



M-53 Corridor Plan

Imlay City

Adopted: December 15, 2015





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Introduction and Background

Purpose

The M-53 corridor (Van Dyke Road/Cedar Street) has long been a commercially-based strip in Imlay City. It runs from I-69 in the south to Capac Road in the north, a total of 1.9-miles. This area is unique in terms of its development, characteristics, and intensity in Imlay City. It is the most commercially developed land in the City as it connects directly to I-69, and provides direct connections to the downtown and the neighborhoods to the north.

Development along M-53 coincided with the growth of I-69 and the expansion of M-53 from four to five lanes in 1995.

This plan, identified as a goal in the recently adopted Imlay City Master Plan, describes many issues and concerns along the M-53 corridor, including safety, access management, traffic flow, traffic signals, traffic speed, land use impacts from development, non-motorized transportation needs, and streetscaping infrastructure. The creation, adoption, and implementation of this Corridor Plan for M-53 empowers Imlay City to effectively plan and enhance the corridor as development occurs. This document describes an overall improvement plan for the M-53 corridor that graphically displays design options, and provides a recommended implementation and phasing plan.



Imlay City The City of Imlay City is located in southeastern Lapeer County along I-69 between Flint and Port Huron.

About M-53

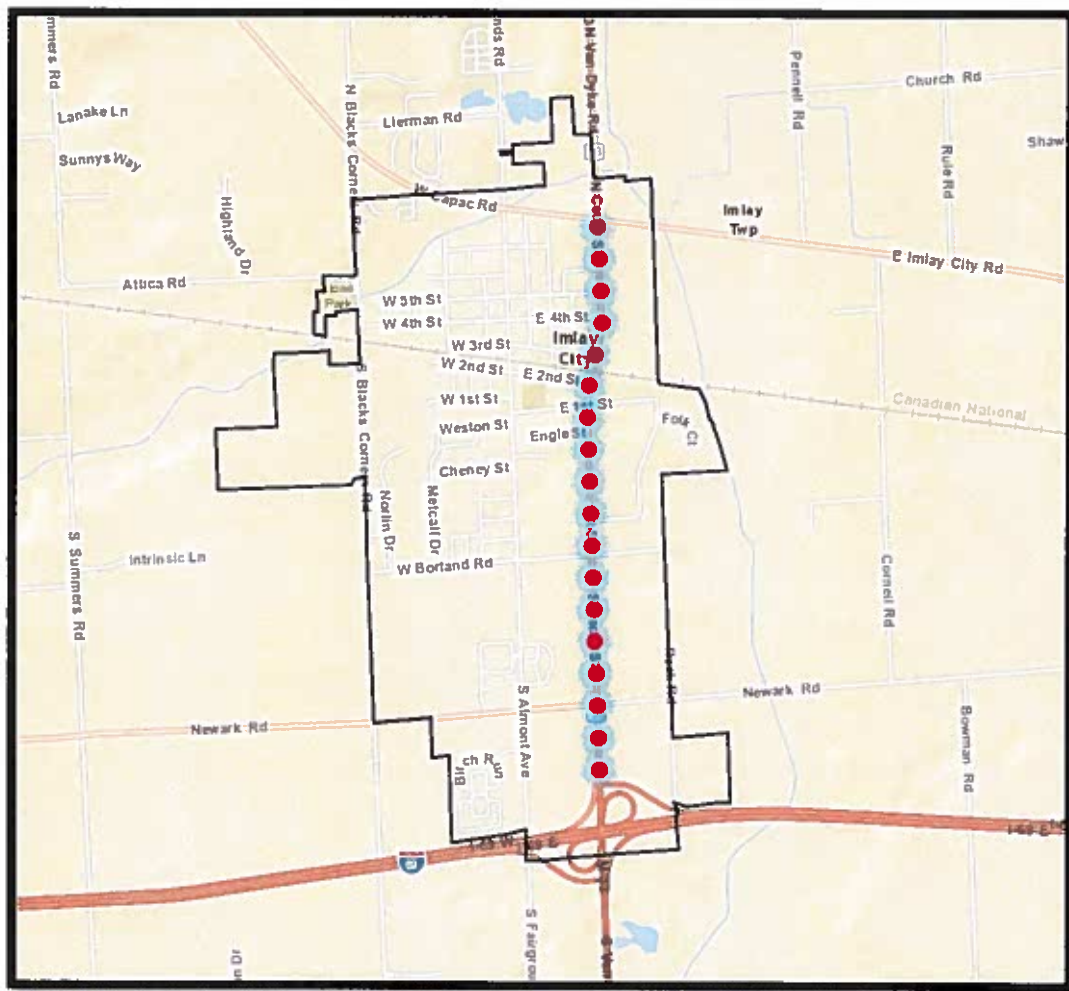
Originally called Gratiot Avenue, M-53 was first planned in 1919. It ran north from Detroit through Centerline, and Utica to the eastern edge of Elkton on M-31. Over the next 75 years the road was expanded with a new route along the eastern edge of Imlay City in 1932, and a trunkline in Huron and Sanilac counties in 1940. It was originally planned to be extended west to Mound Road, and then continued south into Detroit to connect to Davison Freeway and I-96.

The road has various names. In parts designated as a freeway or expressway, the official name is Christopher Columbus Freeway due to the large population of Italian Americans in Macomb County. Where the road is not classified as a freeway or expressway, as in Imlay City, it is called



Van Dyke Avenue or Van Dyke Road. The name honors 19th century Detroit attorney James A. Van Dyke, once a prosecutor for Wayne County, city attorney, and Mayor of Detroit.

The first planned highway maps that later became the Interstate Highway System, were created in 1947. The plans did not include a highway along the route that I-69 now takes. The original planned highway, numbered I-67, would have connected South Bend, Indiana to Kalamazoo, Michigan. By June 1958, an alternative highway plan called for a shift to the east and was renumbered I-69. The segment of I-69/US 27 between the Indiana state line and Tekonsha, was scheduled to open on October 11, 1967. The MSHD requested additional Interstate Highway mileage in 1968, under the Federal-Aid Highway Act of 1968 to connect Marshall to Port Huron via I-69. The extension was approved as far as Flint on December 13, 1968. In 1973, a Temporary I-69 designation was extended northward connecting Charlotte through Lansing to Perry. In the same year, on September 4th, I-69's designation was extended by Congress to end at I-475, on the east side of Flint.



Study Area The M-53 Corridor Plan study area is 1.9 miles long, running north from I-69 to Capac Road (Old M-21).



Between 1969 and 1980, I-475 was named David Dunbar Buick Freeway after the founder of Buick Motor Company in Flint. In 1980, the name was moved from I-475 to I-69 in Flint in order to dedicate a highway after the United Auto Workers. This led to another extension approval in 1983, to connect Flint to the International boundary at Port Huron. One of the last extensions of I-69 connected Lapeer to Wadham, which opened in 1984. This extension included the existing exit at M-53, just south of Imlay City.

Historical Imlay City

According to the Imlay City Master Plan, the area was originally settled due to the presence of various nearby railroads. The city is named after William H. Imlay who was an early settler in the area. Imlay City was established in 1870 and reached a population of 500 within the first year and a half. Streetcar lines were built by 1914 and the town continued to expand around them. Because of the location, halfway between Flint and Port Huron, and approximately 55 miles north of Detroit, Imlay City has increasingly become a bedroom community.

Historically, Imlay City has been a quiet community with a low population and limited development. However, the city has seen growth in commercial and industrial development in the last 10 to 15 years. The major contributing factors that have stimulated this growth are the connection between the city and M-53, and the close proximity to I-69.



M-53 Today

M-53 runs north from Detroit, to Port Austin on Lake Huron. In Lapeer County M-53 intersects with I-69 and M-90. The study area of the corridor begins where M-53 crosses I-69 and ends where it intersects with Capac Road (Old M-21). This portion is located in Imlay City. M-53 does not run through downtown Imlay City however, a large portion of the businesses in Imlay are located along it. Most of the commercial development in the city is located within the study area of M-53 and is continuing to develop along the corridor.

On the south end closest to I-69, there are large parcels with retail and restaurant development, including multiple car lots. The local Kroger is located about a half mile off I-69 on the east side of

M-53 and is connected to more retail and restaurants.

On the west side, just past Kroger, is the Eastern Michigan Fairgrounds. Morrice Boulevard intersects with M-53 and contains the city's industrial park. After the road crosses the railroad viaduct, parcels become smaller and consist of residential development, churches, public buildings, and other retail and restaurant development. After Capac Road development is sparse and mainly contains residential and agricultural land.





The road not only serves local residents, but travelers headed from southern Michigan to the northern thumb region. It also serves as a truck route for local production companies such as Vlasic Pickles. M-53 has become the most heavily trafficked road in Imlay City. The growing number of businesses have added to the number of curb cuts and increased traffic causing access management issues.

Overview of the Imlay City Community

- **Population** According to the 2010 Census, the population of Imlay City is 3,597. Although the population declined by 7% between 2000 and 2010, it has grown by 23% since 1990 and 45% since 1980. The median age of residents in Imlay City was 32.2 years in 2000, and 33 years in 2010.
- **Race** Imlay City has become more ethnically diverse in the last 10 to 15 years. The number of residents who identify with two or more races has more than doubled since 2000. The number of Hispanic residents has increased by 40% since 2000.
- **Housing** Just over half (51%) of the homes in Imlay City are single-family homes. However, townhome/attached condo residencies have increased by over 80% since 2000. The median housing value increased slightly from \$112,400 in 2000 to \$117,800 in 2010. The percentage is small but it is not surprising due to the economic recession the State of Michigan and the nation, experienced during this time period. Though housing values did increase, they are not increasing as fast in Imlay City as they are in the surrounding communities such as Imlay Township and Romeo. Most occupied homes were valued between \$100,000 and \$150,000 in 2010. The vacancy rate has increased from 6% in 2000 to 15% in 2010.
- **Income** Unlike similar communities such as Almont and Romeo who saw a decrease in median household income, the median income in Imlay City increased by 8.8% between 2000 (\$32,436) and 2010 (\$35,278). Even with the increase, Imlay City residents are still earning less income than most surrounding communities.
- **Employment** According to the 2013 American Community Survey 5-Year Estimates the unemployment rate was 8% in 2010 and has dropped slightly to 7.6% as of 2013. The most common occupation of Imlay City residents remained "Production, Transportation and Material Moving Occupations" from 2000 to 2010. Likewise, "Manufacturing" continues to be the top industry in which residents work.





The M-53 Corridor Study Area

Study Area Profile

The study area focuses on a 1.9 mile section of M-53 that begins at the I-69 interchange in the south and extends northerly to Capac Road (Old M-21). Major intersections include Newark Road, Borland Avenue, the CN Railroad viaduct, 3rd Street, and Capac Road (Old M-21). See Figure 1 on page 6. The Michigan Department of Transportation has jurisdiction over the entire length of M-53 in the study area.

A consolidated inventory of the study area is detailed on Maps 1 through 4 and highlights the following features and information:

- **Traffic counts:** Average daily traffic (ADT) ranges from 16,500 to 17,300 vehicles.
- **Posted speed limit:** Ranges from 40 MPH to 55 MPH.
- **Traffic signals:** Existing traffic signals are located at Newark Rd and at Capac (Old M-21).
- **Lane configuration:** Five lanes throughout, except for three & four lanes near Downtown.
- **Right-of-way width:** Ranges from 50 feet to 198 feet.
- **Existing sidewalks and multi-use paths**
- **DDA boundary**

M-53 is also known as Van Dyke Road, and the portion around the Downtown area is known as Cedar Street. The entirety of M-53 is paved and provides easy access to Imlay City's neighborhoods, businesses, and to I-69, which provides quick and easy access to surrounding metropolitan areas.

Land Use

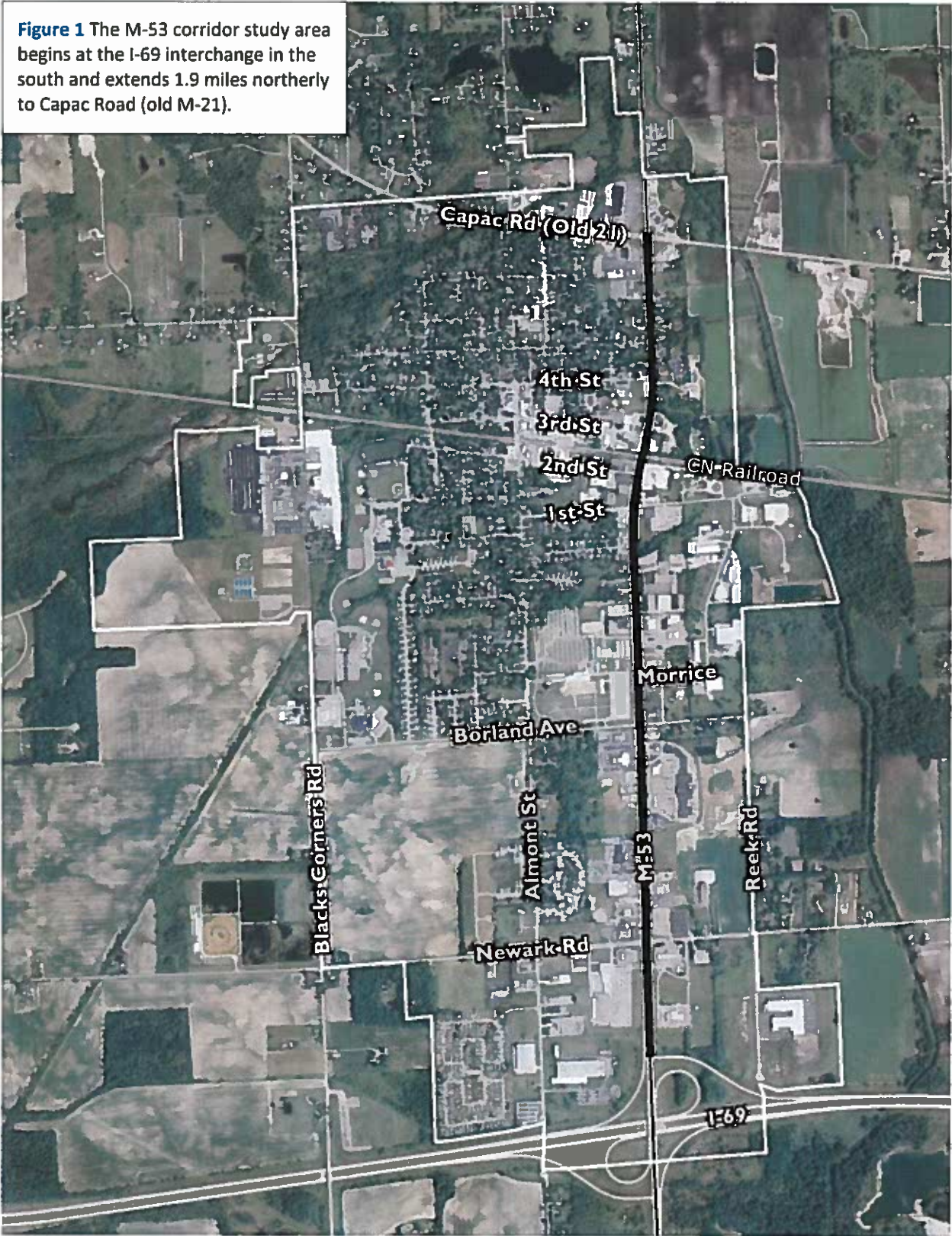
Land uses in the study area are shown in Figure 2. Existing land uses are predominantly commercial, with the exception being a few public uses such as the fairgrounds, a number of undeveloped parcels, and some residential properties around the Downtown area. The zoning along the M-53 corridor confirms the legitimacy of these uses, see Figure 3. The corridor is zoned mostly General Business (B-3), with some industrial (I-1 and I-2), a little Multiple-Family Residential (RM-1), and some office (OS-1). In terms of future uses, the Future Land Use Map from the City's Master Plan (Figure 4) depicts M-53 as promoting and maintaining commercial throughout the corridor.

The rate of development may change along M-53 if Imlay City and the region continues to experience growth. Such growth would be anticipated if industrial facilities in the area (Map 5) grow and expand, as well as through the implementation of the Future Land Use vision depicted for M-53 in the City's 2014 Master Plan. Note that the exit to I-69 from M-53 is the closest access point for traffic driving to and from the sites shown on Map 5 and the interstate.

Development trends expected with these changes include increased traffic and increases in commercial uses, that in turn, will likely increase traffic volumes.



Figure 1 The M-53 corridor study area begins at the I-69 interchange in the south and extends 1.9 miles northerly to Capac Road (old M-21).





Inventory: I-69 to Newark





Inventory: Newark to Borland

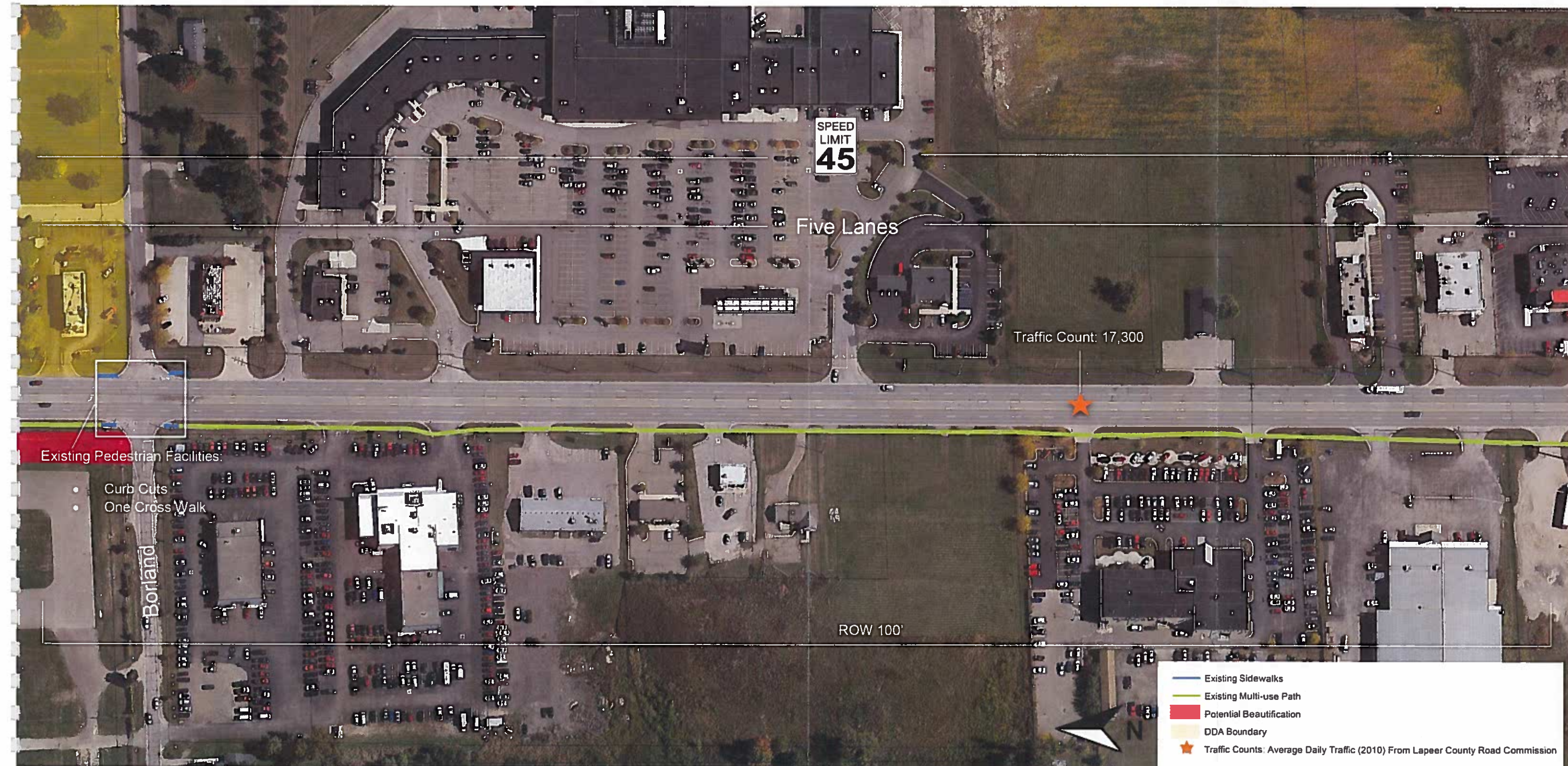
Map 2



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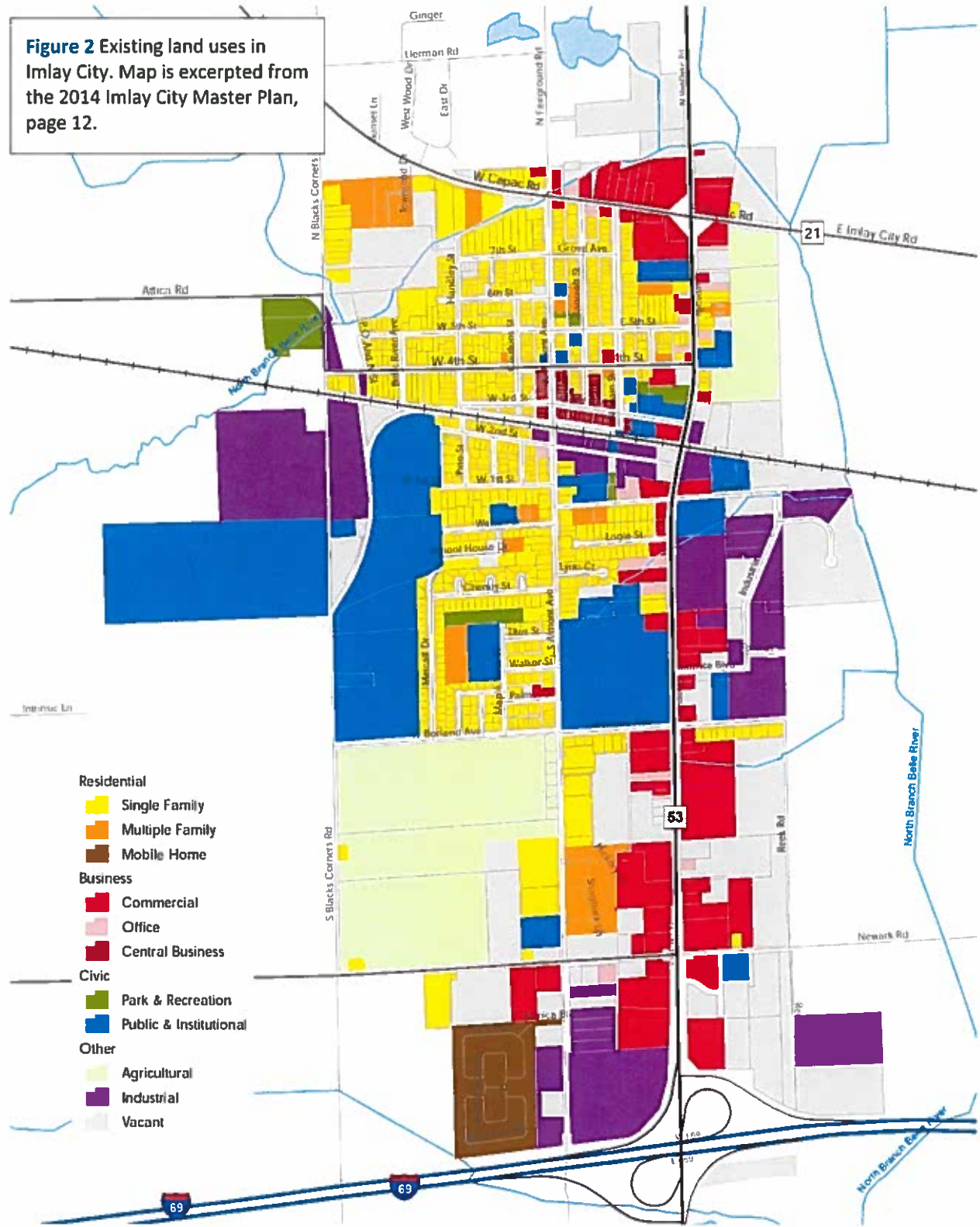


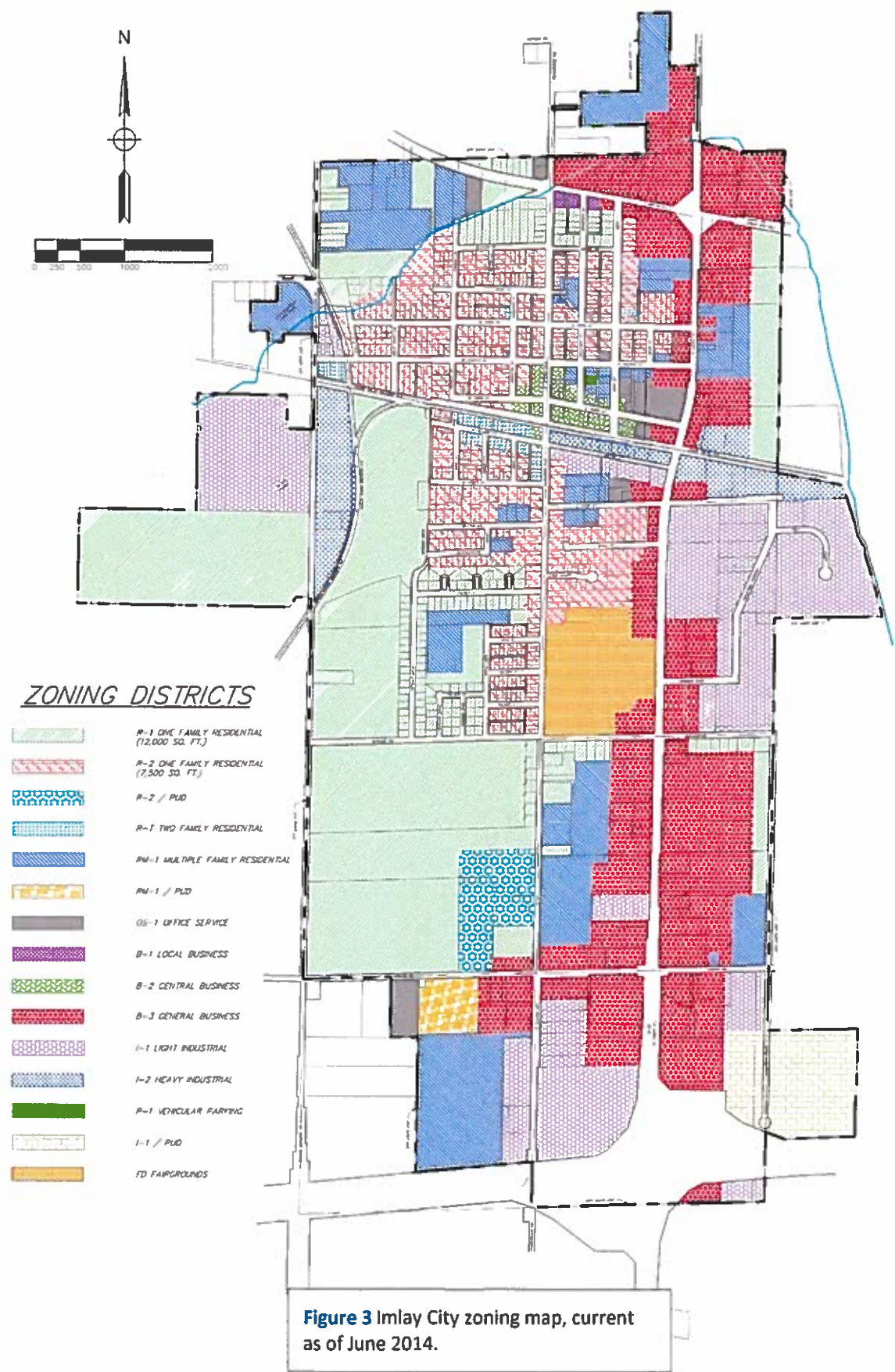
Inventory: 2nd to Capac

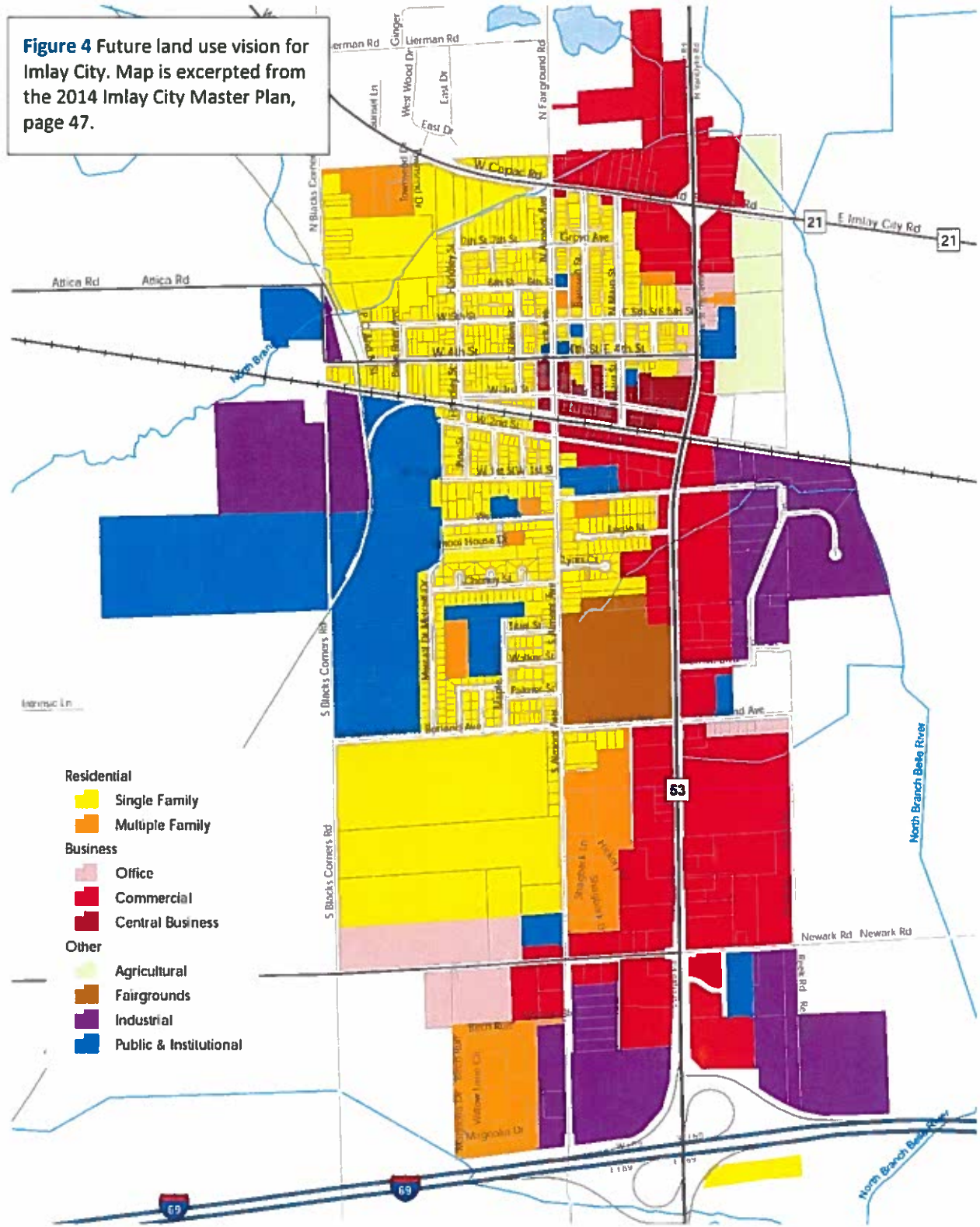


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Area Industrial Facilities



Attica Township

Imlay City

Imlay Township





Issues and Concerns

Assessment of the Corridor

The process for developing this plan relied on an Advisory Committee that was tasked to identify issues and concerns attributed to the M-53 corridor. This Advisory Committee was comprised of representatives from Imlay City staff, Michigan Department of Transportation (MDOT), Lapeer County Road Commission, Canadian National Railway Company (CN Railroad), DTE Energy, and Spicer Group. A total of five meetings were held with the Advisory Committee between May and November 2015. The Advisory Committee's assessment of the corridor was supplemented by feedback from the community via an online input survey and a public open house that was held on October 28, 2015, all of which is compiled in Appendix A. Concept plans for improving the M-53 corridor were then developed and finalized, provided on pages 33 through 36. This corridor plan is the culmination of the Advisory Committee's effort. The following is a summary of the findings and suggestions communicated by Advisory Committee members, which formed the basis for the development of the concept plans.

Pedestrian Safety and Traffic Calming

- Traffic calming measures can slow traffic and encourages pedestrian travel.
- Safety and quality of life are the biggest issues along M-53 in Imlay City.
- Part of creating a safe and accessible corridor is introducing traffic calming features such as sidewalks, streetscape, bike paths, medians, and landscaping. These elements also add beauty and interest by creating a sense of place and causing a person to instinctively slow down.
- A boulevard can contribute to a sense of place and a sense of arrival into Imlay City.
- Consider a boulevard in certain areas along M-53.
- Traffic calming measures could possibly bring more attention to the Downtown area.
- There is no place along M-53 for pedestrians to safely cross the street.
- The lane widths north of the CN railroad bridge (2nd and 3rd Streets) are narrow.
- Consider only three lanes north of the railroad bridge
- The street lighting along M-53 is inadequate.
- DTE representative said that decorative lighting is possible, and the City could own the light poles and DTE supply the power.

Crashes

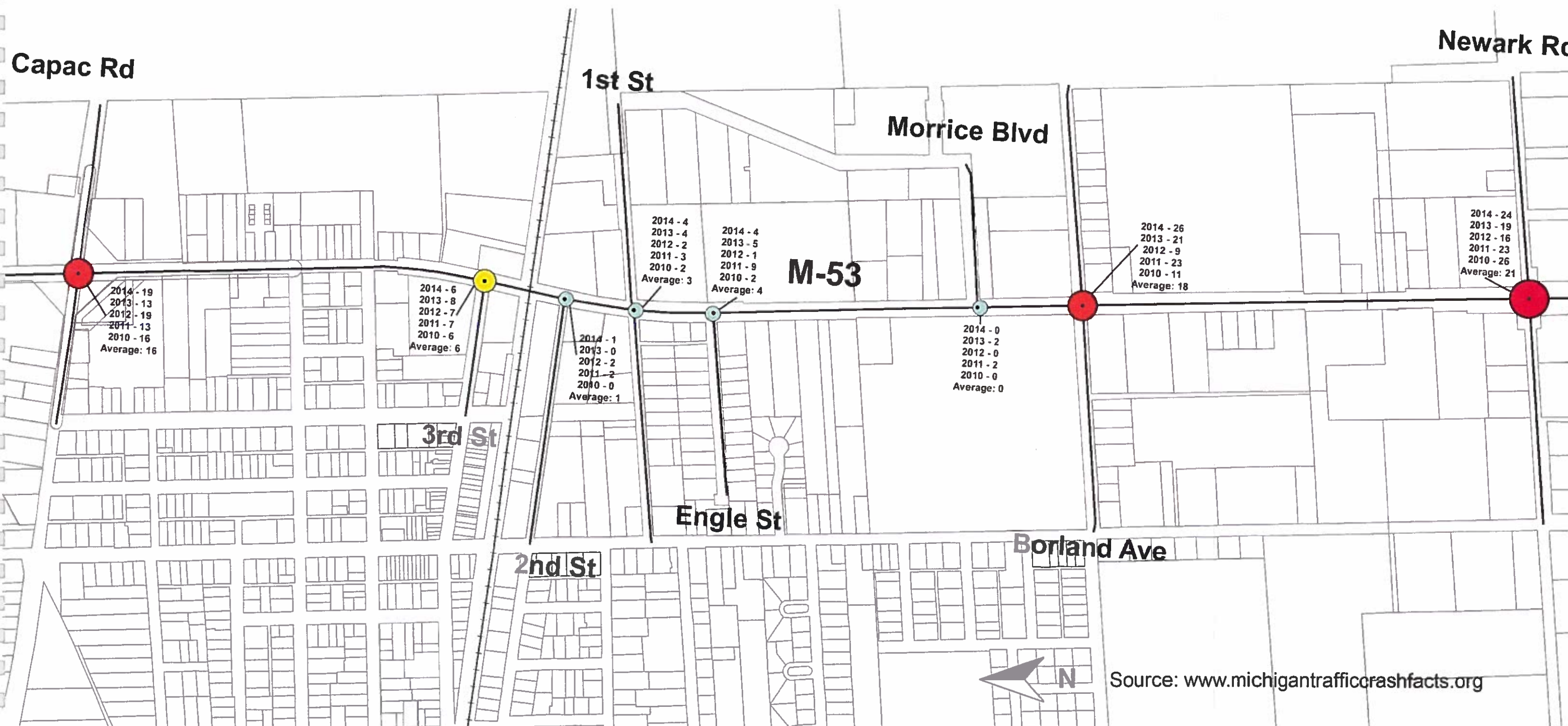
- Safety is a big concern, there were 94 accidents along the M-53 corridor in 2014, see Map 6.
- Most accidents occur at the intersections of Newark, by the Kroger access points near Borland, near the railroad viaduct (3rd Street), and at Capac (Old M-21).
- An angle crash is a crash where two motor vehicles impact at an angle. For example, the front of one motor vehicle impacts the side of another motor vehicle.



- When heading north on M-53, it is dangerous to turn left (west) onto 3rd Street due to surrounding distractions such as the railroad viaduct.
- The City would like to slow traffic down as it travels in this section of the corridor (near the railroad viaduct and downtown).
- Accidents at or near Newark Road:
 - ❖ There are high occurrences of rear-end, angle, and head-on/left turn accidents. This is a signalized intersection without protected left turns. Potentially adding traffic signal phasing could alleviate this issue.
 - ❖ Accidents at or near the driveway for the Kroger shopping center:
 - ❖ With no traffic signal at this location, motorists are susceptible to angle crashes.
 - ❖ There is a center left-turn lane here so there are fewer occurrences of rear-end crashes.
- Accidents at or near the CN railroad bridge (2nd and 3rd Streets):
 - ❖ The intersection of 2nd Street and M-53 is a right-turn only from 2nd Street to southbound M-53. Crash history shows one occurrence of a vehicle being involved in an angle crash with another vehicle attempting to make an illegal left turn from onto northbound M-53.
 - ❖ 3rd Street and M-53 has a high number of rear-end and rear-end/left-turns for northbound traffic. The southbound direction of traffic is susceptible to angle crashes at 3rd Street and also the driveway south of 3rd Street where a nail salon and other businesses are located. A Post Office and several restaurants are located on this half-mile long street. There is no left-turn lane for northbound M-53 traffic in this location. There is a designated right-turn lane for southbound traffic, however, this lane turns into a right from a through lane, and there have been a few sideswipe accidents in the southbound direction from motorists attempting to change lanes from the right-turn to through lane at the last minute. The traffic from 3rd Street is stop-controlled, and the north/south traffic of M-53 is free flowing.
- Accidents at or near Capac (Old M-21):
 - ❖ The intersection of Capac Road (Old M-21) and M-53 has a high occurrence of angle crashes.
- In general, the section of M-53 from I-69 to Capac Road (Old M-21) has a high number of rear-end left turn, rear-end, and angle crashes for the entire length of the study area. This entire study area is businesses and industry, with the exception of a residential section beginning at 4th Street and continuing north.
- A majority of the accidents are angle, side swipe, or rear end accidents which make a compelling case for access management improvements.
- There are five major benefits to access management:
 - ❖ Access management improves traffic safety and can prevent vehicular crashes.
 - ❖ Access management results in shorter travel times and reduced motorist costs.
 - ❖ Access management extends the function and capacity of roadways.
 - ❖ Access management improves access to property while enhancing the value of private land development.
 - ❖ Access management results in nicer communities



Crash Rates





Access Management

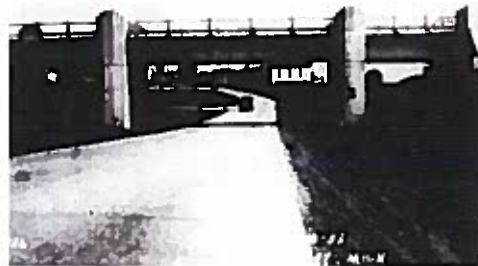
- The overall corridor needs access management help.
- Access management solves congestion and safety issues by focusing on the number, location and design of driveways as they relate to elements of the road right-of-way, such as travel lanes, medians, by-pass lanes, dedicated turn lanes, and signal operations.
- The Speedway and Tim Hortons drives (near Newark) are too close together.
- Consider adding cross-access roads in strategic locations.
- Reduce the number of curb cuts/driveways along the corridor.
- Driveways in Kroger and the bank contribute to the number of accidents in that area of M-53.
- Providing alternate access to the Kroger shopping plaza on a side street may decrease accidents, possibly connect Kroger to Borland.

Land Use

- Imlay City currently has four industrial areas and could be expanding the Reek Road industrial park in the future.
- Each side of 1st Street on the west of M-53 is zoned industrial, however, the intersection of 1st and M-53 is not properly equipped for truck travel.
- The old Michigan Department of Natural Resources building off Borland (near Morrice) may be purchased by the City for a new fire station.

Railroad Viaduct

- The CN railroad bridge over M-53 is typically inspected every calendar year by CN.
- About 20 to 30 trains pass through Imlay City a day.
- MDOT owns the railroad bridge/viaduct structure.
- It is very difficult and dangerous for pedestrians to walk under the rail viaduct. There is a dirt footpath under the viaduct and is not considered safe and adequate to serve pedestrian needs.
- The railroad viaduct will likely need to be replaced in the near future.
- Would like to enhance aesthetics of the viaduct area, could be accomplished by updating the guard rail and adding landscaping & lighting.
- Would like an Imlay City welcome sign as an integral part of the viaduct.
- Safe pedestrian access underneath the CN viaduct is desired.
- Future design to locate sidewalks underneath the viaduct could require excavation at abutments and box culverts behind the piers.



Snapshot from the 1930s of the new railroad viaduct over M-53, looking north.



Present-day view (2015) of the railroad viaduct, looking north.



Commercial Truck Traffic

- M-53 carries large amounts of commercial traffic, see Figure 5. As a percentage of all the traffic on M-53 through Imlay City, commercial truck traffic has grown from 5.8% in 2003 to 10.8 in 2013%.
- Vlastic/Pinnacle Foods trucks still not taking the designated truck route.
- Semi-trucks have a difficult time getting out of the industrial park at Morrice.
- The fastest route to I-69 from Scotts Hyponex on Graham Road is M-53 through Imlay City.
- Vlastic/Pinnacle Foods has expanded its plant and truck traffic has increased, in addition, there are three other industrial areas in Imlay City.
- Additional truck traffic is anticipated if industrial facilities in the area (Map 5) grow and expand.
- Truck drivers are not turning left onto Newark in order to get to the Vlastic/Pinnacle Foods facility.
- Consider a potential alternate truck route on Reek Road, continue Reek Road to Morrice as an option. Newark to Black Corners is another option.

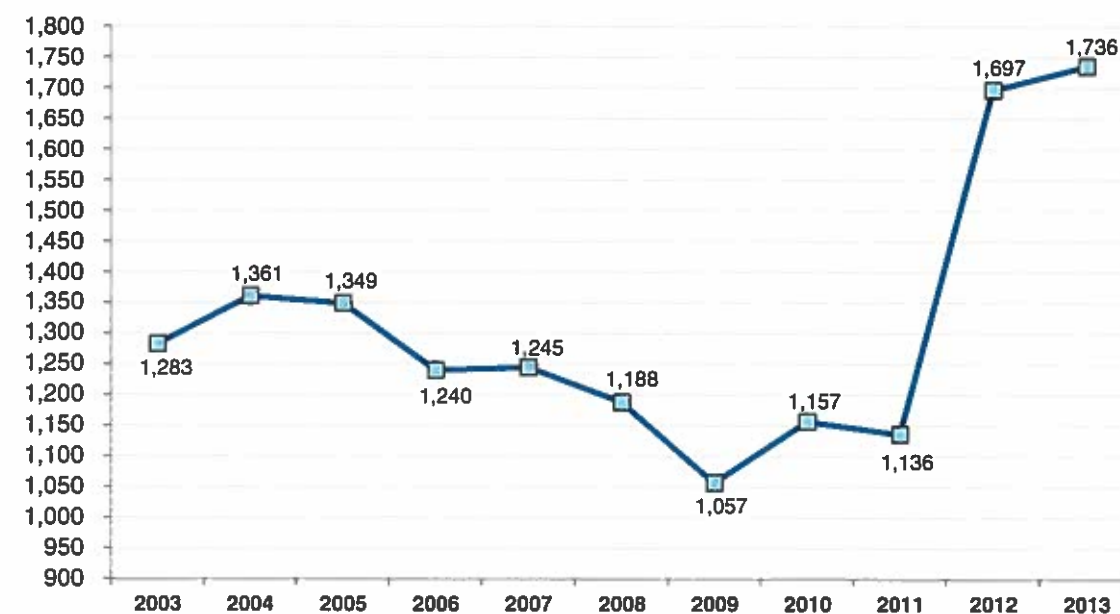


Figure 5 Trend of commercial annual average 24-hour traffic volumes for Newark to 3rd on M-53 in Imlay City. Traffic volumes are two-way totals. Data from www.michigan.gov/adtmmaps.

Infrastructure

- The water lines are newer and large enough for growth.
- Sewer lines are older but in good shape.
- There are plans for a new water line to be coming in along Borland.



Signalization

- After MDOT completes its traffic signal study from 2015, add potential new traffic signals
- The study will help determine if a traffic light at Borland would improve the safety of the corridor.
- If a traffic light is installed, Borland may need to be expanded and the intersection at Almont may need to be aligned.
- The timing of the signal at the intersection of M-53 and Newark may be extended for the east-west crossing to allow for turns north of the signal
- The timing of the lights at Newark and M-53, and at I-69 and M-53 need to be closely examined.
- Red lights are run daily.



Aesthetics

- The Fairgrounds property is active for six months of the year.
- The fence for the Fairgrounds is unsightly.
- Power lines along the east side of M-53 are not aesthetically pleasing.
- There are about 60 power poles on the east side of M-53 between Newark and Capac (Old M-21).
- DTE representative said that these subtransmission power poles (40kVA) cannot be buried but could be relocated.
- Corridor improvements to the east side of M-53 would likely occur after subtransmission lines are moved.
- The entrance to the Downtown can go unnoticed.
- Gateway welcome signs at I-69 and at Capac/Old M-21 would contribute to a sense of place and a sense of arrival into the Imlay City community.





Community Input

Two types of community outreach efforts were used during the development of the M-53 Corridor Plan. The Advisory Committee sought feedback from the community via an online input survey and at a public input open house that was held on October 28, 2015. These outreach efforts provided the Advisory Committee with important insight on issues, concerns and opinions from residents, community leaders, and other participants as they related to the M-53 corridor in Imlay City. The findings are summarized below and the detailed responses are provided in Appendix A.



Online Survey

To collect broad input from the general public regarding the M-53 corridor, an online survey at www.m53corridorplan.com was available from July 22, 2015 to August 31, 2015, and was promoted to the greater Imlay City community via these sources:

- Notice available in City tax bill mailed to residents
- Link to the survey at the City's website, www.imlaycity.org
- Press coverage from the County Press (8/2/2015)
- Press coverage from the Tri-City Times (8/5/2015)
- E-mails with link to survey sent to City employees
- City and Township Facebook pages
- Paper copies made available at City Hall and the library
- Announcement at a Manufacturers Luncheon business meeting
- Imlay City DDA Newsletter

There were a total of 1,082 responses, of which 36% of the respondents lived in Imlay City, 16% were from Imlay Township, 29% lived elsewhere in Lapeer County, and the remaining 19% did not live in these locations or in Lapeer County.

General Questions

Respondents in Question #2 were asked the reasons why they travel on M-53. Overall, respondents indicated that they use M-53 for shopping, getting to I-69, work, and leisure/entertainment. Figure 6 illustrates the responses given by the respondents. Respondents also had to option to indicate "other", and specify reasons if they were not listed in the choices. The majority of the other reasons of why people travel on M-53 include visiting family and friends, they live on M-53, or they go to church.



Next, respondents were asked in Question #3 if they thought the speed limit along M-53 was too fast, too slow, just right, or had no opinion. 65% of residents stated that the speed limit was just right, 18% thought it was too slow, and 12% thought it was too fast. Later on in the survey, in Question #15, respondents were also asked about the overall appearance of the M-53 corridor in Imlay City. Of the 868 responses, 50% thought it was satisfactory, 39% thought it was unattractive, and 9% had no opinion. Only 3% thought the corridor was attractive.

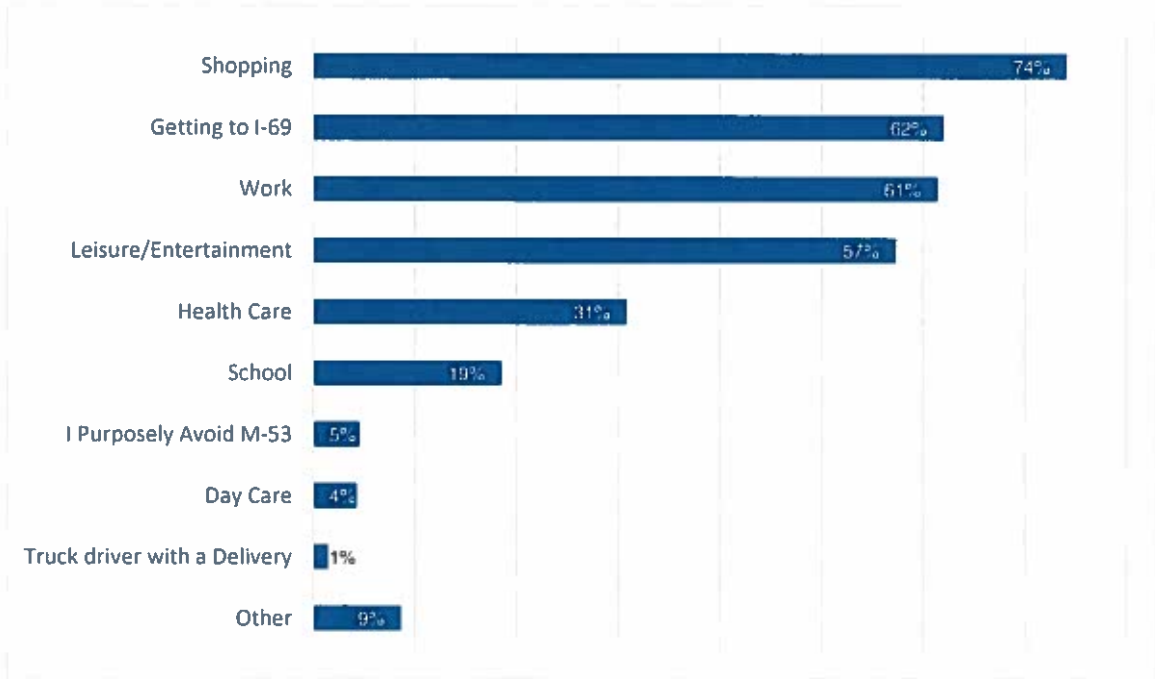


Figure 6 – Reasons You Travel on M-53 (from Question #2)

Access Management Questions

Respondents were also asked if they thought right turn lanes along the corridor to businesses would improve traffic flow (Question #9). 84% of respondents agreed with this, 8% disagreed and 7% had no opinion.

Next, respondents were asked if fewer and more clearly marked driveways leading to businesses would improve the overall traffic flow (Question #10). The majority (62%) of respondents agreed that fewer driveways would improve traffic flow. In comparison, 23% thought they would not and 15% had no opinion. Respondents were also asked if they avoided a specific business if it was difficult to get to (Question #12) – 50% agreed, 37% disagreed, and 13% had no opinion.





Congestion Questions

The following questions focus along three specific sections of the M-53 corridor in Imlay City, as indicated by the map.

The first question was concerning the conditions between Newark and Borland (Question #4). 43% of respondents thought this part of the corridor was congested, 41% said it was moderately congested, and 17% thought it was not congested.

The second section was between Borland and the Railroad viaduct near 3rd (Question #5). 48% of respondents thought that this section of the corridor was moderately congested, 37% thought it was congested, and 16% thought it was not congested.

Finally, in Question #6, the third section was between Railroad viaduct and Capac (Old M-21). 46% of the respondents thought this section was Moderately Congested, 34% thought it was congested, and 19% thought this section was not congested. Figure 7 summarizes the data from these three questions.

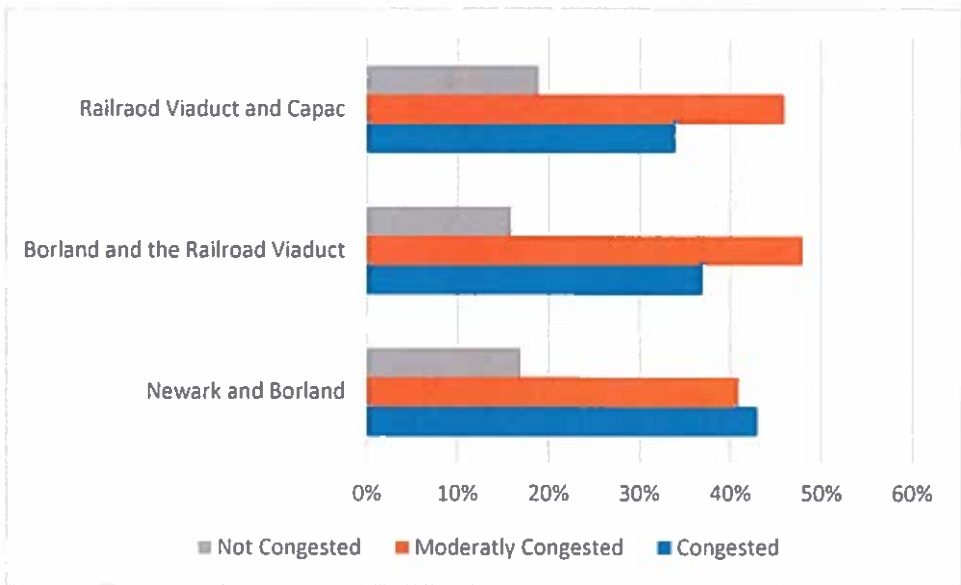
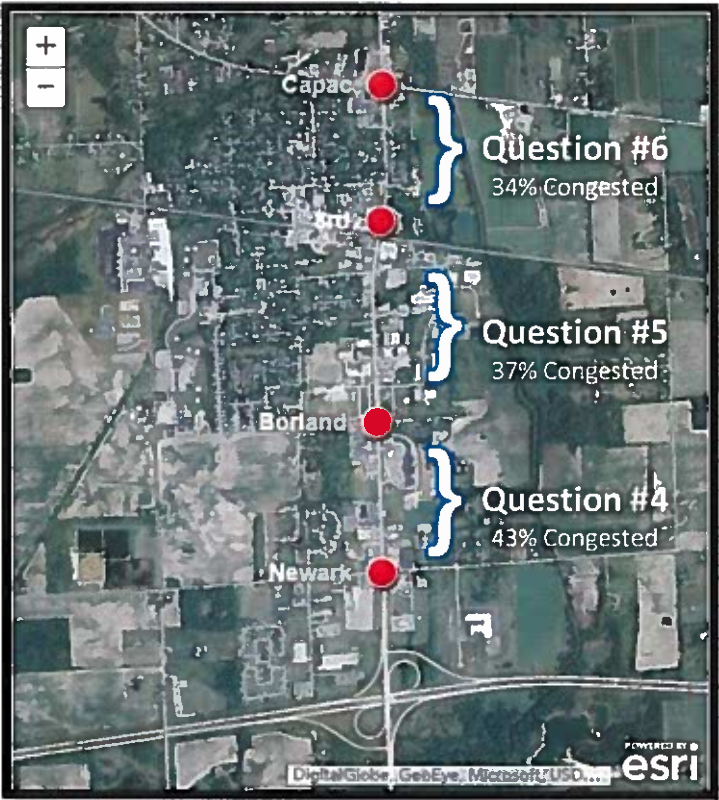


Figure 7 – Perceived Congestion Conditions Along M-53 (Questions #4, 5, and 6)

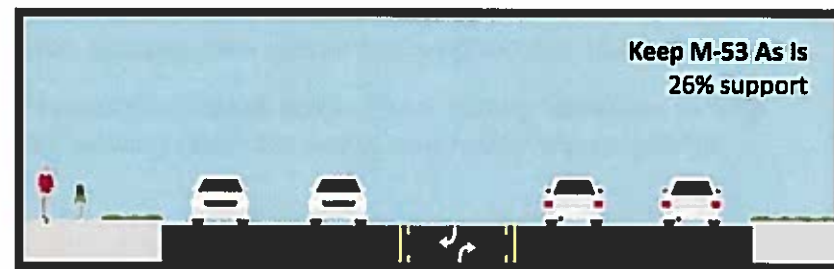


Safety and Beautification Questions

In terms of pedestrian safety, respondents were asked in Question #7 their preferred future vision along the M-53 Corridor. There were a total of 5 choices, four of these included specific examples, with the last one being an option for “other” with an explanation. The following images were used to describe the choices in the survey. (Images generated online via *streetmix.net*.)

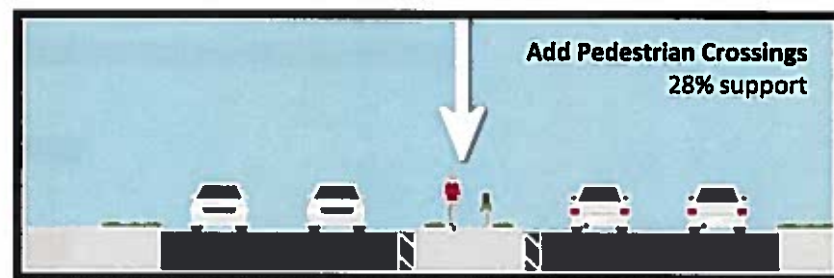
The “As Is” scenario – where there is no change to M-53.

26% of respondents agreed with this option.



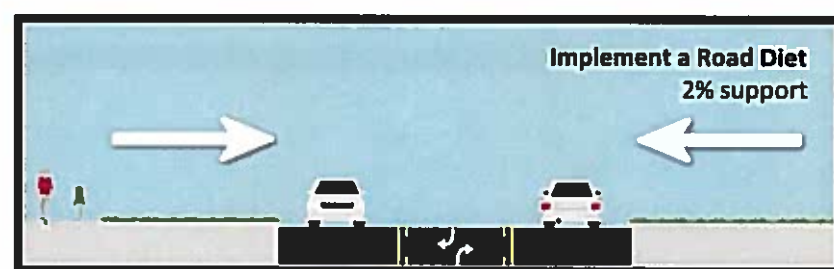
Adding pedestrian crossings in the median at specific locations.

28% of respondents agreed with this option.



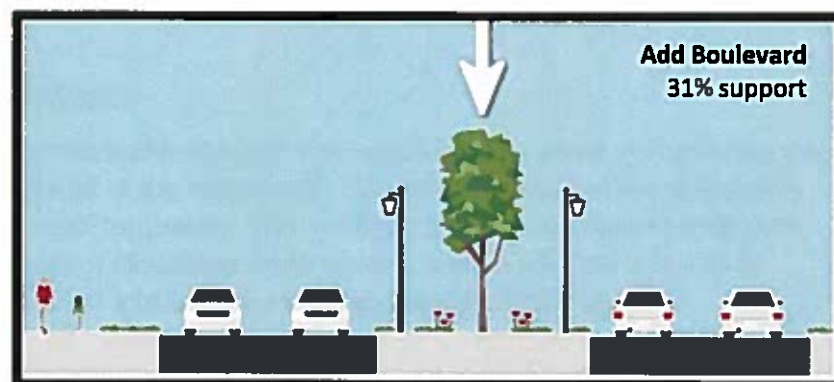
Put M-53 on a “road diet” which means reducing the number of lanes in the corridor.

Only 2% agreed with this option.



Add a boulevard and implement the “Michigan Left” throughout the corridor.

31% of respondents agreed with this option.





First, in Question #11, the respondents were asked about the one thing they would do to the overall flow of traffic along the M-53 corridor in Imlay City. The most frequent answers were adding a light at Borland, adding turn lanes, adding stop lights, safe entrances, redirect trucks, and limited access. While the majority of the words in this cloud are not suggestions, it clearly indicates where most of the people who travel the corridor feel there are traffic flow problems and where officials should focus resources. These include traffic lights at Borland and at the Kroger plaza.



“What is the one thing you would do to improve the overall flow of traffic along the M-53 corridor in Imlay City?”

The second-open ended question (#13) asked respondents to identify a specific business on M-53 they feel is difficult to get to and is in need of improvement. The following answers are the most frequently listed businesses of the 428 responses. (Recall from earlier that Question #12 indicated that 50% of the survey respondents avoided a specific business located on M-53 if it is difficult to get to that business.)



“Please Identify a specific business on M-53 that you feel is difficult to get to and is in need of improvement.”



Next, respondents were asked in Question #14 to describe the alternative route they take if they purposely avoid M-53. The street names in the word cloud below are the streets that were mentioned the most by respondents. The most prominent streets appear to be Almont Avenue, Blacks Corner Road, Newark Road, Capac Road, and Borland Road.



"If you take an alternative route through Imlay City in order to purposely avoid M-53, please describe the route you take."

In Question #16, respondents were asked the one thing they would do improve aesthetics along the M-53 corridor in Imlay City. Out of all of the responses, lights and trees, flowering trees, sidewalks, benches, and signs were the most popular.



"What is the one thing you would do to improve aesthetics along the M-53 corridor in Imlay City?"



For Question #17, respondents were asked if they walk M-53 to describe how they cross and to identify a specific intersection they use. The majority of people say that they do not cross M-53 or walk along the corridor because it is too dangerous and drivers do not have any concern for pedestrians. Most people say that they wait and wait, run across, or jay walk. Of the people who do cross the street, the majority only cross at intersections and lights.



"If you walk along the M-53 corridor, please describe how you cross M-53, e.g. do you have a specific intersection you use, etc."

Finally, in Question #18, respondents were asked if they felt the railroad viaduct near 2nd and 3rd Streets inhibits their ability to travel the corridor safely. The vast majority of respondents said that it did not restrict travel, but those who stated it does, or just commented in general, indicate that it is very narrow and the lanes need to be widened, semi-trucks cause slowdowns and sometimes even don't fit, there are a lot of crashes, traffic needs to slow down, the turn lanes are difficult to navigate, and it is not suited for bicycle or pedestrian traffic.



"Do you feel the railroad viaduct near 2nd and 3rd inhibits your ability to travel through the corridor safely?."



Input Workshop in October

On Wednesday, October 28, 2015, at 5:00 pm, Imlay City hosted a public input open house at the City Hall to share initial concepts for the M-53 corridor and to seek input on those possible future improvements. The event was open to the public and about 25 people attended. The comments, suggestions, and results received from this workshop are as follows:

- It's scary at Newark and M-53
- Too many entry drives
- Light at Borland should be the Number One item
- Like all planned improvements
- Maybe a deceleration lane for Kroger
- Two lights might be too much
- Two lights – May be a little too much
- Like the light proposed at Borland
- Like the planned landscape improvements
- Would like pedestrian signals
- Really like the idea of trucks on Reek Road and Reek Road to industrial park
- Borland Road – At the very least needs a left hand turn lane
- Add one traffic light to break up the flow
- Need sidewalks near Kroger
- Would like better pedestrian access throughout the corridor
- Do not want anything to connect to Almont Street
- Maybe unsafe with kids walking on Almont Street
- No way a pedestrian can cross the street (M-53)
- Most homes on west side need to be able to cross the street
- Eliminate left turns
- Take trucks off Van Dyke, need a bypass
- Slow speed down
- Need landscaping
- Need decorative lights with flower pots and banners
- Would like to see a stop light at Borland
- Dangerous to turn left out of Kroger and the bank
- Would support a turn lane north of the railroad viaduct – Feel vulnerable turning left
- Would like to see something – sign, lights, etc – that indicates "You've Entered Imlay City"
- Difficult to turn left out of Kroger
- Like to use back connections and connected parking lots
- Safety is the top issue for the M-53 corridor
- Need to break up traffic with a signal
- Open-up Big Joes back parking lot
- Open-up access to and from Kroger and ShopKo





Proposed Improvements

Imlay City's vision for M-53 is depicted on the following four concept plans and incorporates the Advisory Committee's input as well as the feedback from the online input survey and the public input open house. The proposed improvements/activities are depicted on the following four concept plans:

- Sheet 1: I-69 to Newark
- Sheet 2: Newark to Borland
- Sheet 3: Borland to 2nd
- Sheet 4: 2nd to Capac

List of Proposed Improvements/Activities

I-69 to Newark

- Gateway entry signs with landscaping
- Decorative lighting (to replace existing street lighting in strategic locations)
- Boulevard
- Landscaping
- Truck route sign
- Crosswalk improvements at Newark and M-53
- Signalization improvements at Newark and M-53
- Truck access route via Reek Road to Industrial Park
- Curb cut reduction with shared access in the northwest corner area of Newark and M-53 via access management
- Sidewalk on the east side of M-53
- Sidewalk on the west side of M-53
- Sidewalk on the north side of Newark

Newark to Borland

- Crosswalk improvements at Borland and M-53
- New traffic signal at Borland and M-53
- Curb cut reduction with shared access in the southeast corner area of Borland and M-53 via access management
- Access drive connecting Borland to the Kroger shopping center
- Decorative lighting (to replace existing street lighting in strategic locations)
- Landscaping

M-53 Corridor Plan



- Curb cut reduction with shared access on the west side of M-53 across the street from Kroger via access management
- New traffic signal at the Kroger shopping center and M-53
- New cross-access road to the east to Reek Road
- New cross-access road to the west to Almont Street
- Sidewalk on the east side of M-53
- Curb cut reduction with shared access on the west side of M-53 near the lumber yard via access management
- Improve aesthetics of, or relocate, subtransmission power poles

Borland to 2nd

- Extend multi-use path on west side of M-53
- Boulevard
- Decorative lighting (to replace existing street lighting in strategic locations)
- Improve aesthetics of, or relocate, subtransmission power poles
- Decorative fence at fairgrounds
- Landscaping at fairgrounds
- Sidewalk on the east side of M-53

2nd to Capac

- Gateway entry signs
- Crosswalk improvements at Capac (Old 21) and M-53
- Landscaping
- Decorative lighting (to replace existing street lighting in strategic locations)
- Sidewalk on the east side of M-53
- Sidewalk on the west side of M-53
- At the CN Railroad viaduct, enhance aesthetics of the area by updating the guard rail and adding landscaping & lighting
- At the CN Railroad viaduct, design and create an Imlay City welcome sign as an integral part of the viaduct
- At the CN Railroad viaduct, implement safe pedestrian access underneath railroad bridge by installing sidewalk behind piers
- Reconfigure M-53 to three lanes in this area



Concept Plan: I-69 to Newark

Sheet 1

Adopted: December 15, 2015



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New Sidewalks

To be located in various locations throughout corridor where none currently exist

Access Management: Reduce the Number of Curb Cuts
Implemented via amendments to Master Plan and/or Zoning Ordinance

Future Reek Road Truck Access Route to Industrial Park

Improve Signalization
Includes updated automobile traffic signals and new pedestrian signals that are activated by pedestrians

Future Crosswalk

Future Landscaping

Future Boulevard

Larger Truck Route Sign

Also accompanied by educational program for truck drivers

Future Decorative Lighting

Replace existing street lighting in strategic locations

Future Landscaping and Gateway Entry Signs





Concept Plan: Newark to Borland



Future Crosswalks

Future Traffic Signal

Study in progress. Borland could be widened to three lanes

Access Management: Future Access Drive

Connects Kroger shopping center to Borland

Access Management: Reduce the Number of Curb Cuts

Implemented via amendments to Master Plan and/or Zoning Ordinance

New Landscaping

Improve Lighting Throughout the Corridor

Decorative light poles would replace existing street lighting

Future Traffic Signal

Future Cross-Access Roads:

- 1) West to Almont St. Includes access drives to existing development
- 2) East to Reek Rd. Extend existing driveway system 600' eastward

New Sidewalks

To be located in various locations throughout corridor where none currently exist

Improve Aesthetics of Subtransmission Power Poles (40 kVA)

Located on the east side of M-53, and could possibly be moved a quarter-mile east, if City acquired the necessary right-of-way





Concept Plan: Borland to 2nd

Adopted: December 15, 2015



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Extend Multi-Use Path

Future Boulevard
Traffic calming measure

Improve Lighting Throughout the Corridor
Decorative light poles would replace existing street lighting

Determine Feasibility of Adding Boulevard Throughout This Area

Improve Aesthetics of Subtransmission Power Poles (40kVA)
Located on the east side of M-53, and could possibly be moved a quarter-mile east, if City required the necessary right-of-way

Future Decorative Fence
Replace existing fence

New Landscaping

New Sidewalks
To be located in various locations throughout corridor where none currently exist





Concept Plan: 2nd to Capac



Future Gateway Entry Signs

New Landscaping

Discuss Lane Configuration with MDOT

From the railroad viaduct north to Capac (Old 21), determine the future possibility of three lanes in this area

New Sidewalks

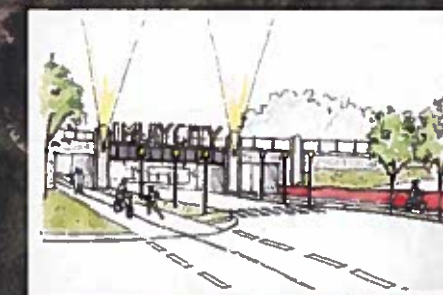
To be located in various locations throughout corridor where none currently exist

Improve Lighting Throughout the Corridor

Decorative light poles would replace existing street lighting

At the CN Railroad Viaduct:

- 1) Enhance aesthetics of the viaduct area by updating the guard rail and adding landscaping & lighting,
- 2) Design and create an Imlay City welcome sign as an integral part of the viaduct, and
- 3) Implement safe pedestrian access underneath railroad bridge by installing sidewalk behind the piers





Implementation

This corridor plan will be only as effective as its implementation. In order to ensure this plan is used and implemented, the following general phasing strategy has been developed to guide Imlay City leaders and other M-53 stakeholders. This phasing strategy and associated concept plans should be consulted annually to inform capital improvements planning and to assist with any grant application submittals. It is the goal of Imlay City to implement *Phase I* over the next one to two years, and the remaining Phases to be implemented as described in subsequent capital improvements program or as funding is made available from partner agencies and other grant sources.

Phase I

For the next one to two years

- Reconfigure M-53 to three lanes (Sheet 4)
- New sidewalks
- Add an Imlay City sign to the railroad viaduct
- Seek TAP grant to fund pedestrian improvements at railroad viaduct
- Truck route signs

Phase II

- Construct viaduct improvements
- Signalization improvements
- Intersection/crosswalk improvements

Phase III

- Boulevards with grass
- Gateway signs

Phase IV

- Landscaping
- Street lighting

Ongoing

- Access management improvements – Implemented via the zoning ordinance
- Future cross-access roads to Almont St and Reek Rd – Requires further study

Separate Project

- Relocation of subtransmission power poles



Appendix A:

Summary of Community Input

Available
Upon Request