urban Renewal Project R-7, as illustrated on Plate IV, which is being carried out at the present time by the city. Needed street alignment changes and bridge locations are considered in the project area plan. The proposed land uses in the renewal area will be compatible to the street system. Substantial progress is being made in providing off-street parking as part of the project. As additional land is cleared, open landscaped areas will be developed.

THE TRUNKLINE PLAN

The integration of the trunkline system with the adopted Street and Thoroughfare Plan is illustrated on Plate V.

There will be a considerable reduction of the through traffic presently found on M-97 and US-25 when Interstate Highway 94 is completed. In a short time, however, traffic on these trunklines will again approach present volumes because people who presently use other routes, because of the congestion, will return to the trunklines. Greater vehicle volume will also result from the rapid development of the area.

PROPOSED URBAN RENEWAL PROJECT

MICHIGAN R-7 · CITY OF MOUNT CLEMENS

MACOMB COUNTY, MICHIGAN

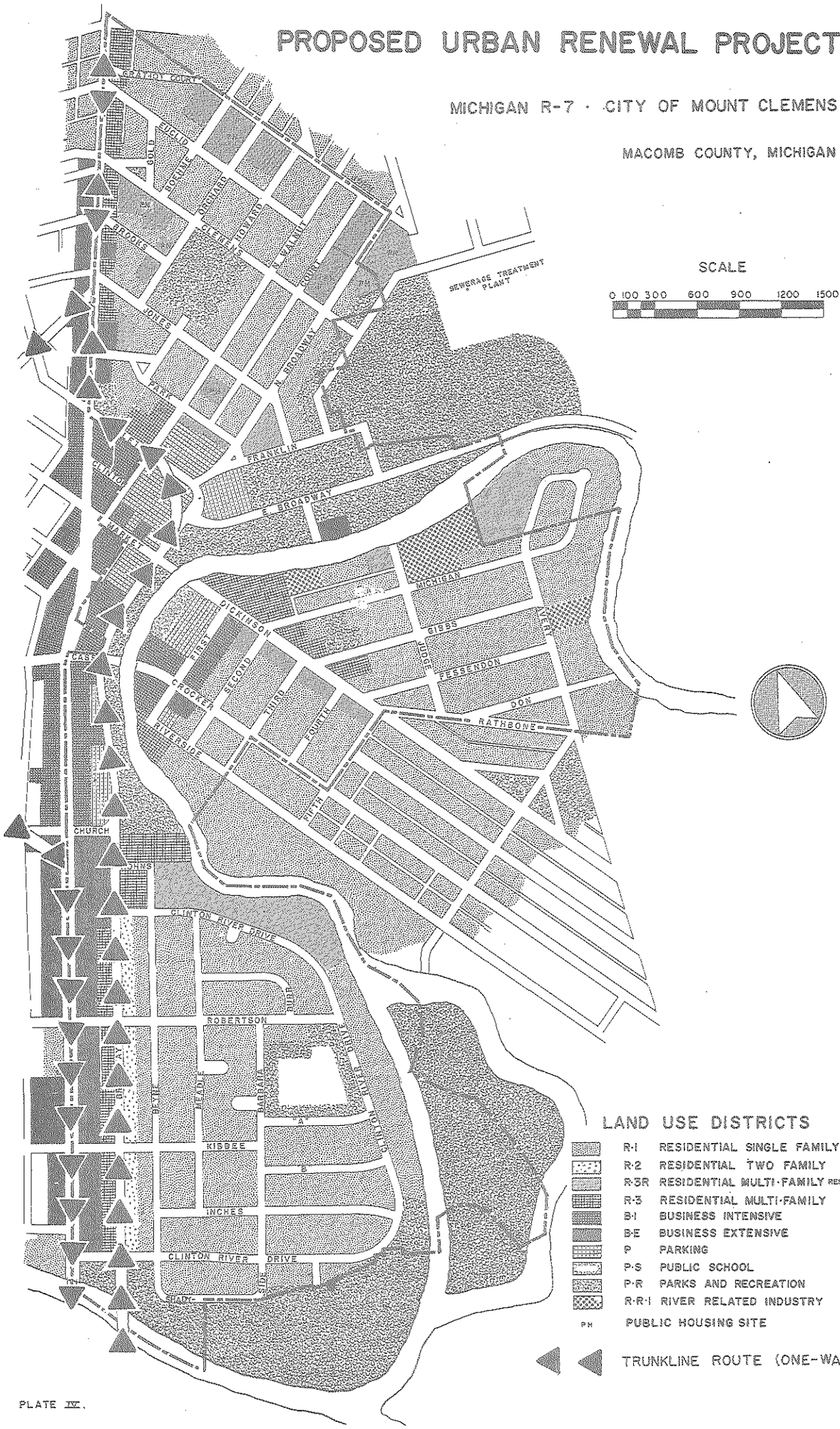


PLATE IV.

The 1958 average daily traffic near the south city limits on M-97 was 12,000 vehicles; near the north city limits there were 10,000 vehicles; and just south of M-59 there were 11,500 vehicles. When the through traffic is removed by Interstate 94, and assuming volumes return to their present level and substantially increase by 1975, the recent widening of this highway to five lanes should provide sufficient traffic capacity.

The first phase of the recommended one-way and perimeter street system involves the use of US-25 (Gratiot Avenue) as a south bound street from Mullett to the present dual highway south of the city. Paired with this south bound street will be a new north bound street commencing at the present dual roadway, from which point it will extend behind the commercial uses on the east side of Gratiot to a new bridge which will connect to Broadway. Broadway will be north bound to Mullett where the route will turn northwesterly on Mullett and tie into Gratiot. This one-way system should provide immediate relief for the congestion found in the central business district and south portion of Gratiot.

As the city progresses with its program of revitalizing the central business district, the second phase of the perimeter street system should be initiated. This involves the construction of a new south bound connector from Gratiot, in the vicinity of Jones, to North Avenue, thence via North and South Avenues to a point south of the central business district near Church Street where it would then be reconnected to Gratiot with proper turning radii. This segment of the one-way system will form the west boundary of the central business district and provide access to the off-street parking lots. Present Gratiot Avenue can then be freed of through traffic and can be used for access to the stores which front on it.

Completion of the second phase of the perimeter road system in the central business district will also enable the city to proceed with the final phases of their program of redevelopment in the area.

The one-way street system will provide the capacity for the estimated 40,000 vehicles which will be using it by 1975. However, immediately north of this area Gratiot is only 40 feet wide for approximately 3,000 feet where it becomes a dual highway just north of the city. Traffic estimates indicate that the average daily traffic on US-25 (Gratiot) just south of M-59 (Hall Street) will be 25,000 by 1975.

CITY OF MOUNT CLEMENS

STREETS AND THOROUGHFARE PLAN

LEGEND

- INTERSTATE ROUTE
- PRINCIPAL THOROUGHFARE
- MAJOR STREETS
- TRUNKLINE PLAN

GENERALIZED LAND USE

- CENTRAL BUSINESS
- INDUSTRIAL AREA
- RESIDENTIAL AREA

N

0 1000 2000 3000 4000 5000

PLATE V

In order to provide capacity for this many vehicles, US-25 (Gratiot) must be widened from north of the proposed perimeter road to the present dual facility.

The possibility of continuing the one-way streets north through this area was investigated. There is no practical way that such a program could be tied into the present Urban Renewal Program because little clearance is being done in this area. As can be seen on Plate V, the present street system would not lend itself to development as one-way streets. For many years the city has tried to provide for future widening of Gratiot by getting new buildings to set back from the right-of-way. Their program has been quite successful and there are only a few major buildings which would interfere with such a widening program.

As mentioned previously, M-59 is to be relocated and rebuilt in the future. At present, there is not enough information available as to the type of service this trunkline should provide. When this route is studied for relocation, it should be determined whether more direct access to the city is needed, either by moving the route south of the present alignment, or by a possible business route.

The Trunkline System proposed as an integrated part of the city's adopted major street system will provide the city with a high level of service for the foreseeable future.

It is recommended that the northbound portion of the one-way street system be the first phase; that the widening of Gratiot north of Jones Street be the second phase and the new southbound perimeter road be the third phase of the program.

OFFICE MEMORANDUM

MICHIGAN
STATE HIGHWAY DEPARTMENT
JOHN C. MACKIE, COMMISSIONER

July 1, 1960

File: 50000 C-35 (2)

To: R. Van Hoef, Director
Planning Division

From: Harold G. Bauerle, Director
Traffic Division

Harold G. Bauerle

Subject: Mt. Clemens Trunkline Plan

We have reviewed your proposed trunkline plan for the City of Mt. Clemens which was submitted to us on June 30, 1960, and have the following comments and recommendations:

The proposed southbound circumferential one-way street is shown routed back to existing US-25 (Gratiot Avenue) in the vicinity of Church Street. Engineering Report 1596 indicates that this connection is to be south of Robertson Street. Our only consideration in this matter, regardless of which location is used, is that a free-flowing type of connection based on 35-mile-per-hour design speed should be used. The Engineering Report indicates that construction of this type of facility in the vicinity of Church Street will cost considerably more than one constructed in the vicinity of Robertson Street. If the Church Street connection is used, then some consideration must be given to eliminating the multiplex street approaches in the area of South Street, Church Street, and Walnut Street so as to favor and, in fact, promote efficient operation of the southbound trunkline movement.

The report indicates that widening will be required from downtown Mt. Clemens north to the City limits. From 1975 traffic figures in the report, it appears that this facility should be widened to seven lanes in the future. It may be that a widening to five lanes would suffice as an interim basis. However, the existing 66-foot right-of-way would be just barely adequate for this type of facility. Additional right-of-way would, of course, be required for the seven-lane pavement.

Other than the above two specific comments, we would like to point out that, wherever the trunkline continuity turns a corner, consideration must be given to provision of adequate turning radii commensurate with the design speed of the facility.

HGB:MNC:vio

cc: S. J. Levine