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Hastings

STATE HIGHWAY PLAN

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Hastings

STATE HIGHWAY PLAN

S U M M A R Y O F F I N D I N G S

Highways are the most important transportation element in Barry County and Hastings is the hub of this network. These traffic arteries bring people into the city for shopping, cultural activities and work. Hastings, however, is not the only urban area important to Barry County residents.

Persons living in this area are heavily dependent upon employment sources located outside the county. Battle Creek is an especially important job site for Barry County residents. The Michigan Employment Security Commission has classified this county as being part of the Battle Creek labor market area. Although Hastings is the only shopping center of any size in Barry County, retail sales have not been keeping pace with increases in disposable income. It appears that many county residents are doing much of their shopping in the nearby larger cities.

Employment centers and available lake frontage have caused the most significant rates of population growth to occur near Hastings and along the southern and western tiers of townships in Barry County. These are the areas that demonstrate the most significant new residential development, while Hastings shows the most concentrated commercial and industrial build-up. The most important recreational land use feature in the county is the Yankee Springs Recreation Area, which is the fifth most popular state camping site. Plans call for the improvement of this facility, including provision of more camping places.

A majority of traffic using state highways in Hastings has a terminal within the city. It appears, therefore, that Hastings should be provided with a highway penetrator, rather than be completely bypassed. The Department of State Highways, in conjunction with the Hastings Planning Commission, has endeavored to plan routes that will best serve the needs of the local area and state highway users.

Studies conducted by the Michigan Department of State Highways indicate that there are serious problems on the portions of M-37 and M-43 on Green Street in Hastings, and in rural areas south of Hastings. These routes are winding and hilly due to many lakes and rolling terrain. It would be costly to improve them on existing alignments and they would still not carry increasing numbers of vehicles as safely and efficiently as is desirable. Therefore, it is evident that some alterations to the existing highway system must be made.

Recommendations

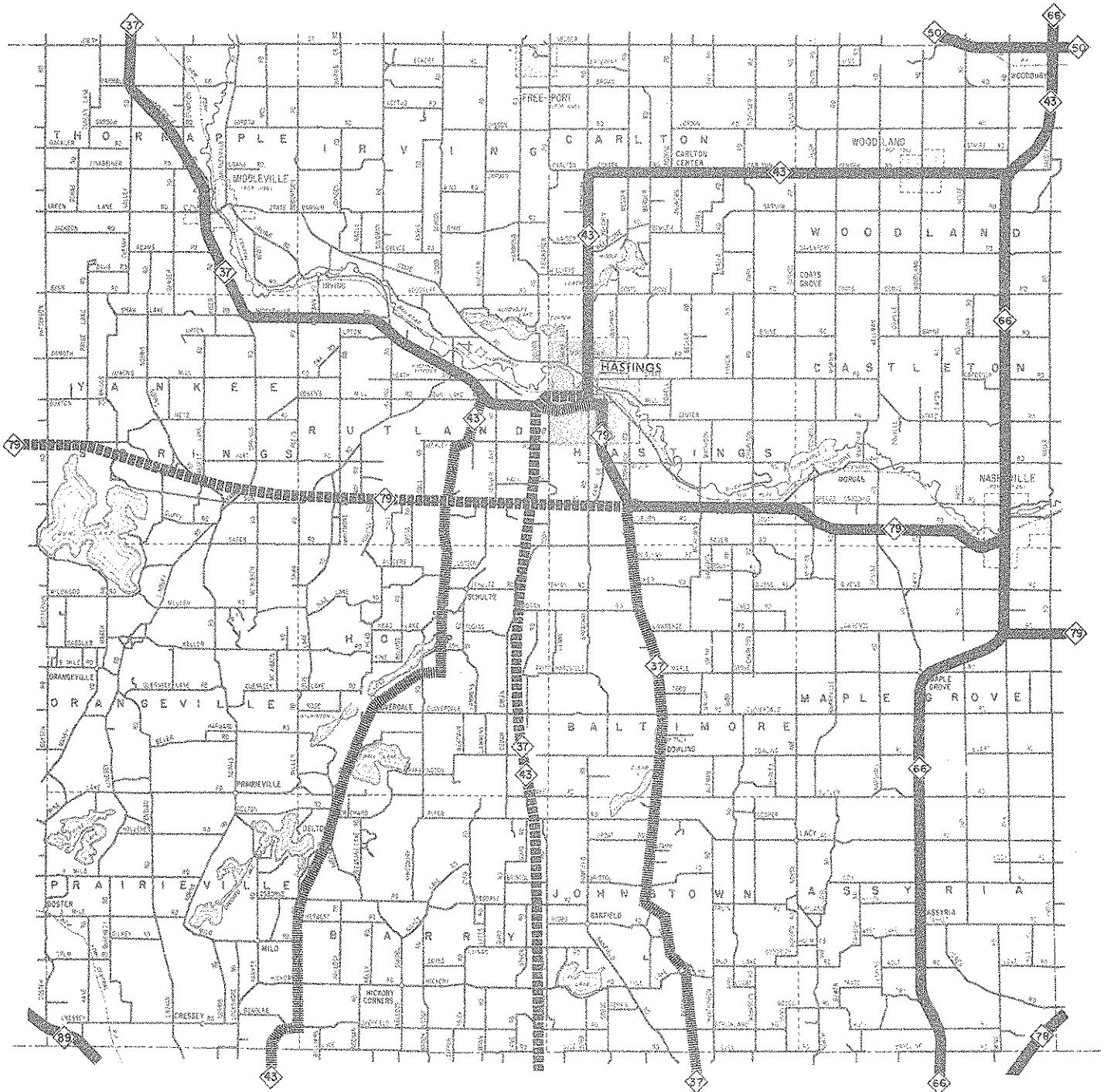
Highway conditions and traffic needs in the Hastings area have been carefully analyzed. The findings of this report indicate that some of the solutions that have been studied would be more beneficial than others. Recommendations are presented in two categories; one for the Hastings area and the other for the City of Hastings. Proposals are further broken down within each category to indicate improvements that should be made during the next 20 years and those that should be made beyond the immediate 20-year planning period. The longer-range planning recommendations will, however, be subject to review before implementation.

Hastings Area




20-Year Planning – The Systems Planning Section of the Planning Division has recommended that a new route be constructed that would serve the functions of both M-37 and M-43 south of Hastings (see Map 1). This is Alternative VI. It appears that the most advantageous southern connection for such a relocation would be to Dickman Road, west of Battle Creek.

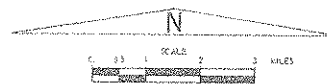
Longer-Range Planning – M-79 should be extended farther west (see Map 1). The optimum treatment would be Alternative IX, which is to continue M-79 as far west as US-131. This alternate is recommended for the Hastings area by the Systems Planning Section, but finances may initially dictate a more modest improvement. In this event, Alternative VIII (Extend M-79 Westward to the Proposed M-37/43 Relocation) could be implemented. This improvement could easily be incorporated into an eventual extension of M-79 west to US-131.

PROPOSED STATE HIGHWAYS



LEGEND

-  PROPOSED NEW CONSTRUCTION
-  EXISTING STATE HIGHWAYS
-  DELETIONS



SOURCE: ROUTE LOCATION AND PLANNING DIVISIONS, MICHIGAN DEPARTMENT OF STATE HIGHWAYS

PREPARED BY: PLANNING DIVISION, MICHIGAN DEPARTMENT OF STATE HIGHWAYS

Map 1

Recommendations

City of Hastings

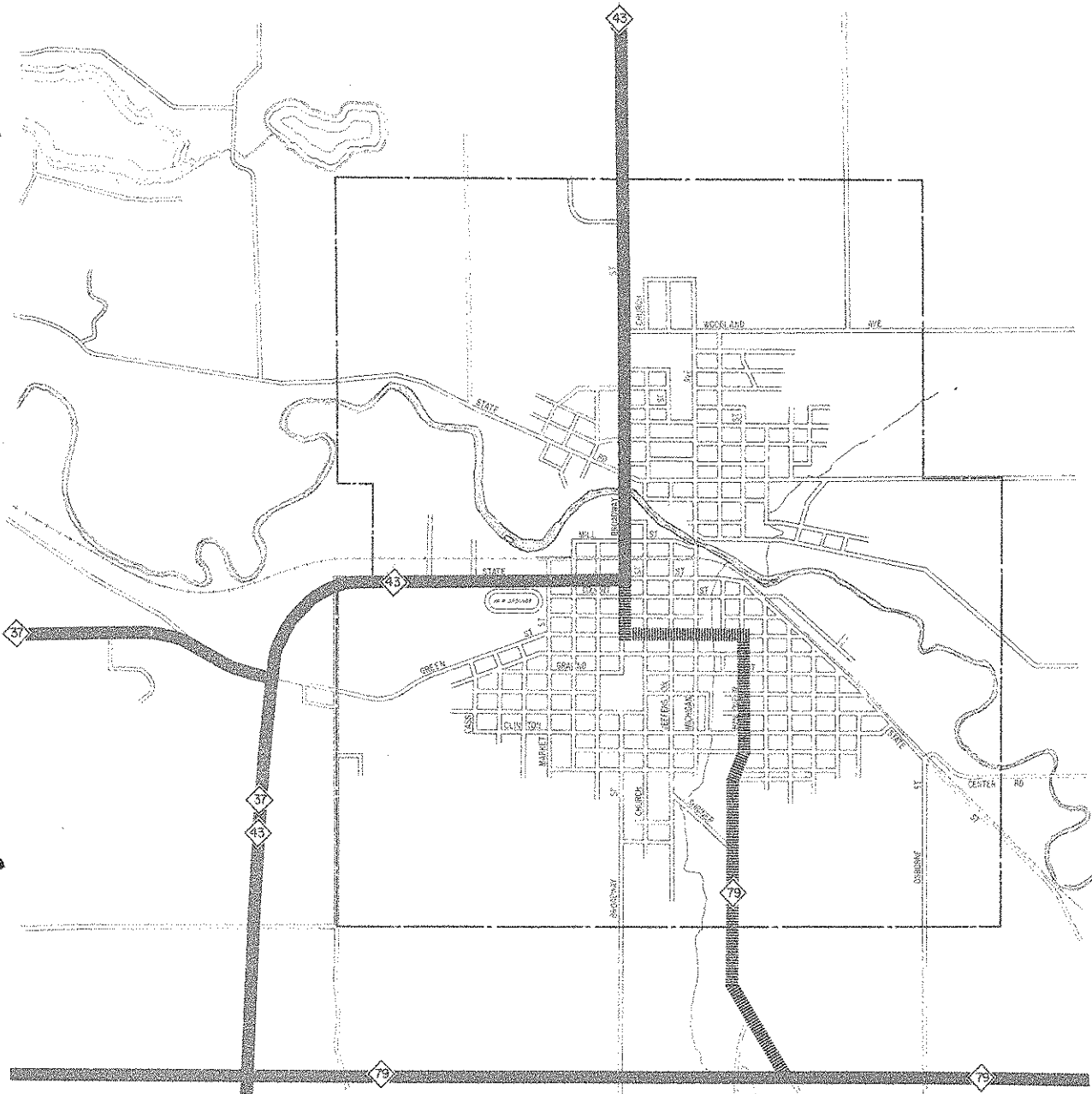
20-Year Planning – M-37/43 should be removed from Green Street and M-43 should be routed on West State Street (see Map 2). This is Alternative II, as described in the Planning Alternatives section. M-37 would bypass the city, and be routed from the proposed M-37/43 relocation (see Hastings Area – 20-Year Planning) back onto existing M-37 west of town. This would involve removing M-37 from Hanover and Green Streets. The portions of these streets now signed as M-37 and the section of Broadway from Green Street to State Street should then be signed as M-79 to permit the connection of M-79 with M-43 at the Broadway/State Streets intersection. This is Alternative III.

If the City of Hastings is able to construct the portion of their one-way loop west of Broadway to state highway standards, it would be possible to incorporate parts of it into the highway system. This possibility is discussed further in the Michigan Department of State Highways' Traffic Division "Review of 'Hastings State Highway Plan' " included at the conclusion of this report. With such an integration of state and local programs possible, there would be closer conformance to Hastings master plan proposals (see Map 6).

Longer-Range Planning – Alternative IV, which involves the removal of highway traffic from the Hanover, Green and Broadway Streets section described above (see Map 2), should be implemented, when traffic volumes require and when conditions warrant implementation of Alternative IX (Extend M-79 West of Existing M-37 to US-131).

PROPOSED STATE HIGHWAYS

REVISION



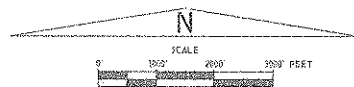
LEGEND

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 PROPOSED STATE HIGHWAYS

 INTERIM M-79

Map 2



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DEPARTMENT OF STATE HIGHWAYS

STEVENS T. MASON BLDG.
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May 26, 1966

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Mr. E. A. Bellenbaum
Chief Planning Engineer
Office of Planning

Dear Mr. Bellenbaum:

This letter presents the "Hastings State Highway Plan." Proposals made in this plan are the result of studies made by the Urban and Systems Planning Sections, in close cooperation with Route Location Division engineers and the Federal Bureau of Public Roads. Traffic Division personnel have also been of vital assistance in this endeavor.

Some proposals made in this plan go beyond the customary 20-year planning period. This approach permits coordination of all foreseeable highway improvements throughout the Hastings area.

State highway alterations have been developed as the result of close cooperation between Department of State Highways representatives and local officials and planners. Resultant recommendations generally complement the master plan formulated for the City of Hastings.

This publication can be used as a guide by local planners and developers. Its implementation should benefit residents of Hastings and Barry County and improve driving conditions for state highway motorists.

Sincerely,

A handwritten signature in cursive script that reads "Robert S. Boatman".

Robert S. Boatman, Director
Planning Division



Acknowledgements

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With the Participation of

U. S. Department of Commerce, Bureau of Public Roads

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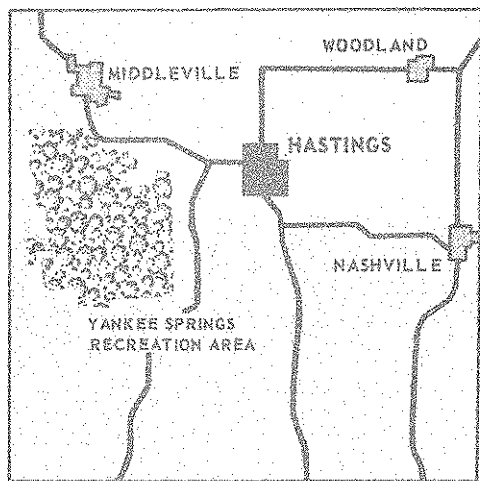
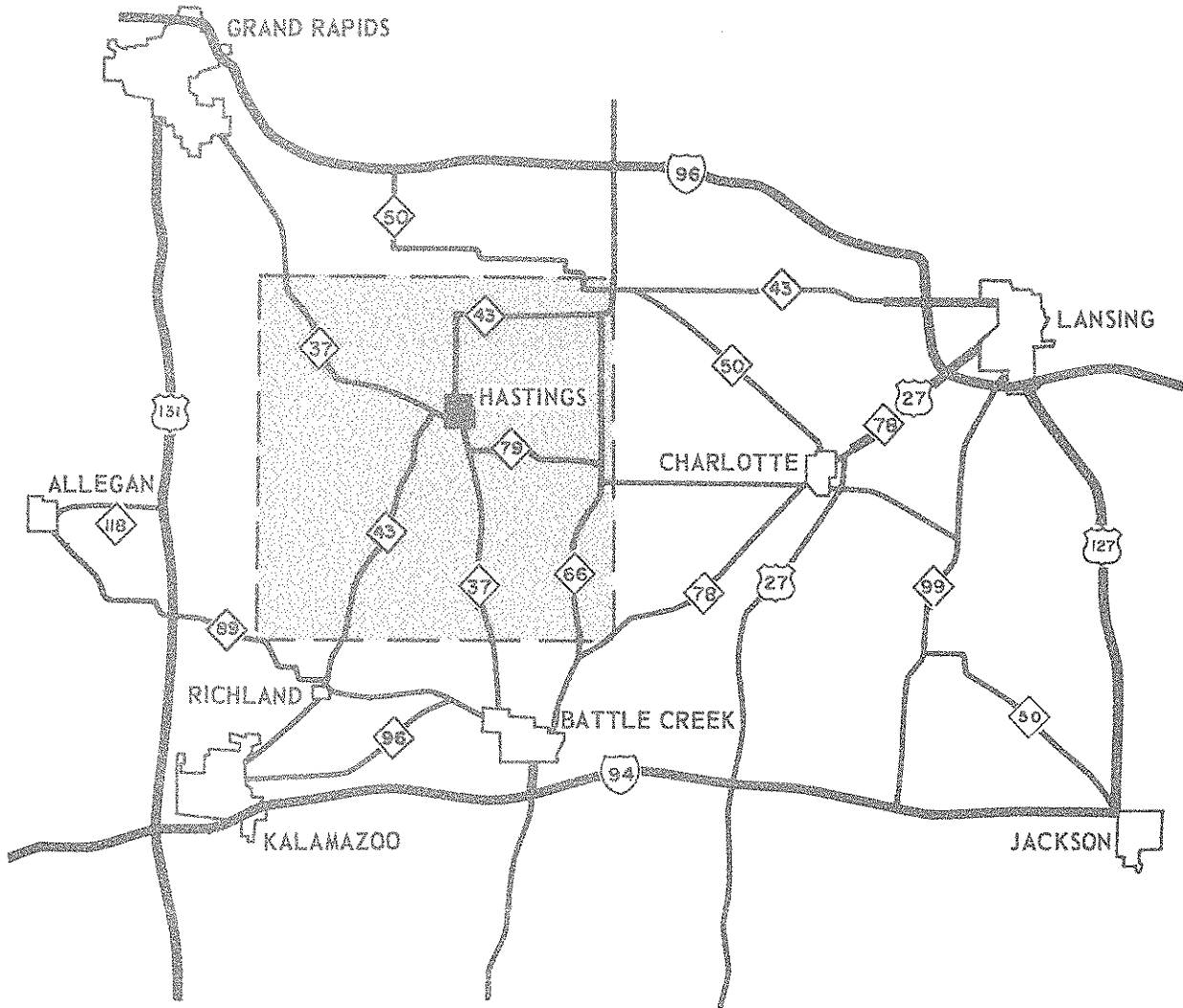
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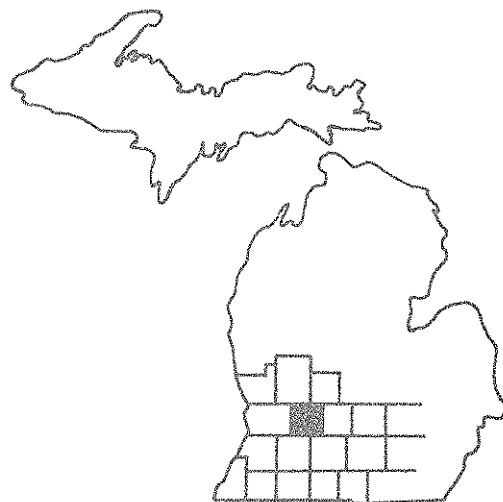
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GEOGRAPHIC LOCATION

MAP 3



BARRY COUNTY



KEY MAP

Introduction

The Michigan Department of State Highways has established the policy that before major state highway construction may be undertaken in any Michigan municipality, a highway plan must be formulated. It is the responsibility of the Office of Planning of the Michigan Department of State Highways to implement this policy.

Description of the Study Area

The Hastings study area consists of Barry County in its entirety, for purposes of this report. However, particular emphasis will be given to the analysis of the City of Hastings. The latter governmental unit exhibits the most concentrated urban development in Barry County (see Map 3).

Highway Planning Objectives

Past experience has demonstrated that a number of factors must be considered when making highway determinations. The task of the state highway planner is to weigh all pertinent information relating to highway use in a given area and determine a plan that will serve the needs of the state as well as local interests. This can be achieved best through close cooperation between state highway planners and local officials and planners.

Such coordination has been practiced for the purpose of formulating the recommendations presented in this report. In addition, proposals for the treatment of urban and rural portions of the Hastings area highway system complement one another as a result of cooperative efforts by the Urban and Systems Planning Sections of the Michigan Department of State Highways' Planning Division.

Highway planning inherently demands that adequate thought be given not only to improvement of existing conditions but that concepts be developed which will promote a highway system appropriate for the satisfaction of future traffic, safety and community development requirements. This will minimize the need for future alterations and improvements based upon expediency.

Introduction

Organization of the Report

The Inventory-Forecast section consists of a presentation of information relating to transportation facilities, economic and population factors and trends, land use development, schools and traffic characteristics.

The Analysis section shows the relationship that exists between the factors examined in the Inventory-Forecast portion of the report. It also contains an examination of what bearing these factors have on present and future highway needs of the study area.

The Planning Alternatives section contains proposals that are most feasible in the light of determinations made in the Analysis section. These proposals are not intended to be a rigid plan for the study area state highway system, but merely statements of alternative lines of action. Which action will be most advisable will depend upon the emerging development pattern of the territory under study and the availability of finances. Several possibilities for future change are discussed, with solutions proposed that would appear to be most advisable in light of currently available information.

A survey of transportation facilities is the initial step in the planning process concerning the future status of the Hastings area highway system.

Inventory- Forecast

Transportation Facilities

State Highways

M-37, M-43 and M-79 are the principal state highways serving the immediate Hastings area, with M-66 providing highway service to the eastern portion of Barry County (see Map 4). M-37 connects Hastings with Battle Creek and Grand Rapids, while M-43 is the main artery for Hastings area motorists wishing to reach Kalamazoo and Lansing. South of Hastings, these two routes are rather close together. M-79 serves east-west traffic movement in the Hastings area.

The Programming Division of the Department of State Highways scheduled the portion of M-37 from the south Barry County line to north of Dowling for improvements during the 1962-67 construction program. They also determined that serious surface, base and safety deficiencies exist on M-37 from the Hanover-Green Streets intersection to the west city limit.

Programming personnel also ascertained that improvements should be made on M-43, from M-89 in Kalamazoo County to M-37, during the 1962-67 period. Since deficiencies on these two routes were originally scheduled for correction, it has been decided that programmed projects be deferred until this planning report could be prepared.

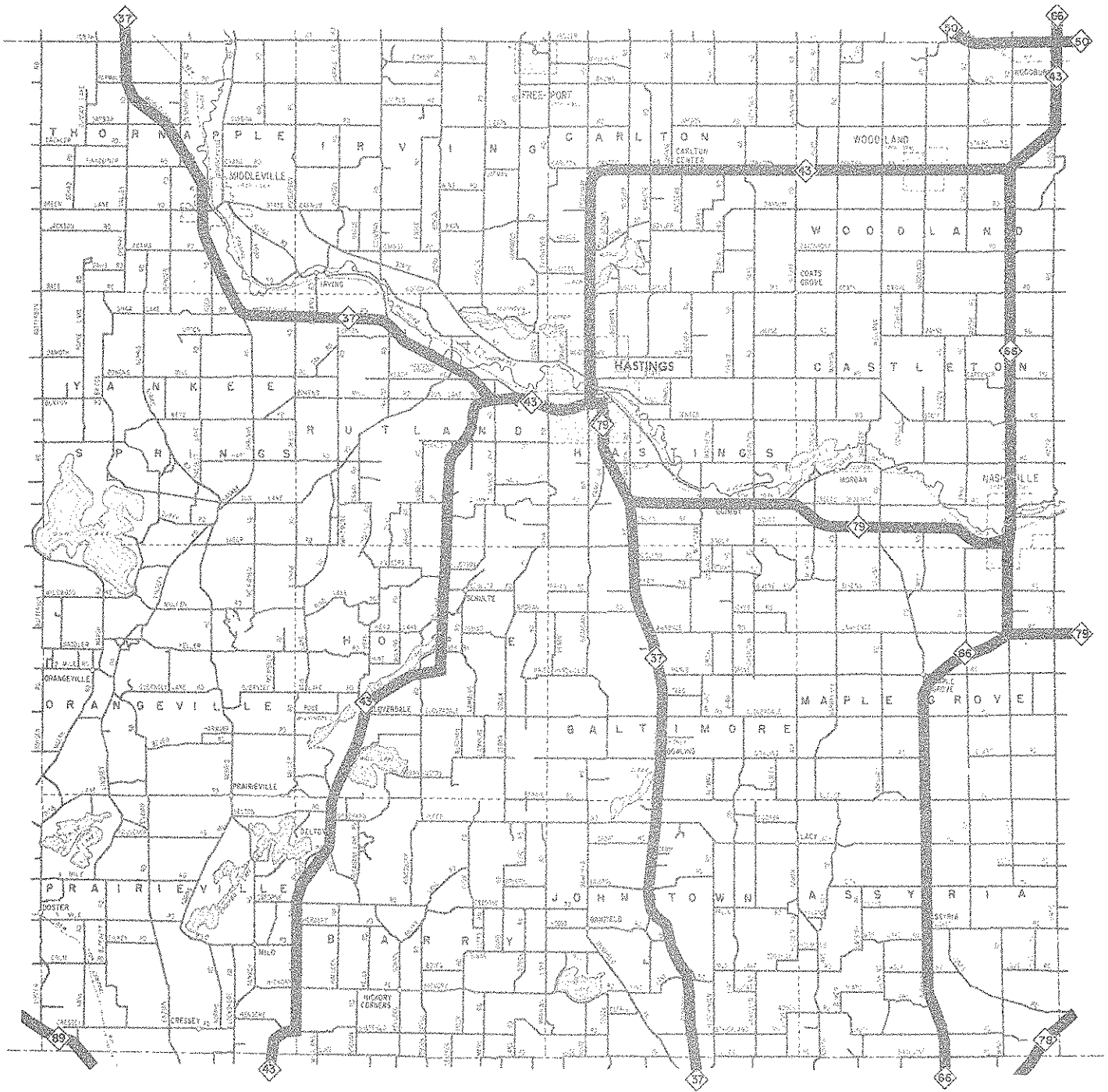
Local Streets and Roads

The most important local streets and roads serving the Hastings area are West State Road, which provides access to Hastings Municipal Airport and new residential development on the west side of Hastings and around Algonquin Lake; Woodland Avenue and Barber Road, serving commercial enterprises along Woodland Avenue and development around Middle Lake; and old M-79 (East State Street), which is an important route for industry in the southeast section of Hastings. These traffic arteries connect with and complement the state highway network in central Barry County.

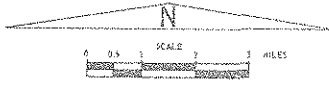
Bus Service

Hastings has no intracity bus service. Two intercity buses a day carry passengers and freight to both Grand Rapids and Battle Creek.

BARRY COUNTY STATE HIGHWAYS



PREPARED BY: PLANNING DIVISION, MICHIGAN DEPARTMENT OF STATE HIGHWAYS



SOURCE: MICHIGAN DEPARTMENT OF STATE HIGHWAYS

Map 4

Trucking

Barry County is adequately served by trucking firms, but no major trucking lines have terminals in this area. Existing state highways serve the principal corridors of traffic flow, but their alignments are often winding and hilly. These conditions frequently make it difficult for other vehicles to pass trucks, causing impendence of traffic flow.

Railroads

The New York Central System provides freight service to the Hastings area with a rail line that connects Grand Rapids and Jackson. Three trains pass through Hastings five to six days a week. The primary users of rail freight service in Hastings are; two coal yards, the E. W. Bliss Company, Hastings Manufacturing, The Tyden Corporation, Consumers Power Company pole yard and Hastings Aluminum Products.

Air Service

The Hastings Municipal Airport, which is 3.2 miles west, northwest of the city, is used by persons flying private aircraft. It also enables regular flights for the movement of freight.

Vehicle Registration Trends

The number of passenger cars registered in Barry County increased by 90 percent from 1940 to 1960 (see Table 1). This rate is slightly below that of the state (105.4 percent), but the rate was relatively more rapid for the county from 1960 to 1963. The number of passenger vehicles per 1,000 persons in Barry County was much higher in 1963 than it was for the state. Gains for commercial vehicles have also been impressive for Barry County when compared with Michigan.

All types of transportation facilities are integral parts of any economy. They influence development and are altered to respond to changing economic conditions.

Economics

Economic data has been gathered for Hastings and Barry County, for purposes of this study. Employment information for Barry County has been obtained for 1940, 1950 and 1960, but for only 1950 and 1960 for Hastings, because the type of data used in this report was not tabulated for the city by the Federal Bureau of the Census for 1940 (see Table 2). Employment data is for residents of the city and the county, regardless of their places of employment.

The largest numerical changes, between 1940 and 1950, for county residents came in the extractive and manufacturing categories. Extractive employment, which consists primarily of agricultural employment, declined by 27.5 percent. Manufacturing, however, rose by 105.6 percent. The increase in manufacturing more than offset the loss in agriculture. The net result was an overall resident employment gain of 25.8 percent. Much of the manufacturing increase probably came as a result of improved employment opportunities in Hastings.

VEHICLE REGISTRATION TRENDS

YEAR	PASSENGER CARS		COMMERCIAL VEHICLES		PASSENGER CARS PER 1,000 PERSONS		COMMERCIAL VEHICLES PER 1,000 PERSONS	
	MICHIGAN	BARRY COUNTY	MICHIGAN	BARRY COUNTY	MICHIGAN	BARRY COUNTY	MICHIGAN	BARRY COUNTY
1940	1,401,654	6,116	120,711	383	267	270	23	17
1950	2,117,662	8,550	221,797	764	332	327	35	29
1951	2,221,225	8,943	234,907	777	339	327	36	28
1952	2,219,817	9,181	239,669	823	331	329	36	30
1953	2,414,946	9,648	262,851	999	352	333	38	35
1954	2,474,907	9,831	285,108	1,119	352	340	41	39
1955	2,722,752	10,605	298,359	1,185	376	349	41	39
1956	2,736,036	10,932	307,842	1,316	364	348	41	42
1957	2,810,353	11,203	308,037	1,327	360	346	39	41
1958	2,704,202	10,758	340,806	1,915	344	333	43	59
1959	2,782,671	11,446	357,760	2,036	349	356	45	63
1960	2,879,225	11,621	354,765	2,160	368	366	45	68
1961	2,923,373	11,928	366,609	2,194	369	391	46	72
1962	3,010,559	12,618	378,793	2,373	379	403	48	76
1963	3,144,747	12,819	387,197	2,520	392	445	48	88
1980	4,992,013	NA	557,539	NA	489	NA	55	NA
% 40-50	51.1	39.8	83.7	99.5				
% 50-60	36.0	35.9	60.0	182.7				
% 60-63	9.2	10.3	9.1	16.7				
% 40-60	105.4	90.0	193.9	464.0				

1980 Projections - Programming Division,
Michigan Department of State Highways

NA = Not Available
SOURCE: Michigan Secretary of State

VEHICLE REGISTRATION TRENDS

Table 1

INDUSTRY EMPLOYMENT *

Group	HASTINGS			BARRY COUNTY					
	1950	1960	% Change '50-'60	1940	1950	% Change '40-'50	1960	% Change '50-'60	% Change '40-'60
Extractive	40	43	7.5	3,223	2,344	-27.5	1,416	-39.6	-56.2
Construction	133	83	-37.6	327	489	49.5	623	27.4	90.5
Manufacture	974	1,059	8.7	1,527	3,140	105.6	4,531	44.3	196.7
Transportation, Communication & Utilities	142	64	-54.9	238	426	79.0	432	1.4	81.5
Wholesale and Retail	496	443	-10.7	764	1,254	64.1	1,575	25.6	106.2
Services	588	573	-2.5	1,190	1,498	25.9	2,150	43.5	80.7
Other	104	133	27.9	266	344	29.3	640	86.0	140.6
Total	2,477	2,398	-3.2	7,545	9,495	25.8	11,367	19.7	50.7
Unemployed	77	142	84.4	712**	285	-60.0	603	111.6	-15.3
Total Civilian Labor Force (TCLF)	2,554	2,540	-0.5	8,257	9,780	18.4	11,970	22.4	45.0
Unemployment as Percent of TCLF	3.0	5.6		8.7**	2.9		5.0		

* Extractive includes agriculture, fishing and mining and consists primarily of agricultural employment. Services includes finance, real estate and insurance, business and repair services, personal services, entertainment and recreation, hospitals, education, professional and related. Other includes public administration and industry not reported. Wholesale and Retail includes food and dairy products stores, eating and drinking places, and other retail and wholesale trade.

** In 1940, these figures include persons in public emergency work.

EMPLOYMENT IS OF RESIDENTS REGARDLESS OF WHERE EMPLOYED

1940 employment data not available for Hastings.

SOURCE: United States Department of Commerce, Bureau of the Census reports.

INDUSTRY EMPLOYMENT

Table 2

Between 1950 and 1960, manufacturing employment showed a modest gain among Hastings residents, but this gain was more than offset by losses in construction; transportation, communications and utilities; wholesale and retail; and services. The result was a net loss of 3.2 percent in total city resident employment. At the same time, the county was again experiencing a loss in extractive, or primarily agricultural, employment but gained in all other types of job categories. While the city was gaining only 8.7 percent in manufacturing, the county rose by 44.3 percent, which helped account for an overall increase of 19.7 percent. Much of the increase in Hastings resident manufacturing employment is probably due to jobs provided within the city. However, it is likely that the large increase in county resident manufacturing employment can be traced to increased mobility of the labor force. Improved road construction and wide-spread ownership of automobiles have permitted employees to travel greater distances to work. Therefore, there are undoubtedly many Barry County residents working in the Battle Creek, Kalamazoo, Grand Rapids and Lansing areas. The Bureau of the Census indicates that 29.9 percent of Barry County residents work outside the county. This is more than twice as high as the state average of 13.9 percent. The Michigan Employment Security Commission has classified Barry County as being part of the Battle Creek labor market area.

Most urban communities in Michigan gained in wholesale and retail, and in services employment between 1950 and 1960, but Hastings experienced losses in these categories. This reveals the inclination of Barry County residents to do much of their shopping in the large nearby metropolitan centers. This conclusion is reinforced by an examination of retail sales and effective buying income figures.

Both Barry County and Hastings have shown frequent drops in retail sales, with a net 1950-61 county sales gain of 14.9 percent and a city increase of only 1.4 percent (see Table 3). During the same period, disposable income, or income remaining after taxes, in Hastings rose by 68.8 percent and in the county by 79.7 percent. Even though retail sales increased more in the county than in the city, both units failed to keep pace with income increases. Vigorous market centers will show a much higher rate of increase for retail sales than they will in disposable income, because many sales will be made to persons who are not residents of the market center.

The 1950 to 1960 trend in unemployment for both the county and city was upward. The 1960 city rate of 5.6 percent and the county rate of 5.0 percent, however, compare favorably with the state figure of 6.9 percent.

Between 1950 and 1960, 32.3 percent of the population increase was accounted for by immigration in Barry County. This can be considered to be a healthy development when it is realized that immigration accounted for only 10.8 percent of the 1950-60 Michigan population gain. It is probably due to the relatively favorable employment atmosphere in the vicinity of Barry County. Even though unemployment rose among residents of Barry County and Hastings from 1950 to 1960, nearby metropolitan employment centers appear to continue to make Barry County an attractive place in which to live.

Prediction of future employment for Hastings is difficult, because data on resident employment by industry is available for only 1950 and 1960. However, if future employment trends follow developments indicated by the information on hand, it is unlikely that extensive employment changes will occur for Hastings residents.

Employment opportunities for county residents have been increasing at a very respectable rate. From 1940 to 1960, county resident employment rose by 50.7 percent, compared to the state increase of 49.7 percent for the same period. If employment for county residents increases by approximately 23 percent each decade, as it did from 1940 to 1960, there should be about 21,000 persons employed by 1990. This would represent a rise of nearly 10,000 employed residents over the 1960 figure of 11,367.

Year	RETAIL SALES (Add 000 to Dollar Amounts)				DISPOSABLE INCOME (Add 000 to Dollar Amounts)			
	Hastings	% Change	Barry County	% Change	Hastings	% Change	Barry County	% Change
1950	\$11,811		\$19,443		\$ 6,195		\$24,614	
1951	12,457	5.5	20,507	5.5	6,214	0.3	24,742	0.5
1952	13,330	7.0	21,942	7.0	7,874	26.7	28,275	14.3
1953	13,011	-2.4	21,419	-2.4	8,380	6.4	30,051	6.3
1954	12,300	-5.5	20,249	-5.5	9,459	12.9	31,620	5.2
1955	15,996	30.0	24,610	21.5	10,270	8.6	34,096	7.8
1956	15,171	-5.2	23,463	-4.7	10,251	-0.2	34,167	0.2
1957	13,917	-8.3	21,460	-8.5	10,583	3.2	36,946	8.1
1958	13,323	-4.3	20,731	-3.4	10,133	-4.3	38,837	5.1
1959	12,957	-2.7	23,746	14.5	11,093	9.5	42,598	9.7
1960	13,041	0.6	24,095	1.5	10,231	-7.8	41,194	-3.3
1961	11,982	-8.1	22,338	-7.3	10,458	2.2	44,237	7.4
1950-61		1.4		14.9		68.8		79.7

RETAIL SALES / DISPOSABLE INCOME

Table 3

All dollar amounts have been adjusted to reflect the changing value of the dollar. 1947-49 equals \$1.00.

SOURCE: Sales Management Survey of Buying Power, 1951-62. Further reproduction is forbidden.

If the various employment facets of the study area's economy continue to develop according to recent trends, manufacturing should show the most significant increase while agriculture would continue to decline in relative importance. Manufacturing employment in Hastings has shown only modest gains recently, but in the county the increases have been impressive. This is probably due to many residents working in industries outside Barry County.

Economic developments will, inevitably, influence population distribution and composition. The next section of this report deals with this influence on Hastings and Barry County.

Population

Population growth in Hastings resulted in a 17.8 percent gain from 1940 to 1950 and a 4.6 percent increase from 1950 to 1960, for a 20-year gain of 23.2 percent (see Table 4). Growth for Barry County was 15.8 percent from 1940 to 1950 and 21.2 percent from 1950 to 1960, for a total 20-year gain of 40.4 percent. Both units were below the state's 20-year increase of 48.8 percent.

In-migration from 1950 to 1960 accounted for a larger proportion of the Barry County increase than it did for Michigan, even though the state overall rate of increase was higher than that for the county. This can be explained by the fact that the population of Barry County is older than the state population and the ratio of deaths to births is, therefore, higher in the county. This offsets the higher rate of in-migration in Barry County and makes its overall rate of population growth lower than for the state.

The most significant rates of increase in the county were recorded by the southern and western tiers of townships and by Rutland and Hastings Townships, abutting Hastings on the west and east, respectively (see Chart 1). Population increases in Rutland and Hastings Townships are typical for unincorporated areas in Michigan that adjoin cities, such as Hastings. Rutland and Hastings Townships both grew by 21.3 percent between 1940 and 1950. Rutland Township population increased by 68.2 percent from 1950 to 1960 and the number of Hastings Township residents grew by 38.3 percent during the same period. Rutland and Hastings Townships experienced population growth of 104.0 percent and 67.7 percent, respectively, from 1940 to 1960. Rapid growth along the western and southern fringes of Barry County, however, indicates that county residents are strongly oriented to the larger cities of Battle Creek, Kalamazoo and Grand Rapids. This tends to substantiate the opinion expressed in the previous section that Barry County attracts many residents from among persons employed in the large nearby urban centers.

In the Economics section of this report, 1990 resident employment for Barry County was estimated at 21,000. Based on past relationships of resident employment to population, this many employed persons should support a total county population of approximately 60,000. Hastings' 1990 population has been estimated by determining what proportion of county population has resided in Hastings, projecting this trend and applying it to the 1990 county population projection.

POPULATION INVENTORY

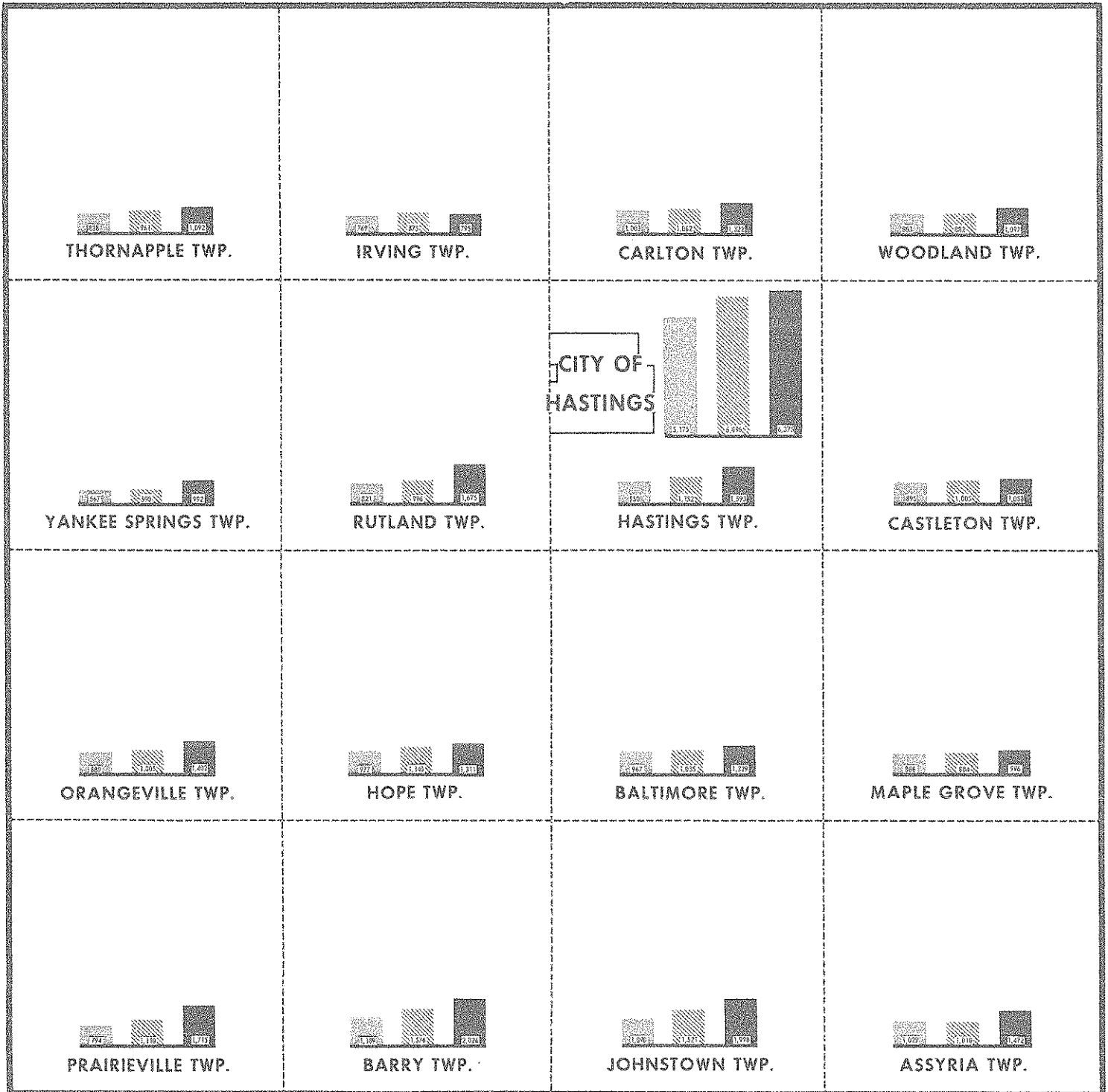
Unit	1940	1950	'40-'50 Change	'40-'50 % Change	1960	'50-'60 Change	'50-'60 % Change	'40-'60 Change	'40-'60 % Change
Hastings	5,175	6,096	921	17.8	6,375	279	4.6	1,200	23.2
Freeport	405	452	47	11.6	495	43	9.5	90	22.2
Middleville	833	1,047	214	25.7	1,196	149	14.2	363	43.6
Nashville	1,279	1,374	95	7.4	1,525	151	11.0	246	19.2
Woodland	402	410	8	2.0	374	-36	-8.8	-28	-7.0
Assyria Twp.	1,029	1,010	-19	-1.8	1,472	462	45.7	443	43.1
Baltimore Twp.	967	1,035	68	7.0	1,229	194	18.7	262	27.1
Barry Twp.	1,189	1,576	387	32.5	2,026	450	28.6	837	70.4
Carlton Twp.	1,003	1,062	59	5.9	1,322	260	24.5	319	31.8
Castleton Twp.	895	1,005	110	12.3	1,058	53	5.3	163	18.2
Hastings Twp.	950	1,152	202	21.3	1,593	441	38.3	643	67.7
Hope Twp.	977	1,140	163	16.7	1,311	171	15.0	334	34.2
Irving Twp.	769	875	106	13.8	795	-80	-9.1	26	3.4
Johnstown Twp.	1,090	1,521	431	39.5	1,998	477	31.4	908	83.3
Maple Grove Twp.	858	884	26	3.0	996	112	12.7	138	16.1
Orangeville Twp.	889	1,055	116	13.0	1,402	397	39.5	513	57.7
Prairieville Twp.	794	1,110	316	39.8	1,715	605	54.5	921	116.0
Rutland Twp.	821	996	175	21.3	1,675	679	68.2	854	104.0
Thornapple Twp.	838	961	123	14.7	1,092	131	13.6	254	30.3
Woodland Twp.	883	882	-1	-0.1	1,097	215	24.4	214	24.2
Yankee Springs Twp.	567	590	23	4.1	992	402	68.1	425	75.0
Barry County	22,613	26,183	3,570	15.8	31,738	5,555	21.2	9,125	40.4
Michigan	5,256,106	6,371,766	1,115,660	21.2	7,823,194	1,451,428	22.8	2,567,088	48.8

SOURCE: U.S. Bureau of the Census

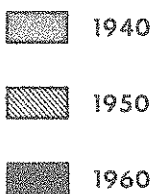
POPULATION INVENTORY

Table 4

BARRY COUNTY POPULATION TRENDS



LEGEND



SOURCE: BUREAU OF THE CENSUS, U.S. DEPARTMENT OF COMMERCE

PREPARED BY: PLANNING DIVISION, MICHIGAN DEPARTMENT OF STATE HIGHWAYS

Chart 1

In 1940, 22.9 percent of county population resided in Hastings. This figure rose slightly in 1950, but by 1960 had dropped to 20.1 percent. A decline of 2.8 percent in share of total county population thus resulted, between 1940 and 1960 in Hastings. Although a gradual increase in Hastings' population is expected, the city's relative share of county population will decline to 15.9 percent by 1990, if past trends continue. Therefore, of the 60,000 persons estimated for Barry County, Hastings would have a 1990 population of about 9,500. This is the same 20-year estimate contained in the 1964 Hastings master plan.

The most significant population growth in Barry County, outside of Hastings, will probably continue to occur in the townships adjacent to Hastings and in those along the west and south sides of the county. Such growth should be particularly evident in the townships nearest Battle Creek and Kalamazoo.

The growth, composition and changing distribution of an area's population will inevitably affect the character of land use. These two factors will, in turn, have a strong influence on future highway requirements.

Land Use

Agricultural and undeveloped land composes most of Barry County. The principal urban concentration is Hastings, which contains the most significant commercial, industrial and residential development in the county (see Map 5). Nearly all of the commercial activity is centered in the downtown portion of Hastings, primarily east of Broadway on State Street. Most of the remaining commercial development is on Woodland Avenue in the north part of town and along South Hanover Street. There is also a concentration of business and semi-industrial buildings just west of Hastings on M-37.

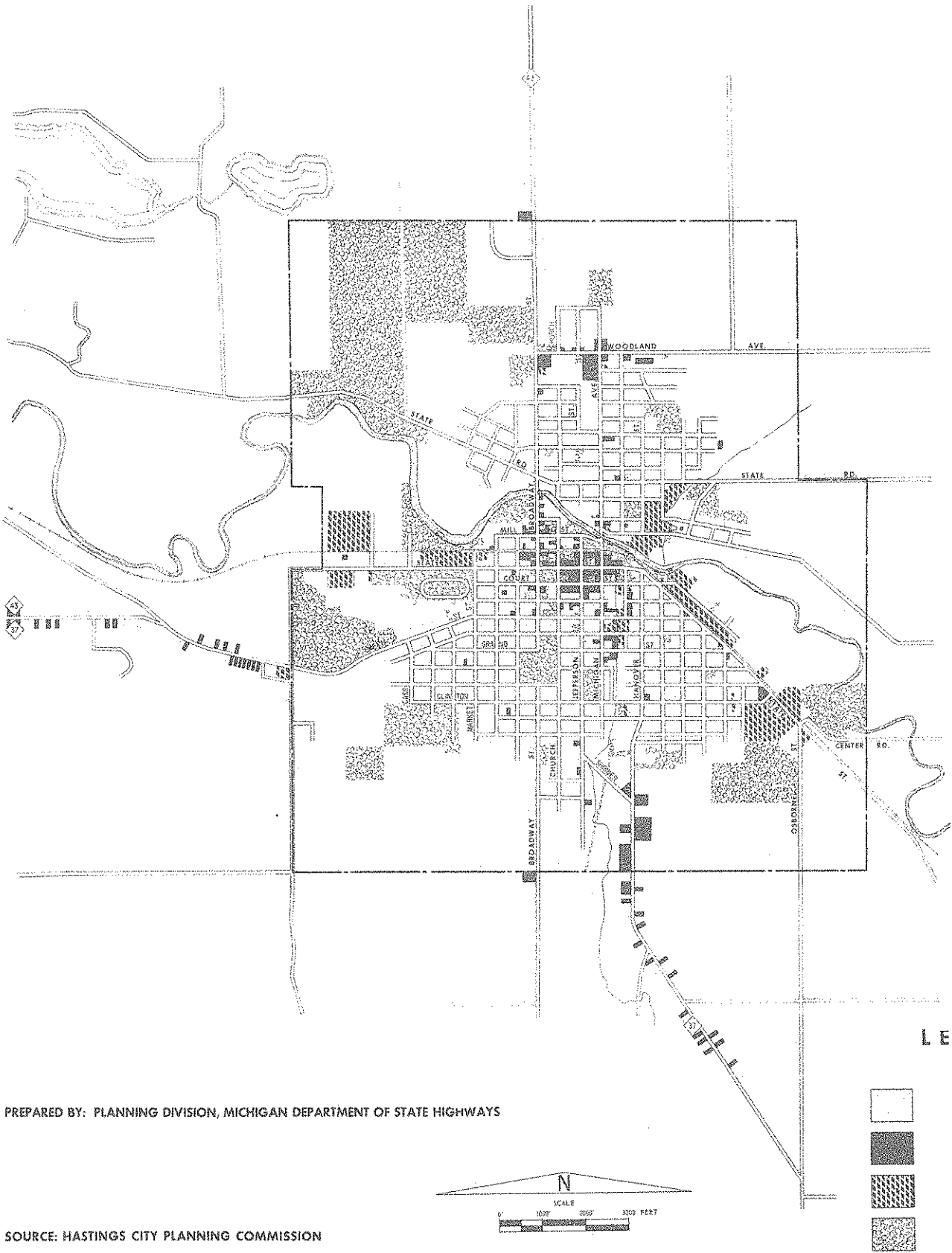
Industry is concentrated in four sections of the city; along West State Street, on East State Street between the central business district and the east city limits, south of the downtown area between Michigan and Hanover Streets and northeast of the business district on Mill Street.

Most of the remaining developed portion of the city consists of residential areas. Single-family homes constitute the majority of such areas, but there are some multiple-family dwellings, most of which are concentrated in the central portion of the city.

Excepting an area in the northwest part of town, all residential sections of Hastings contain, or are in proximity to, an elementary school as shown on the existing land use map. A new elementary school is proposed for the northwest section of town and a new high school is planned in the vicinity of the athletic fields in the southwest portion of Hastings. The possibility of an elementary school on Green Street is also contemplated in the Hastings master plan.

Future commercial and industrial development is expected to occur primarily in areas where it already exists, but it will be more extensive (see Map 6). A major alteration would be to encourage industrial development along West State Street, with residences eventually being removed. Principal new residential development in the Hastings area is to be encouraged on the northeast, east and southeast fringes of Hastings.

EXISTING LAND USE



PREPARED BY: PLANNING DIVISION, MICHIGAN DEPARTMENT OF STATE HIGHWAYS

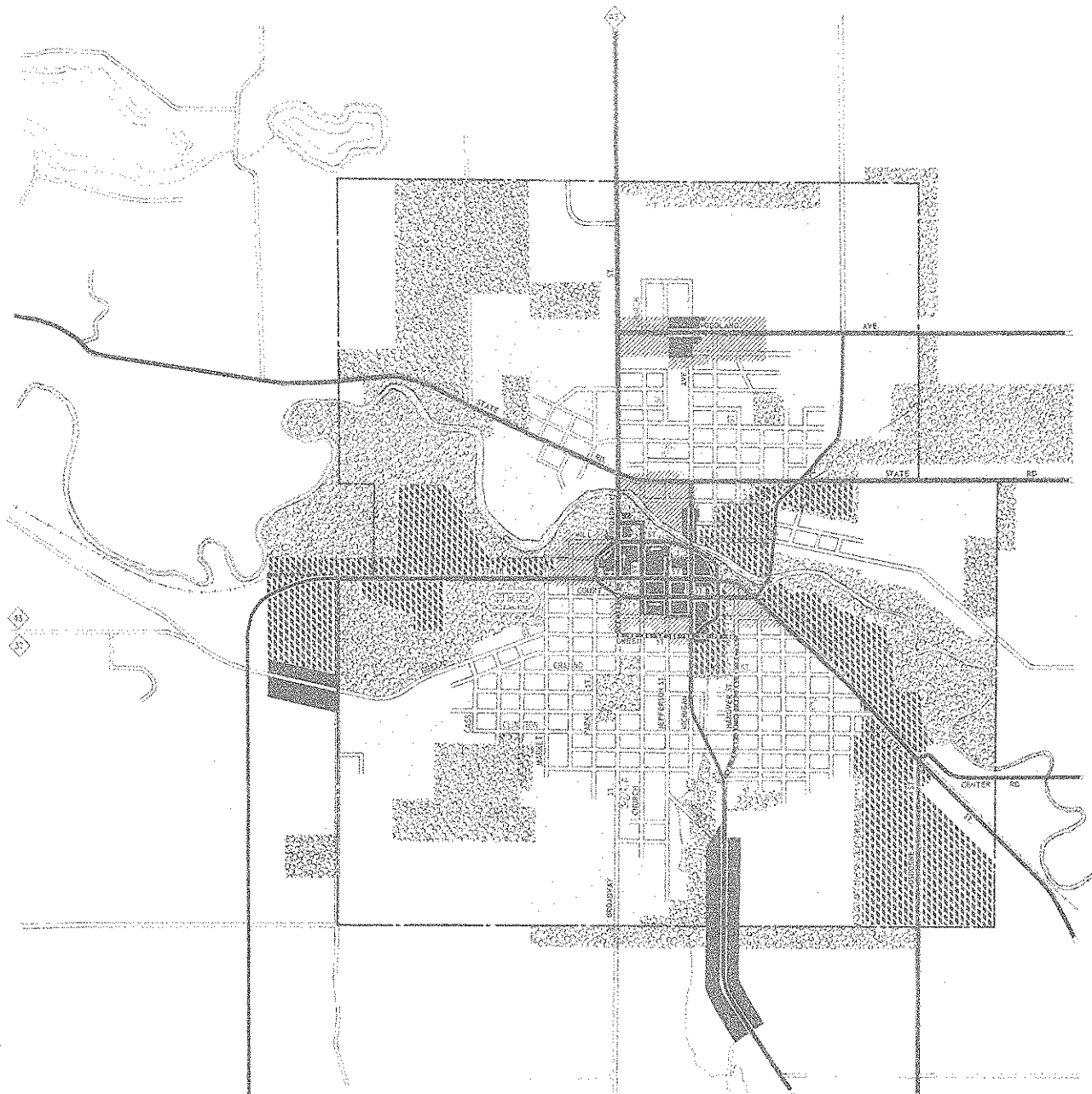
SOURCE: HASTINGS CITY PLANNING COMMISSION

LEGEND






- RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC AND SEMI-PUBLIC

Map 5

MASTER PLAN



LEGEND

-  RESIDENTIAL
-  COMMERCIAL
-  INDUSTRIAL
-  PUBLIC AND SEMI-PUBLIC
-  APTS. AND OFFICE BLDGS.

PREPARED BY: PLANNING DIVISION, MICHIGAN DEPARTMENT OF STATE HIGHWAYS

SOURCE: HASTINGS CITY PLANNING COMMISSION



Map 6

Yankee Springs Recreation Area, which is approximately nine miles west of Hastings, is the principal recreational facility in Barry County. It is one of the most popular of all the state parks in Michigan. State Department of Conservation figures show that the Yankee Springs Area accommodates the eleventh highest number of total park users from among 65 state parks and recreation areas. It is the fifth most attractive facility in comparison with 62 state parks with camping.

A 1964 origin and destination study was conducted by the Michigan Department of State Highways that indicates the areas which supplied campers to the various state parks and recreation areas. Of all camper days accounted for by Barry County residents that were spent at state facilities, 21.1 percent were spent at Yankee Springs. (A camper day is one day spent at a state park by one camper.) Yankee Springs Area was, by far, the most popular state-owned camping spot for citizens of this county. Barry County campers made up 13.9 percent of all campers using Yankee Springs.

Although Yankee Springs Recreation Area was the third choice among state camping areas for Kent County residents, they constituted by far the largest contingent from any Michigan county (19.3 percent). Kent County also provided the preponderance of day users, or park visitors coming for purposes other than camping (39 percent). Barry County rated third in this category, with 8.7 percent.

Other Michigan counties important as residences for Yankee Springs park users were Kalamazoo, Allegan, Calhoun, Ottawa and Ingham, in that order. It appears that the majority of traffic generated by this park emanates from areas generally west of Hastings.

Michigan Department of Conservation representatives anticipate that Yankee Springs, along with all other state recreational facilities, will serve increasingly larger numbers of persons seeking places to spend their leisure time. The shorter workweek is enabling more time that can be spent in pursuit of relaxation, and improved camping equipment and highways are making state parks more convenient and accessible.

The Hastings master plan indicates that wells now in use will provide water for anticipated growth for the next thirty years. According to this plan, "... the sewage treatment plant designed capability will still be adequate during the planning period, provided a separate storm drainage sewer system is built. It is proposed that a continuing improvement program be initiated for the extension of sewer and water facilities to all parts of the City included in the corresponding Service Areas." The zoning map, which is part of the master plan, is in conformance with this plan and is designed to promote implementation of planning proposals.

All types of land use generate traffic in varying degrees. The following section indicates past traffic characteristics in the Hastings area and the information presented serves as a basis for determining future highway needs.

Traffic

The Michigan Department of State Highways conducted a traffic study in 1955 that indicated characteristics of vehicular movement in the Hastings area (see Chart 2). There have been no radical economic, population or land use changes that would indicate that the general characteristics of traffic have changed in this area since 1955. Percentages of terminal traffic, or traffic having an origin or destination in the Hastings area, was 72.5 on north M-43; 59.2 on south M-37; 63.2 on Green Street, which carries vehicles moving to and from M-37, M-43 and Gun Lake Road west of Hastings; and 74.3 percent on what was then M-79 (now old M-79 or East State Street).

It is likely that much of the terminal traffic recorded on old M-79 continues to use that route even though it is no longer a state highway. M-79 has been routed west along Quimby Road to connect with M-37 south of Hastings. Most of the through traffic that previously entered on East State Street probably now enters on M-37 (Hanover Street).

Data for 1965 indicates that there are no unusually serious traffic accident problems on the Hastings highway system. No fatalities were reported as late as November, and most of the few injuries that occurred were minor. Over half of the accidents were related to turns or stops at intersections, which is not an unusual development.

The information in this section indicates that Hastings should continue to be penetrated by a state highway connection, because it is the origin or destination for a majority of traffic movement in this area.

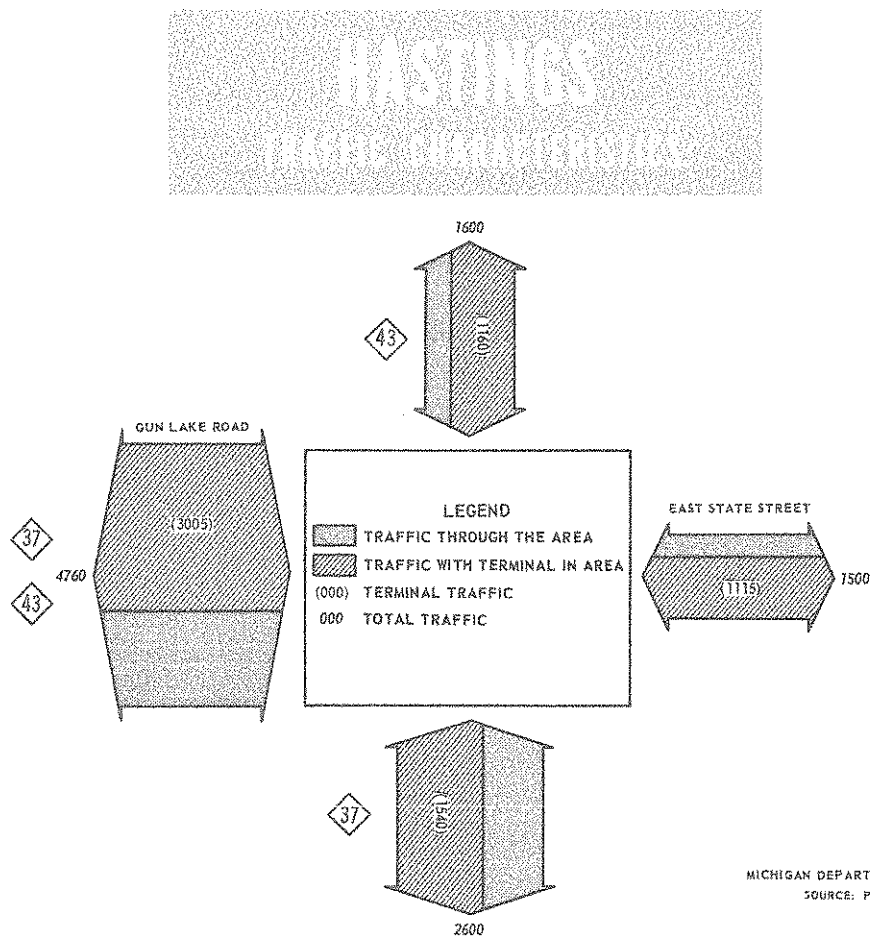


Chart 2

MICHIGAN DEPARTMENT OF STATE HIGHWAYS
SOURCE: PLANNING DIVISION

Analysis

Introduction

The preceding Inventory-Forecast section presents basic data. This portion of the report deals with analysis of the information that has been gathered.

The first step in this analysis is to study the relationship between data concerning transportation facilities, economics, population and land use. Each of these factors tends to influence and mold the others. Interaction among all facets of the study area serves to reveal emerging highway requirements.

An examination of traffic data is reserved for the second part of this section so that traffic characteristics can be studied in relation to other social and economic influences. Presentation of the advantages and disadvantages of various alternative highway systems in the study area follows this section. The selection of preferred alternatives is based upon the evaluation of traffic characteristics, as they relate to emerging patterns of social and economic developments.

Social and Economic Factors

Most of Barry County is devoted to agricultural and recreational pursuits. It features rolling topography and is dotted with 327 lakes. County roads and state highways are, therefore, often winding and hilly. These conditions required that the highway system be carefully scrutinized when it was determined that serious alignment and structural deficiencies would dictate extensive improvements.

Some of the older sections of state highway, particularly M-37 and M-43 south of Hastings, have not been built to carry present and future traffic as efficiently and safely as is desirable. Other alternatives have, therefore, been considered and they will be discussed later in this report.

Recent trends indicate the most pronounced growth in Barry County is around Hastings and along the southern tier of townships. It appears that future growth will follow this same pattern. Employment centers encourage population increases. Growth in the Hastings area is promoted by the provision of industrial and commercial jobs in and around Hastings, and development in the southern portion of Barry County is stimulated by existence of work opportunities in Battle Creek and Kalamazoo.

Employment declined and the rate of unemployment rose in Hastings between 1950 and 1960, but while the total civilian labor force, or the group of persons available for employment, and the actual employment for Hastings residents both declined, they were increasing appreciably in Barry County, and both units experienced lower unemployment rates than the state. Decreased employment and labor force among Hastings residents, in spite of a relatively low unemployment rate and gradual population increase, could have been caused by a combination of several factors.

Hastings residents who were 60 years of age or older in 1960 constituted a relatively high 18.8 percent of the city's population. The comparable group in Barry County made up 14.8 percent of the population and the figure was 11.7 percent for the state. Although the net gain from in-migration was higher for Barry County than for Michigan, most of this type of population gain in the county evidently occurred in portions of the county other than Hastings.

The gradual population increase in the city was, thus, mostly accounted for by natural increase and by retirees from out-county, and the working age groups were depleted through natural attrition. Additions to the population were principally in the younger and older, or non-working, age groups. This might explain the declining number of workers among Hastings residents even though the unemployment rate was held at a relatively low level.

Popularity of the Yankee Springs Recreation Area was discussed in the Inventory-Forecast section of this report. About 270 camp sites are now available on Gun Lake. The Michigan Department of Conservation plans to prepare 100 more camp sites in this area during the 1965-66 fiscal year and an additional 100 after this period. They also plan to extend the bathing beach on Gun Lake and eventually prepare 200 camp sites at Deep Lake, on the eastern side of the park.

Proposed improvements should add to the attractiveness of Yankee Springs Recreation Area and help to intensify its use by residents of the populous urban centers in southern Michigan and in Illinois, Ohio and Indiana.

All the social and economic factors discussed in this section will inevitably have an effect on highway traffic volume expansion and highway needs.

Traffic

Despite past indications of declining employment among Hastings residents, the city will continue to be a major employment center for the area, and thus an important generator of traffic. Residents of outlying areas will require good access routes to reach places of employment and businesses will need adequate highway connections to receive and ship goods.

Vehicle registrations are up in Barry County and this trend will affect future traffic needs. The higher volumes of vehicles are certain to place increased stress on the existing highway system.

Industrial development is being encouraged in Hastings. New industrial buildings have recently been constructed near the west city limit on West State Street. Established firms are periodically expanding. These developments encourage the expansion of traffic volumes in the Hastings area.

Another cause of increased traffic could be downtown commercial revitalization. This could be effectuated through implementation of the city's master plan, which is now being considered for official adoption.

Implementation of the previously mentioned plans to improve and expand recreational facilities at Yankee Springs Recreation Area could significantly increase traffic volumes in the Hastings area, particularly during the summer months.

The Michigan Employment Security Commission has designated Barry County as part of the Battle Creek labor market area. Bureau of the Census data shows that a higher proportion of Barry County residents depend on sources of employment outside the county than is the norm for counties in Michigan. This indicates that good highway connections to locations outside the county – and particularly to the south – are warranted. The Office of Planning has recognized the need to improve or replace these routes to enable expeditious and safe travel for motorists in this area.

The present highway system in the Hastings area features serious deficiencies. Hastings and the Michigan Department of State Highways have considered several alternative planning solutions to provide an improved highway system for the Hastings area.

Planning Alternatives

City of Hastings

20-Year Planning – Alternative Highway Arrangements

I. Improve Existing M-37/43 (Green Street)

Advantages

1. It provides state highway access to, but not through, the central business district (CBD).
2. It provides adequate state highway service to the industrial development on East State Street and north of the Thornapple River.
3. It serves the majority of area highway traffic, which has either an origin or a destination in the city, including vehicles destined for the areas mentioned above.

Disadvantages

1. Green Street would have to be widened. This could result in loss of many shade trees and, if a fifth lane were required for turning movements, additional right-of-way would have to be secured. The effects of this would disrupt residential amenities.
2. It does not provide as good service to the new industrial development along West State Street as would Alternative II.
3. It does not provide as direct service to the CBD as would Alternative II.

4. State highway traffic on Green Street creates a noise nuisance for the hospital.
5. If the school site on Green Street, indicated in "The Master Plan for the City of Hastings," is developed, arterial traffic would increase hazards for school children.
6. It does not conform to the "Arterial Street Plan" for the City of Hastings, which is shown on the master plan map.

II. Use West State Street and Broadway Street for M-43 (See Map 2)

THIS IS RECOMMENDED

Advantages

1. It would eliminate the need to disrupt residential development, as would be the case with improving Green Street, since only about three blocks on West State are devoted to residences. Even in this area the houses are set well back from the roadway.
2. Direct highway access would be provided the new industrial development on West State Street.
3. Adequate right-of-way is available through the residential development and, since the area to the west of town is relatively undeveloped, right-of-way acquisition would be comparatively inexpensive.
4. Use of this alternative would remove highway traffic from Green Street and reduce traffic passing the hospital.
5. State Street would not carry highway traffic past the site on Green Street proposed for a school in "The Master Plan for the City of Hastings."
6. It would route highway traffic directly to, but not through, the central business district.
7. If State Street were connected to a west M-37/43 bypass, traffic moving between south M-37/43 and north M-43 would encounter only one right-angle turn, as opposed to the two that must now be negotiated by traffic moving between south M-37 and north M-43.
8. It would conform to the street pattern shown in the "Arterial Street Plan" for the City of Hastings.
9. State highways would continue to be near the industrial development on East State Street and north of the Thornapple River. Even though M-37 would be removed from Hanover Street if the M-37/43 west bypass were constructed, M-79 would be continued in to the intersection of Broadway and State Street along the present route of M-37.
10. With the M-79 route described under advantage number 9, commercial development along Hanover Street would continue to receive state highway service.
11. By incorporating West State Street into the highway system, it would continue to serve the majority of area highway traffic, which has either an origin or a destination in the city.
12. Broadway Street has recently been improved and should adequately handle traffic during the 20-year planning period.

Disadvantages

1. This alternate would involve two-way traffic operation along all of West State and Broadway Streets that would constitute M-43. This would not conform to master plan proposals.

III. Retain the Hanover, Green and Broadway Streets Section for M-79, if Alternative II is Implemented (See Map 6)

THIS IS RECOMMENDED

Advantages

1. M-79 now adequately serves relatively low volumes of traffic.
2. If M-37 were removed from Hanover Street, it could be signed as M-79, which would continue to provide direct highway service to businesses along this street.
3. The 1955 traffic study for Hastings showed that a majority of traffic on M-79 had a terminal in the city. This type of traffic would be served by the Hanover, Green and Broadway Streets route better than by any other combination of existing streets.

Disadvantages

1. Most businesses along Hanover Street appear to be geared to serving local customers and, therefore, a major city street would be more appropriate than a state highway. Trunkline traffic is now routed past considerable residential development, detracting from residential amenities.
2. State park users coming from the east would be routed through the center of Hastings. This problem now causes congestion during summers, and the situation may become aggravated in the future.
3. Hanover Street is just west of a school located north of the Hanover/Shriner Streets intersection. Heavier traffic volumes could cause crossing problems for children.
4. It does not conform to the Hastings master plan.

Longer-Range Planning — Alternative Highway Arrangements

IV. Remove Highway Service from the Hanover, Green and Broadway Streets Section (See Map 2) when Alternative VIII or IX is Implemented (Extension of M-79 to the West)

THIS IS RECOMMENDED

Advantages

1. M-79 would bypass Hastings to the south and permit through traffic to avoid going through town. Traffic would be reduced along the Hanover, Green and Broadway Streets section, which is mostly devoted to residential development. An M-79 bypass would be contingent upon considerations presented in the next section of this report.

2. State highway traffic would not be required to pass just west of a school near Hanover Street, north of the Hanover/Shriner Streets intersection.
3. It would conform to the objective of removing arterial traffic from Green and Hanover Streets, which was stated in the Hastings master plan.

Disadvantages

1. Highway-oriented businesses along Hanover Street would not be provided direct highway access.
2. It would not provide direct state highway service to traffic from the east with a destination in Hastings.

Hastings Area

20-Year Planning – Alternative Highway Arrangements

V. Improve Existing M-37 and M-43

Advantages

1. Alignments would be improved and, therefore, traffic flow and safety would be enhanced since it is now impeded by numerous curves, hills and small concentrations of population.
2. Present traffic patterns would not be altered, which would benefit highway-oriented businesses and recreational areas located along the existing routes.
3. Improvement of these routes would substantially lower winter and routine maintenance costs.

Disadvantages

1. The cost of making needed improvements on, basically, the existing alignments would be more expensive than a complete relocation to combine the functions of M-37 and M-43.
2. Because of right-of-way problems associated with improvements in built-up stretches, these routes would have to be realigned for some short sections, which would involve removing direct highway service.
3. Even with extensive improvements, these routes would not permit as rapid and safe travel as would a complete new location.

4. Traffic volumes on these routes are relatively low. It is, therefore, difficult to justify large expenditures of money in view of disadvantage number 3 above.
5. Traffic moving between Barry County and I-94 must pass through the densely developed urban centers of Kalamazoo and Battle Creek.
6. Retention of these two low-volume routes on the state highway system would mean that approximately 23 more miles of highway would have to be maintained rather than being replaced by one new relocated route.

VI. Construct a New M-37/43 Relocation South of Hastings (See Map 1)

THIS IS RECOMMENDED

Advantages

1. It would involve 23 fewer miles of state highway requiring maintenance if existing M-37 and M-43 from Hastings to Richland and Battle Creek were removed from the system.
2. An excellent connection between Hastings and Battle Creek would be possible, if this relocation were extended as far south as Dickman Road west of Battle Creek.
3. The above connection would serve as part of a north-south bypass of Battle Creek for motorists traveling between Barry County and I-94.
4. The relocation, built to modern standards, would move traffic more rapidly with safety than the existing routes, even if they should be extensively improved.
5. It could easily combine the functions of both M-37 and M-43 because it would be located approximately midway between them and traffic volumes on these routes are expected to be relatively low.
6. It would be less costly than improving the existing routes and maintenance for state highways would be reduced.
7. Population concentrations along the existing routes would continue to receive adequate service from existing arteries, since they would be part of the Federal-aid secondary system.

Disadvantages

1. Traffic patterns would be changed, with possible detrimental results for some highway-oriented businesses along the existing highways.
2. Small communities along the existing highways would not receive direct highway service if M-37 and M-43 become county roads.

Longer-Range Planning — Alternative Highway Arrangements

VII. Extend M-37/43 Relocation North of Hastings to I-96

Advantages

1. It could augment M-37 for movement of state highway traffic between the Hastings area and the north and east portions of the Grand Rapids area when traffic volumes expand sufficiently.

Disadvantages

1. Traffic will probably not warrant such extensive new construction.
2. It would serve no major corridor of traffic.
3. It would be in a general traffic corridor already served by M-66.
4. It would not be as desirable for augmenting M-37 for movement of traffic between Hastings and the Grand Rapids area as would Alternative IX.

VIII. Extend M-79 Westward to the Proposed M-37/43 Relocation

THIS IS AN ALTERNATIVE RECOMMENDATION

Advantages

1. Even though a majority of traffic on this route appears to have a terminal in the city, total traffic may increase to the point where it would be advantageous to permit through traffic to bypass Hastings. Congestion on the local street system could, thereby, be relieved.
2. It would be part of a route that the Department of State Highways' Systems Planning Section is planning to have serve the area between I-94 and I-96, eventually extending as an auxiliary route all the way across Michigan.
3. It would permit improved access from the east to the Yankee Springs area.
4. M-79 would not be routed along Hanover Street, which would reduce traffic on a primarily residential street.
5. State highway traffic would not be required to pass just west of a school near Hanover Street, north of the Hanover/Shriner Streets intersection.
6. It would continue to serve the Charlton County Park east of Hastings.

Disadvantages

1. It would not provide direct state highway service to traffic from the east with a destination in Hastings.

2. Traffic volumes will probably not warrant the expenditure of funds for an M-79 bypass for quite some time.
3. Highway-oriented businesses along Hanover Street would not receive direct state highway service.

IX. Extend M-79 West of Existing M-37 to US-131 (See Map 1)

THIS IS RECOMMENDED

Advantages

1. It would become part of a route that the Department of State Highways' Systems Planning Section is planning to have serve the area between I-96 and I-94, eventually extending as an auxiliary route all the way across Michigan.
2. It would provide direct state highway service to the Yankee Springs area.
3. It would continue to serve the Charlton County Park east of Hastings.
4. The Hastings area and points east would have better access to Allegan County and the Lake Michigan shoreline.
5. This alternate would be in agreement with findings of the Michigan Department of State Highways' "1960-80 Needs Study."
6. This route could be part of Michigan's network of scenic highways, because the topography and multitudinous lakes provide many beautiful views.
7. It would probably be used in conjunction with US-131 by many motorists traveling between Hastings and the larger cities of Grand Rapids and Kalamazoo. It would, thus, relieve traffic on M-37, between Hastings and the south and west portions of the Grand Rapids area, and on M-43, or the proposed M-37/43 relocation south of Hastings, between Hastings and Kalamazoo.
8. County roads now serve the Yankee Springs Recreation Area. This route would be a much safer traffic artery than even recently improved county arterials.

Disadvantages

1. Traffic will probably not warrant such extensive new construction in this area for quite some time.
2. It would not provide direct state highway service to traffic from the east with a destination in Hastings.
3. Highway-oriented businesses along Hanover Street would not receive direct state highway service.

CITY OF HASTINGS

HASTINGS, MICHIGAN

OFFICE OF
CITY CLERK

Resolution of the City Planning Commission

WHEREAS: The City of Hastings has a "recognized" 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 comprehensive studies of existing conditions and development trends and, on the basis of these studies, made estimates of the future development of the community, part or parts of which have been adopted as elements of a Master Plan of community development, 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 highway plan, which plan represents the level of agreement that 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 a highway plan, now:

THEREFORE BE IT RESOLVED: That the plan entitled, "Hastings State Highway Plan," as presented, is consistent and compatible with the planning and development objectives of the City of Hastings, and;

THEREFORE BE IT FURTHER RESOLVED: That the said highway plan as cooperatively developed and presented herewith be approved for presentation to the State Highway Department for programming.

Moved by Beckwith, supported by Cummings that the above Resolution be adopted as read.

Yeas: Beckwith, Cummings, Laberteaux, Stebbins, Caukin, Sherwood and Bassett.
Absent: Goodyear and Schilhanek. Carried.

I, Robert Sherwood, Secretary of the Hastings Planning Commission, do hereby certify that the above is a true copy of a Resolution adopted at a special meeting of the Hastings City Planning Commission held Tuesday, February 23, 1965.

DATED: February 23, 1965


Robert Sherwood, Secretary

CITY OF HASTINGS
HASTINGS, MICHIGAN

OFFICE OF
CITY CLERK

RESOLUTION

WHEREAS, The Planning Commission of this City has worked in conjunction with the Michigan State Highway Department and,

WHEREAS, said Department is nearly completed with the Hastings State Highway Plan, and,

WHEREAS, the Hastings State Highway Plan has been approved by the City Planning Commission, and,

WHEREAS, it is the desire of this body to support the position of the Planning Commission.

NOW, THEREFORE, BE IT RESOLVED, that the recommendations of the Planning Commission removing State Highway M-37/M-43, from West Green Street and replacing them with a two-way State Highway on West State Street from the City limits to Broadway, be approved.

BE IT FURTHER RESOLVED that the Michigan State Highway Department be urged to commence work on the project from Broadway to the West City limits as soon as possible.

BE IT FURTHER RESOLVED that the Michigan State Highway Department be requested to resurface that portion of Green Street that is abandoned by it as a part of the State Highway System.

Moved by Kenfield, and supported by Bassett that the above resolution be adopted as read.

YEAS: Bassett, Caukin, Hamaty, Kenfield,
Lang and Snyder.

NAYS: None.

DATED: May 9, 1966

ABSENT: Coleman and Morey.

I, the duly elected clerk of the City of Hastings, do hereby certify that the above is a true copy of a resolution adopted by the Hastings City Council at a regular meeting held May 9, 1966.

Donna J. Kinney

Donna J. Kinney, City Clerk

OFFICE MEMORANDUM



MICHIGAN
DEPARTMENT OF STATE HIGHWAYS

April 13, 1966

File: 08000 C-10 (1)

To: Robert S. Boatman, Director
Planning Division

From: H. H. Cooper, Director
Traffic Division

Subject: Review of "Hastings State Highway Plan"

In accordance with your recent request, we have again reviewed the proposed report entitled "Hastings State Highway Plan", in addition to the more recent Hastings Master Plan and Michigan Department of State Highways' plan proposals which you recently gave us.

We concur with the recommended plan for the M-37, M-43 trunklines through Barry County and the City of Hastings. The location of M-43 on State Street will undoubtedly encourage further industrial and commercial development while providing a safe and efficient access route into the central business district. It appears that the intersection of M-37, M-43 at M-79 (Broadway) can be made to operate satisfactorily. However, at such time as the City desires to implement their one-way plan, we recommend a thorough study be conducted of possible alternative plans of integrating both the State trunkline and the City's one-way system.

With reference to M-79 in Hastings, we wish to emphasize the operational deficiencies on the section of Green Street between Broadway and Hanover Streets. Recognizing the need for operational improvements on this section of Green Street, we have scheduled operational betterment projects at the intersections of M-79 (Green) at Broadway and Hanover Streets. However, the 1965 sufficiency rating would still indicate need for additional construction between the aforementioned intersections.

An alternate to the reconstruction of Green Street, the extension of M-79 west to the relocation of M-37, would be consistent with the long-range plan for M-79 which will eventually extend M-79 west to US-131. Consideration of the latter plan by preparation of a comparison of costs and merits of both plans would appear to be desirable.

We believe the proposed "Hastings State Highway Plan" is generally operable, assuming a satisfactory solution can be provided for the aforementioned problems.


H. H. Cooper, Director
Traffic Division